



POWERCOR DISTRIBUTION ANNUAL PLANNING REPORT



Disclaimer

The purpose of this document is to provide information about actual and forecast constraints on Powercor's distribution network and details of these constraints, where they are expected to arise within the forward planning period. This document is not intended to be used for other purposes, such as making decisions to invest in generation, transmission or distribution capacity.

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This Distribution Annual Planning Report (**DAPR**) has been prepared in accordance with the National Electricity Rules (**NER**), in particular Schedule 5.8, as well as meeting the requirements of the (**DSPR**) Distribution System Planning Report required by the Victorian Electricity Distribution Code of Practice (VEDCoP).

This document contains certain predictions, estimates and statements that reflect various assumptions concerning, amongst other things, economic growth and load growth forecasts that, by their nature, may or may not prove to be correct. This document also contains statements about Powercor's plans. These plans may change from time to time without notice and should therefore be confirmed with Powercor before any action is taken based on this document.

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1 Overview

The Distribution Annual Planning Report (**DAPR**) provides an overview of the current and future changes that Powercor proposes to undertake on its network. It covers information relating to 2025 as well as the forward planning period of 2026 to 2030.

Powercor is a regulated Victorian electricity distribution business. It distributes electricity to more than 937,000 homes and businesses in central and western Victoria, as well as Melbourne's outer western suburbs. Electricity is received via sub transmission lines at zone substations, where electricity is transformed from sub-transmission voltages to distribution voltages.

The report sets out the following information:

- forecasts, including import and export capacity, and associated maximum and minimum demand forecasts, at the zone substation, sub-transmission and primary distribution feeder level
- system limitations, which include limitations resulting from the forecast maximum demand breaching its import capacity, or from the forecast minimum demand breaching its export capacity, during normal operation, or following an outage of an asset, retirements or de-rating of assets
- projects that have been, or will be, assessed under the regulatory investment test
- other high level summary information to provide context to Powercor's planning processes and activities.

The DAPR provides a high-level description of the balance that Powercor will take into account between capacity, demand and replacement of its assets at each zone substation and sub-transmission line over the forecast period. This document should be read in conjunction with the Max Demand Template and Min Demand Template. Transmission-distribution connection assets are addressed in a separate report¹.

Data presented in this report may indicate an emerging major constraint, where more detailed analysis of risks and options for remedial action by Powercor are required.

The DAPR also provides preliminary information on potential opportunities to prospective proponents of non-network solutions at zone substations, sub-transmission lines and primary distribution feeders where remedial action may be required. Providing this information to the market facilitates the efficient development of the network to best meet the needs of customers.

The DAPR is aligned with the requirements of clauses 5.13.2(b) and (c) of the National Electricity Rules (**NER**) and contains the detailed information set out in Schedule 5.8 of the NER. In addition, the DAPR contains information consistent with the requirements of section

¹ Transmission-distribution connection assets are discussed in the Transmission Connection Planning Report which is available on the Powercor website at <https://www.powercor.com.au/network-planning-and-projects/network-planning/>

19.4 of the Victorian Electricity Distribution Code of Practice (**VEDCoP**), as published by the Essential Services Commission of Victoria.

1.1 Public consultation

Powercor invites written submissions from interested parties to offer alternative proposals to defer or avoid the proposed works associated with network constraints. All submissions should address the technical characteristics of non-network options provided in this DAPR and include information listed in the demand-side engagement strategy.

We also welcome feedback or suggestions for improvement on the structure or content presented in this year's DAPR or Systems Limitations Template.

All written submissions or enquiries should be directed to:

- DMInterestedParties@powercor.com.au

Alternatively, Powercor's postal address for enquiries and submissions is:

- Powercor
Attention: Head of Network Planning
Locked Bag 14090
Melbourne VIC 8001

2 Background

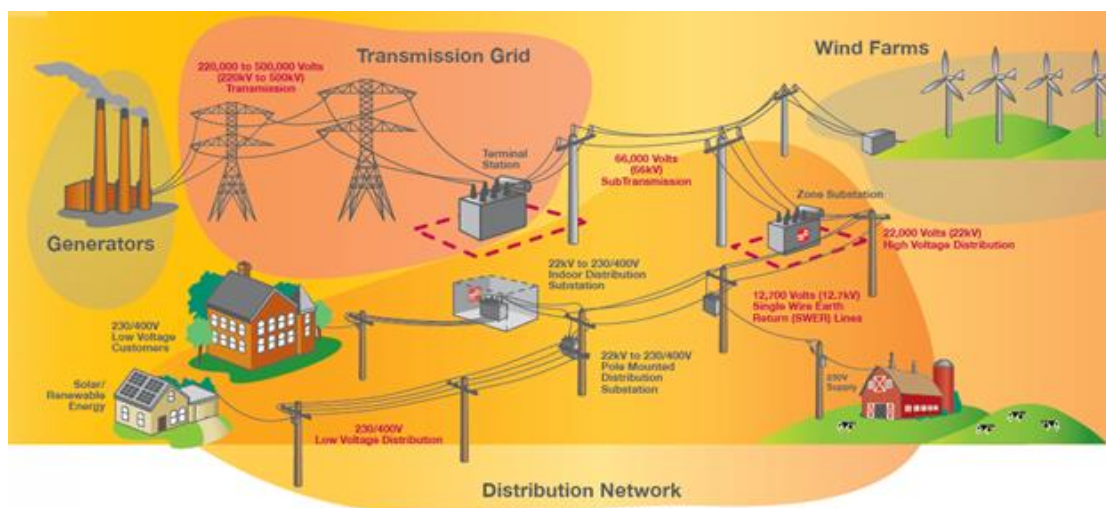
This chapter sets out background information on Powercor Australia Ltd (**Powercor**) and how it fits into the electricity supply chain.

2.1 Who we are

Powercor is a regulated Distribution Network Service Provider (**DNSP**) within Victoria. Powercor own the poles and wires which supply electricity to homes and businesses.

A high-level picture of the electricity supply chain is shown in the diagram below.

Figure 2.1 The electricity supply chain



The distribution of electricity is one of four main stages in the supply of electricity to customers. The four main stages are:

- **Generation:** generation companies produce electricity from sources such as coal, wind or sun, and then compete to sell it in the wholesale National Electricity Market (**NEM**). The market is overseen by the Australian Energy Market Operator (**AEMO**), through the co-ordination of the interconnected electricity systems of Victoria, New South Wales, South Australia, Queensland, Tasmania and the Australian Capital Territory. It is recognised that a growing amount of generation is occurring at lower voltages including individual household photovoltaic (**PV**) arrays.
- **Transmission:** the transmission network transports electricity from generators at high voltage to five Victorian distribution networks. Victoria's transmission network also connects with the grids of New South Wales, Tasmania and South Australia.
- **Distribution:** distributors such as Powercor convert electricity from the transmission network into lower voltages and deliver it to Victorian homes and businesses. The major focus of distribution companies is developing and maintaining their networks to ensure a

reliable supply of electricity is delivered to customers to the required quality of supply standards.

- **Retail:** the retail sector of the electricity market sells electricity and manages customer accounts. Retail companies issue customers' electricity bills, a portion of which includes regulated tariffs payable to transmission and distribution companies for transporting electricity along their respective networks.

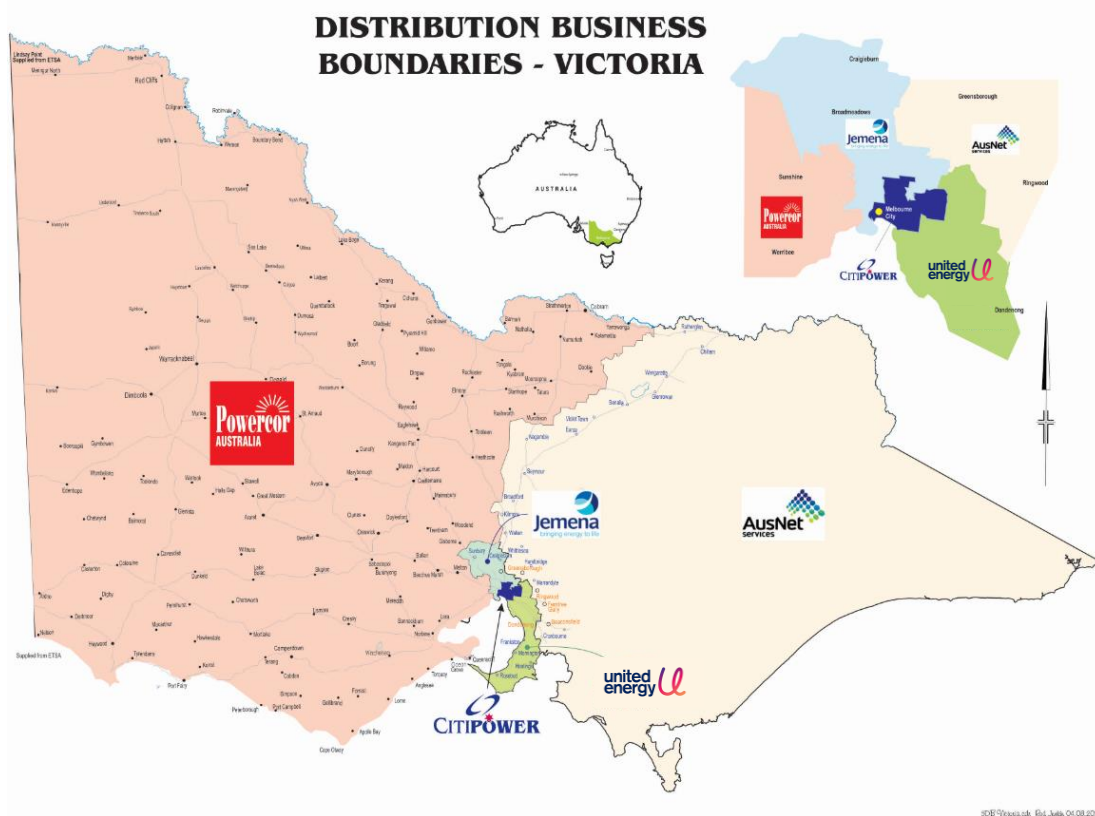
2.2 The five Victorian distributors

In the distribution stage of the supply chain, there are five businesses operating in Victoria. Each business owns and operates the electricity distribution network. Powercor is one of those distribution businesses.

The Powercor network provides electricity to customers in central and western Victoria, as well as Melbourne's outer western suburbs. Powercor supplies major regional centres including Ballarat, Bendigo and Geelong, and provides electricity to some of Australia's most popular tourist destinations, such as the towns along the Great Ocean Road.

The coverage of Powercor and other Victorian distributors is shown in the figure below.

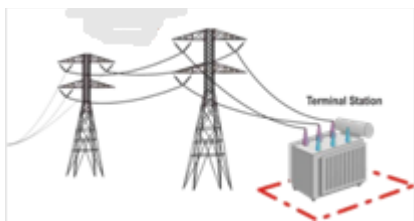
Figure 2.2 Powercor and other Victorian distribution areas



In Victoria, each DNSP has responsibility for planning the augmentation of their distribution network. In order to continue to provide efficient, secure and reliable supply to its customers, Powercor must plan augmentation and asset replacement of the network to match network capacity to customer demand. The need for augmentation is largely driven by customer peak demand growth, local generation (PV) and geographic shifts of demand due to urban redevelopment.

2.3 Delivering electricity to customers

Power that is produced by large-scale generators is transmitted over the high voltage transmission network and is changed to a lower voltage before it can be used in the home or industry. This occurs in several stages, which are simplified below.

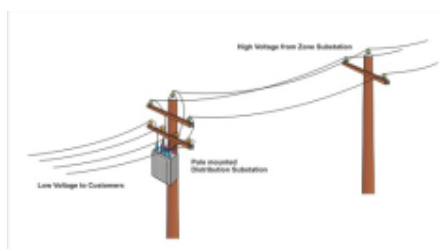


Firstly, the voltage of the electricity that is delivered to **terminal stations** is reduced by transformers. Typically in Victoria, most of the transmission lines operate at voltages of 500,000 volts (500 kilovolts or kV) or 220,000 volts (220kV). The transformer at the terminal station reduces the electricity voltage to 66kV. The Powercor network is supplied from the terminal stations.



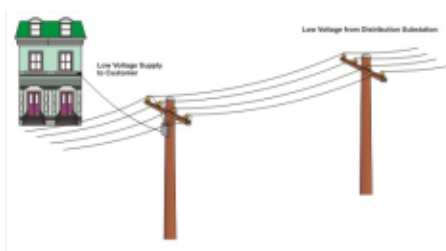
Second, Powercor distributes the electricity on the **sub-transmission system** which is made up of large concrete or wooden power poles and powerlines, or sometimes underground powerlines. The sub-transmission system transports electricity to Powercor's zone substations at 66kV.

Third, at the **zone substation** the electricity voltage is converted from 66kV to 22kV or 11kV. Electricity at this voltage can then be distributed on smaller, lighter power poles.



Fourth, **high voltage distribution lines** (or distribution feeders) transfer the electricity from the zone substations to Powercor's distribution substations.

Fifth, electricity is transformed to 400 / 230 volts at the **distribution substations** for supply to customers.



Finally, electricity is conveyed along the **low voltage distribution lines** to homes and businesses.

A growing amount of generation is occurring at lower voltages including individual customer level PV arrays.

2.4 Operating environment and asset statistics

Powercor delivers electricity to around 937,000 homes and businesses in a 145,651 square kilometre area, or around 6 customers per square kilometre.

Powercor's customer base comprises of large industrial and commercial customers through to small domestic and rural consumers. There are also a number of high voltage customer supplies and interconnection points for embedded generation such as wind farms and solar farms.

