

Waste 2 Resource (W2R) – Annual Status Report

September 2026

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Executive summary

The Department of Transport and Main Roads' (TMR) current *Waste Reduction and Recycling Plan*, the [Waste 2 Resource Strategy](#), was published in 2022. It sets out the strategy for TMR to reduce waste and to monitor waste generation and diversion from landfill. This report outlines the department's waste diversion trends, how waste reduction outcomes were achieved and the increasing uptake of recycled materials.

The waste data for the 2025–26 reporting year is summarised in Figure 1 and Table 1 below. Whilst the total quantity of waste produced by the department has significantly increased, the diversion rate of waste to landfill has also increased this reporting year.

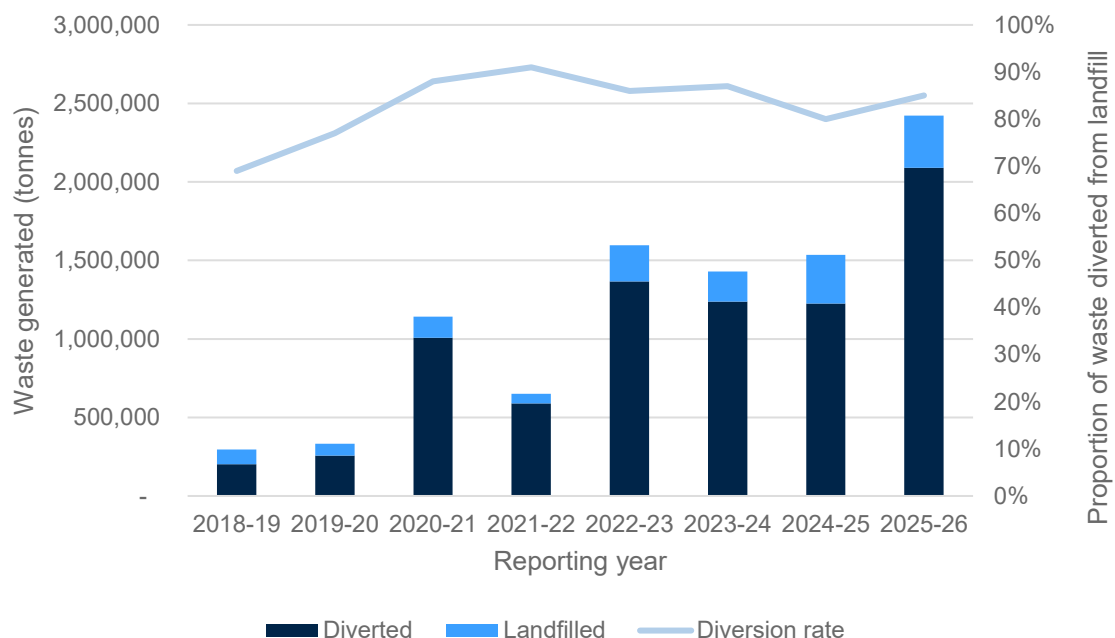


Figure 1: Historical waste generation and waste diversion rate trends.

Waste streams	Generated (t)	Diverted (t)	Landfilled (t)	Diversion rate
Excess earthworks, embankment and fill	1,326,246	1,253,950	51,399	95%
Acid sulphate soil	243,715	242,931	784	100%
Other contaminated earthworks	23,305	15,805	7,500	68%
Regulated waste category 1	115,973	485	115,489	0%
Regulated waste category 2	73,270	5,485	62,698	7%
Asphalt and profiles	286,118	223,625	59,930	78%
Other recovered pavement materials	105,966	95,865	10,100	90%
Concrete	251,665	233,937	16,334	93%
Metal	3,504	3,484	19	99%
Vegetation	14,949	12,084	2,075	81%
Other construction waste (timber, glass, plastic, bricks)	4,318	1,170	3,090	27%
Tyres and rubber	282	268	6	95%
General refuse	10,160	758	1,415	7%
Illegally dumped refuse	1,746	-	1,566	0%
Office - general and food waste	843	11	768	1%
Office - recyclables	173	165	4	95%
Office - paper	236	235	-	100%

Table 1: Annual TMR Waste Data Summary 2025–26 in tonnes.

Introduction

TMR is a large, complex, diverse, and decentralised organisation, responsible for the management of different modes of transport including motor vehicle, rail, bus, bike, pedestrian, personal mobility devices and boating. TMR operations include the construction and maintenance of linear transport infrastructure, transport and office facilities, public rest areas, and customer service centres, all of which generate a wide variety of waste streams due to the diversity and scale of operations.

The Queensland Government has a vision to become a zero-waste organisation, where waste is avoided, reused, and recycled to the greatest extent possible. [The 2020 Waste Management and Resource Recovery Strategy](#) (the Strategy) released by the Department of Environment and Science identifies strategic targets that support this vision.

In June 2026, the Department of Environment, Tourism, Science and Innovation (DETSI) released the [Less Landfill, More Recycling 2035: Queensland Waste Strategy](#), which identifies strategic targets that support this vision looking to the future. For the purposes of this report, performance will be assessed against the targets established in the 2020 Strategy, as this was the strategy in effect during the 2025-26 reporting year.

Queensland's [Waste Reduction and Recycling Act 2011](#) also imposes a requirement on each Queensland Government department to develop a *Waste Reduction and Recycling Plan* and to report on waste management achievements.

Targets

There are four main destinations for waste: landfill, recycling, reuse, and energy recovery. Waste diversion is a measure of waste that is not sent to landfill and includes waste that is sent for recycling, reuse, or is used for energy recovery. As TMR does not direct any waste to energy recovery, waste diversion in this report only includes materials that are recycled or reused.

The Strategy identifies waste diversion and recycling rate targets. Recycling rate targets are based on materials that are recycled or reused. For TMR, waste diversion and recycling rate targets measure the same thing as waste can only be diverted from landfill by either recycling or reusing it. As most waste in TMR is generated from construction and demolition activities, TMR has adopted the waste diversion targets for construction and demolition as described in the Strategy. TMR's waste diversion rate targets to 2035 in alignment with The Strategy is presented in Figure 2.

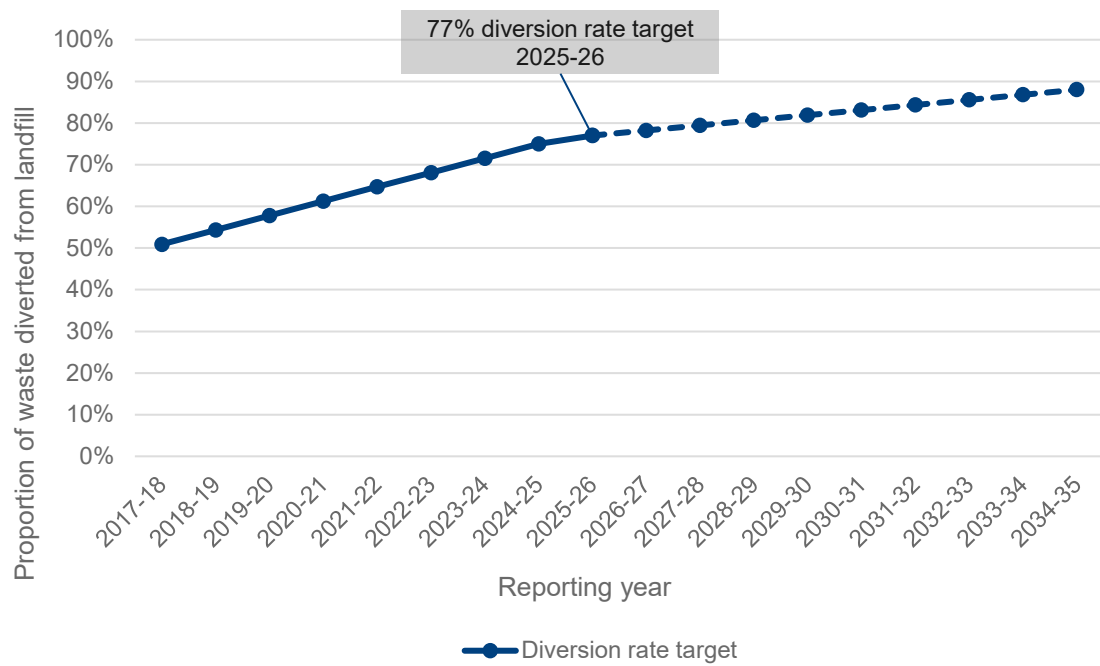


Figure 2: TMR waste diversion rate targets to 2035 aligned with The Strategy.

