



Australian Government
Department of Industry, Science and Resources
Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts

Business Grants Hub

Grant Opportunity Guidelines

Transport Resilience and Capacity Kickstart (TRACK) Program – Round 1

Opening date:	11 September 2026
Closing date and time:	5.00PM Australian Eastern Standard Time on 1 October 2026 Please take account of time zone differences when submitting your application.
Commonwealth policy entity:	Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCA)
Administering entity:	Department of Industry, Science and Resources (DISR)
Enquiries:	If you have any questions, contact us on 13 28 46.
Date guidelines released:	11 September 2026
Type of grant opportunity:	Targeted competitive

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1. Transport Resilience and Capacity Kickstart (TRACK) Program – Round 1 grant opportunity processes

The Transport Resilience and Capacity Kickstart (TRACK) Program is designed to achieve Australian Government objectives

This grant opportunity is part of the above grant program which contributes to the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCA)'s Outcome 2.1. The DITRDCA works with stakeholders to plan and design the grant program according to the [Commonwealth Grants Rules and Principles \(CGRPs\)](#).



The grant opportunity opens

DISR/We publish the grant guidelines on [business.gov.au](#) and [GrantConnect](#).



You complete and submit a grant application

You complete the application form, addressing all the eligibility and assessment criteria in order for your application to be considered.



We assess all grant applications

We assess the applications against eligibility criteria and notify you if you are not eligible. DITRDCA assess eligible applications against the assessment criteria including an overall consideration of value with relevant money and compare it to other eligible applications before recommending which projects to fund.



We make grant recommendations

DITRDCA provide advice to the decision maker (who is the Minister responsible for the *National Land Transport Act 2014*) on the merits of each application.



Grant decisions are made

The decision maker decides which applications are successful.



We notify you of the outcome

We advise you of the outcome of your application. We may not notify unsuccessful applicants until grant agreements have been executed with successful applicants.



We enter into a grant agreement

We will enter into a grant agreement with successful applicants. The type of grant agreement is based on the nature of the grant and will be proportional to the risks involved.



Delivery of grant

You complete the grant activity as set out in your grant agreement. We manage the grant by working with you, monitoring your progress and making payments.



Evaluation of the Transport Resilience and Capacity Kickstart Program

DITRDCA will evaluate the specific grant activity and the TRACK Program as a whole. This is based on information provided and collected from various sources.

1.1. Introduction

These guidelines contain information for the Transport Resilience and Capacity Kickstart (TRACK) Program. TRACK is being run over the 2026-27 financial year, with a total of \$52 million available for incentive payments.

The first round provides up to \$26 million in incentive payments, to shift more freight on to rail. The maximum grant amount is \$10 million. Subsequent rounds will consider maritime (shipping and ports) freight.

The TRACK Program is focused on contestable freight, which for the purposes of these guidelines is:

- containerised freight;¹ and
- contestable freight² (such as agriproducts).

More information about future rounds will be made available over the coming months.

This document sets out:

- the purpose of the grant program/grant opportunity
- the eligibility and assessment criteria
- how we consider and assess grant applications
- how we notify applicants and enter into grant agreements with grantees
- how we monitor and evaluate grantees' performance
- responsibilities and expectations in relation to the opportunity.

This grant opportunity and process will be administered by the Department of Industry, Science and Resources (we/the department/DISR) on behalf of the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCA).

We have defined key terms used in these guidelines in the glossary at section 14.

You should read this document carefully before you fill out an application.

2. About the Transport Resilience and Capacity Kickstart Program

The Transport Resilience and Capacity Kickstart (TRACK) Program (the program) was announced by the Minister for Infrastructure, Transport, Regional Development and Local Government on 6 May 2026 as part of a freight rail investment package aimed at improving the productivity, resilience and reliability of Australia's freight network. The program will cover both the rail and maritime transport modes. Round 1 of the TRACK Program will focus on rail, with future rounds to consider rail and maritime.

¹ See also section 14 on the definition of TEU.

² See also section 14 on the definition of contestable freight.

The primary objectives of the TRACK Program are to:

- maximise the amount of diesel conserved by shifting freight from road to more fuel-efficient modes (rail or coastal shipping), above a baseline, through a financial incentive.
- incentivise mode shift onto more fuel efficient modes, and encourage productivity enhancements across rail and maritime.

Secondary objectives of the TRACK Program, are to provide incentives to:

- For rail:
 - increase train utilisation
 - encourage service reliability
 - encourage sustainable mode shift
 - improve operations and efficiency
 - provide ongoing service for communities vulnerable to supply chain and service disruptions, particularly remote First Nations communities.
- For coastal shipping:
 - increase ship utilisation and build sovereign capability
 - increase the proportion of supported coastal Twenty-foot Equivalent Unit (TEU)³ carried on Australian-flagged vessels
 - provide continuity of service during disruption
 - enhance market development
 - provide ongoing service for communities vulnerable to supply chain and service disruptions, particularly remote First Nations communities.

The TRACK Program will seek to achieve its primary and secondary objectives through competition. By requiring providers to compete for financial support, the program is intended to strengthen competitive pressure, improve business productivity and service offerings, and sharpen value with relevant money outcomes.

The TRACK Program will pay for each new, loaded, TEU that is shifted from road to rail or coastal shipping.

To guide the establishment of the program, we have developed a series of principles. These are:

- **value with relevant money:** taxpayer value with relevant money will be assessed against the incentive paid for diesel savings, as well as the primary and secondary objectives of the program. Competitive forces are the primary mechanism to achieve best value with relevant money.
- **speed of intervention:** speed of delivery for the conservation of diesel is one of the most important factors to be considered. We will prioritise mode shifted freight movements (including 'greenfields' volume) that occur sooner compared to those that occur later.
- **sovereign capability:** The program should support Australian capability and should not detract from it.