Powercor's electricity network comprises a sub-transmission network which consists of predominately overhead lines which operate at 66kV and a distribution network. The overall network consists of approximately 88 per cent overhead lines and 12 per cent underground cables that generally operate at 22kV. There is also some distribution network in Melbourne's western suburbs operating at a voltage of 11kV.

The sub-transmission network is supplied from a number of terminal stations which typically operate at a voltage of 220kV or greater. This transmission network, including the terminal stations, is owned and operated by AusNet Services and Transgrid.

The sub-transmission network nominally operates at 66kV and is generally configured in loops to maximise reliability, however some remote rural locations are supplied by radial 66kV lines. The sub-transmission network supplies electricity to zone substations which then transform (step down) the voltage suitable for the distribution to the surrounding area.

The distribution network consists of both overhead and underground lines connected to substations, switchgear, and other equipment to provide effective protection and control. Whilst the majority of the high voltage distribution system nominally operates at 22kV, there are notable exceptions:

- in remote and sparsely settled rural areas there is a substantial volume of Single Wire Earth Return (**SWER**) lines which operates at a nominal voltage of 12.7kV
- in the western suburbs of Melbourne, there are three smaller areas where the high voltage distribution system operates at a nominal voltage of 11kV
- in the far north west of the state, there is a small system supplied from the South Australian network. This system operates at 33kV
- in the far south west of the state, there is a small SWER system supplied from the South Australian network. This system operates at 19kV.

Distribution feeders are generally operated in a radial mode from their respective zone substation supply points. In urban areas, distribution feeders generally have inter-feeder tie points which can be reconfigured to provide for load transfers and other operational contingencies.

Powercor takes two supplies from the South Australian network at 33kV to supply the small townships of Nelson in the far south-west and at 19kV at Lindsay Point in the far north-west of the state. The Nelson supply is converted to 22kV at the state border.

The final supply to small consumers is provided through the low voltage distribution systems that nominally operate at 230 or 400 volts. These voltages are derived from "distribution substations" which are located throughout the distribution network and typically range in size from 5kVA to 2000kVA. Both overhead and underground low voltage reticulation, including service arrangements, complete the final connections to the low voltage consumer points of supply.

At the end of 2025-26FY, the Powercor network comprises approximately:

Table 2.1 Powercor network statistics

Item	Number / km
Poles	621,987
Overhead lines	68,651
Underground cables	9,337
Sub-transmission lines	142
Zone substation transformers	154
Distribution feeders	458
Distribution transformers	90,066

Appendix A shows maps that indicate location of Powercor's zone substation assets and the connected terminal stations on a geographical basis.

3 Factors Impacting the Network

This chapter sets out the factors that may have a material impact on the Powercor network:

- **demand:** changes in demand causing thermal capacity constraints, such as that caused from population growth resulting in new residential customers connecting to the network, new or changed business requirements for electricity
- **fault levels:** the increasing amount of embedded generation being directly connected to the Powercor network is increasing the overall fault levels on the network which is reaching its fault level capacity in certain areas
- **voltage levels:** the long distance between the customer and the voltage regulating equipment means that lower voltage levels are observed on the Powercor network and need to be carefully managed
- **other system security requirements:** improvements in system security for single transformer zone substation, radial lines or zone substations with banked switching configuration will be considered when an increase in demand is forecast
- **quality of supply to other network users:** Powercor may carry out system studies on a case-by-case basis as part of the new customer connection process
- **ageing and potentially unreliable assets:** Powercor utilises a Health Index as a guide to determining the condition and therefore risk of asset failure
- **maintain voltage compliance (MVC) program and future customer electrification initiatives:** Customers are driving electrification, and Powercor is strengthening the network through programs like MVC and DVMS to maintain voltage compliance, support renewable integration, and ensure reliable service as demand grows.
- **Rapid Earth Fault Current Limiters (REFCLs):** REFCLs are to provide safety benefits to the community through reduced risk of electrical assets contributing to starting a fire.
- **Distribution System Operator (DSO) enhanced capability:** To respond to the future challenges of the network at least cost, it is recognised that Powercor needs to implement and support new capabilities under an enhanced DSO role.
- **System Strength Locational Factor:** system strength locational factor represents the electrical distance of the embedded generation connection point to the system strength node

These factors are discussed in more detail below.

3.1 Demand

Changes in maximum demand on the network are driven by a range of factors. For example, this may include:

- **population growth:** increases in the number of residential customers connecting to the network
- **economic growth:** changes in the demand from small, medium and large businesses and large industrial customers
- **prices:** the price of electricity impacts the use of electricity
- **weather:** the effect of temperature on demand largely due to temperature sensitive loads such as air-conditioners and heaters
- **customer equipment and embedded generators:** the equipment that sits behind the customer meter including televisions, solar panels and batteries (which may mask the real demand behind the meter) and causing capacity constraints, pool pumps, electric vehicles, solar panels, wind turbines, batteries, etc.
- **electric vehicle chargers:** the increase in electric vehicles is increasingly causing a charging demand that could influence the maximum demand requirement.
- **electrification of gas:** the substitution of electrical loads for gas over time will increase loading on the electrical system adding to maximum demand – a trend accelerated by the Victorian Government's Gas Substitution Roadmap and gas ban on new connections from 1 Jan 2024. This shift will further increase maximum demand as regional and rural customers decarbonise, electrify farms and agricultural operations, and adopt more efficient and automated electric technologies.

Reductions in daytime minimum demand will become increasingly important for Powercor over time, as it is likely to compound existing voltage limitations when minimum demand is negative, with thermal capacity limitations on the electricity network. It is influenced by a couple of key factors including:

- **embedded generators:** increased adoption of solar PV systems by customers, is the primary contributor to reductions in daytime minimum demand. When power starts to reverse its flow upstream into the network due to solar PV exports, voltage and thermal capacity limitations may start to materialise; and
- **energy efficiency:** improved efficiency in customer appliances and in the behavioural use of those appliances reduces minimum demand.

Forecasting for demand is discussed later in this document.

3.2 Fault levels

A fault is an event where an abnormally high current is developed as a result of a failure of insulation somewhere in the network. A fault may involve one or more line phases and ground, or may occur between line phases only. In a ground/earth fault, charge flows into the earth or along a neutral or earth-return wire.

Recently a number of Zone Substations in declared bushfire areas have been equipped with Rapid Earth Fault Current Limiters REFCLs (see section 3.8 below). These have the effect of considerably reducing phase to ground fault levels when they are in service. Regardless, the system still needs to be able to operate within fault level limits if for any reason the REFCL's are out of operation.

Powercor calculates the prospective fault current to ensure it is within allowable limits of the electrical equipment installed, and to enable the selection and setting of the protective devices that can detect a fault condition. Devices such as circuit breakers, automatic circuit reclosers, sectionalisers, and fuses can act to break the fault current to protect the electrical plant and avoid significant and sustained outages as a result of plant damage.

Fault levels are determined according to a number of factors including:

- generation of all sizes
- impedance of transmission and distribution network equipment
- load including motors
- voltage

The following fault level limits are generally applied within the Powercor network:

Table 3.1 Fault level limits

Voltage	Fault limit (kilo Amps, kA)
66kV	21.9 kA
22kV	13.1 kA
11kV	18.4 kA
<1kV	50 kA

Where fault levels are forecast to exceed the allowable fault level limits, then fault level mitigation projects are initiated. This may involve, for example, introducing extra impedance into the network or separating network components that contribute to the fault such as opening the bus-tie circuit breakers at constrained zone substations to divide the fault current path.

Fault level mitigation programs are becoming increasingly common on the Powercor network as the level of embedded generation being directly connected to the network increases. This is because of the increasing fault level contribution from generators which the network was not designed for when originally conceived.

3.3 Voltage levels

Voltage levels are important for the operation of all electrical equipment, including home appliances with electric motors or compressors such as washing machines and refrigerators, or farming and other industrial equipment. These appliances are manufactured to operate within certain voltage threshold ranges.

Electricity distributors are obligated to maintain customer voltages within specified thresholds, and these are further discussed in section 17.3. Similarly, manufacturers can

only supply such appliances and equipment that operate within the Australian Standards. Supply voltage at levels outside these limits could affect the performance or cause damage to the equipment as well as industry processes.

Voltage levels are affected by a number of factors including:

- generation of electricity into the network;
- impedance of transmission and distribution network equipment;
- length of sub-transmission or distribution feeders;
- implementation of REFCLs;
- load; and
- capacitors in the network.

The long distance between the customer and the voltage regulating equipment e.g. transformers and regulators means that lower voltage levels are observed during high demand on the Powercor network and need to be carefully managed. Load demand is increasing significantly, particularly during winter, driven by customer electrification—a growing concern for network performance. Powercor is actively monitoring lines susceptible to voltage issues and taking actions to improve the network strength.

In addition, groups of solar photovoltaic generators are increasingly causing fluctuations in voltage levels in localised areas. Powercor is monitoring the voltages in these areas. Higher voltage levels caused by solar generation are a particular concern.

Over the last decade, increasing uptake of solar PV systems by customers is causing higher voltage levels in localised areas of the network while they export. In response to this broader uptake of solar PV across the network and its impact on voltage levels, Powercor established a network-wide Dynamic Voltage Management System (**DVMS**). This system provides closed-loop voltage control using AMI smart meters as the source of customer voltage information, to control low-voltage network voltages using the zone substation voltage regulation equipment. This system is now in operation to continuously monitor and manage network voltages, accommodating greater levels of solar PV connections to Powercor's network. Refer to section 17.3 for further details. In parallel to the operation of the DVMS, Powercor monitors low-voltage network voltages using AMI smart meter analytics tools, to identify any residual network voltage limitations not addressed by the DVMS, for possible localised mitigation solutions.

3.4 System security

For zone substations and sub-transmission lines, the Powercor network may contain:

- single transformer at a zone substation;
- radial sub-transmission lines; and
- banked configuration of the transformers.

The use of a single transformer or a radial sub-transmission line generally occurs in remote areas of the network, typically with low demand. Where increases in demand are expected at the zone substation or on the line, then Powercor will consider improving the security of supply by installing an additional transformer or line if it proves to be economically efficient to

do so. These situations are not considered as network limitations and so are not listed in the limitations report.

When major augmentation is planned at a zone substation, Powercor will consider improving the switching configuration such that supply can be maintained without any intermittent loss of supply in the event of a transformer outage. For example, this can be achieved by isolating the faulty transformer automatically. This configuration is referred to as full switching as opposed to banked.

In order to maintain system stability for a major loss of generation, AusNet operate an under frequency load shedding scheme (UFLS). This scheme operates to shed load at the sub-transmission level if a sudden loss of frequency is experienced, preventing a cascading event leading to system black. With the advent of generation at the sub-transmission network level as well as on the HV and LV networks, the load available to the existing UFLS is reducing, meaning this scheme is increasingly unable to shed load without also shedding generation affecting its viability. As a result, Powercor is proposing to embark on a program to install UFLS at the zone substation level to enable discrimination with generation and ensure proper operation of the scheme.

3.5 Quality of supply to other network users

Where embedded generators or large industrial load customers are seeking to connect to the network and the type of load or generation is likely to result in changes to the quality of supply to other network users, Powercor may carry out system studies on a case-by-case basis as part of the new customer connection process. Studies are always carried out for large generators.

3.6 Asset condition

Powercor carries out routine maintenance on its assets to reduce the probability of plant failure and ensure they are fit for operation. In the unlikely event of an asset failure, there are a range of possible consequences that may occur, depending on the nature of the event and asset in question.

Powercor anticipates and manages these risks via a wide range of asset management tools and techniques to assess the condition of network assets. This information is used to drive a range of further activities including more frequent maintenance, asset replacement or alternative mitigation activities based on the results. This program aims to ensure that the asset remains safe and functional, whilst maximising asset life and focussing on a condition-based approach.

Powercor's strategy is to maintain reliability and network safety efficiently by complementing asset replacement with other strategies. For further details on Powercor's asset management approach and replacement projects, please refer to Chapters 13, 14 and 15.

3.6.1 Replacement of Inoperable Switchgear

A number of older non-standard switchgear in the Powercor network has been operationally tagged inoperable to address safety and maintenance related concerns from field staff. This operational restriction is impacting the networks ability to conduct planned and emergency switching activities. Impact assets classes are;

- HV Air Break Switches

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- SF6 Ring Main Units (RMU) without gas gauges
 - Oil Ring Main Units without oil level gauges

Powercor has commenced replacement programs to restore switching capability across the network in the forward planning period.

3.7 Maintain Voltage Compliance (MVC) Program and Future Customer Electrification Initiatives

Customers are leading the energy transition by adopting electric appliances, rooftop solar panels, battery storage, and electric vehicles. These changes are reshaping electricity usage patterns and increasing demand, particularly during winter peaks due to electric heating.

Without action, these trends could cause voltage issues, leading to appliance malfunctions, heating and cooling failures, and difficulties charging EVs. To address this, Powercor launched the Maintain Voltage Compliance (MVC) program in 2025. This proactive initiative strengthens the network by installing new substations, creating additional connection points, and replacing outdated overhead wires. These upgrades ensure reliable service and give customers confidence to electrify their homes and businesses without disruption.

Previously, Powercor delivered the Solar Enablement Program, which increased solar hosting capacity by upgrading the network through transformer tap changes, reconductoring, and installing new or upgraded distribution transformers. As part of that program, Powercor implemented a Dynamic Voltage Management System (DVMS) to optimize network voltage. We continue to refine and optimize DVMS to further improve voltage performance and support growing customer energy resources.