Waste reporting

The following are highlights of the waste data from TMR for 2025–26. The key waste streams that are included in this report include:

- Construction and maintenance of transport infrastructure;
- Roadside litter, including rubbish from rest stops and rubbish that is left on TMR land and construction sites;
- The Keeping our Waterways Safe program that collects derelict and illegally dumped vessels from Queensland waterways; and
- Facilities and employee accommodation.

Figure 3 shows the increase in diversion rate to 85 per cent in 2025-26, from 80 per cent in 2024-25.

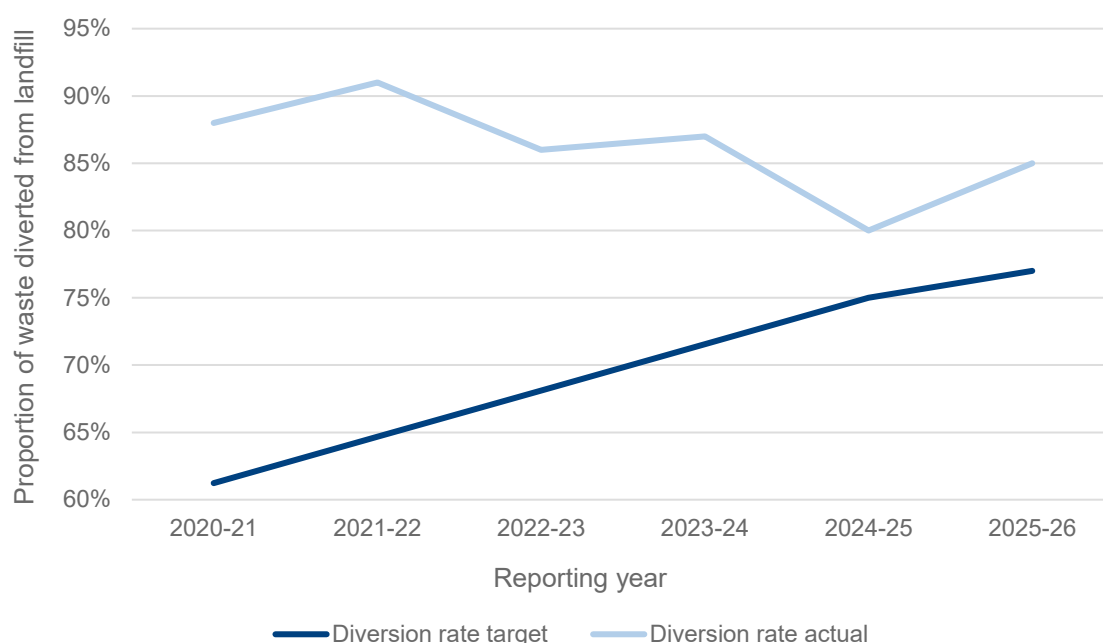


Figure 3: TMR's diversion rate performance against The Strategy diversion rate target.

There was a significant increase in the total waste generated compared to last reporting year (approximately one million tonnes), and historically for the department (see Figure 4). As TMR's activities are predominantly focused on the construction, maintenance and renewal of transport infrastructure, the majority of waste generated is associated with civil construction activities.

Projects report their waste data to the department upon practical completion. Therefore, the significant increase in total waste generation during this reporting year reflects the completion of several large, multi-year infrastructure projects.

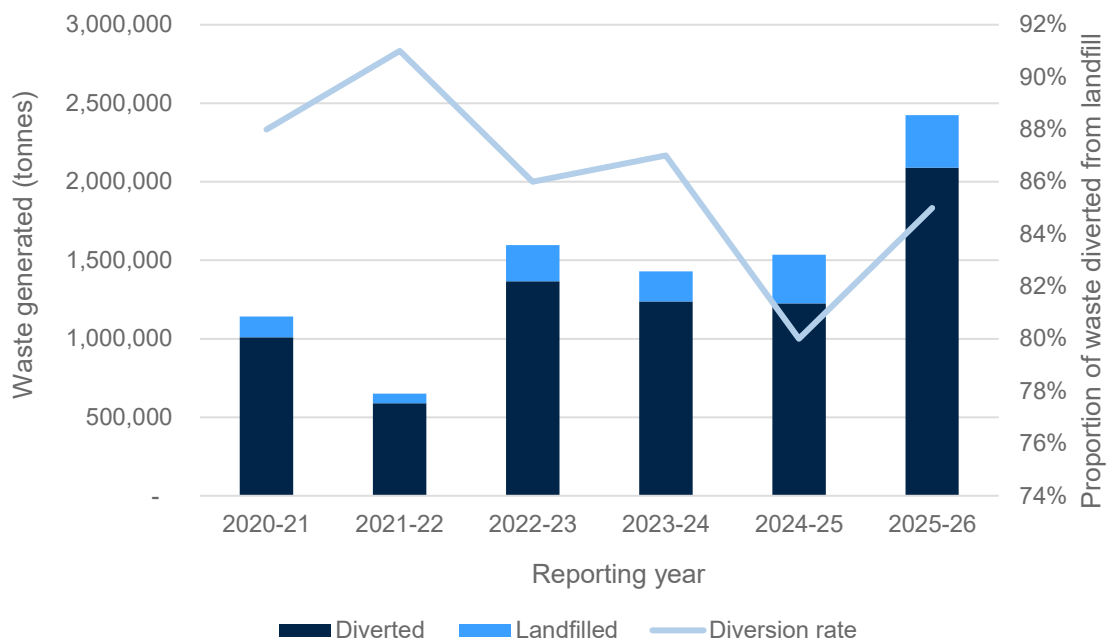


Figure 4: Annual waste generation and diversion trends.

The illegal waste and roadside litter data collected for 2025-26 was too poor of quality to meaningfully incorporate in this year's report. This feedback has been provided to the relevant team, to resolve this issue for the next reporting year.

The historical data for litter and illegal dumping is displayed in Figure 5, with only data from the Keeping our Waterways Safe Program being included for the 2025-26 reporting year. The amount of waste collected by this program has decreased in the 2025-26 reporting year to 1,565 tonnes, compared to 2,072 tonnes in 2024-25.

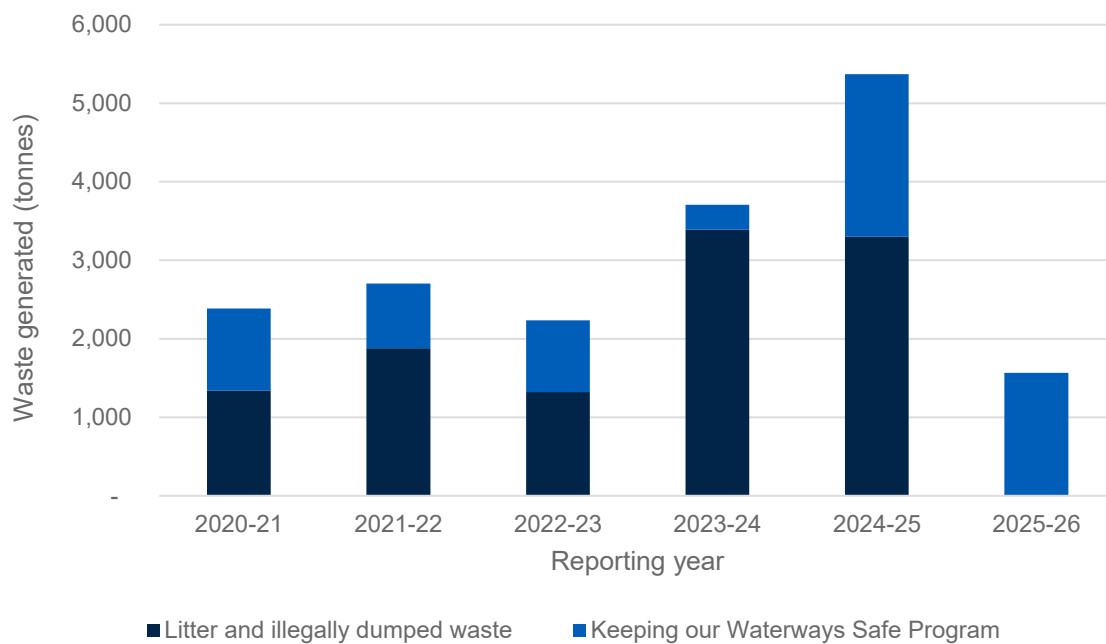


Figure 5 Litter, illegally dumped and Keeping our Waterways Safe Program waste generation.