³ Or equivalent (i.e. the incentive doubles for a forty-foot equivalent unit).

- **freight agnostic:** incentives must be paid for loaded (not empty) TEUs, but otherwise the content of the TEU should be irrelevant.
- **route agnostic:** the routes suggested should be subservient in consideration to potential fuel savings.
- **investment certainty:** greater certainty in incentive payments will help providers make long term investments, that flow through to the community in terms of greater value.
- **legally compliant:** the program should be consistent with all applicable laws and government policies.
- **acting as a force multiplier:** the program should not disincentivise jurisdictions from providing their own subsidies.

We administer the program according to the [Commonwealth Grants Rules and Principles \(CGRPs\)](#)⁴.

2.1. About the Transport Resilience and Capacity Kickstart (TRACK) Program - Round 1

The Transport Resilience and Capacity Kickstart (TRACK) Program - Round 1 grant opportunity is a pilot round of the program and will run over 2026-2027.

The objective of the TRACK Program - Round 1 grant opportunity is to maximise diesel conservation by supporting the redirection of existing road freight transportation to more fuel-efficient modes of transport, with a focus on financially incentivising rail freight operators to increase capacity and utilisation.

The grant opportunity is a pilot, and as such aims to test the effectiveness of per-TEU incentive payments as a mechanism for achieving rapid modal shift, generating evidence to inform future rounds of the program.

The intended outcomes of this grant opportunity are the:

- reduction of the average diesel intensity of freight transport across supported routes
- increased volume of containerised freight or TEU moved by rail above established baseline volumes.

To support genuine new modal shift, funding is limited to additional TEU moved above an operator's established baseline. The baseline methodology is set out in Appendix B.

3. Grant amount and grant period

3.1. Grants available

The Australian Government has announced a total of up to \$52 million in grant funding available over the 2026-2027 financial year for this program. For Round 1 of the TRACK Program, up to \$26 million will be available to eligible rail operators.

⁴ <https://www.finance.gov.au/government/commonwealth-grants/commonwealth-grants-rules-and-principles-2024>

You must specify the amount of grant funding you are seeking. The maximum grant amount is \$10 million.

The decision maker will determine the amount of grant funding to be awarded, which may be less than the amount requested. Refer to section 8.3 for further information on how the decision maker will determine the amount of funding to offer.

You are responsible for the remaining eligible and ineligible project costs.

We cannot fund your project if it receives funding from another Commonwealth government grant. You can apply for a grant for your project under more than one Commonwealth Program, but if your application is successful, you must choose either the TRACK Program grant or the other Commonwealth grant.

3.2. Project period

You must complete your project by 30 June 2027.

4. Eligibility criteria

We cannot consider your application if you do not satisfy all eligibility criteria.

4.1. Who is eligible to apply for a grant?

This grant opportunity is a targeted competitive process. DITRDCSA considers that this is an appropriate selection process with the targeted entity types identified because:

- rolling stock operators as defined in the Schedule of the Rail Safety National Law (South Australia) Act 2012 are in the position to attract and make provisions for new freight business
- they undertake these activities on an on-going basis
- they have the required technical expertise to undertake the activities
- the nature of the grant activity is specifically dependent on the expertise of the above organisations.

To be eligible you must:

- be registered with ONRSR [National Rail Safety Register | ONRSR](#)
- not have had their ONRSR accreditation cancelled or suspended by ONRSR within the last two years
- be a 'rolling stock operator' as defined in the Schedule of the *Rail Safety National Law (South Australia) Act 2012*, and;
- operate a rail freight business (Annual Report from last financial year will prove business operations).

4.2. Who is not eligible to apply for a grant?

You are not eligible to apply if you are:

- not able to meet the eligibility requirements under section 4.1

- an organisation, or your project partner is an organisation, included on the [National Redress Scheme's website](#) on the list of 'Institutions that have not joined or signified their intent to join the Scheme'
- an employer of 100 or more employees that has [not complied](#) with the *Workplace Gender Equality Act (2012)*.

5. What the grant money can be used for

5.1. Eligible grant activities

To be eligible your project must carry at least one loaded TEU⁵ above the baseline threshold for a given route in Australia between 1 July 2026 and 30 June 2027. In doing so, you must comply with the standard offer (as set out in Appendix A) or comply with an offer as specified by you and accepted by DITRDCSA.

All projects must undertake an independent assessment of performance against agreed metrics. The assessment must be included as a project milestone.

All activities must be in line with program objectives and outcomes in section 2.

We may also approve other activities, any additional activities must be in line with objectives and outcomes in Section 2.

5.2. Eligible expenditure

Once paid, there are no restrictions how grant money paid can be expended. You may be required to pay money back if audit, volume or other obligations are not met.

We are not responsible for any expenditure you incur until a grant agreement is executed. The Commonwealth will not be liable, and should not be held out as being liable, for any activities undertaken before the grant agreement is executed.

5.3. What the grant money cannot be used for

You cannot use the grant money, and we will not make payment under the grant, for the following:

- TEUs at or below the accepted baseline
- the movement of empty containers
- movements that are not on an Australian route or not within the agreed project period
- movements that cannot be verified through the evidence, audit and reconciliation requirements in the grant agreement
- movements claimed by more than one operator or otherwise double counted.