Powercor has proposed a Customer Electrification Program for the 2026–2031 regulatory period to prepare for growing electricity demand and changing usage patterns. Using advanced forecasting tools, Powercor will estimate future voltage compliance as discussed in Chapter 17.3 and identify areas most at risk. This insight will guide targeted interventions, ensuring upgrades are delivered where they provide the greatest benefit.

Planned actions include strengthening power lines, installing additional substations, and deploying battery energy storage systems to maintain voltage stability. These measures will help support customer electrification, improve service reliability, and enable flexible solar exports so customers can maximize the value of their renewable energy.

3.8 Rapid Earth Fault Current Limiters (REFCLs)

This section sets out Powercor's plans to install Rapid Earth Fault Current Limiters (REFCLs) in the network. The purpose of installing REFCLs is to provide safety benefits to the community through reduced risk of electrical assets contributing to starting a fire.

A REFCL is a network protection device, normally installed at a zone substation that can reduce the risk of a fallen powerline or a powerline indirectly in contact with the earth causing a fire-start. It is capable of detecting when a powerline falls to the ground and almost instantaneously reduces the voltage to near-zero on the fallen line.

Customers that are directly connected to Powercor's 22kV high voltage (HV) network may need to take action in response to Powercor's REFCL deployment program.

For Powercor, the installation of REFCLs also ensures compliance with the amendments to the *Electricity Safety (Bushfire Mitigation) Regulations 2023* (Regulations) which were implemented in Victoria on 1 May 2016.

The Regulations required each polyphase electric line originating from 45 specified zone substations (22 of which are Powercor zone substations) to comply with performance standards specified in the Regulations. Powercor is now required to ensure that the required performance of the REFCL's at these zone substations is maintained. This requires continual monitoring and installation of new plant as cable capacitance increases due to demand growth.

3.8.1 Zone substations

On 20 August 2018, the Essential Services Commission of Victoria (**ESCV**) amended the Distribution Code which had the impact of transferring responsibility from distributors to HV customers for hardening of the HV customer assets to withstand the higher REFCL voltages or isolating the connection from the network when a REFCL operates. For all zone substations where REFCLs will be commissioned from 2020, HV customers will need to take action to:

- ensure that their assets are compatible with the operation of a REFCL
- complete any required works prior to the commissioning of the relevant Powercor REFCL zone substation.

The table below shows the zone substations on the Powercor network that have a REFCL system installed.

Table 3.2 Zone substations with REFCL installed

Zone substations			
Ararat (ART)	Colac (CLC)	Hamilton (HTN)	Terang (TRG)
Ballarat North (BAN)	Castlemaine (CMN)	Koroit (KRT)	Winchelsea (WIN)
Ballarat South (BAS)	Charlton (CTN)	Merbein (MBN)	Woodend (WND)
Bendigo Terminal (BETS)	Eaglehawk (EHK)	Maryborough (MRO)	Waurin Ponds (WPD)
Bendigo (BGO)	Gheringhap (GHP)	Stawell (STL)	
Camperdown (CDN)	Gisborne (GSB)	Torquay (TQY)	

The table below sets out the ongoing REFCL work to maintain compliance including the proposed upgrade and/or commissioning date.

Table 3.3 Commissioning year for ongoing REFCL work

Zone substation	Project description	Year	Status
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Tranche 1 Stations	Feeder balance improvements	Multiple	In plan
Ballarat East (BAE)	New zone substation with transformer and REFCL	2026	In plan
Colac (CLC)	New isolating substation with REFCL	2026	In plan
Ararat (ART)	New isolating substation	2026	In plan
Gheringhap (GHP)	Feeder rearrangement	2030/31	In plan
Gisborne (GSB)	Additional REFCL	2026	In plan
Ballarat East (BAE)	New transformer and additional REFCL	2028	In plan
Bendigo (BGO)	New transformer and REFCL	2031	In plan
Eaglehawk (EHK)	New transformer and additional REFCL	2028	In plan
Koroit (KRT)	New isolating substation	2027	In plan
Bendigo Terminal Station (BETS)	Feeder rearrangement	2028	In plan
Colac (CLC)	New isolating substation with REFCL	2028	In plan
Winchelsea (WIN)	New isolating substations	2028	In plan
Torquay (TQY)	Feeder rearrangement	2030	In plan
Terang (TRG)	Additional REFCL	2029	In plan
Woodend (WND)	New transformer and additional REFCL	2029	In plan

Note that Geelong (**GL**) and Corio (**CRO**) zone substations have been removed from the program after an exemption was granted to build a new, complying zone substation west of Geelong. This substation was constructed at Gheringhap (**GHP**). Torquay (**TQY**) was commissioned in conjunction with Waurin Ponds (**WPD**) as the capacitance of the network had grown considerably since the REFCL legislation was introduced beyond the rating of the REFCL's proposed for Waurin Ponds (**WPD**) zone substation.

Powercor has proactively identified an initiative to further minimise bushfire risk on a part of its high-voltage network in western Victoria. Specifically, we are proposing to install a non-mandated REFCL at the Horsham (**HSM**) zone substation to provide enhanced bushfire protection on the 22kV network. This project forms part of the Powercor 2026-2031 Electricity Distribution Price Reset submission.

3.8.2 Other impacted areas of the network

The installation of a REFCL at a zone substation can impact other parts of the Powercor network. Generally, the REFCL would only impact the 22kV HV feeders directly connected to the REFCL zone substation. During contingent events, however, the open points on the network may change resulting in feeders connected to non-REFCL zone substations being served from a REFCL zone substation and thus experiencing the higher voltages associated with the operation of a REFCL. Parts of the Powercor network have therefore been hardened to ensure that any tie feeders that are normally supported by REFCL feeders are also able to operate safely during contingency events.

New or existing HV customers connected to the feeders listed below, which may experience a REFCL condition during contingent events, are also required to take action to:

- ensure that their assets are compatible with the operation of a REFCL
- complete any required works prior to the commissioning of the relevant Powercor REFCL zone substation.

Table 3.5 Other impacted areas of the network

Non-REFCL Feeders Hardened for REFCL (may not be the entire feeder)			
CHA006	COB011	COB021	GL012
GL015	GLE012	GLE013	HSM001
HSM003	HYT011	MDA032	MDA034
OYN005	WBL002	WBL003	WBL004
WBL005	WBL006	WBL012	

Any new HV customer assets connecting to this network will be required to be compatible with the operation of a REFCL.

3.9 Distribution System Operator (DSO) enhanced capability

To respond to the future challenges of the network at least cost, it is recognised that Powercor needs to implement and support new capabilities under an enhanced DSO role. Information Technology (IT) investments in this area have been articulated in Chapter 19. These capabilities are broadly around the workstreams of:

- enabling DER export and increasing hosting capacity whilst addressing minimum demand and other system security obligations that may be placed on the distributor
- utilising batteries to manage constraints and value stacking arrangements with third parties to demonstrate multiple benefits
- enabling competition for non-network solutions through expanded platforms for sharing network constraints

-
- developing Dynamic Operating Envelope capability that is flexible to more dynamically enable solar PV exports for customers based on current network capacity and demand, manage the network and enable third party service offerings on the distribution network

Chapter 18.2 details the specific projects that Powercor is delivering in terms of demand management and non-network solutions.

3.10 System Strength Locational Factor

In October 2021, the AEMC made its final rule determination on efficient management of system strength on power system. The Rule introduces a new way for system strength remediation in the NEM, allowing the embedded generators to either pay for system strength charges or self remediation. The system strength locational factor represents the electrical distance of the embedded generation connection point to the system strength node (a location on a transmission network that AEMO declares under NER clause 5.20C.1(a)) and is used to calculate the system strength charge in accordance with the methodology in the AEMO's System Strength Impact Assessment Guidelines².

Under NER Schedule 5.8 (q), the system strength location factor information for each embedded generation (or generating system) in the Powercor network in which the embedded generation system has elected to pay the system strength charge under clause 5.3.4B(b1) is to be included in this report.

Powercor currently does not have any embedded generator in its network that has elected to pay system strength charge for the purpose of system strength remediation.

² AEMO | System Strength Impact Assessment Guidelines available at: <https://aemo.com.au/en/energy-systems/electricity/national-electricity-market-nem/participate-in-the-market/network-connections/system-strength-impact-assessment-guidelines>

4 Network Planning Standards

This chapter sets out the process by which Powercor identifies maximum and minimum demand-driven limitations in its network.

4.1 Approaches to planning standards

In general, there are two approaches to network planning:

Deterministic planning standards: this approach calls for zero interruptions to customer supply (or no curtailment of embedded generation) following any single outage of a network element, such as a transformer. In this scenario any failure or outage of individual network elements (known as the “N-1” condition) can be tolerated without customer impact due to sufficient resilience built into the distribution network. A strict use of this approach may lead to inefficient network investment as resilience is built into the network irrespective of the cost of the likely interruption to the network customers (or the cost of curtailing generation), or use of alternative options.

Probabilistic planning approach: the deterministic N-1 criterion is relaxed under this approach, and simulation studies are undertaken to assess the amount of energy that would not be supplied (or the amount of energy that would need to be forcibly curtailed) if an element of the network is out of service. As such, the consideration of energy not served may lead to the deferral of projects that would otherwise be undertaken using a deterministic approach. This is because:

- under a probabilistic approach, there are conditions under which all the load cannot be supplied (or some generation needs to be curtailed) with a network element out of service (hence the N-1 criterion is not met), however
- the actual energy at risk may be very small when considering the probability of a forced outage of a particular element of the sub-transmission network.

In addition, the probabilistic approach assesses energy at risk under system normal conditions (known as the “N” condition). This is where all assets are operating but the demand breaches either the total import or export capacity. Contingency transfers may be used to mitigate energy at risk in the interim period until it is economically prudent for an augmentation to be completed.

4.2 Application of the probabilistic approach to planning

Powercor adopts a probabilistic approach to planning its zone substation and sub-transmission asset augmentations.

The probabilistic planning approach involves estimating the probability of an outage occurring during periods of high import or export, and weighting the costs of such an occurrence by its probability, to assess:

- the expected cost that will be incurred if no action is taken to address an emerging constraint, and therefore
- whether it is economic to augment the network capacity to reduce that expected cost.

The quantity and value of energy at risk (which is discussed in section 6.1) is a critical parameter in assessing a prospective network investment or other action in response to an emerging limitation. Probabilistic network planning aims to ensure that an economic balance is struck between:

- the cost of providing additional network capacity to remove limitations
- the cost of having some exposure to demand levels beyond the network's capability to import or export power.

In other words, recognising that very extreme demand conditions may occur for only a few hours in each year, it may be uneconomic to provide additional capacity to cover the possibility that an outage of an item of network plant may occur at the same time. The probabilistic approach requires expenditure to be justified with reference to the expected benefits of lower unserved energy.

This approach provides a reasonable estimate of the expected net present value to consumers of network augmentation for planning purposes. However, implicit in its use is acceptance of the risk that there may be circumstances (such as the loss of a transformer at a zone substation during a period of high demand) when the available network capacity will be insufficient to meet the actual demand for the network and significant load shedding or generation curtailment could be required. The extent to which investment should be committed to mitigate that risk is ultimately a matter of judgment, having regard to:

- the results of studies of possible outcomes, and the inherent uncertainty of those outcomes
- the potential costs and other impacts that may be associated with very low probability events, such as single or coincident transformer outages at times of maximum or minimum demand, and catastrophic equipment failure leading to extended periods of plant non-availability
- the availability and technical feasibility of cost-effective contingency plans and other arrangements for management and mitigation of risk.

5 Forecasting Demand

This chapter sets out the method and assumptions for calculating historical and forecast levels of demand for each existing zone substation, sub-transmission system, and primary distribution feeder. These forecasts are used to identify potential future constraints in the network.

Please note that information relating to transmission-distribution connection points are provided in a separate report entitled the “Transmission Connection Planning Report” which is available on the Powercor website³.

5.1 Maximum and minimum demand forecasts

Powercor has set out its forecasts for maximum and minimum demand for each existing zone substation and sub-transmission system in the Max Demand Template and Min Demand Template.

5.2 Zone substation methodology

This sub-section sets out the methodology and information used to calculate the demand forecasts and related information that is referred to in the Max Demand Template and Min Demand Template.

5.2.1 Historical demand

Historical demand is calculated in Mega Volt Ampere (**MVA**) and is based on actual maximum and minimum demand values recorded across the distribution network.

As maximum and minimum demand in Powercor is very temperature and weather dependent, the actual maximum and minimum demand values referred to in the Max Demand Template and Min Demand Template are normalised for the purpose of forecasting, in accordance with the relevant weather conditions experienced across any given summer loading period. The correction enables the underlying maximum and minimum demand growth year-by-year to be estimated, which is used in making future forecast and investment decisions.

The temperature correction for the maximum demand forecast seeks to ascertain the “*10th percentile maximum demand*” or “*50th percentile maximum demand*”. The 10th or 50th percentile demand represents the maximum demand on the basis of a normal season (summer and winter). It relates to a maximum average temperature that will be exceeded, on average, once every two years. It is often referred to as 50 per cent probability of exceedance (**PoE**).

³ <https://www.powercor.com.au/what-we-do/the-network/network-planning/>

The weather correction for the minimum demand forecasts presented in this DAPR seeks to ascertain the “50th percentile annual minimum demand”. The 50th percentile demand represents the minimum demand on the basis of a weather condition that would lead to a one-in-two year minimum demand, dictated primarily by the amount of cloud cover impacting solar PV output embedded within the distribution network.

5.2.2 Forecast demand

Historical demand values taking into account local generation inputs are trended forward and added to known and predicted loads that are to be connected to the network. This includes taking into account the number of customer connections and the calculated total output of known embedded generating units.