Figure 6 outlines the five largest waste streams and their final destinations in the 2025-26 reporting year. TMR's largest waste stream is excess earthworks, embankment and fill, which is the dirt that is removed from site and not required for the construction of the transport infrastructure. As this waste stream is disproportionately the largest, it is the most influential on the department's overall waste diversion rate trends and performance.

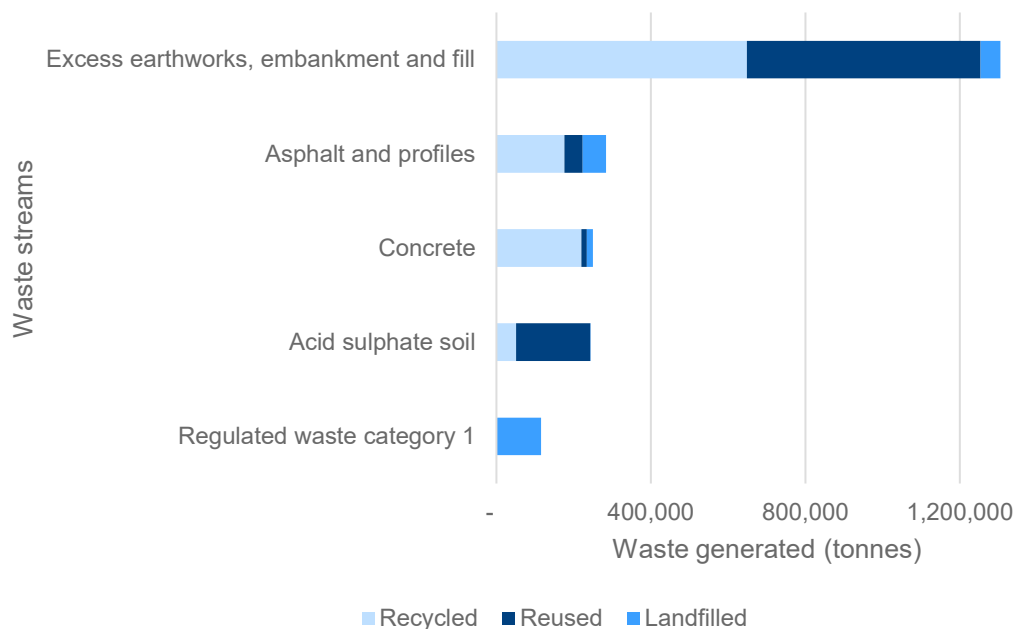


Figure 6: Top five waste streams for 2025–26 and their destinations.

The diversion rate for excess earthworks has fluctuated since waste reporting started in 2017–2018 (see Figure 7) and is 95% in the current reporting year. The diversion rate for this waste stream fell in the previous 2024-25 report to 78 per cent, making it the first reporting year where this rate had fallen below 80 per cent. It is positive to see this diversion rate has corrected in this reporting year, aligning with The Strategy diversion rate target trend.

Given that the majority of TMR’s waste is generated through project activities, the disproportion in project scale means that a small number of major projects can substantially influence the department’s overall waste generation and diversion rate performance. In this reporting year, over 50 per cent of the excess earthworks, embankment and fill waste was generated by just two projects.

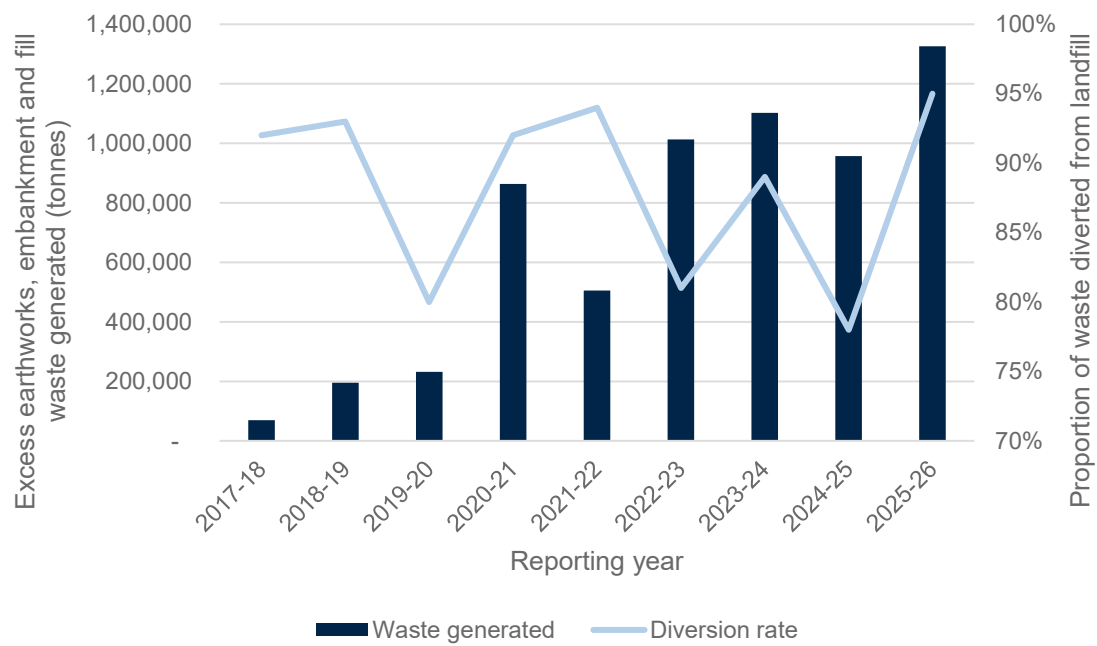


Figure 7: Trend in diversion rate for the largest waste stream excess earthworks, embankment and fill.

Case Study 1: Collaboration builds homes for northern quolls in Cairns



Figure 8: Northern quoll den completed. Source: Terrain Natural Resource Management.

In collaboration with the principal construction contractor for the E2G project, HSA Group (Seymour Whyte, John Holland, AECOM Joint Venture), TMR donated excess concrete pipes to help build new homes for the endangered northern quoll.

The initiative was also a collaboration with conservation groups Terrain Natural Resource Management, Gulf Savannah Natural Resource Management, and the Australian Wildlife Conservancy to build artificial quoll dens.

These specific dens were built at the Australian Wildlife Conservancy's Brooklyn Wildlife Reserve located north of the Atherton Tablelands in Far North Queensland.

It is hoped the new dens will entice quolls to return to the savannah land where they once lived in the days before cane toads. Researchers involved in the project said quolls have suffered an 80 per cent decline in Queensland due to cane toads and if this project is a success, it will help reconnect isolated populations of quolls and improve this endangered species' genetic health.

Northern quolls are the smallest of the four Australian quoll species, with a body length of 25–37 centimetres, reddish-brown fur, cream underside, white spots on their backs and rumps, a blackish tail, and pointed snout.

Their natural dens are usually in rock cavities or tree hollows. These artificial dens are made from three pieces of five-metre-long concrete pipe, stacked, partly buried, filled with rubble, and partly raised off the ground. They are installed as six pairs, situated about 200 metres from the edge of higher rocky country.