⁵ See the definition of TEU in section 14 – note that this includes an expanded definition that specifically includes grain shipments.

6. The assessment criteria

The grant is subject to the submission of a proposal which addresses all of the below assessment criteria. DITRDCSA will assess your application based on the weighting given to each criterion.

The amount of detail and supporting evidence you provide in your application should be relative to the project size, complexity and grant amount requested. You should provide evidence to support your answers. You may also provide additional attachments to your application that offer further evidence and strengthen your application.

In providing your application you will need to supply to us:

- your offer using the methodology outlined in Appendix A or a different one you propose
- your baseline using the methodology outlined in Appendix B or a different one you propose
- your answer to criterion 1
- your answer to criterion 2
- your answer to criterion 3.

Applications will need to address all of these elements. Your response to the assessment criteria should be limited to 25,000 characters. We will assess eligible applications against each assessment criterion using the weighting indicated to develop an overall score.

For the avoidance of doubt, you may propose different incentive payments for different routes and propose that different terms and conditions apply to different routes.

6.1. Assessment criterion 1

How your project saves diesel in Australia (50 points)

You must demonstrate this through identifying and providing details of:

- a. how much Australian diesel your project will save (i.e. based on a methodology determined by you, but could be done on route, the locomotives and train configurations to be used, against how much diesel would be used if the same cargo was moved using a high productivity vehicle (HPV)⁶, from terminal to terminal).
- b. the subsidy required per TEU, per route.

Based on your answer we will consider how much subsidy is required against how much diesel is saved. We will prefer applications where the most amount of diesel is saved for the lowest subsidy.

6.2. Assessment criterion 2

How your project aligns with the program purpose, objectives and outcomes (35 points)

You must demonstrate this through identifying and providing details of:

⁶ Assuming a HPV uses 0.02 – 0.03L per tonne km. You may propose alternative assumptions.

- a. how your proposal will meet the primary and secondary objectives of the program, including the extent to which your proposal will lead to productivity enhancements and mode shift across the rail network.
- b. how your project will support ongoing service for communities vulnerable to supply chain and service disruptions, particularly remote First Nations communities.
- c. how your project contributes to Closing the Gap outcomes, including evidence of a current Reconciliation Action Plan (RAP), Indigenous employment targets, Indigenous supplier-use targets, and your progress against them and how you will accelerate progress.
- d. your plan to incentivise additional TEUs to your service. The more confidence that you give us the stronger you will score on this criterion. This could include:
 - how much incentive you will pass on to your customers
 - what service standards you propose.
- e. your plan to encourage sustained mode shift beyond 2026-27 including any commercial arrangements you may put in place with other entities to support ongoing freight volumes or pass through incentive payments. For example, you may work with another entity through a joint venture or other commercial arrangement, including with an organisation that is not eligible to apply in its own right. (We will only enter into a grant agreement with the eligible applicant. The eligible applicant will remain responsible for implementing the grant activity and meeting all obligations under the grant agreement). If you give us confidence that the incentive payment can encourage long term sustained mode shift, your application will score more highly.
- f. how you applied the standard offer in Appendix A or your proposed alternative and your response to the standard offer and how you applied the baseline methodology in Appendix B or your proposed alternative and your response to the baseline methodology.
- g. how you will provide assurance that the volume that you are agreeing to will come from new growth or from road freight, and not from other rolling stock operators or coastal shipping.
- h. what proportion of the grant would you like paid in milestones and when would you like those milestones to be.
- i. the eligibility of the freight movement for other state and territory mode shift incentive scheme. The Commonwealth wants to encourage other jurisdictions to contribute financially to mode shift. Therefore, your application will score more highly on this criterion if it makes use of support from other jurisdictions.
- j. usage of TEU that would otherwise be empty (i.e. use of backhaul). Your application will score more highly if you can make use of backhaul to shift freight, because we value higher train utilisation.

6.3. Assessment criterion 3

How your project improves rail freight resilience over the longer term (15 points)

You must demonstrate this through identifying and providing details of:

- a. how you will encourage service reliability of rail freight services while carrying more freight.

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- b. alignment to Commonwealth strategies including the [National Freight and Supply Chain Strategy](#) and the [National Strategy for Food Security in Remote Aboriginal and Torres Strait Islander Communities](#).
- c. the intended long term effect of your project on rail freight customers, including whether the project will include any pass-through of grant funding to freight forwarders and customers.
- d. the intended long term effect of your project on rail freight operations, including whether the additional TEU will be moved using existing network capacity.

7. How to apply

Before applying you should read and understand these guidelines, the sample [application form](#) and the sample [grant agreement](#) published on business.gov.au and GrantConnect.

Applicants should read all eligibility and assessment criteria closely and attach detailed evidence that supports the assessment criteria.

You will need to set up an account to access our online [portal](#).

To apply, you must:

- complete and submit the application through the online [portal](#)
- provide all the information requested
- address all eligibility and assessment criteria
- include all necessary attachments.

You are responsible for making sure your application is complete and accurate. Giving false or misleading information is a serious offence under the [Criminal Code Act 1995](#). If we consider that you have provided false or misleading information we may not progress your application. If you find an error in your application after submitting it, you should call us immediately on 13 28 46.

After submitting your application, we may contact you for clarification if we find an error or any missing information, including evidence that supports your eligibility/merit.

You can view and print a copy of your submitted application on the portal for your own records.

If you need further guidance around the application process, or if you have any issues with the portal, [contact us](#) at business.gov.au or by calling 13 28 46.

7.1. Attachments to the application

You must provide the following documents with your application:

- your response to assessment criterion 1-3.

