2026

THE LEGISLATIVE ASSEMBLY FOR THE

AUSTRALIAN CAPITAL TERRITORY

ELEVENTH ASSEMBLY

Transport Canberra Operations Half Yearly Performance Report

(as at 31 December 2025)

Presented by
Chris Steel MLA
Minister for Transport

February 2026

TRANSPORT CANBERRA OPERATIONS

2025-26 Half Yearly Statement of Performance

The following Statement of Performance sets out the performance of the Transport Canberra Operations (TCO) against the accountability indicator targets set during the 2025-26 Budget Process.

When reading the following Statement of Performance please note:

- All tables in this report should be read in conjunction with the accompanying notes;
- All variances are rounded to the nearest whole number;
- All variances are calculated before rounding;
- The variance is based on the actual results to 31 December 2025 compared to the targeted result for the same period.

Output Class 1: Transport Canberra Operations

Output 1.1: Transport Canberra Operations

Transport Canberra Operations includes the provision of a public transport network and school bus services, including a range of express and regular route services within Canberra suburbs. Transport Canberra Operations also provides special needs transport, flexible transport, and a bus charter service.

Table 1: Accountability Indicators Output 1.1

	2025-26 Original Targets	2025-26 YTD Targets	2025-26 YTD Results	Variance %	Note
Total Cost ($'000)	**321 959**	**160 980**	**161 720**	**0%**	
Service Payments ($'000)	**232 124**	**116 062**	**136 797**	**18%**	1
Light Rail					
a. Light rail service availability	99.5%	99.5%	99.9%	0%	
b. Light rail service punctuality	98%	98%	99%	1%	
Public Transport Passenger Boardings					
c. Public transport passenger boardings	20.3 million	10.15 million	7.34 million	(28%)	2
Bus Operations					
d. Bus service availability	99.5%	99.5%	99.8%	0%	
e. Bus service punctuality	75%	75%	75.8%	1%	
f. Total network operating cost per network kilometre	$7.36	$7.36	$6.50	(12%)	3
g. Number of Battery Electric Buses in the in-service fleet	106	106	106	0%	

Explanation of Material Variance (+/- 10%)

1. Higher than target service payments primarily reflect additional funding provided to offset lower than anticipated fare revenue and to ensure continuity of payments during the January holiday period. This supported the sustained operation of bus and light rail services and maintained network stability during a period of reduced fare recovery.
2. Lower than target recorded boardings reflect a combination of system transition and policy settings rather than reduced service availability. Differences in boarding business rules between the MyWay+ system and the superseded MyWay system have resulted in a more conservative approach to patronage counting. In addition, fare-free initiatives, such as Fare-Free Fridays, reduced the incentive for passengers to tap on when travel was free, resulting in recorded patronage rather than total passenger movements. A small number of buses approaching end of life, and later retired, were not equipped with MyWay+, limiting the ability to capture boardings during the reporting period.
3. Lower than target operating costs per network kilometre reflect realised operational efficiencies associated with the recent opening of the Woden Bus Depot. These efficiencies support more effective network operations while maintaining high level of service availability and punctuality across the bus network.