Figure 9: Northern quoll. Source: Terrain Natural Resource Management.

This work shows how working together has delivered infrastructure outcomes for some of the area's furry residents and will contribute to their protection and sustainability now and in the future.

Waste reuse and recycling

An objective of TMR's *Waste 2 Resource Strategy* is to support the circular economy, and this can be achieved by directing suitable wastes for reuse and recycling. A waste is reused when no additional processing (other than transporting) is required for it to be productively used again. An example of this is directing excess earthworks from one project to another that needs fill material. A waste is recycled when some processing is required to make it into a usable product, for example crushing concrete to supplement road base materials.

Figure 10 highlights the top five waste streams that were diverted from landfill through reuse and/or recycling in the 2025–26 reporting year. Reuse and recycling are more common along the coastal regions of Queensland due to the current distribution of licenced recycling facilities.

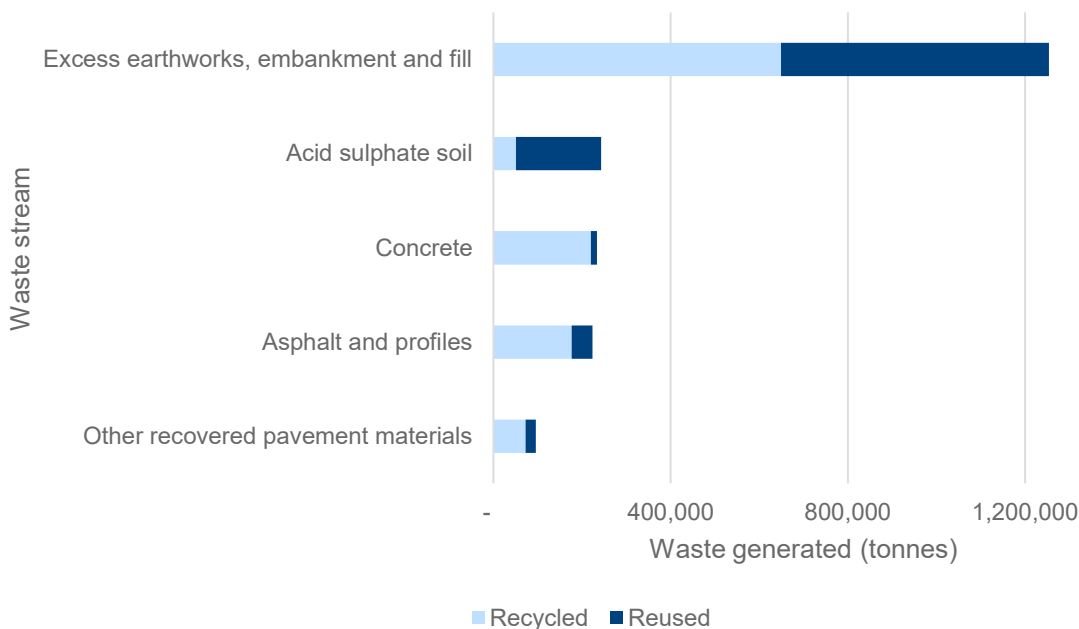


Figure 10: Top five waste streams reused and recycled.

Two projects in the South Coast District accounted for 60 per cent of the total waste generated by the department in this reporting year, which is a contributing factor to the significant quantities reported in Figure 11. Both projects productively reused and/or recycled excess earthworks, embankment and fill.

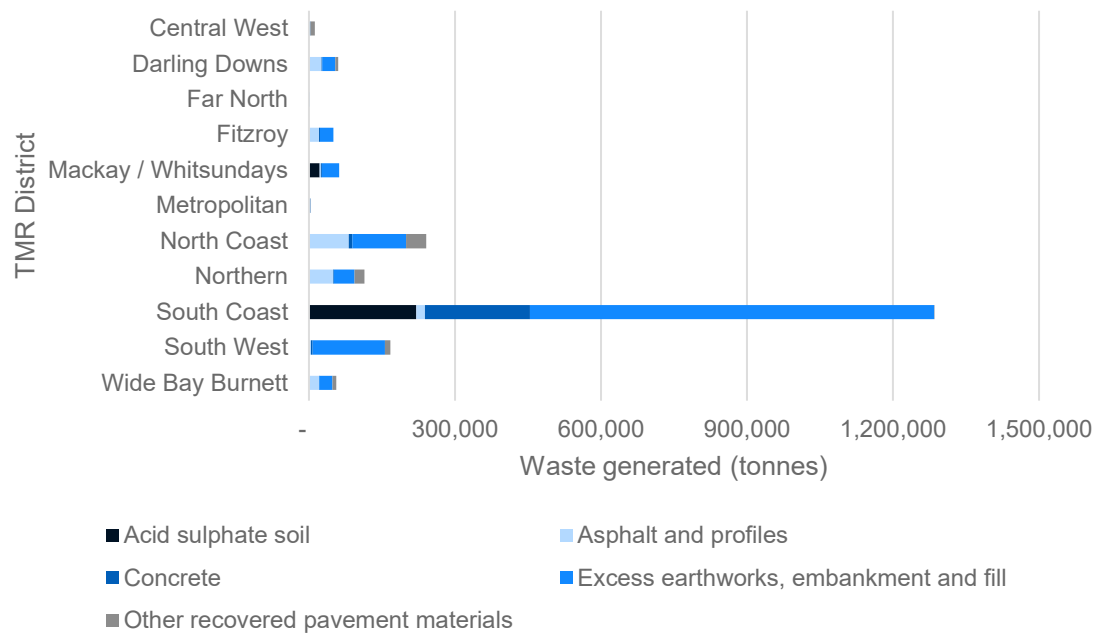


Figure 11: Top five reused or recycled waste streams by TMR district.

Case Study 2: Pacific Motorway M1 Varsity Lakes to Tugun Oyster Shell Installation

The Pacific Motorway (M1) Varsity Lakes to Tugun upgrade project's environmental team, in line with their sustainability objectives, identified a unique opportunity to use oyster shells to improve water quality in a tributary of Saltwater Creek, Currumbin which is located within the project footprint.

Two areas within Saltwater Creek were selected for their potential to support shellfish growth. The trial employed three different methods to establish and expand the shellfish reef, ensuring adaptability and resilience of the oyster population. It is anticipated that the oyster shells will help establish the shellfish and encourage further growth in Saltwater Creek. Regular water monitoring is being conducted throughout the trial, continuing for five years.

This initiative is expected to enhance biodiversity and improve water quality with each adult oyster capable of filtering up to 150 litres of water per day. Enhanced fish abundance within the creek ecosystem is also expected to occur because of this initiative.

This is a first-of-its-kind approach for an Australian road upgrade project.

This project sets a precedent for future environmental initiatives, challenging traditional approaches and embracing new methods, and ultimately improving the environmental quality of Saltwater Creek.



Figure 12: Installed robust oyster baskets and quilted oyster doonas to enhance marine biodiversity. Source: © State of Queensland

Using recycled materials

In addition to collecting information on the destination of wastes that are generated, TMR collects information on the recycled materials used to construct infrastructure. TMR is supportive of using recycled materials on transport infrastructure projects, and how the department continues to encourage uptake is discussed more in the 'W2R Strategy Implementation' section.

In a similar trend to the previous reporting year, Figure 13 shows that there has been another significant increase in the amount of recycled material reported as used in 2025–26 (approximately 661,408 tonnes) compared to 2024-25 (approximately 403,000 tonnes). This can be attributed to the continued significant reuse of in-situ material in 2025-26, which is the encompassing of materials already available on site.

If in-situ material is excluded from the analysis, then there was still more recycled material reported as used in 2025-26 (approximately 182,072 tonnes) compared to 2024-25 (approximately 85,000 tonnes).