You must attach supporting documentation to the application form in line with the instructions provided within the form. You should only attach requested documents. Individual file sizes cannot be greater than 25MB, while the total of all attachments cannot exceed 50MB. We will not consider information in attachments that we do not request.

7.2. Timing of grant opportunity processes

You can only submit an application between the published opening and closing dates. We cannot accept late applications.

Table 1: Expected timing for this grant opportunity

Activity	Timeframe
Assessment of applications	2 weeks
Approval and announcement of successful applicants	1 week
Negotiations and award of grant agreements	1 week
Notification to unsuccessful applicants	1 week
Project completion date	30 June 2027

7.3. Questions during the application process

If you have any questions during the application period, [contact us](#) at business.gov.au or by calling 13 28 46.

8. The grant selection process

8.1. Assessment of grant applications

We first review your application against the eligibility criteria. If eligible, your proposal will be assessed against the assessment criteria outlined in section 6. Only eligible applications will proceed to the assessment stage.

DITRDCA will consider your application on its merits, based on:

- how well it meets the criteria
- how it compares to other applications
- whether it provides value with relevant money.⁷

When assessing the extent to which the application represents value with relevant money, DITRDCA will have regard to:

- the overall objectives of the grant opportunity
- the evidence provided to demonstrate how your project contributes to meeting those objectives
- the relative value of the grant sought
- prioritising fuel savings based on industry evidence available.

⁷ See glossary for an explanation of 'value with relevant money'.

If applications are scored the same, DITRDCSA will consider value with relevant money and alignment to the program objectives to recommend applications for funding. DITRDCSA may recommend to the decision maker that your:

- project be accepted;
- project be accepted with amendments to your:
 - baseline methodology;
 - additional TEU by route; or
 - milestone payment schedule; or
- project be found unsuccessful.

We also consider any national interest, financial, legal/regulatory, governance or other issue or risk identified during any due diligence process conducted in respect of the applicant. This includes its directors, officers, senior managers, key personnel, its related bodies corporate (as defined in the Corporations Act) or its application that could bring the Australian Government into disrepute if it were to fund the applicant. Such issues and risks include where it's considered that funding the application under this grant opportunity is likely to directly conflict with Australian Government policy. Where possible, you will be provided with an opportunity to comment on any material risks identified during this due diligence process prior to determining the extent (if any) to which those issues or risks affect the assessment of the application and, if so, whether they are sufficient to warrant the exclusion of your application from the assessment process.

8.2. Who will assess applications?

DISR assess your application for eligibility.

DITRDCSA assess your proposal against the assessment criteria and compare it to other eligible applications before recommending which projects to fund to the decision maker.

DITRDCSA may seek additional information about you or your application.

DITRDCSA may also consider information about you or your application that is available as a result of the due diligence process or through the normal course of business.

8.3. Who will approve grants?

The decision maker (who is the Minister responsible for the *National Land Transport Act 2014*) decides which grants to approve taking into account the application and the availability of grant funds.

The decision maker's decision is final in all matters, including:

- the grant approval
- the grant funding to be awarded
- any conditions attached to the offer of grant funding.

We cannot review decisions about the merits of your application.

The decision maker will not approve funding if there are insufficient program funds available across relevant financial years for the program.

9. Notification of application outcomes

We will advise you of the outcome of your application in writing. If you are successful, we advise you of any specific conditions attached to the grant.

9.1. Feedback on your application

If you are unsuccessful, we will give you an opportunity to discuss the outcome with us.

10. Successful grant applications

10.1. The grant agreement

You must enter into a legally binding grant agreement with the Commonwealth. The grant agreement has general terms and conditions that cannot be changed. A sample grant agreement is available on business.gov.au and GrantConnect. The grant agreement will be supplemented with the standard offer (if you agree to it) or an alternative (if you propose it and we agree to it).

We must execute a grant agreement with you before we can make any payments. Execute means both you and the Commonwealth have accepted the agreement. We are not responsible for any expenditure you incur and cannot make any payments until a grant agreement is executed.

The approval of your grant may have specific conditions determined by the assessment process or other considerations made by the decision maker. We will identify these in the offer of grant funding.

The Commonwealth may recover grant funds if there is a breach of the grant agreement.

10.2. Standard grant agreement

We will use a standard grant agreement (subject to the standard offer and any other offer you put to us).

You will have 30 days from the date of a written offer to execute this grant agreement with the Commonwealth. During this time, we will work with you to finalise details.

The offer may lapse if both parties do not sign the grant agreement within this time. Under certain circumstances, we may extend this period. We base the approval of your grant on the information you provide in your application. We will review any required changes to these details to ensure they do not impact the project as approved by the decision maker.

10.3. Specific legislation, policies and industry standards

You must comply with all relevant laws, regulations and Australian Government sanctions in undertaking your project. You must also comply with the specific legislation/policies/industry standards that follow. It is a condition of the grant funding that you meet these requirements. We will include these requirements in your grant agreement.

In particular, you will be required to comply with:

- state/territory legislation in relation to railway operations
- maintain registration as a Rolling Stock Operator with the Office of the National Rail Safety Regulator
- state/territory legislation in relation to working with children
- [Australian Code for the Responsible Conduct of Research 2007](https://www.nhmrc.gov.au/about-us/publications/australian-code-responsible-conduct-research-2007)⁸
- [National Statement of Ethical Conduct in Human Research \(2007\) - Updated 2018](https://www.nhmrc.gov.au/about-us/publications/national-statement-ethical-conduct-human-research-2007-updated-2018)⁹

10.4. How we pay the grant

The grant agreement will state the maximum grant amount we will pay.