Powercor has taken into account information collected from across the business relating to the load requirements of our customers, and the timing of those loads. This includes population growth and economic factors as well as information on the estimated load requirements for planned, committed and developments under-construction across the Powercor service area. Powercor has also taken into account information relating to DER installations by our customers.

These bottom-up forecasts for demand have been reconciled with top–down independent econometric forecasts for Powercor as a whole.

These forecasts are referred to in the Max Demand Template and Min Demand Template.

5.2.3 Definitions for zone substation forecast tables

The Max Demand Template and Min Demand Template refers to other statistics of relevance to each zone substation, including:

- **N import (or export) rating:** this provides the maximum capacity of the zone substation according to the equipment in place (for forward and reverse power flows respectively) up to its nameplate value
- **Cyclic N-1 import rating:** this assumes that the net load follows a daily pattern and is calculated using net load curves appropriate to the season and assuming the outage of one transformer. This is also known as the “firm” rating;
- **N-1 export rating:** this provides the capacity of the zone substation according to the equipment in place up to its nameplate value and assuming the outage of one transformer. This is also known as the “firm” export rating;
- **Hours load is $\geq$ 95% of maximum demand (MD):** based on at least the most recent 12 months of data, assesses the net load duration curve and the total hours during the year that the net load is greater than or equal to 95 per cent of maximum or minimum demand;
- **Hours load is $\geq$ 95% of minimum demand:** based on at least the most recent 12 months of data, assesses the net load duration curve and the total hours during the year that the net load is less than or equal to 105 per cent of minimum demand (if minimum demand is greater than zero) and less than or equal to 95 per cent of minimum demand (if minimum demand is less than zero);
- **Station power factor at maximum (or minimum) demand (MD):** based on the most recent maximum or minimum demand achieved in a season at the zone substation, this is a measure of how effectively the current is being converted into

output and is also a good indicator of the effect of the current on the efficiency of the supply system. It is calculated as a ratio of real power and apparent power and is used to inform demand forecasts. A power factor of:

- less than one: indicates a lagging or leading current in the supply system which may need correction, such as by increasing or reducing capacitors at the zone substation
- one: efficient loading of the zone substation;
- **Load transfer capacity:** forecasts the available capacity of adjacent zone substations and feeder connections to take load away from the zone substation in emergency situations
- **Generation capacity:** calculates the total capacity of all embedded generation units that have been connected to the zone substation at the date of this report. Summation of generation above and below 1MW is provided.

5.3 Sub-transmission line methodology

This section sets out the methodology for calculating the historical and forecast maximum and minimum demands for the sub-transmission lines.

5.3.1 Historical demand

The sub-transmission line historical N-1 maximum and minimum demands for different line configurations are determined using a power flow analysis tool called Power System Simulator for Engineering (**PSS/E**).

The tool models the sub-transmission line from the terminal station to the zone substation to determine the theoretical N-1 maximum and minimum demand, by utilising historical actual demands and assessing:

- system impedances;
- transformer tapping ratios, which are used to regulate the transformer voltages;
- capacitor banks; and
- other technical factors relevant to the operation of the system.

The historical maximum and minimum demand data for the relevant zone substations is applied to the load flow analysis to enable calculation of the theoretical N-1 maximum and minimum demand of the sub-transmission line.

The zone substation forecast maximum and minimum demands are diversified to the expected zone substation demands at the time of the respective sub-transmission loop/ line maximum and minimum demand. Historical diversity factors are derived and applied.

The data is used to assess the maximum and minimum demand in the worst case “N-1” conditions. This is for a single contingency condition where there is the loss of an element in the power system, in particular the loss of another associated sub-transmission line. For a zone substation the demand is identical whether the zone substation is operating under N or N-1 (loss of a transformer). Therefore the N-1 cyclic import or export rating (as appropriate) is used to compare against the demand forecast. However for the loss of a sub-transmission line, other associated lines are loaded more heavily so it is appropriate to consider the N-1 condition for the forecast and compare to the line import or export rating (as appropriate).

5.3.2 Forecast demand

Similar to the sub-transmission line historical maximum and minimum demand loads, bottom-up forecasts for maximum and minimum demand are predicted utilising a powerflow analysis tool, PSS/E for different line configurations.

The present sub-transmission system is modelled from the terminal stations to the zone substations, taking into account system impedances, transformer tapping ratios, voltage settings, capacitor banks and other relevant technical factors.

The reconciled maximum and minimum demand forecasts at each zone substation are used in calculating the maximum and minimum demand forecasts for the sub-transmission lines. As discussed in section 5.2 above, the bottom-up forecasts for demand at each zone substation have been reconciled with top-down independent econometric forecasts.

The zone substation forecast maximum and minimum demands are diversified based on the historical diversity factors mentioned above.

The data is used to forecast the maximum and minimum demand under “N-1” conditions. These forecasts are referred to in the Max Demand Template and Min Demand Template.

5.3.3 Definitions for sub-transmission line forecast tables

The Max Demand Template and Min Demand Template refers to other statistics of relevance to each sub-transmission line, including:

- **Line import (or export) rating:** this provides the maximum capacity of the sub-transmission line (for forward and reverse power flows respectively) as measured by its current and expressed in MVA;
- **Hours load is $\geq$ 95% of maximum demand (MD):** based on at least the most recent 12 months of data, assesses the load duration curve and the total hours during the year that the load is greater than or equal to 95 per cent of maximum or minimum demand;
- **Hours load is $\geq$ 95% of minimum demand:** based on at least the most recent 12 months of data, assesses the net load duration curve and the total hours during the year that the net load is less than or equal to 105 per cent of minimum demand (if minimum demand is greater than zero) and less than or equal to 95 per cent of minimum demand (if minimum demand is less than zero);
- **Power factor at maximum (or minimum) demand (MD):** based on historical data, is a measure of how effectively the current is being converted into output and is also a good indicator of the effect of the load current on the efficiency of the supply system. It is calculated as a ratio of real power and apparent power and is used to inform demand forecasts. A power factor of:
 - less than one: indicates a lagging or leading current in the supply system which may need correction, such as by increasing or reducing capacitors at the zone substation;
 - one: efficient loading of the zone substation.
- **Load transfer capacity:** forecasts the available capacity of alternative sub-transmission lines that can carry electricity to the zone substation in emergency situations; and
- **Generation capacity:** calculates the total capacity of all embedded generation that have been directly connected to the sub-transmission line at the date of this report.

5.4 Transmission-distribution connection points methodology

This subsection sets out the methodology and information used to calculate the demand forecasts and related information that is set out in the Transmission Connection Planning Report (for maximum and minimum demands).

5.4.1 Historical demand

Historical demand is calculated in Mega Volt Ampere (**MVA**) and is based on actual maximum and minimum demand values recorded at each terminal station.

As maximum and minimum demand in Powercor is very temperature and weather dependent, the actual maximum and minimum demand values referred to in the Forecast Maximum and Minimum Demand Sheet and the Transmission Connection Planning Report are normalised for the purpose of forecasting, in accordance with the relevant weather conditions experienced across any given period. The correction enables the underlying maximum and minimum demand growth year-by-year to be estimated, which is used in making future forecast and investment decisions.

5.4.2 Forecast demand

Historical demand values taking into account local generation inputs are trended forward and adjusted for the changes in the zone substation growth rates of the zone substations connected to that terminal station. These bottom-up forecasts for demand are reviewed against AEMO's connection point forecasts.

These forecasts are set out in the Max Demand Template and Min Demand Template and the Transmission Connection Planning Report.

5.4.3 Definitions for transmission-distribution connection point forecast tables

The Max Demand Template and Min Demand Template and the Transmission Connection Planning Report contains other statistics of relevance to each terminal station, including:

- **N import (or export) rating:** this provides the maximum capacity of the terminal station according to the equipment in place (for forward and reverse power flows respectively) up to its nameplate value;
- **Cyclic N-1 import (or export) rating:** this assumes that the net load follows a daily pattern and is calculated using net load curves appropriate to the season and assuming the outage of one transformer (for forward and reverse power flows respectively). This is also known as the "firm" rating;
- **Hours 95% of maximum demand:** based on at least the most recent 12 months of data, assesses the net load duration curve and the total hours during the year that the net load is greater than or equal to 95 per cent of maximum or minimum demand;
- **Hours load is $\geq$ 95% of minimum demand:** based on at least the most recent 12 months of data, assesses the net load duration curve and the total hours during the year that the net load is less than or equal to 105 per cent of minimum demand (if minimum demand is greater than zero) and less than or equal to 95 per cent of minimum demand (if minimum demand is less than zero);
- **Station power factor at maximum (or minimum) demand:** based on the most recent maximum or minimum demand achieved in a season at the terminal station, this is a

measure of how effectively the current is being converted into output and is also a good indicator of the effect of the current on the efficiency of the supply system. It is calculated as a ratio of real power and apparent power and is used to inform demand forecasts. A power factor of:

- less than one: indicates a lagging or leading current in the supply system which may need correction, such as by increasing or reducing capacitors at the terminal station;
- one: efficient loading of the terminal station;
- **Load transfer capacity:** forecasts the available capacity of adjacent terminal stations, sub-transmission lines and feeder connections to take load away from the terminal station in emergency situations; and
- **Generation capacity:** calculates the total capacity of all embedded generation units that have been connected to the terminal station at the date of this report. Summation of generation above and below 1MW is provided.

Further information on transmission-distribution connection points is reported in the “Transmission Connection Planning Report”.

5.5 Primary distribution feeders

This section sets out the methodology for calculating the forecast maximum demands for the primary distribution feeders.

5.5.1 Forecast demand

Primary distribution feeder maximum and minimum demand forecasts are calculated using a similar methodology to our zone substation forecasts. The historical feeder demand values are trended forward using the underlying feeder growth rates including known or predicted loads and embedded generators that are forecast for connection.

Weather correction and top down reconciliation occurs on the feeder and zone substation forecasts and is therefore inherent in the sub-transmission forecasts.

6 Approach to Risk Assessment

This chapter outlines the high-level process by which Powercor calculates the risk associated with the expected balance between capacity and demand over the forecast period for zone substations and sub-transmission lines.

This process provides a means of identifying those stations or lines where more detailed analyses of risks and options for remedial action are required.

6.1 Energy at risk

As discussed in section 4.1, risk-based probabilistic network planning aims to strike an economic balance between:

- the cost of providing additional network capacity to remove any limitations; and
- the potential cost of having some exposure to demand levels beyond the network's firm capability to import or export power.

A key element of this assessment for each zone substation and sub-transmission line is “energy at risk”, which is an estimate of the amount of energy that would not be supplied to load, or would need to be curtailed from embedded generators, if one transformer or a sub-transmission line was out of service during the critical loading period(s).

For zone substations, **energy at risk** is defined as, the amount of energy that would not be supplied to load during periods of maximum demand, or would need to be curtailed from embedded generators during periods of minimum demand, from a zone substation if a major outage⁴ of a transformer occurs at that station in that particular year, and no other mitigation action is taken.

This measure provides an indication of the magnitude of loss of load (or forced curtailment of generation) that would arise in the unlikely event of a major outage of a transformer without taking into account planned augmentation or operational action, such as load transfers to other supply points, to mitigate the impact of the asset outage.

For sub-transmission lines, the same definition applies however, the mean duration of an outage due to a significant failure is 8 hours for overhead sub-transmission lines and 1 week for underground sub-transmission lines.

⁴ The term 'Major Outage' refers to an outage that has a duration of 2.6 months, typically due to a significant failure within the transformer.

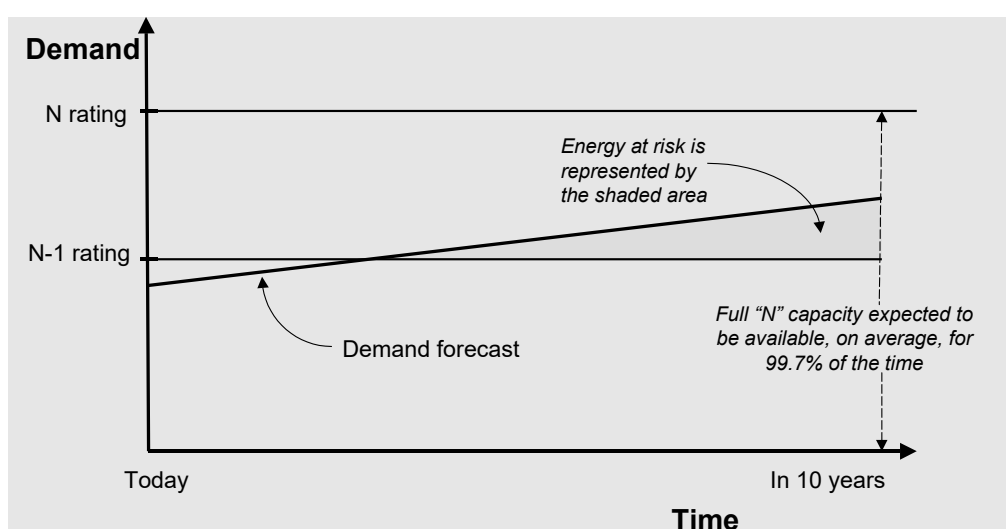
6.2 Interpreting “energy at risk”

As noted above, “energy at risk” is an estimate of the amount of energy that would not be supplied to load, or would need to be curtailed from embedded generators, if one transformer or sub-transmission line was out of service during a critical import or export loading condition, respectively.

The capability of a zone substation with one transformer out of service is referred to as its “N minus 1” rating. The capability of the station with all transformers in service is referred to as its “N” rating. When a zone substation is importing power (i.e., power flowing towards the customer load), the import rating applies. When a zone substation is exporting power (i.e., power flowing towards the transmission network), the export rating applies.