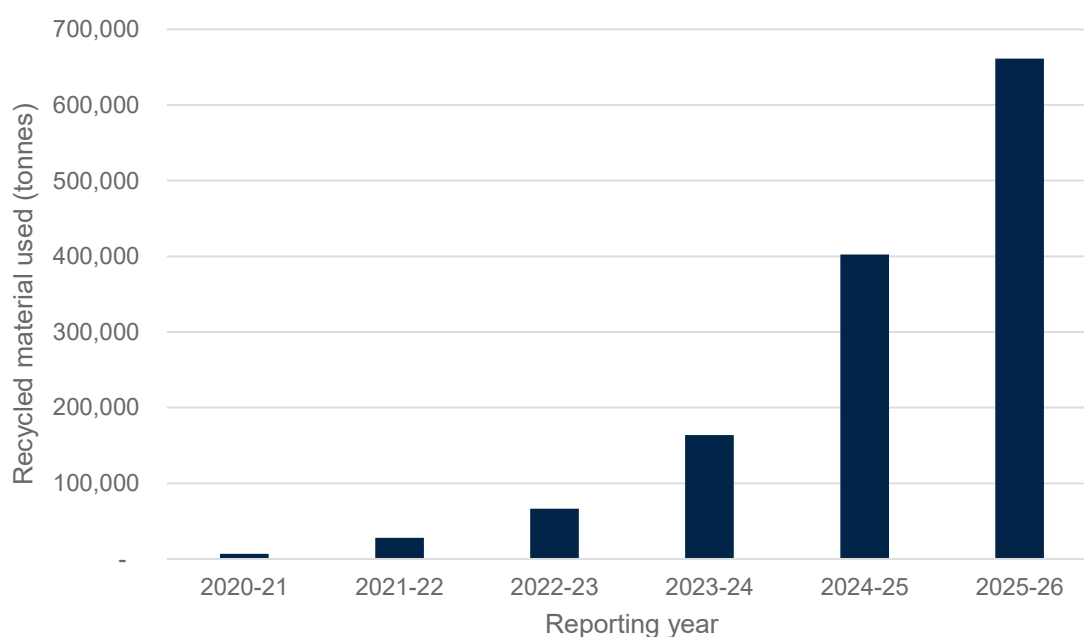


Figure 13: Annual recycled material use.

The use of recycled materials is more common in South-East Queensland, which can be attributed to the concentration of recycled material suppliers, facilities for recycling and shorter transport distances of these products making them more accessible. The most used recycled materials in the 2025-26 reporting year were the same as the previous year, and include in-situ materials, recovered pavement material and reclaimed asphalt pavement (RAP) (see Figure 14).

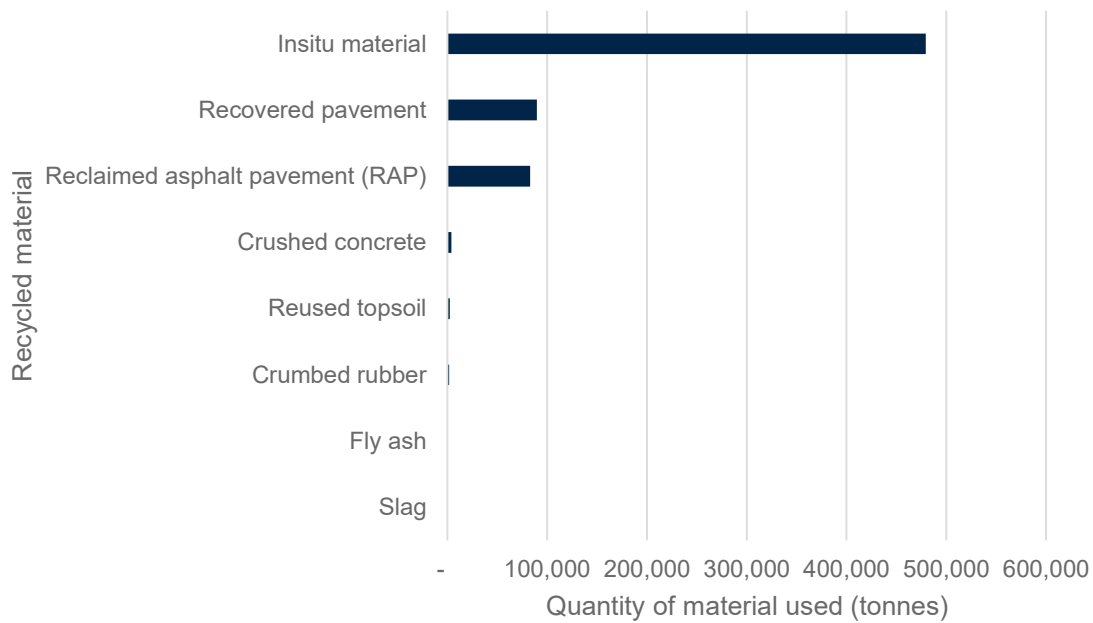


Figure 14: Recycled materials used.

The South Coast District reported the highest use of recycled materials in 2025-26, as compared to the North Coast District in 2024-25. Figure 15 shows the significantly higher use of recycled materials than the other districts, due to the use of mostly in-situ material (approximately 393,000 tonnes). This can be attributed to two major infrastructure projects in the South Coast District reaching practical completion in this reporting year, both of which were significantly larger than all other reporting projects.

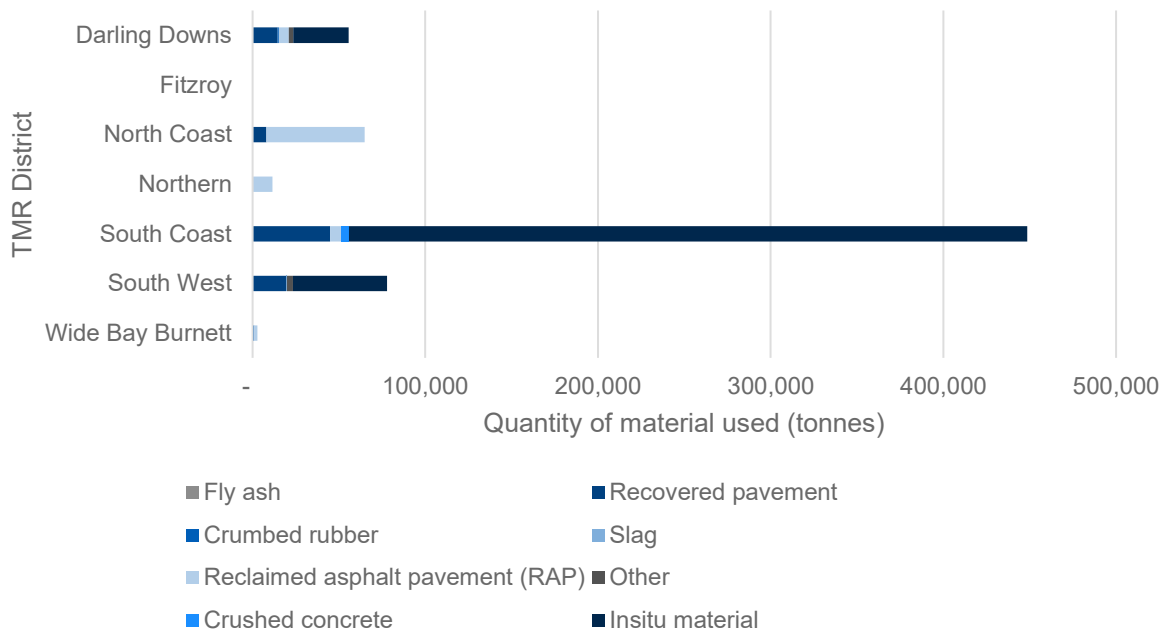


Figure 15: Recycled material use across the TMR districts.

Case study 3: Scaling the use of recycled content on projects

The Caboolture-Bribie Island Road to Steve Irwin Way (Exit 163) or C2SIW project, widened an 11-kilometre section of the Bruce Highway from four to six lanes between Caboolture-Bribie Island Road and Steve Irwin Way (Exit 163) on Queensland's North Coast.

TMR is committed to the ongoing development and adoption of recycled materials in infrastructure delivery, and this project maximised opportunities to incorporate recycled content at scale.