We will not exceed the maximum grant amount under any circumstances. If your costs exceed the value of the grant, you must meet those costs yourself.

We will make payments according to an agreed schedule set out in the grant agreement. Payments are subject to satisfactory progress.

We may also withhold payments if you do not meet terms of the grant agreement, including obligations under the standard offer or any terms and conditions that you have agreed to.

You will be required to report how you spent the grant funds at the completion of the project (i.e. for round 1 of TRACK).

10.5. Grant Payments and GST

If you are registered for the Goods and Services Tax (GST), where applicable we will add GST to your grant payment and provide you with a recipient created tax invoice. You are required to notify us if your GST registration status changes during the project period. GST does not apply to grant payments to government related entities¹⁰.

Grants are assessable income for taxation purposes, unless exempted by a taxation law. We recommend you seek independent professional advice on your taxation obligations or seek assistance from the [Australian Taxation Office](https://www.ato.gov.au). We do not provide advice on tax.

11. Announcement of grants

If successful, your grant will be listed on the GrantConnect website 21 calendar days after the date of execution.

We will publish non-sensitive details of successful projects on GrantConnect. We are required to do this by the [Commonwealth Grants Rules and Principles \(CGRPs\)](#), Section 5.4. We may also publish this information on business.gov.au. This information may include:

- name of your organisation

⁸ <https://www.nhmrc.gov.au/about-us/publications/australian-code-responsible-conduct-research-2007>

⁹ <https://www.nhmrc.gov.au/about-us/publications/national-statement-ethical-conduct-human-research-2007-updated-2018>

¹⁰ See Australian Taxation Office ruling GSTR 2012/2 available at [ato.gov.au](https://www.ato.gov.au)

- title of the project
- description of the project and its aims
- amount of grant funding awarded
- Australian Business Number
- business location
- your organisation's industry sector.

12. How we monitor your grant activity

12.1. Keeping us informed

You should let us know if anything is likely to affect your project or organisation.

We need to know of any key changes to your organisation or its business activities, particularly if they affect your ability to complete your project, carry on business and pay debts due.

You must also inform us of any changes to your:

- name
- addresses
- nominated contact details
- bank account details.

If you become aware of a breach of terms and conditions under the grant agreement, you must contact us immediately.

You must notify us of events relating to your project and provide an opportunity for the Minister or their representative to attend.

12.2. Reporting

You must submit reports in line with the grant agreement. We will expect you to report on:

- progress against agreed project milestones and outcomes
- project expenditure, including expenditure of grant funds

We will monitor the progress of your project by assessing reports you submit and may conduct site visits to confirm details of your reports if necessary. Occasionally we may need to re-examine claims, seek further information or request an independent audit of claims and payments.

You will also be required to report directly to DITRDCA on:

- interstate rail freight movements (tonnes, net tonne-kilometres, TEUs) that incentives were provided for through the program
- intrastate rail freight movements (tonnes, net tonne-kilometres, TEUs) that incentives were provided for through the program
- collect and submit evidence that TEU would otherwise have been carried by road (e.g. contracts or statutory declarations by freight customer)

- submit evidence of pass through of incentive payments to freight forwarders or freight customers (e.g. invoices)
- confirm fuel efficiencies of operations (i.e. by locomotive model and route)
- advise us if you believe that you have won or lost work to/from other rail operators or maritime providers.

12.2.1. Ad-hoc reports

We may ask you for ad-hoc reports on your project. This may be to provide an update on progress, or any significant delays or difficulties in completing the project.

12.2.2. End of project report

When you complete the project, you must submit an end of project report (i.e. at the completion of your project in round 1 of TRACK).

End of project reports must:

- include the agreed evidence specified in the grant agreement
- be submitted by the report due date.

12.2.3. Audited financial acquittal report

We will ask you to provide an independent audit report. An audit report will verify key commitments that you have provided, including that:

- volumes by route were achieved above the baseline
- commitments in the terms and conditions (i.e. the standard offer and any agreed alternative) have been met.

Audits can be by way of robust sampling.

12.3. Grant agreement variations

We recognise that unexpected events may affect project progress. In these circumstances, you can request a variation to your grant agreement.

The program does not allow for an increase of grant funds.

If you want to propose changes to the grant agreement, you must put them in writing before the project grant agreement end date. You can submit a variation request via our online portal.

You should not assume that a variation request will be successful. We will consider your request based on factors such as:

- how it affects the project outcome
- consistency with the program policy objective, grant opportunity guidelines and any relevant policies of the department
- changes to the timing of grant payments
- availability of program funds.

12.4. Compliance visits

We may visit you during the project period, or at the completion of your project to review your compliance with the grant agreement. We will provide you with reasonable notice of any compliance visit.

12.5. Record keeping

We may also inspect the records you are required to keep under the grant agreement.

12.6. Evaluation

DITRDCSA evaluate the grant program to measure how well the outcomes and objectives have been achieved. DITRDCSA may use information from your application and project reports for this purpose. DITRDCSA may also interview you, or ask you for more information to help them understand how the grant impacted you and to evaluate how effective the program was in achieving its outcomes.

DITRDCSA may contact you up to two years after you finish your project for more information to assist with this evaluation.

12.7. Acknowledgement

If you make a public statement about a project funded under the program, including in media releases, on social media and in a brochure or publication, you must acknowledge the grant by using the following:

‘This project received grant funding from the Australian Government.’