The relationship between the N and N-1 cyclic ratings of a station and the energy at risk (assuming maximum demand conditions) is depicted in Figure 6.1 below:

Figure 6.1 Relationship between N, N-1 cyclic ratings and energy at risk



Note that:

- Under normal operating conditions, there will typically be more than adequate zone substation capacity to supply all demand. The risk of prolonged outages of a zone substation transformer leading to load interruption is typically very low.
- The capability of a sub-transmission line network with one line out of service is referred to as the (N-1) condition for that sub-transmission network. Under normal operating conditions, there will typically be more than adequate line capacity to supply all demand.
- The risk of prolonged outages of a sub-transmission line leading to load interruption is typically very low and is dependent upon the length of line exposed and the environment in which the line operates.

In estimating the expected cost of plant outages, this report considers the first order contingency condition (“N-1”) only.

6.3 Valuing supply reliability from the customer’s perspective

For large augmentation or replacement projects over \$7 million that are subject to a Regulatory Investment Test for Distribution (**RIT-D**), Powercor will undertake a detailed assessment process to determine the most efficient solution.

In order to determine the economically optimal level and configuration of distribution capacity (and hence the supply reliability that will be delivered to customers), it is necessary to place a value on supply reliability from the customer's perspective.

Estimating the marginal value to customers of reliability is inherently difficult, and ultimately requires the application of some judgement. Nonetheless, there is information available (principally, surveys designed to estimate the costs faced by customers as a result of electricity supply interruptions) that provides a guide as to the likely value.

A rule change in July 2018 made the Australian Energy Regulator (**AER**) responsible for determining the values different customers place on having a reliable electricity supply. The AER subsequently developed an updated methodology for deriving Value of Customer Reliability (**VCR**) values and published new VCRs in December 2024. The applicable Powercor VCR values from this publication are as per Table 6.3 below:

Table 6.3 Values of customer reliability used in this DAPR

Sector	VCR for 2024 (\$/kWh)
Residential – Climate Zone 3 & 4 Regional	\$24.86
Residential – Climate Zone 6 CBD & Suburban	\$55.10
Residential – Climate Zone 6 Regional	\$38.90
Residential – Climate Zone 7 CBD & Suburban	\$50.72
Residential – Climate Zone 7 Regional	\$35.69
Agricultural	\$22.25
Commercial	\$34.39
Industrial (<10MVA)	\$33.49

These values are multiplied by the relative weighting of each climate zone and sector at the zone substation or for the sub-transmission line, and a composite single value of customer reliability is estimated. This data is used to calculate the economic benefit of undertaking an augmentation, and where the net present value of the benefits outweighs the costs, and is superior to other options, Powercor will proceed with the works.

6.4 Generation curtailment

On 12 August 2021, the AEMC made a final determination on its "Access, pricing and incentive arrangements for distributed energy resources" Rule change⁵. Under the Rule change, the AER is required to develop customer export curtailment values ("CECV"), which are an estimate of the detriment to customers and the market of export curtailment due to network limitations (in \$ per kWh of exports curtailed). CECVs are expected to play a similar role to the VCR in evaluating the net benefit of reducing or removing network constraints. For instance, it is expected that the CECVs will

⁵ AEMC, Rule Determination, National Electricity Amendment (Access, Pricing and Incentive Arrangements for Distributed Energy Resources) Rule 2021, 12 August 2021.

be used to assess whether proposed steps to reduce export curtailment (such as increasing DER hosting capacity) can be economically justified.

In June 2022, the AER published its Customer Export Curtailment Value Methodology. At the same time, the AER also published a DER Integration Expenditure Guidance Note⁶, which includes direction on how distribution network service providers should i) develop business cases for network investment integrating higher levels of customer DER and quantify DER values, ii) develop DER integration plans and investment proposals, and ii) quantify DER benefits in a cost-benefit analysis.

In June 2025, the AER published the updated CECV values for Victoria for the period 2025-2045⁷, the updated values are based on the 2024-25 CECVs with an adjustment to account for inflation. Powercor relies on CECVs to guide decisions regarding network augmentation to increase solar hosting capacity. These values are summarised and illustrated in Figure 6.2 and Figure 6.3.

Figure 6.2 Average CECV across the year by year and time of day, \$/MWh

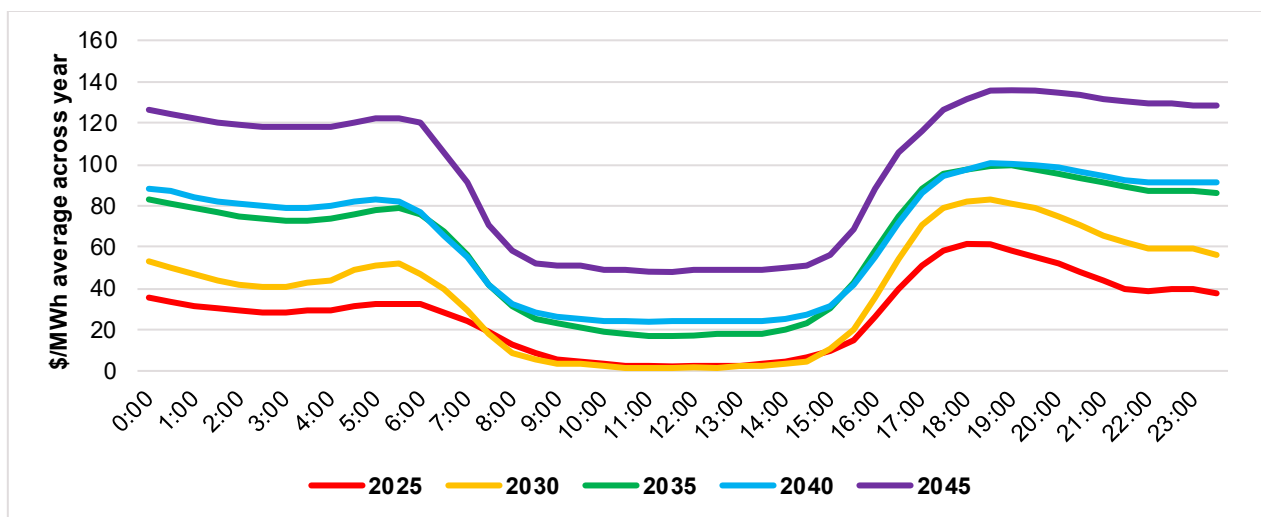
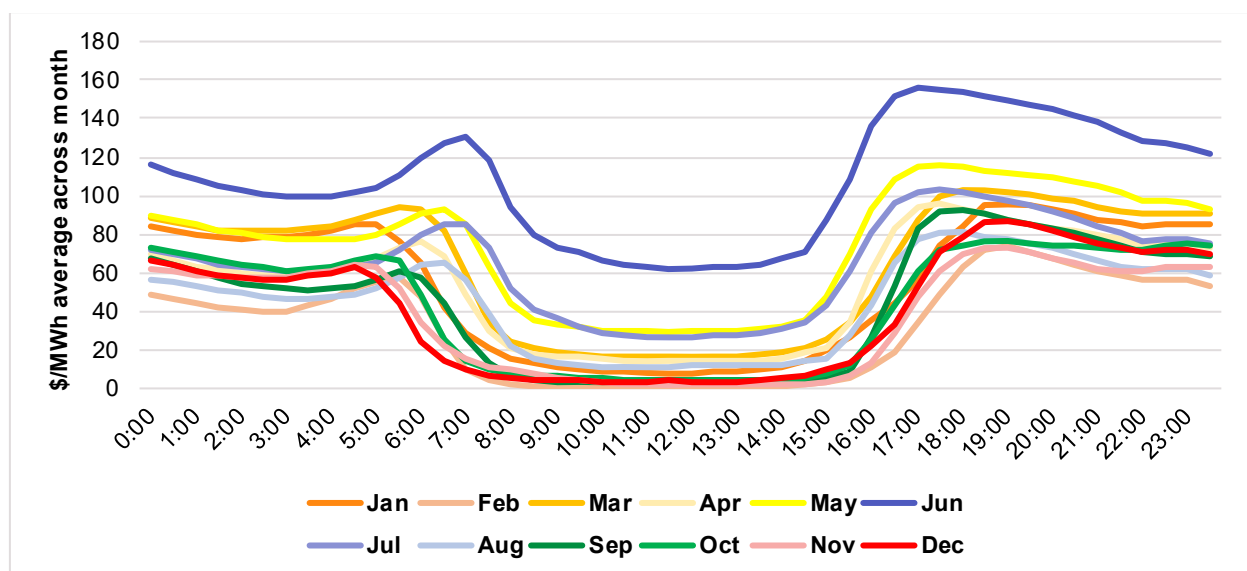


Figure 6.3 Average CECV by month and by time of day (2025-2045) \$/MWh

⁶ [Final decision | Australian Energy Regulator \(AER\)](#)

⁷ [2025 CECV - VIC | Australian Energy Regulator \(AER\)](#)



The Oakley Greenwood 2024-25 CECV provides an indication of future benefit streams:

- Economic values follow a duck curve pattern throughout the period.
- The CECV is lowest during autumn and spring and remains relatively low in summer.

The highest values occur during the colder months (June, July, May, April, and August) due to lower irradiance levels.

7 Zone Substations Review

This chapter reviews the zone substations where further investigation into the balance between capacity, demand and REFCL compliance over the next five years is warranted, taking into account the:

- Import limitations:
 - forecasts for maximum demand to 2030
 - summer and winter cyclic N-1 import ratings for each zone substation
- Export limitations:
 - forecasts for minimum demand to 2030
 - cyclic N-1 export ratings for each zone substation
- REFCL compliance limitations:
 - compliance constraints forecasts to 2030

Where the zone substations are forecast to operate with maximum or minimum demands beyond 5 per cent of their firm summer or winter import or export rating during 2026 respectively, then this section assesses the energy at risk for those assets.

If the energy at risk assessment is material, then Powercor sets out possible options to address the system limitations. Powercor may employ the use of contingency load transfers to mitigate the system limitations although this will not always address the entire energy at risk at times of maximum demand. At other times of lower load, the available transfers may be greater. As a result, the use of load transfers under contingency situations may imply a short interruption of supply for customers or embedded generators to protect network elements from damage and enable all available load transfers to take place.

Non-network providers may wish to review the limitations and consider whether alternative solutions to those set out in the analysis may be suitable. Solutions may also address sub-transmission limitations at the same time. The annualised cost of the preferred network option provides a broad indication of the maximum potential value available to proponents of non-network solutions in deferring or avoiding network augmentation. However, it should be noted that the value of a non-network solution depends on the extent to which it defers or avoids a network augmentation, and the expected timing of the network augmentation.

Powercor notes that all other zone substations that are not specifically mentioned below either have loadings below the relevant rating or the loading above the relevant rating is minimal and can be addressed using load transfer capability via the distribution network to adjacent zone substations. In these cases, all customers can be supplied following the failure or outage of an individual network element.

Finally, zone substations that are proposed to be commissioned during the forward planning period are also discussed as well as those which have forecast REFCL compliance constraints.

Please note that all costings provided in this chapter are based on our latest scoped estimates and may vary as timeframes and assumptions are firmed up for each project.

7.1 Zone substations with forecast system limitations overview

Based on the analysis presented in section 7.2 below, Powercor proposes to augment the zone substations with import limitations listed in the following table to address system limitations during the forward planning period. Powercor will investigate combining augmentation and asset replacement projects where it is cost effective to do so.

Table 7.1 Proposed import-limited zone substation augmentations

Zone substation	Description	Direct cost estimate (\$ millions)				
		2026/27	2027/28	2028/29	2029/30	2030/31
BMH	Rebuild BMH ZS	15.0	15.0			
DDL	New transformer	4.2	4.2			
WMN	66 kV bus augmentation	0.8				

Powercor proposes to augment the zone substations with export limitations listed in the following table during the forward planning period.

Table 7.2 Proposed export-limited zone substation augmentations

Zone substation	Description	Direct cost estimate (\$ million)				
		2026/27	2027/28	2028/29	2029/30	2030/31
Nil	-	-	-	-	-	-

Whilst there are some zone substations with export limitations at present, they do not warrant augmentation in the forward planning period. It should be noted that the export ratings currently used are thermal ratings only. Export ratings to accommodate reverse power flow should be assessed and determined based on all other system limitations such as voltage or any other secondary equipment limiting the export, which may necessitate the adoption of ratings that are less than the thermal rating. Powercor is currently investigating a range of options in readiness for the expectation of future export limitations at our zone substations including:

- Reducing float voltages, or applying LDC settings at zone substations;
- Installing reactors at zone substations;
- Network reconfigurations and augmentations;
- Optimising existing capacitor bank switching settings at zone substations; and
- Non-network options.

In 2022 we introduced a Dynamic Voltage Management System to better manage export limitations associated with voltage. Powercor will continue to monitor the declining minimum demand levels on some of our zone substations and explore the feasibility of specific options to alleviate forecast export limitations on a case-by-case basis.

Powercor proposes to augment the zone substations with REFCL compliance limitations listed in the following table during the forward planning period. Please note that the costs shown in the table represent only the costs incurred during the forward planning period and may not capture the full costs of the project.