Specifications issued for the construction included requirements to:

- demonstrate a reduction in energy use and material lifecycle impacts against a business-as-usual footprint;
- adopt renewable energy for construction facilities; and
- use biodiesel for plant/equipment and light vehicles.

These contractual requirements were instrumental in achieving reduced greenhouse gas emissions and promoting the productive reuse of waste materials as valuable project resources.

High proportions of Supplementary Cementitious Material (SCM) were utilised for particular construction elements. SCMs are industrial by-products, fly ash from coal-fired power generation and slag from iron and steel manufacturing, which partially replace cement in concrete to support circular economy outcomes, improve resource efficiency, and lower embodied emissions. The project achieved 70 per cent SCM for bridges, 30 per cent SCM for precast elements and 25 per cent SCM for drainage elements.

The project also utilised High Modulus Asphalt Class 2 (EME2) pavements into the project, that delivers both a longer lifespan (reducing future maintenance), and 20 per cent less material requirements, reducing transport emissions.

Alongside these circular economy initiatives, broader resource efficiency and greenhouse gas emission reduction outcomes were achieved through implementation of the following initiatives:

- partial substitution of diesel with biodiesel on site
- site office energy sourced 100 per cent from solar panels instead of diesel-fuelled generators
- approximately 10 per cent of energy requirements for lighting towers sourced from solar power

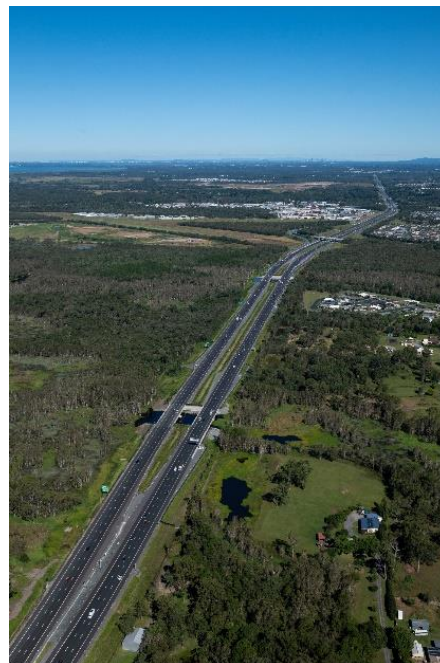


Figure 16 - Image: Aerial view looking south on the Bruce Highway between Pumicestone Road and D'Aguilar Highway interchanges (Contract 1). Source: TMR.

- upgrading of existing light poles from high pressure sodium (HPS) to light-emitting diode (LED) bulbs.

These initiatives collectively resulted in a 17 per cent reduction in fuel and energy consumption (construction and operation) for the C2SIW project, and a 25 per cent reduction in material lifecycle emissions.

W2R Strategy implementation

TMR's current *Waste Reduction and Recycling Plan*, the *Waste 2 Resource (W2R) Strategy*, was published in 2022 and sets out the strategy for TMR to monitor and reduce waste generation, divert waste from landfill and incorporate recycled materials into infrastructure construction.

Consistent with previous years, the main source of waste in the 2025-26 reporting year is from the department's delivery of infrastructure projects (Figure 17). Therefore, this waste source is the key focus area for our department's waste reduction actions.

We are continuing to implement the use of TMR's W2R calculator to be completed by contracts at practical completion to monitor and collect data on waste generation and recycled material use. TMR also have a requirement for tenderers on transport infrastructure contracts to submit the Tender Schedule S12 - *Waste to Resource Plan*. This document prompts early consideration and costing of recycled materials, while providing TMR with insights into barriers, supply chain capacity, and projected waste recovery and landfill diversion outcomes throughout the project lifecycle.

TMR continues to advance the use of recycled materials through the National Asset Centre of Excellence (NACOE) Program, its collaborative research and development initiative with the National Transport Research Organisation (NTRO). The program has delivered a range of projects that have improved the understanding of recycled material applications and supported their adoption across transport infrastructure projects.

Whilst TMR had no specific targets relating to the use of recycled materials during the 2025-26 year, the department is supportive of their uptake where they meet technical performance requirements and are cost neutral or beneficial.

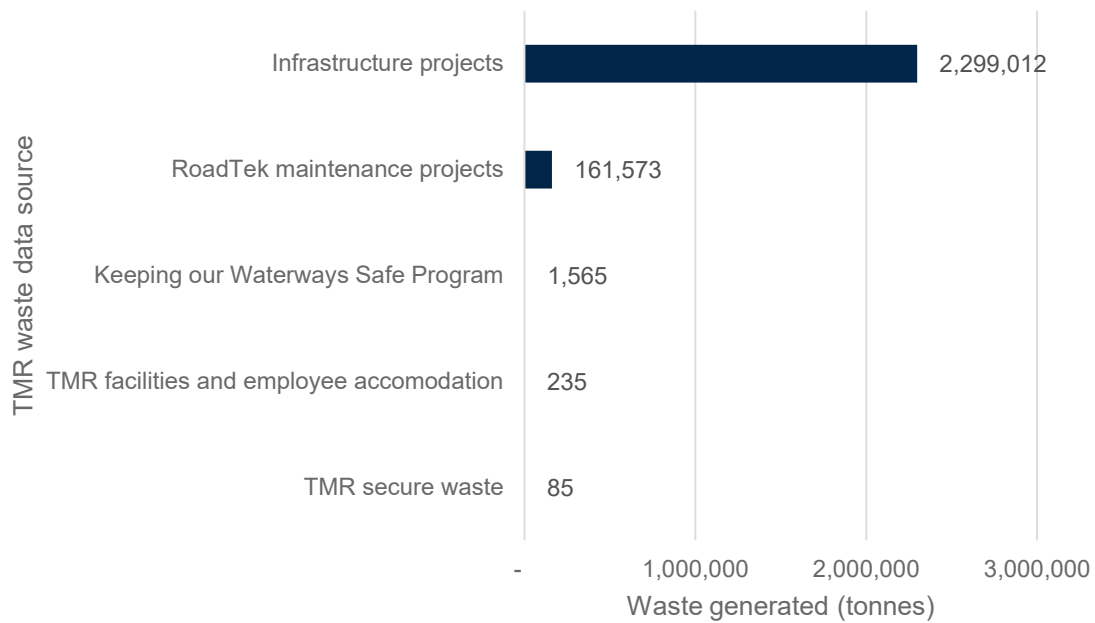


Figure 17: TMR waste data sources and quantities generated for annual report 2025-26.

There has been ongoing work to improve the completeness of project waste reporting. The continued success of this initiative is reflected in the count of project contracts contributing to the annual report remaining consistent in this reporting year (see Figure 18).

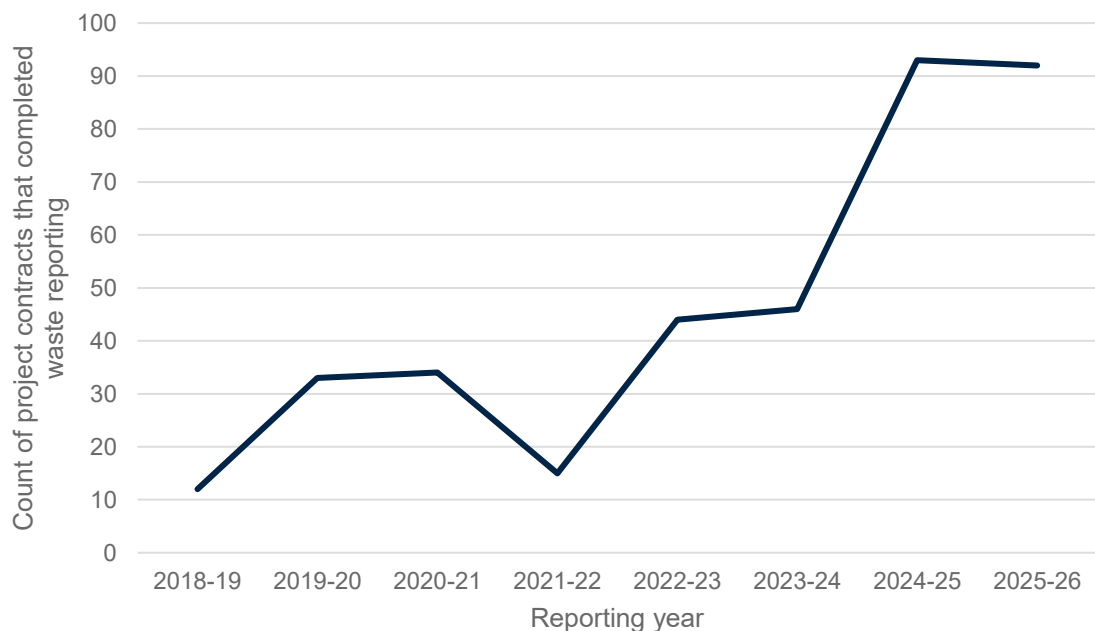


Figure 18: Count of project contracts that completed their waste reporting for inclusion in this reporting year.