13. Probity

We will make sure that the grant opportunity process is fair, according to the published guidelines, incorporates appropriate safeguards against fraud, unlawful activities and other inappropriate conduct and is consistent with the CGRPs.

13.1. Enquiries and feedback

For further information or clarification, you can contact us on 13 28 46 or by [web chat](#) or through our [online enquiry form](#) on business.gov.au.

We may publish answers to your questions on our website as Frequently Asked Questions.

Our [Customer Service Charter](#) is available at business.gov.au. We use customer satisfaction surveys to improve our business operations and service.

If you have a complaint, call us on 13 28 46. We will refer your complaint to the appropriate manager.

If you are not satisfied with the way we handle your complaint, you can contact:

General Manager

Business Grants Hub
Department of Industry, Science and Resources
GPO Box 2013
CANBERRA ACT 2601

You can also contact the [Commonwealth Ombudsman](#) with your complaint (call 1300 362 072). There is no fee for making a complaint, and the Ombudsman may conduct an independent investigation.

13.2. Conflicts of interest

Any conflicts of interest could affect the performance of the TRACK Program. There may be a conflict of interest, or perceived conflict of interest, if our staff, any member of a committee or advisor and/or you or any of your personnel:

- has a professional, commercial or personal relationship with a party who is able to influence the application selection process, such as an Australian Government officer
- has a relationship with or interest in, an organisation, which is likely to interfere with or restrict the applicants from carrying out the proposed activities fairly and independently or
- has a relationship with, or interest in, an organisation from which they will receive personal gain because the organisation receives a grant under the grant program/grant opportunity.

As part of your application, we will ask you to declare any perceived or existing conflicts of interests or confirm that, to the best of your knowledge, there is no conflict of interest.

If you later identify an actual, apparent, or perceived conflict of interest, you must inform us in writing immediately.

Conflicts of interest for Australian Government staff are handled as set out in the Australian Public Service Code of Conduct (Section 13(7)) of the [Public Service Act 1999](#). Committee members and other officials including the decision maker must also declare any conflicts of interest.

We publish our [conflict of interest policy](#)¹¹ on the department's website. The Commonwealth policy entity also publishes a conflict of interest policy on its website.

13.3. Privacy

Unless the information you provide to us is:

- confidential information as per below, or
- personal information as per below.

we may share the information with other government agencies for a relevant Commonwealth purpose such as:

¹¹ <https://www.industry.gov.au/publications/conflict-interest-policy>

- to improve the effective administration, monitoring and evaluation of Australian Government programs
- for research
- to announce the awarding of grants.

We must treat your personal information according to the Australian Privacy Principles (APPs) and the *Privacy Act 1988* (Cth). This includes letting you know:

- what personal information we collect
- why we collect your personal information
- to whom we give your personal information.

We may give the personal information we collect from you to our employees and contractors, and other Commonwealth employees and contractors, so we can:

- manage the program
- research, assess, monitor and analyse our programs and activities.

We, or the Minister, may:

- announce the names of successful applicants to the public
- publish personal information on the department's websites.

You may read our [Privacy Policy](#)¹² on the department's website for more information on:

- what is personal information
- how we collect, use, disclose and store your personal information
- how you can access and correct your personal information.

13.4. Confidential information

Other than information available in the public domain, you agree not to disclose to any person, other than us, any confidential information relating to the grant application and/or agreement, without our prior written approval. If we provide you with information we will specify if that information is confidential.

The obligation will not be breached where you are required by law, Parliament or a stock exchange to disclose the relevant information or where the relevant information is publicly available (other than through breach of a confidentiality or non-disclosure obligation).

We may at any time, require you to arrange for you; or your employees, agents or subcontractors to give a written undertaking relating to nondisclosure of our confidential information in a form we consider acceptable.

We will treat the information you give us as sensitive and therefore confidential if it meets all of the following conditions:

- you clearly identify the information as confidential and explain why we should treat it as confidential
- the information is commercially sensitive
- disclosing the information would cause unreasonable harm to you or someone else

¹² <https://www.industry.gov.au/data-and-publications/privacy-policy>

- you provide the information with an understanding that it will stay confidential.

We will seek to protect confidential information that you provide us from disclosure.

We may disclose confidential information:

- to our Commonwealth employees and contractors, to help us manage the program effectively
- to the Auditor-General, Ombudsman or Privacy Commissioner
- to the responsible Minister or Assistant Minister
- to a House or a Committee of the Australian Parliament.

We may also disclose confidential information if

- we are required or authorised by law to disclose it
- you agree to the information being disclosed, or
- someone other than us has made the confidential information public.

13.5. Freedom of information

All documents in the possession of the Australian Government, including those about the program, are subject to the *Freedom of Information Act 1982* (Cth) (FOI Act).

The purpose of the FOI Act is to give members of the public rights of access to information held by the Australian Government and its entities. Under the FOI Act, members of the public can seek access to documents held by the Australian Government. This right of access is limited only by the exceptions and exemptions necessary to protect essential public interests and private and business affairs of persons in respect of whom the information relates.

If someone requests a document under the FOI Act, we will release it (though we may need to consult with you and/or other parties first) unless it meets one of the exemptions set out in the FOI Act.

All Freedom of Information requests must be referred to the Freedom of Information Coordinator in writing.