Table 7.3 Proposed compliance-limited zone substation augmentations

Zone substation	Description	Direct cost estimate (\$ million)				
		2026/27	2027/28	2028/29	2029/30	2030/31
BAE	BAE REFCL compliance	0.7	13.2	0.7		
BGO	BGO REFCL compliance					6.7
EHK	EHK REFCL compliance	3.8	9.0			
WND	WND REFCL compliance		0.6	2.4	9.6	
GSB	GSB REFCL compliance	9.3				
CLC	CLC REFCL compliance – Bus 2	7.5				
CLC	CLC REFCL compliance – Bus 1	1.0	6.8			
TRG	TRG REFCL compliance			5.6		
WIN	WIN REFCL compliance	2.1	3.2			
GHP	GHP REFCL compliance					3.7
BETS	BETS REFCL compliance	0.6	2.7			
TQY	TQY REFCL compliance				3.1	
KRT	KRT REFCL compliance	0.6				

ART	ART REFCL compliance	0.3				
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The excel based detailed system limitation reports can be found at the link below by downloading the DAPR:

<https://www.powercor.com.au/network-planning-and-projects/network-data/#dapr>

The options and analysis are explained below.

7.2 Zone substations with forecast system limitations

7.2.1 Ararat (ART) zone substation REFCL

The zone substation in Ararat (**ART**) is served by sub-transmission lines predominately from the Horsham terminal station (HOTS). It supplies the Ararat area.

Currently, the ART zone substation is comprised of two 10MVA transformers operating at 66/22kV and has one REFCL. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 1.4 MVA of load at risk and for 3 hours it would not be able to supply all customers from the zone substation if there is a failure of a transformer at ART. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

Powercor estimates that a REFCL constraint is forecast at ART in 2027 due to increasing charging current and network damping from future customer developments.

To address the anticipated system constraint at ART zone substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- Contingency plan to transfer load away via 22kV links to zone substation of Stawell (STL) up to a maximum transfer capacity of 1.1 MVA

Powercor considers that the following network solutions could be implemented to manage the compliance risk:

- install a new isolating substation on an ART 22kV feeder for an estimated cost of \$0.6 million
- install a new REFCL at ART for an estimated cost of \$5.0 million
- Install a new isolating substation with a REFCL for an estimated cost of \$7.0 million.

Powercor's preferred option is to install a new isolating substation on an ART 22kV feeder in 2026/27 to maintain Powercor's REFCL compliance requirements. However, as the expected demand will still exceed the station's N-1 cyclic rating, the use of contingency load transfers will mitigate the risk.

7.2.2 Ballarat North (BAN) zone substation REFCL

The Ballarat North (**BAN**) zone substation is served by sub-transmission lines from the Ballarat terminal station (**BATS**). It supplies the area of Ballarat and extends into the surrounding northern and eastern areas of Clunes, Creswick and Daylesford.

Currently, the BAN zone substation is comprised of three 20/40MVA transformers operating at 66/22kV and has three REFCLs.

Powercor estimates that a REFCL constraint is forecast at BAN by 2026 due to increasing charging current and network damping from future customer developments. Powercor completed a RIT -D in November 2024 and is currently proceeding with the preferred option to build a new zone substation at Ballarat East complete with two REFCL's to meet the compliance need.

Powercor is proceeding with the preferred option of a staged approach to establishing the new BAE zone substation. Stage 1 includes installation of one transformer and REFCL at an estimated cost of 30.8 million. This stage is currently under construction and is expected to be in operation in 2026. Stage 2 involves installing the second transformer and REFCL at an estimated cost of 14.6 million and is planned to be completed in 2028/29. This approach maintains Powercor's REFCL compliance requirements while delivering improved customer reliability and operational benefits.

7.2.3 Ballarat South (BAS) zone substation REFCL

The Ballarat South (**BAS**) zone substation is served by sub-transmission lines from the Ballarat terminal station (**BATS**). It supplies the area of Ballarat and extends into the surrounding southern and western areas of Buninyong, Beaufort, Smythesdale and Skipton.

Currently, the BAS zone substation is comprised of two 20/27/33MVA transformers and one 25/33 MVA transformer operating at 66/22kV and has three REFCLs. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 7.7 MVA of load at risk and for 12 hour it would not be able to supply all customers from the zone substation if there is a failure of a transformer at BAS. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

Powercor estimates that a REFCL constraint is forecast at BAS by 2026 due to increasing charging current and network damping from future customer developments. Powercor has completed a RIT -D in November 2024 and is currently proceeding with the preferred option to build a new zone substation at Ballarat East complete with two REFCL's to meet the compliance need. Powercor considers that the following network solutions could be implemented to manage the load at risk:

- Contingency plan to transfer load away via 22kV links to zone substation of Ballarat North (BAN) up to a maximum transfer capacity of 12.8 MVA.
- Transfer load to the new Ballarat zone substation at Ballarat East (BAE) when completed in 2026.

Powercor is proceeding with the preferred option of a staged approach to establishing the new BAE zone substation. Stage 1 includes installation of one transformer and REFCL at an estimated cost of 30.8 million. This stage is currently under construction and is expected to be in operation in 2026. Stage 2 involves installing the second transformer and REFCL at an estimated cost of 14.6 million and is planned to be completed in 2028/29. This approach maintains Powercor's REFCL compliance requirements while delivering improved customer reliability and operational benefits. The use of contingency load transfers will mitigate the load at risk in the interim period.

The new BAE zone substation will also address the load at risk at BAS zone substation.

7.2.4 Bacchus Marsh (BMH) zone substation

The zone substation in Bacchus Marsh (**BMH**) is served by two sub-transmission lines from the Brooklyn terminal station (**BLTS**) and Ballarat terminal station (**BATS**). This station supplies the

domestic, commercial, industrial and farming areas of Bacchus Marsh, Ballan and surrounding areas along the Western Freeway.

Currently, the BMH zone substation is comprised of two 10/13.5MVA transformers operating at 66/22kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2027 there will be 16.0 MVA of load at risk and for 979 hours it will not be able to supply all customers from the zone substation if there is a failure of one of the transformers at BMH. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at BMH zone substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to the Ballarat North (BAN) zone substation up to a maximum capacity of 3.0 MVA
- rebuild and replace transformers at BMH with two 25/33 MVA transformers for an estimated cost of \$30.0 million.

Powercor's preferred option is to rebuild BMH in 2027/28. The use of contingency load transfers will mitigate the risk in the interim period. Rebuilding BMH would provide additional capacity to support MLN as well addressing the system constraint at BMH zone substation.

7.2.5 Bendigo (BETS) terminal station REFCL

The terminal station at Bendigo (**BETS**) contains a supply to the distribution network via eight 22kV distribution feeders. It supplies the City of Bendigo and the rural area to the south.

Currently, the BETS terminal station is comprised of two 55/75MVA transformers operating at 220/22kV and has two REFCLs.

Powercor estimates that a REFCL constraint is forecast at BETS in 2029 due to increasing charging current and network damping from future customer developments. To address the anticipated system constraints at the BETS terminal station, Powercor considers that the following network solutions could be implemented to manage REFCL compliance risk:

- complete feeder reconfigurations for an estimated cost of \$3.3 million
- install an isolating substation with a REFCL for an estimated cost of \$7.8 million
- install a new zone substation with a REFCL for an estimated cost of \$50.1 million.

Powercor's preferred option is to complete feeder reconfigurations by 2027/28 to maintain Powercor's REFCL compliance requirements.

7.2.6 Bendigo (BGO) zone substation REFCL

The zone substation in Bendigo (**BGO**) is served by sub-transmission lines from the Bendigo terminal station (**BETS**). It supplies the City of Bendigo and the rural area to the east.

Currently, the BGO zone substation is comprised of two 20/27/33MVA transformers operating at 66/22kV and has two REFCLs. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 6.8 MVA of load at risk and for 27 hours it would not be able to supply all customers from the zone substation if there is a failure of a transformer at BGO. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

Powercor also estimates that a REFCL constraint is forecast at BGO by 2032.

To address the anticipated system constraint at BGO zone substation, Powercor considers that the following network solutions could be implemented to manage the load and compliance risks:

- install a new 25/33MVA third transformer and REFCL at BGO zone substation for an estimated cost of \$13.4 million
- install a new zone substation with a REFCL for an estimated cost of \$50.1 million.

Powercor's preferred option is to install a new 25/33MVA third transformer and REFCL at BGO zone substation in 2030/31 to maintain Powercor's REFCL compliance requirements and meet the load at risk. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.7 Colac (CLC) zone substation REFCL

The zone substation in Colac (**CLC**) is served by sub-transmission lines from the Geelong terminal station (**GTS**) and Terang terminal station (**TGTS**). It supplies the Colac township and surrounding areas and reaches to the north and south including the coastal townships of Apollo Bay and Lorne.

Currently, the CLC zone substation is comprised of two 25/33MVA transformers and one 10/13.5MVA transformer operating at 66/22kV and has three REFCLs.

Powercor estimates that a REFCL constraint is forecast at CLC No.2 bus in 2027 and at CLC No.1 bus in 2029 due to increasing charging current and network damping from future customer developments. A planned project is already in progress to resolve the REFCL compliance constraint at CLC bus 2 in 2027. To address the anticipated REFCL constraint at the CLC bus 1, Powercor considers that the following network solutions could be implemented to manage REFCL compliance risk:

- install one isolating substation with REFCLs for an estimated cost of \$7.8 million
- install a new zone substation with a REFCL for an estimated cost of \$50.1 million.

Powercor's preferred option is to install one isolating substation with a REFCL in 2027/28 to maintain Powercor's REFCL compliance requirements.

7.2.8 Cohuna (CHA) zone substation

The zone substation in Cohuna (**CHA**) is served by sub-transmission lines from the Kerang terminal station (**KGTS**). It supplies the domestic and commercial area of Cohuna extending into surrounding rural areas.

Currently, the CHA zone substation is comprised of two 10/13.5MVA transformers operating at 66/22kV. For the historic and forecast asset ratings and forecast station maximum and minimum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 1.0 MVA of load at risk and for 34.5 hours it will not be able to supply all customers from the zone substation if there is a failure of one of the transformers at CHA. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at CHA zone substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- Contingency plan to transfer load away via 22kV links to zone substation of Eaglehawk (**EHK**) and Kerang Terminal Station (**KGTS**) up to a maximum transfer capacity of 1.9 MVA

Given that the probability weighted value of energy at risk is not sufficient to justify augmentation, and that the load is relatively steady, no augmentation is expected to occur during the forecast period. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.9 Cobram East (CME) zone substation

The zone substation in Cobram East (**CME**) is served by a sub-transmission line from the Numurkah zone substation (**NKA**). It supplies the domestic and commercial area of Cobram and Yarrawonga, extending into surrounding rural areas.

Currently, the CME zone substation is comprised of three 10/13.5 MVA transformers operating at 66/22 kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 8.7 MVA of load at risk and for 41.5 hours it would not be able to supply all customers from the zone substation if there is a failure of a transformer at CME. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at substation CME, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- Contingency plan to shed load and install portable emergency generation
- Augment capacity by replacing two 10/13.5 MVA transformers, each with a 25/33 MVA transformer, at an estimated cost of \$9.2 million each.

Powercor's preferred option is to augment capacity at CME by replacing two 10/13.5 MVA transformers, each with a 25/33 MVA transformer. However, given that the probability weighted value of energy at risk is not sufficient to justify augmentation, this project is not expected to occur during the forecast period. The use of load shedding and portable emergency generation will mitigate the risk in the interim period.

7.2.10 Corio (CRO) zone substation

The zone substation in Corio (CRO) is served by sub-transmission lines from Geelong terminal station (**GTS**). It supplies Geelong North Shore and Corio areas.

Currently, the CRO zone substation is comprised of one 20/27MVA and one 25/33MVA transformer operating at 66/22kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 2.2 MVA of load at risk for 1.5 hours of the year it would not be able to supply all customers from the zone substation if there is a failure of one of the transformers at CRO. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at the CRO substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- Contingency plan to transfer load away via 22kV links to adjacent zone substations of Geelong B (GB), Geelong (GL), Gheringhap (GHP) and Ford North Shore (FNS) up to a maximum transfer capacity of 11.4 MVA
- Augment capacity by installing an additional transformer at CRO, for an estimated cost of \$9 million

Powercor's preferred solution is to install a third transformer. However, given that the probability weighted value of energy at risk is not sufficient to justify augmentation, this project is not expected

to occur during the forecast period. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.11 Drysdale (DDL) Zone Substation

The zone substation in Drysdale (**DDL**) is served by sub-transmission lines from Geelong terminal station (**GTS**). It supplies the Bellarine Peninsula and coastal towns of Queenscliff, Point Lonsdale, Ocean Grove and Barwon Heads.

Currently, the DDL zone substation is comprised of two 20/27/33MVA transformers operating at 66/22kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2027 there will be 41.07 MVA of load at risk for 2197 hours of the year it would not be able to supply all customers from the zone substation if there is a failure of one of the transformers at DDL. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at the DDL substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to adjacent zone substations of Geelong East (GLE) up to a maximum transfer capacity of 4.6MVA
- install a new feeder to transfer load from DDL to GLE
- augment capacity by installing an additional transformer at DDL, for an estimated cost of \$9 million

Powercor's preferred option is to install a new transformer in DDL ZSS in 2027/28. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.12 Eaglehawk (EHK) zone substation REFCL

The zone substation in Eaglehawk (**EHK**) is served by sub-transmission lines from the Bendigo terminal station (**BETS**). It supplies Eaglehawk, Bridgewater, Inglewood, the northern part of Bendigo and the surrounding rural areas north of Bendigo.

Currently, the EHK zone substation is comprised of two 20/27MVA transformers operating at 66/22kV and has two REFCLs. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2027 there will be 24.2 MVA of load at risk and for 578.5 hours it would not be able to supply all customers from the zone substation if there is a failure of a transformer at EHK. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

Powercor estimates that a REFCL constraint is also forecast at EHK by 2028 due to increasing charging current and network damping from future customer developments.