An analysis of the projects that submitted waste data by the financial year that the project reached practical completion shows there is still a large gap in the data to be addressed (see Figure 19). Whilst compliance remains low with a 53 per cent proportion of projects reaching practical completion submitting their waste data, this is an improvement on the 41 per cent in the previous reporting year 2024-25.

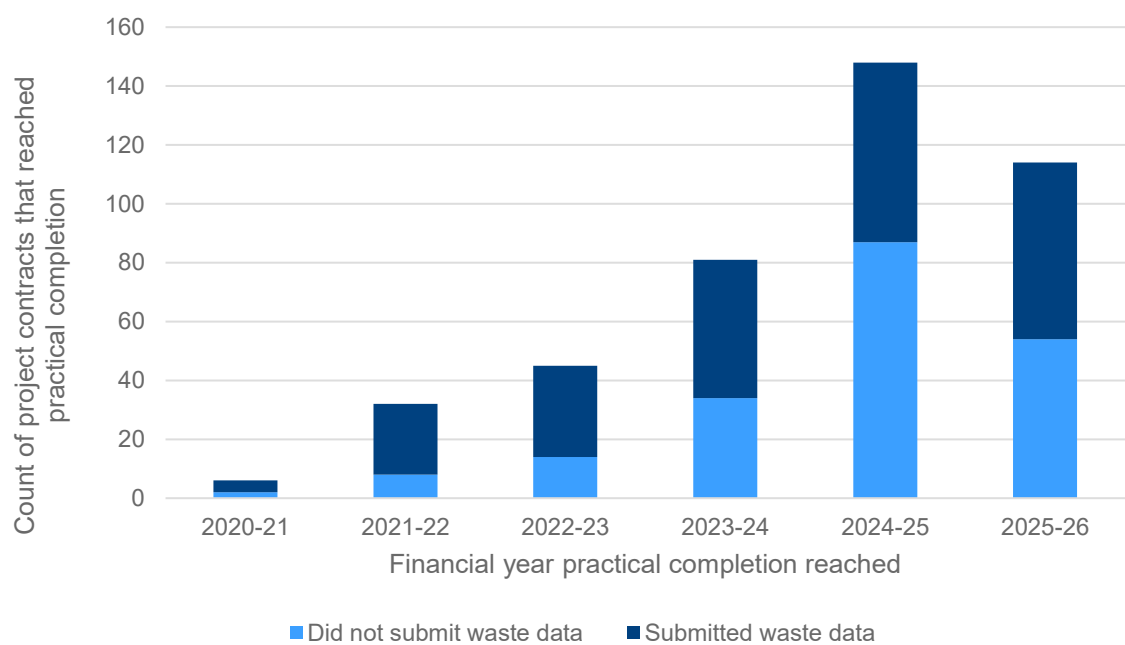


Figure 19: Count of project contracts that reached practical completion and the number that submitted waste data.

Figure 20 shows that there was a decrease in the total waste generated from TMR facilities in 2025–26 compared to 2024-25. This year’s data for this waste source is consistent with the general trend before last year’s outlier.

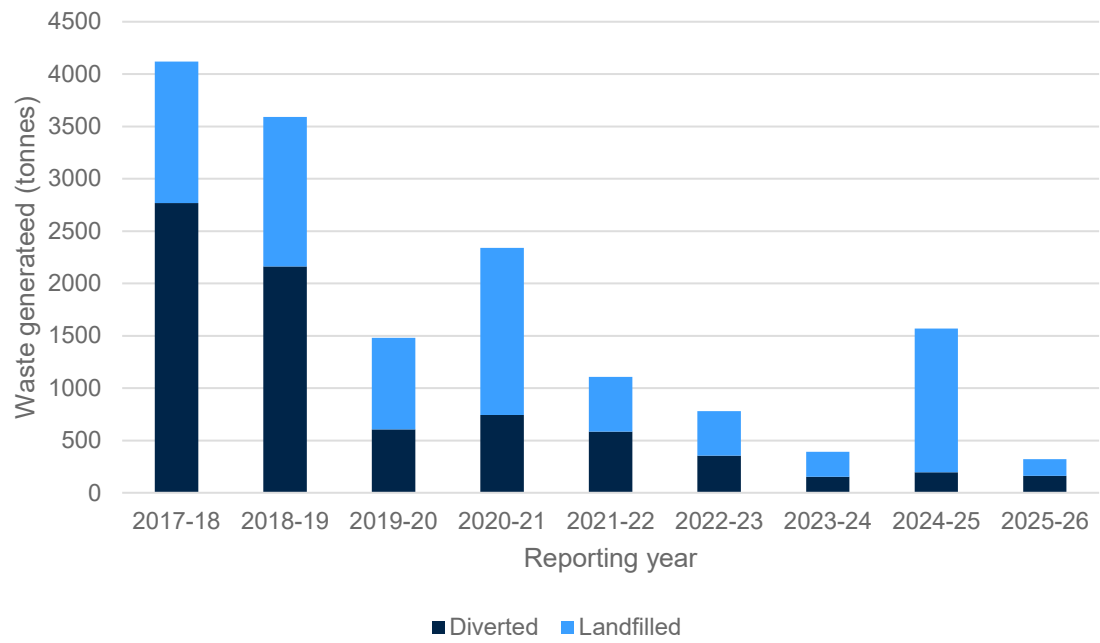


Figure 20: Waste generation trends for TMR facilities and employee accommodation.

Appendix A: Department of Environment and Science State Entity Reporting Template

State Entity Waste Reporting 2026

1. Name of the State Entity

Department of Transport and Main Roads

2. Please list the types and amounts of waste generated, recycled or disposed of by your department/agency in carrying out its activities during 2025-26.

Table 2 provides TMR's annual waste data summary for the 2025-26 reporting year.

Table 2: Annual TMR waste data summary for the 2025–26 reporting year.

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Office - general and food waste	843	11	768	1%
Office - recyclables	173	165	4	95%
Office - paper	236	235	-	100%

Table 3 **Error! Reference source not found.** describes how TMR's waste streams align with the DETSI waste classification.

Table 3: TMR waste stream descriptions.

General waste	TMR waste streams	Description
Office waste	Office – recyclables	Mixed recyclables including plastic plates, bottles, aluminium cans etc.
	Office – paper	Paper and cardboard recyclable waste.
Construction and demolition waste	Excess earthworks/ embankment/fill	Any excess earthworks, embankment or fill generated by a project which is then exported outside the project boundary for either reuse, recycle or landfill beyond the project boundary.
	Other contaminated Earthworks	Any other contaminated earthworks, but not acid sulphate soils.
	Asphalt and profiles (RAP)	Asphalt only (not chip seals and other pavements).
	Other recovered pavement materials	Spray seal pavements, stabilised pavements (not asphalt).
	Concrete	Structural concrete, shotcrete, hardened grout, concrete washout.
	Metal	Signposts, guardrails etc.
	Other construction waste (timber, glass, plastic, bricks)	Any construction waste not accounted for in other construction waste categories, such as uncontaminated timber, glass, plastic and bricks).
	Acid Sulphate Soil	Acid Sulphate Soils.
	General refuse	Cardboard, plastic packaging.
Green waste (land clearance, parks and gardens)	Vegetation	Timber vegetation, stripped grasses etc.