By mail: Freedom of Information Coordinator
GPO Box 9839
Canberra ACT 2601
Australia
By email: FOI@industry.gov.au

14. Glossary

Term	Definition
administering entity	When an entity that is not responsible for the policy, is responsible for the administration of part or all of the grant administration processes.
application form	The document issued by the Program Delegate that applicants use to apply for funding under the program.
assessment criteria	The specified principles or standards, against which applications will be judged. These criteria are also used to assess the merits of proposals and, in the case of a competitive grant opportunity, to determine application ranking.
baseline	The TRACK Program is designed to pay for additional volume of TEU above a baseline. The standard baseline methodology is set out in Appendix B, noting that you can propose an alternative. In submitting an application, you will supply information about establishing the baseline applicable to your project by route.
claimant on record	Incentives will be paid for each TEU equivalent freight movement. Auditing may be carried out to ensure TRACK incentives have not been paid to one or more Rolling Stock Operators for the same TEU transported.
Commonwealth Grants Rules and Principles (CGRPs)	Establish the overarching Commonwealth grants policy framework and articulate the expectations for all non-corporate Commonwealth entities in relation to grants administration. Under this overarching framework, non-corporate Commonwealth entities undertake grants administration based on the mandatory requirements and key principles of grants administration.
completion date	The expected date that the grant activity must be completed and the grant spent by
contestable freight	Some freight that is not transported by TEU is eligible at the sole discretion of the DITRDCA. This could include: grain, mineral sands, cotton and other freight that may be transported by road. This could include bulk liquids, vehicles, and capital equipment.

Term	Definition
	On first principles, DITRDCSA expects that coal and iron are not contestable with road, and so therefore are ineligible.
date of effect	Can be the date on which a grant agreement is signed or a specified starting date. Where there is no grant agreement, entities must publish information on individual grants as soon as practicable.
Department	The Department of Industry, Science and Resources.
double counting	For each TEU movement, there must be only one above rail operator registered as the claimant of record. Where a TEU movement involves more than one operator, those operators must agree which operator will include that movement in its evidence. We will not make payment for the same TEU movement to more than one operator.
decision maker	A person who makes a decision to award a grant.
eligible activities	The activities undertaken by a grantee in relation to a project that are eligible for funding support as set out in 5.1.
eligible application	An application or proposal for grant funding under the program that the Program Delegate has determined is eligible for assessment in accordance with these guidelines.
eligible entities	Entities are eligible if they meet the definition of Rolling Stock Operator under the <i>Rail Safety National Law (South Australia) Act 2012</i> .
eligibility criteria	Refer to the mandatory criteria which must be met to qualify for a grant. Assessment criteria may apply in addition to eligibility criteria.
eligible expenditure	For this grant opportunity, eligible expenditure means the verified delivery of eligible grant activities under section 5.2.
FEU	Forty-foot Equivalent Unit, which is a general unit of cargo capacity.
force majeure event	An event (such as a natural disaster or a conflict) that disrupts normal services. For the purposes of these

Term	Definition
	guidelines, DITRDCA will at its sole discretion determine whether an event is a force majeure event.
grant	For the purposes of the CGRPs, a 'grant' is an arrangement for the provision of financial assistance by the Commonwealth or on behalf of the Commonwealth: a. under which relevant money¹³ or other Consolidated Revenue Fund (CRF) money¹⁴ is to be paid to a grantee other than the Commonwealth; and b. which is intended to help address one or more of the Australian Government's policy outcomes while assisting the grantee achieve its objectives.
grant activity/activities	Refers to the project/tasks/services that the grantee is required to undertake
grant agreement	A legally binding contract that sets out the relationship between the Commonwealth and a grantee for the grant funding, and specifies the details of the grant.
grant funding or grant funds	The funding made available by the Commonwealth to grantees under the program.
grant opportunity	Refers to the specific grant round or process where a Commonwealth grant is made available to potential grantees. Grant opportunities may be open or targeted, and will reflect the relevant grant selection process.
grant program	A 'program' carries its natural meaning and is intended to cover a potentially wide range of related activities aimed at achieving government policy outcomes. A grant program is a group of one or more grant opportunities under a single DITRDCA Portfolio Budget Statement Program.
GrantConnect	The Australian Government's whole-of-government grants information system, which centralises the publication and reporting of Commonwealth grants in accordance with the CGRPs.

¹³ Relevant money is defined in the PGPA Act. See section 8, Dictionary.

¹⁴ Other CRF money is defined in the PGPA Act. See section 105, Rules in relation to other CRF money.

Term	Definition
grantee	The individual/organisation which has been selected to receive a grant.
hard pass	Method in which the applicant proposes to pass on the benefit of the grant to customers. Hard pass means the applicant intends to pass on the benefit of the grant to customers directly, for example through a direct price reduction.
incentive payment	TRACK will pay an incentive payment per TEU above the accepted baseline. The incentive payment by route is proposed by you in your application. DITRDCSA may accept or reject your application (or in some circumstances, propose alternatives).
inter jurisdiction	For the purposes of this grant opportunity, inter jurisdiction routes are routes that physically pass into at least two Australian jurisdictions (i.e. pass into ACT and NSW, or South Australian, Victoria and NSW). A route is inter jurisdictional in the case of Tasmania if the TEU is unloaded from a maritime vessel onto a train (including if the TEU unloads from a maritime vessel onto road freight within a port terminal and the is loaded onto a train). A TEU is not inter jurisdictional if it is unloaded onto road freight taken outside of the port terminal and then onto another mode of transport.
intra jurisdiction	For the purposes of this grant opportunity, intra jurisdiction routes are routes that are wholly within a single jurisdiction.
Minister	The Commonwealth Minister for Infrastructure, Transport, Regional Development and Local Government.
personal information	Has the same meaning as in the <i>Privacy Act 1988</i> (Cth) which is: Information or an opinion about an identified individual, or an individual who is reasonably identifiable: - whether the information or opinion is true or not; and - whether the information or opinion is recorded in a material form or not.