To address these anticipated system constraints at EHK zone substation, Powercor considers that the following network solutions could be implemented to manage the load and compliance risk:

- install a new 25/33MVA third transformer and REFCL at EHK, and complete associated station work for an estimated cost of \$12.8 million
- install a new zone substation with a REFCL for an estimated cost of \$50.1 million.

Powercor's preferred option is to establish a new transformer and REFCL at EHK in 2027/28 to manage the load at risk and to maintain Powercor's REFCL compliance requirements. The use of contingency load transfers will mitigate the load at risk in the interim period.

7.2.13 Geelong City (GCY) zone substation

The zone substation in Geelong City (**GCY**) is served by two sub-transmission lines from the Geelong terminal station (**GTS**). It supplies the domestic and commercial area of Geelong central business district and surrounding east and southern suburban areas.

Currently, the GCY zone substation is comprised of two 20/27/33MVA transformers operating at 66/22kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 12.1 MVA of load at risk for 164 hours of the year where it would be unable to supply all customers from the zone substation if there is a failure of one of the transformers at GCY. That is, it would be unable to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at the GCY substation, Powercor considers that the following network solution could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to adjacent zone substations of Geelong (GL) and Geelong East (GLE) up to a maximum transfer capacity of 16.8 MVA
- augment capacity by installing an additional (third) transformer at GCY, for an estimated cost of \$9 million.

Powercor's preferred solution is to install a third transformer. However, given that the probability weighted value of energy at risk is not sufficient to justify augmentation, this project is not expected to occur during the forecast period. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.14 Geelong East (GLE) zone substation

The Geelong East (**GLE**) zone substation is served by sub-transmission lines from the Geelong terminal station (**GTS**). It supplies domestic, commercial and industrial areas in the Geelong suburbs of East Geelong, Armstrong Creek, Grovedale, Belmont, Breakwater, Newcomb and Leopold.

Currently, the GLE zone substation is comprised of two 25/33MVA and one 10/13.5MVA transformers. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 9.3 MVA of load at risk for 33 hours of the year where it would be unable to supply all customers from the zone substation if there is a failure of one of the transformers at GLE. That is, it would be unable to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at the GLE substation, Powercor considers that the following network solution could be implemented to manage the load at risk:

- augment capacity by replacing the 10/13.5MVA transformer with a third 25/33MVA transformer for an estimated cost of \$9 million.
- contingency plan to transfer load away via 22kV links to adjacent zone substations of Geelong city (GCY) and Drysdale (DDL) up to a maximum transfer capacity of 6.1 MVA

Powercor's preferred solution is to replace the third transformer. However, given that the probability weighted value of energy at risk is not sufficient to justify augmentation, this project is not expected to occur during the forecast period. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.15 Gheringhap (GHP) zone substation REFCL

The zone substation in Gheringhap (**GHP**) is served by sub-transmission lines from the Geelong Terminal Station (**GTS**). It supplies the western outskirts of Geelong and surrounding areas, including Anakie, Bannockburn, Meredith and Shelford.

Currently, the GHP zone substation is comprised of two 25/33MVA transformers operating at 66/22kV and has two REFCLs.

Powercor estimates that a REFCL constraint is forecast at GHP in 2032 due to increasing charging current and network damping from future customer developments. To address the anticipated system constraint at GHP zone substation, Powercor considers that the following network solutions could be implemented to manage REFCL compliance risk:

- complete feeder reconfigurations for an estimated cost of \$3.7 million
- install four isolating substations for an estimated cost of \$7.1 million
- installing a new 25/33MVA third transformer and REFCL, and complete associated station work at GHP for an estimated cost of \$13.4 million.

Powercor's preferred option is to complete feeder reconfigurations in 2030/31 to maintain Powercor's REFCL compliance requirements.

7.2.16 Gisborne (GSB) zone substation REFCL

The zone substation in Gisborne (**GSB**) is served by two sub-transmission lines from Sunbury zone substation (**SBY**). It supplies the Gisborne area.

Currently, the GSB zone substation is comprised of two 25/33 MVA transformers operating at 66/22kV and has one REFCL. Powercor estimates that a REFCL constraint is forecast at GSB in 2027 due to increasing charging current and network damping from future customer developments. To address the anticipated system constraint at GSB zone substation, Powercor considers that the following network solutions could be implemented to manage REFCL compliance risk:

- install a new REFCL and switchboard at GSB, and complete feeder rearrangements for an estimated cost of \$11.7 million
- install two isolating substations with REFCLs for an estimated cost of \$15.6 million
- install a new zone substation with a REFCL for an estimated cost of \$50.1 million.

Powercor's preferred option is to install a new REFCL and switchboard at GSB, and complete feeder rearrangements in 2026/27 to maintain Powercor's REFCL compliance requirements.

7.2.17 Koroit (KRT) zone substation REFCL

The zone substation in Koroit (**KRT**) is served by sub-transmission lines from the (**TGTS**). It supplies the Koroit area and extends into the western outskirts of Warrnambool.

Currently the KRT zone substation is comprised of three 10/13.5 MVA transformers operating at 66/22kV and has one REFCL.

Powercor is forecasting a REFCL constraint at Koroit (KRT) in 2028 due to increasing charging current and network damping from future customer developments. To address the anticipated system constraint at KRT zone substation, Powercor considers the following network solutions could be implemented to manage REFCL compliance risk:

- install an isolating substation for an estimated cost of \$0.6 million
- install a new REFCL, and complete associated station work at KRT at an estimated cost of \$5.6 million
- install an isolating substation with a REFCL for an estimated cost of \$7.8 million.

Powercor's preferred option is install a new isolating substation in 2026/27 to maintain Powercor's REFCL compliance requirements.

7.2.18 Laverton (LV) zone substation

The Laverton (**LV**) zone substation is served by two sub-transmission lines from the Altona West terminal station (**ATS**). LV supplies the domestic and commercial area of Laverton extending into surrounding urban areas of Altona Meadows, Tarneit, Hoppers Crossing and Point Cook.

Currently, the LV zone substation is comprised of two 25/33MVA transformers and one 20/33MVA transformer operating at 66/22kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 37.4 MVA of load at risk and for 332 hours where it would not be able to supply all customers from the zone substation if there is a failure of one of the transformers at LV. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at the LV zone substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to the adjacent zone substations of Laverton North (LVN), Werribee (WBE), and Truganina (TNA) up to a maximum transfer capacity of 14.3 MVA
- establish a new zone substation at Point Cook (PCK) at a cost of \$57.5 million and transfer the load.

Powercor's preferred option is to establish a new zone substation at Point Cook (PCK) at a cost of \$57.5 million in 2030/31 and transfer the load. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.19 Merbein (MBN) zone substation

The zone substation in Merbein (**MBN**) is served by sub-transmission lines from Red Cliffs terminal station (**RCTS**). It serves areas along the Murray River between Mildura and Lake Cullulleraine.

Currently, the MBN zone substation is comprised of two 10/13 MVA transformers and one 25/33MVA transformer operating at 66/22kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 11.1 MVA of load at risk and for 40 hours it would not be able to supply all customers from the zone substation if there is a failure of one of the transformers at MBN. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at the MBN substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to adjacent Mildura zone substation (MDA) up to a maximum transfer capacity of 13.7 MVA
- augment capacity by replacing the No2 transformer with a 25/33MVA transformer for an estimated cost of \$9.4 million.
- augment capacity by installing a new 25/33MVA transformer at Mildura zone substation (MDA) for an estimated cost of \$9.4 million and transferring 13MVA to MDA.

Powercor's preferred option is to install a third transformer at MDA and transfer the load at risk to MDA. However, given that the forecast annual hours at risk is low, this project is not expected to occur during the forecast period. The use of contingency load transfers will mitigate the load at risk in the interim period.

7.2.20 Mildura (MDA) zone substation

The zone substation in Mildura (**MDA**) is served from sub-transmission lines from Red Cliffs terminal station (**RCTS**). It supplies the city of Mildura, the town of Irymple and a small irrigation area.

Currently, the MDA zone substation is comprised of two 20/33MVA transformers operating at 66/22kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 13.7 MVA of load at risk and for 70 hours it would not be able to supply all customers from the zone substation if there is a failure of one of the transformers at MDA. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at the MDA substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to adjacent Merbein zone substation (MBN) and Red Cliffs terminal station (RCTS 22kV) up to a maximum transfer capacity of 16.7 MVA
- augment capacity by installing a new 25/33MVA transformer for an estimated cost of \$9.4 million.

Powercor's preferred option is to install a new 25/33MVA transformer at MDA. However, given that the forecast annual hours at risk is low, this project is not expected to occur during the forecast period. The use of contingency load transfers will mitigate the load at risk in the interim period.

7.2.21 Melton (MLN) zone substation

The zone substation in Melton (**MLN**) is served by two sub-transmission lines from the Deer Park terminal station (**DPTS**). MLN supplies the domestic and commercial area of Melton extending into surrounding urban areas of Mt Cottrell, Deer Park, Tarneit and Caroline Springs.

Melton Zone Substation (**MLN**) 22 kV comprises two 20/27/33 MVA 66/22kV transformers and one 25/33 MVA transformer supplying the 22 kV buses. Powercor estimates that in 2026 there will be 36.9 MVA of load at risk and for 181 hours it would not be able to supply all customers from the zone substation if there is a failure of one of the transformers at MLN. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at the MLN substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to the adjacent zone substations of Bacchus Marsh (BMH) and Truganina (TNA) up to a maximum transfer capacity of 10.8 MVA.
- rebuild and replace transformers at Bacchus Marsh (BMH) with two 25/33 MVA transformers for an estimated cost of \$30.0 million. Rebuilding BMH would provide additional capacity to support MLN and allow transfers to occur without interruption.

Powercor's preferred option is to rebuild BMH in 2027/28. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.22 Mooroopna (MNA) zone substation

The zone substation in Mooroopna (**MNA**) is served by a sub-transmission line from the Shepparton terminal station (**SHTS**) and a sub-transmission line from Shepparton zone substation (**STN**). It supplies the domestic and commercial area of Mooroopna and Tatura, extending into surrounding rural areas.

Currently, the MNA zone substation is comprised of two 20/27/33 MVA transformers operating at 66/22 kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 9.1 MVA of load at risk and for 43 hours it would not be able to supply all customers from the zone substation if there is a failure of a transformer at MNA. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at substation MNA, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22 kV links to the adjacent zone substation of Shepparton (STN) up to a maximum transfer capacity of 13.1 MVA
- augment capacity by installing a third 25/33 MVA transformer, at an estimated cost of \$9.3 million
- commission a new zone substation at Tatura (TAT) with two 25/33 MVA transformers and transfer load from MNA to TAT, at an estimated cost of \$30 million.

Powercor's preferred option is to install a third transformer at MNA. However, given that the probability weighted value of energy at risk is not sufficient to justify augmentation, this project is not expected to occur during the forecast period. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.23 Maryborough (MRO) zone substation

The zone substation in Maryborough (**MRO**) is served by sub-transmission lines from the Bendigo terminal station (**BETS**). It supplies Maryborough, Dunolly and the surrounding rural areas.

Currently, the MRO zone substation is comprised of two 10/13.5MVA transformers operating at 66/22kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 4.3 MVA of load at risk and for 108 hours it will not be able to supply all customers from the zone substation if there is a failure of one of the transformers at MRO. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at MRO zone substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to adjacent zone substation of Ararat (ART), Castlemaine (CMN), Stawell (STL) up to a maximum transfer capacity of 3.0MVA
- install a new 10/13.5MVA third transformer at MRO zone substation for an estimated cost of \$8.7 million

Powercor's preferred option is to establish a new transformer at MRO. However, given that the forecast annual hours at risk is low, this project is not expected to occur during the forecast period. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.24 Robinvale (RVL) zone substation

The zone substation in Robinvale (**RVL**) is served by sub-transmission lines from the Redcliffs Terminal Station (**RCTS**). It supplies the area of Robinvale extending into surrounding areas.

Currently, the RVL zone substation is comprised of one new 25/33MVA transformer operating at 66/22kV and two 5/6.5MVA transformers operating on hot standby at 66/22kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 5.3 MVA of load at risk (in case of loss of the 25/33MVA transformer) and for 25 hours it will not be able to supply all customers from the zone substation if there is a failure of one of the transformers at RVL. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at RVL zone substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to adjacent zone substations of Boundary Bend zone substation (BBD) and Wemen zone substation (WMN) up to a maximum transfer capacity of 4.6 MVA.
- replace a 5/6.5MVA transformer at RVL zone substation with a second 25/33MVA transformer at an estimated cost of \$9.5 million.

Powercor's preferred option is to replace a 5/6.5MVA transformer with a 25/33MVA new transformer at RVL. However, given that the forecast annual hours at risk is low, this project is not expected to occur during the forecast period. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.25 St Albans (SA) zone substation

The St. Albans (**SA**) zone substation is served by a looped sub-transmission line from the Keilor Terminal Station (**KTS**). It supplies the domestic and commercial areas of Keilor, Delahey, Taylors Hill, Sydenham, Caroline Springs and surroundings.

Currently, the SA zone substation is comprised of three 25/33MVA transformers operating at 66/22kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 7.5 MVA of load at risk and for 11 hours it will not be able to supply all customers from the zone substation if there is a failure of one of the transformers at SA. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at SA zone substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22 kV links to the adjacent Sunshine (SU) and Truganina (TNA) zone substation of up to a maximum transfer capacity of 9.8 MVA.
- construct a new feeder tie with Sunshine East (SSE) zone substation. and transfer load away from SA.

Powercor's preferred option is to install new feeder ties to the SSE zone substation. However, given that the probability weighted value of energy at risk is not sufficient to justify augmentation, this project is not expected to occur during the forecast period. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.26 Truganina (TNA) zone substation

The Truganina (TNA) zone substation is served by sub-transmission lines from Deer Park Terminal Station (DPTS). It supplies the area of Caroline Springs, Tarneit, Truganina and Laverton North.