General waste	TMR waste streams	Description
Food waste (kitchen waste)	Office – General and food waste	Putrescibles, kitchen waste, non-recyclable packaging.
Mechanical/workshop waste	Tyres and rubber	Waste tyres.
E-waste	Regulated waste category 2	N/A
Chemical wastes	Regulated waste category 1	Regulated waste is category 1 regulated waste if it meets the requirements of section 43 of the EP Regulation.
	Regulated waste category 2	Regulated waste is category 2 regulated waste if it is not category 1 regulated waste.
Sewage	Septic general	Septic waste generated by projects.
Litter or illegally dumped waste	Illegally dumped refuse	Waste collected from road reserve.

3. Please list actions taken by your department/agency to reduce the amount of waste generated during 2025-26.

All projects undertake the following activities as part of the project development process to maximise resource efficiency and reduce waste generation:

- Value engineering to design out waste and optimise material quantities;
- Accurate material ordering to minimise over-purchasing;
- Stockpile management and material handling that enables effective reuse;
- Staged work and lean construction methodologies to avoid unnecessary material use and wastage, reducing rework; and
- Whole of life considerations for material selection that optimises the asset design life and reduces maintenance requirements.

4. Please discuss actions taken by your department/service to recover, and re-use or recycle waste during 2025-26.

Projects are incentivised to divert waste from landfill through recovery, reuse or recycling as part of contractual requirements and/or the undertaking of an Infrastructure Sustainability Council (ISC) rating.

The ISC rating scheme provides a framework for implementing sustainability on infrastructure projects that independently verifies a project's sustainability performance. There are several categories within the rating scheme that drive resource recovery and efficiency over the life of a project and reduces the embodied carbon of total materials used.

The reuse of in-situ material on projects is the largest resource recovery activity delivered on infrastructure projects in the 2025-26 reporting year. This material also makes up the largest quantity of waste generated by projects. This has been achieved through value engineering that maximises cut-fill balances of projects, strategic project staging that allows progressive reuse of excess material as required, and effective stockpile management minimising contamination.

The reprocessing of removed pavement material from an existing road and reincorporation into new infrastructure works, into reclaimed asphalt pavement (RAP) or other fill material, is commonly undertaken by projects.

5. Please discuss actions taken by your department/agency to increase the use of recycled materials during 2025-26.

TMR has continued to use the National Asset Centre of Excellence (NACOE) Program, a collaborative research agreement with the National Transport Research Organisation (NTRO), to conduct research and development on the use of recycled materials in infrastructure. Through this program in the 2025-26 reporting year, the following has been delivered:

- Ongoing updating and progression of the Recycled Material Supplier Dashboard, an interactive online map that shows recycled material supplier locations across Queensland;
- A recycled material market analysis through industry surveys and interviews to ascertain the context of Queensland's recycled material supply chain, barriers and opportunities to expand uptake; and
- Sustainability Assessment Tool for Pavements (SAT4P) that allows pavement designers to make informed decisions about the embodied carbon and material impact of projects over their lifecycle through design, construction and operation.

Through progressive research and development, recycled material uptake maturity is ever increasing. The following recycled materials are commonly being used on infrastructure projects:

- RAP;
- Crushed concrete;
- Recycled glass sand;
- Supplementary cementitious material (SCM) in concrete; and

- Crumbed rubber.

The NACOE program is continually exploring new innovative recycled materials that can be incorporated into infrastructure projects. The program's current research priorities include:

- Coal combustion process (CCP) incorporation into pavements, both pond ash and bottom ash, and increasing quantities of fly ash;
- Limestone cement in road pavement and concrete currently in lab testing and a field trial assessing performance. Outcome report is being compiled and will be published soon;
- Plastics in infrastructure is a continual area of investment for asset components including noise walls; and
- Exploring new opportunities to utilise up to 30% RAP in high modulus asphalt (EME2) mix designs.

Please discuss progress made by your department/agency in relation to its waste and recycling performance indicators during 2025-26.

TMR has consistently maintained a high waste diversion rate. While in the previous year a decline in this rate was observed, performance has rebounded in the current reporting year, continuing the longer-term upward trend. The waste stream excess earthworks, embankment and fill remain the most significant influence on TMR's waste footprint and diversion performance. The ability to divert this material from landfill is highly dependent on several elements, such as contamination, the project's cut and fill balance, opportunities for reuse on-site, geographical location and proximity to beneficial reuse opportunities. Due to the scale of several projects, their waste generation and diversion factors can exclusively influence the department's overall waste footprint and diversion rates.

TMR continues to encourage and monitor the performance of projects in this regard through the Waste2Resource strategy, the W2R calculator, independent sustainability rating schemes and contract requirements.

Please discuss the ways in which your department/agency has contributed towards achieving the goals and targets under Queensland's waste management strategy during 2025-26.

The performance against the targets in the 2020 Waste Management and Resource Recovery Strategy (the Strategy) are shown in Table 4. **Error! Reference source not found..** TMR has adopted the waste diversion targets for construction and demolition waste as described in the Strategy. There has been an increase in the diversion rate compared to the last reporting year, and the diversion rate continues to be above the diversion rate target.

Table 4: Annual trend of TMR's historical diversion rate and the Strategy's diversion targets.

Reporting year	Diversion rate	Diversion target (WRRS)
2017-2018	83%	50.90%
2018-2019	69%	54.30%
2019-2020	77%	57.80%
2020-2021	88%	61.20%
2021-2022	91%	64.70%
2022-2023	86%	68.10%
2023-2024	87%	71.60%
2024-2025	80%	75.0%
2025-2026	85%	77.0%

A diversion rate of more than 80 per cent has been achieved for the following waste streams:

- Acid sulphate soil
- Excess earthworks/ embankment/ fill
- Other recovered pavement materials
- Concrete
- Metal
- Vegetation
- Tyres and rubber
- Office – recyclables
- Office - paper

The total waste generated by TMR in 2025–26 is 2,462,470 tonnes, of which 85 per cent was diverted (reused or recycled) and remaining 15 per cent was disposed to landfill. The department's waste footprint is predominantly made up of project civil

construction waste, which is reported to TMR at practical completion. The significant increase in the total waste generated reflects the completion of large, multi-year infrastructure projects in this reporting year. As these major infrastructure projects generate significant proportions of the department's waste, their waste management performance is highly influential on TMR's overall waste diversion rate.

6. Please list the amounts and types of litter or illegally dumped waste that were collected by your department/agency during 2025-26.

TMR regularly removes litter and illegally dumped items from the state-controlled road network. Outlined in Table 5 and included in this report are the following:

- The cost of rubbish collected from bins along the road, litter dumped along the road, and other waste that may be dumped adjacent to the road or on other land managed by TMR. However, the quantity data provided for illegal waste and roadside litter was too poor of quality to meaningfully include within this year's report.
- Estimated weight of vessels removed from Queensland waterways by Maritime Safety Queensland or its compliance partners as part of the Keeping our Waterways Safe Program. Estimates are based on the length of the vessel. The costs have not been included as this information is not collected.

Table 5: Annual trend – litter and illegally dumped waste.

Financial Year	Cost (\$)	Quantity (tonnes)
2017-2018	\$5,670,602	1,743
2018-2019	\$5,770,248	1,697
2019-2020	\$4,636,566	1,538
2020-2021	\$4,116,861	2,387
2021-2022	\$4,479,020	2,702
2022-2023	\$4,456,698	2,235
2023-2024	\$5,337,544	3,705
2024-2025	\$5,130,466	5,387
2025-2026	\$7,325,197	1,565*

**The mass figure for the 2025-26 reporting year has omitted the rubbish collected from bins along the road, litter dumped along the road and other waste that may be dumped adjacent to the road and/or other land managed by TMR.*

7. Name and position of the officer supplying the data

Meghan Cowling, Principal Sustainability Officer, (Program Management and Delivery) Infrastructure Management and Delivery.