Term	Definition
Program Delegate	A Manager within the Business Grants Hub in DISR with responsibility for administering the program.
program funding or program funds	The funding made available by the Commonwealth for the program.
project	A project described in an application for grant funding under the program.
selection criteria	Comprises of eligibility criteria and assessment criteria.
TEU	Twenty-foot Equivalent Unit (TEU), which is a general unit of cargo capacity. This round of the TRACK program is open to: - eligible TEU; and - contestable freight. For the purposes of contestable freight (i.e. grain, cotton, mineral sands etc), a hopper car or other container is considered to be a TEU-equivalent. To the extent to which a comparison is needed, we would ask applicants to include in their application what the equivalent tonne or net-tonne kilometres are compared to a standard TEU. In the event of a dispute on what container is eligible, DITRDCSA will consider at its sole discretion.
value with relevant money	Value with relevant money in this document is a judgement based on the grant proposal representing an efficient, effective, economical and ethical use of public resources and determined from a variety of considerations. When administering a grant opportunity, an official should consider the relevant financial and non-financial costs and benefits of each proposal including, but not limited to: ▪ the quality of the project proposal and activities; ▪ fitness for purpose of the proposal in contributing to government objectives; ▪ that the absence of a grant is likely to prevent the grantee and government's outcomes being achieved; and

Term	Definition
	the potential grantee’s relevant experience and performance history.
volume	In this document, the term volume generally refers to the number of TEU above the baseline that you propose would be eligible for incentive payments. You should propose what volume your application will achieve by route. DITRDCA may propose an alternative volume to you in your application. If you do not achieve the volumes that you propose and that are accepted, you may be required to proportionally pay back your total grant payment at the end of the eligible period.

Appendix A. The Standard Offer

The TRACK Program will pay an incentive payment per TEU above the accepted baseline as proposed by you in your application and set out in the grant offer. A TEU is a twenty-foot equivalent container or an equivalent (i.e. one forty-foot equivalent unit container is equivalent to two TEU) and includes containers for the transportation of contestable freight.

The standard offer is:

- **Additionality:** Only TEUs above the defined baseline for the participant/corridor, adjusted for forecast growth and known disruptions (e.g. track works), are eligible. TEU must be ‘new to rail’ (i.e. volumes must not come from other rail operators) and applicant must commit to the movement of at least one TEU above the baseline.
- **Avoiding partial/empty movements:** Eligible TEU must be loaded.
 - a minimum weight of 8 tonnes per TEU would normally apply (waived at the discretion of DITRDCA)
 - only the forward leg would normally be eligible (waived at the discretion of DITRDCA).
- **Avoiding double counting:** There must be a single “claimant of record” per TEU.
- **Pass through obligations:** Applicants may wish to specify pass through obligations in their offers (for example the extent to which they will pass any incentive payment to the freight forwarder or customer).
- **Data provision:** Operators to provide data over the life of the round for TEU on your network upon which at least 1 eligible TEU has transited:
 - diesel use per route per quarter
 - number of services per route per quarter
 - number of TEU per route per quarter
 - interstate intermodal and bulk rail freight (tonnes, net tonne-kilometres, TEUs, TEUs above the baseline) per quarter
 - intrastate intermodal and bulk rail freight (tonnes, net tonne-kilometres, TEUs above the baseline) per quarter.

You may propose alternative offers to this offer.

Appendix B. Standard Baseline methodology

The TRACK Program will pay an incentive payment per TEU above the accepted baseline as proposed by you in your application and set out in the grant offer. The standard baseline methodology is:

- you will provide verifiable historic information covering 2024-25, 2025-26.
- this information will specify, for each relevant route:
 - interstate intermodal and bulk rail freight (tonnes, net tonne-kilometres, TEUs) by route and month in each year; and
 - intrastate intermodal and bulk rail freight (tonnes, net tonne-kilometres, TEUs) by route and month in each year.
- on this basis you would develop a baseline of TEU by route for the duration of the program.
- we would ask that you do this on a month-by-month basis in 2026-27 but whether you meet your volume commitments would be determined against volume achieved across the whole period.
 - you would propose adjustment factors covering:
 - forecast volume changes against:
 - increased interest in rail freight because of elevated fuel prices.
 - long term trends of declining freight volumes.
 - seasonal changes.
 - known track disruptions.
 - empty TEU (i.e. backhaul) would not normally be considered as part of the baseline.
 - eligible TEU must be new to rail.
- if during the course of the period, you wish to alter volumes by route, you should discuss with DITRDCA. DITRDCA will consider your proposal, based on a range of factors, including:
 - whether a force majeure event has occurred
 - retained diesel savings
 - fiscal implications for the Commonwealth (note that the total amount paid under the agreement cannot exceed the total amount agreed when the grant has been awarded).

DITRDCA will assess your proposed baseline and may suggest alterations.

Through the period there may be changes to the baseline subject to DITRDCA's agreement. For example if you can demonstrate that volume has been lost on a route you operate because that volume has transitioned to another rail operator or there are unexpected track works or a force majeure event, we will have regard to that and may revise your baseline down, and agree alternative volumes per route, during the period. Changes in the baseline could include:

- natural disasters
- cyber-attacks and telecommunications outages
- unexpected track disruptions.
- temporary closures.

Note that the department will never be able to enter into agreements that gives rise to more than \$26 million in incentive payments for round one of the TRACK Program and the maximum grant amount is \$10 million.

You may propose alternative methodologies to this one.