The TNA zone substation is comprised of three 25/33MVA transformers operating at 66/22 kV. For the forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 47.9MVA of load at risk and for 198 hours it will not be able to supply all customers from the zone substation if there is a failure of one of the transformers at TNA.

To address the anticipated system constraint at the TNA zone substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- Contingency plan to transfer load away via 22 kV links to adjacent zone substations of Laverton (LV), Sunshine (SU), and Werribee (WBE) zone substations up to a maximum transfer capacity of 32.2 MVA.
- Construct new feeder ties with the new Mount Cottrell (MTC) zone substation at a cost of \$6.3 million and transfer load away from TNA.

Powercor's preferred option is to build new ties to Mount Cottrell (**MTC**) zone substation and transfer load away in 2026/27. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.27 Torquay (TQY) zone substation REFCL

The zone substation in Torquay (**TQY**) is served by two sub-transmission lines from the Waurin Ponds zone substation (**WPD**). It supplies Torquay and surrounding areas, including Anglesea, Jan Juc, and Surf Coast townships down to Lorne.

Currently, the TQY zone substation is comprised of two 25/33MVA transformers operating at 66/22kV and has two REFCLs.

Powercor estimates that a REFCL constraint is forecast at TQY in 2031 due to increasing charging current and network damping from future customer developments. To address the anticipated system constraint at TQY zone substation, Powercor considers that the following network solutions could be implemented to manage REFCL compliance risk:

- complete feeder reconfigurations for an estimated cost of \$3.1 million
- install an isolating substation with a REFCL for an estimated cost of \$7.8 million

- installing a new transformer and REFCL, and complete associated station work at TQY for an estimated cost of \$13.4 million.

Powercor's preferred option is to complete feeder reconfigurations at TQY in 2029/30 to maintain Powercor's REFCL compliance requirements.

7.2.28 Terang (TRG) zone substation REFCL

The zone substation in Terang (**TRG**) is served by two sub-transmission lines from Terang terminal station (TGTS). It supplies Terang and surrounding rural areas.

Currently, the TRG zone substation is comprised of one 10/13.5MVA and one 25/33MVA transformer operating at 66/22kV and has one REFCL.

Powercor estimates that a REFCL constraint is forecast at TRG in 2030 due to increasing charging current and network damping from future customer developments. To address the anticipated system constraint at TRG zone substation, Powercor considers that the following network solutions could be implemented to manage REFCL compliance risk:

- installing a new REFCL, and complete associated station work at TRG for an estimated cost of \$5.6 million
- install an isolating substation with a REFCL for an estimated cost of \$7.8 million
- install a new zone substation for an estimated cost of \$50.1 million.

Powercor's preferred option is to install a new REFCL at TRG in 2028/29 to maintain Powercor's REFCL compliance requirements.

7.2.29 Werribee (WBE) zone substation

The zone substation in Werribee (**WBE**) is served by two sub-transmission lines from the Altona West terminal station (**ATS**). WBE supplies the domestic and commercial area of Werribee extending into surrounding urban areas of Mt Cottrell, Wyndham Vale, Tarneit, Hoppers Crossing and Point Cook.

Currently, the WBE zone substation is comprised of two 20/33MVA transformers and one 25/33MVA transformer operating at 66/22kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 49.3 MVA of load at risk and for 383 hours it would not be able to supply all customers from the zone substation if there is a failure of one of the transformers at WBE. That is, it would not be able to supply all customers during high load periods following the loss of a transformer.

To address the anticipated system constraint at the WBE substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to the adjacent zone substations of Laverton (LV) and Truganina (TNA) up to a maximum transfer capacity of 8.8 MVA
- transfer load away to the new proposed Rockbank East (RBE) zone substations at a cost of \$43.1 million.

Powercor's preferred option is to establish a new zone substation at RBE in 2030/31 and transfer the load. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.30 Wemen (WMN) zone substation

The zone substation in Wemen (**WMN**) is served by a sub-transmission line from the Wemen terminal station (**WETS**). It supplies the domestic and commercial area of Wemen extending into surrounding rural areas.

Currently, the WMN zone substation is comprised of one 10/13.5MVA transformer on hot standby and one 25/33MVA transformer operating at 66/22 kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2026 there will be 8.4 MVA of load at risk and for 128 hours it will not be able to supply all customers from the zone substation if there is a failure of the 25/33 MVA transformer at WMN. That is, it would not be able to supply all customers during high load periods following the loss of the 25/33MVA transformer. Furthermore, if the single sub-transmission line connecting from the Wemen Sun Farm (**WSF**) to the Wemen (**WMN**) zone substation fails, the WMN distribution area is at risk of blackout until the WETS-BSP line can be switched in.

To address the anticipated system constraint at substation WMN, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to the adjacent zone substation of Robinvale (RVL) up to a maximum transfer capacity of 5.3 MVA
- Augment WMN zone substation bus to enable Wemen Terminal Station to the Bannerton Solar Park (WETS – BSP) sub-transmission permanent line connection, for an estimated cost of \$0.8 million.

Powercor's preferred option is to augment the bus to connect in the WETS – BSP line in 2026/27. The use of contingency load transfers will mitigate the risk in the interim period.

7.2.31 Winchelsea (WIN) zone substation REFCL

The zone substation in Winchelsea (**WIN**) is served by sub-transmission lines from the Geelong terminal station (**GTS**) and Terang terminal station (**TGTS**). It supplies the Winchelsea and surrounding areas.

Currently, the WIN zone substation is comprised of one 10/13MVA and one 5/7 MVA transformer operating at 66/22kV and has two REFCLs.

Powercor estimates that a REFCL constraint is forecast at WIN in 2029 due to increasing charging current and network damping from future customer developments. To address the anticipated system constraint at WIN zone substation, Powercor considers that the following network solutions could be implemented to manage REFCL compliance risk:

- install three new isolating substations for an estimated cost of \$5.3 million
- install a new isolating substation with a REFCL for an estimated cost of \$7.8 million
- installing a new third transformer and REFCL, and complete associated station work at WIN for an estimated cost of \$17.5 million.

Powercor's preferred option is to install three new isolating substations in 2027/28 to maintain Powercor's REFCL compliance requirements.

7.2.32 Woodend (WND) zone substation REFCL

The zone substation in Woodend (**WND**) is served by sub-transmission lines from the Keilor terminal station (**KTS**). It supplies the Woodend and surrounding areas, including Kyneton, Lancefield, Romsey and Trentham.

Currently, the WND zone substation is comprised of two 20/33MVA transformers operating at 66/22kV and has two REFCLs.

Powercor estimates that a REFCL constraint is forecast at WND in 2030 due to increasing charging current and network damping from future customer developments. To address the anticipated system constraint at WND zone substation, Powercor considers that the following network solutions could be implemented to manage REFCL compliance risk:

- installing a new 25/33MVA third transformer and REFCL, and complete associated station work at WND for an estimated cost of \$12.6 million
- install two new isolating substations with REFCLs for an estimated cost of \$15.6 million
- Install a new zone substation with a REFCL for an estimated cost of \$50.1 million.

Powercor's preferred option is to install a new 25/33MVA third transformer and REFCL, and complete associated station work at WND in 2029/30 to maintain Powercor's REFCL compliance requirements.

7.3 Proposed new zone substations

This section sets out Powercor's plans for new zone substations. These substations (if not already under construction) are not taken into account in the forecasts that have been referred to in the Forecast Maximum and Minimum Demand Sheet or in the analysis in section 7.1 above which relates to existing substations.

Powercor is planning to build the zone substations listed in Table 7.4 during the forward planning period.

Table 7.4 Proposed new or redeveloped zone substations

Name	Location	Proposed commissioning date	Reason
Rockbank East (RBE)	Metro North	2029/30	To facilitate demand growth in the area.
Point Cook (PCK)	Point Cook	2030/31	To facilitate demand growth in the area.
Ballarat East (BAE)	Ballarat	2026 (under construction)	To provide another REFCL support to support the growth in the area
Mt Cottrell (MTC)	Mt Cottrell	2026 (under construction)	To facilitate demand growth in the area.

7.3.1 Rockbank East zone substation (RBE)

Powercor is planning to develop a new zone substation at Rockbank East (**RBE**), located in the Powercor Metro North area and to be supplied from DPTS. The new zone substation is required to support the residential, commercial and industrial in Rockbank, Deanside, Mt. Atkinsons, Tarneit, Eynesbury, Manor Lakes and surrounding areas by 2029/30.

7.3.2 Point Cook zone substation (PCK)

Powercor is planning to develop a new zone substation at Point Cook (**PCK**), located to the south-east of WBE in the commercial and industrial zoned development area of Point Cook.

This site would off-load energy at risk from LV and WBE and allow for additional development in the surrounding areas by 2030/31.

7.3.3 Ballarat East zone substation (BAE)

The area serviced by Ballarat North (**BAN**) and Ballarat South (**BAS**) Zone Substations is experiencing significant residential growth. In addition to the requirement for increased capacity to service the additional load, the additional underground cable networks associated with this growth are increasing charging current load and increasing damping values of the network because of the additional cable capacitance. Both of these reduce the effectiveness of the REFCL's.

A new zone substation at Ballarat East (**BAE**) is to be commissioned in 2026 to provide another REFCL to support the growth in the Ballarat area that is causing increases in charging current and network damping leading to REFCL compliance being at risk.

BAE will comprise of one 25/33MVA transformer and one REFCL in 2026 followed by a second 25/33MVA and a second REFCL in 2028. The new zone substation also includes interconnecting 22kV feeders to allow offloading of loads from both BAN and BAS zone substations.

7.3.4 Mt Cottrell (MTC) zone substation

Melbourne's western growth corridor, including the local government areas of Melton and Wyndham is the fastest growing area across greater Melbourne.

To address the energy at risk in the greater western Melbourne networks, a new zone substation at Mount Cottrell (MTC) is currently under construction with two transformers and is anticipated to be in operation by 2026.

MTC ZSS is in a central location between four existing substations, Werribee (WBE), Laverton (LV), Truganina (TNA) and Melton (MLN) and is expected to off-load energy at risk from TNA, WBE, LV and MLN.

A new third transformer is proposed to further support additional load in the MTC area. MTC third transformer is expected to be in operation in 2028.

8 Sub-transmission Lines Review

This chapter reviews the sub-transmission lines where further investigation into the balance between capacity and demand over the next five years is warranted, taking into account the:

- Import limitations:
 - forecasts for N-1 maximum demand to 2030
 - line import ratings for each sub-transmission line
- Export limitations:
 - forecasts for N-1 minimum demand to 2030
 - line export ratings for each sub-transmission line

Where the sub-transmission line is forecast to operate with maximum or minimum demands beyond 10 per cent of their summer or winter import or export rating (respectively) under N-1 conditions during 2026, this chapter assesses the energy at risk for those assets.

If the energy at risk assessment is material, then Powercor sets out possible options to address the system limitations. Powercor may employ the use of contingency load transfers to mitigate the system limitations although this will not always address the entire energy at risk at times of maximum demand. At other times of lower load, the available transfers may be greater. As a result, the use of load transfers under contingency situations may imply a short interruption of supply for customers or embedded generators to protect network elements from damage and enable all available load transfers to take place.

Non-network providers may wish to review the limitations and consider whether alternative solutions to those set out in the analysis may be suitable. Solutions may also address zone substation limitations at the same time. The annualised cost of the preferred network option provides a broad indication of the maximum potential value available to proponents of non-network solutions in deferring or avoiding network augmentation. However, it should be noted that the value of a non-network solution depends on the extent to which it defers or avoids a network augmentation, and the expected timing of the network augmentation.

Powercor notes that all other sub-transmission lines that are not specifically mentioned below either have loadings below the relevant rating or the loading above the relevant rating is minimal and can be addressed using the load transfer capability. In these cases, all customers can be supplied following the failure or outage of an individual network element.

Finally, sub-transmission lines that are proposed to be commissioned during the forward planning period are also discussed.

8.1 Sub-transmission lines with forecast system limitations overview

Using the analysis undertaken below in section 8.2, Powercor proposes to augment the sub-transmission lines with import limitations listed in the table below to address system limitations during the forward planning period. For completeness, sub-transmission lines with forecast import limitations with no proposed expenditure are also listed.

Table 8.1 Proposed import-limited sub-transmission line augmentations

Sub-transmission line	Description	Direct cost estimate (\$ million)				
		2026	2027	2028	2029	2030
ATS-WBE-HCP	Load at risk is forecasted for these sub-transmission lines but will be managed without proposing sub-transmission line augmentation	-	-	-	-	-
GTS-GLE-DDL		-	-	-	-	-
SHTS-MNA-STN		-	-	-	-	-
DPTS-TNA		-	-	-	-	-
GTS-GCY-GL-GB		-	-	-	-	-
HOTS-STL		-	-	-	-	-
BATS-YSW/BGL		-	-	-	-	-
BETS-BGO-EHK		-	-	-	-	-

Whilst there is currently no proposed expenditure to address our sub-transmission line export limitations, Powercor is currently investigating a range of options in readiness for the expectation of future RIT-Ds to address the export limitations on our sub-transmission lines. Options could include:

- reducing float voltages, or applying LDC settings at terminal stations
- installing reactors at terminal stations
- network reconfigurations and augmentations
- optimising existing capacitor bank switching controls at terminal stations
- non-network options.

In the interim, the export limitations are being managed by runback and curtailment of the sub-transmission connected generators. The identified sub-transmission lines with export limitations are discussed in more detail in section 8.2 below. Powercor will continue to monitor the declining minimum demand levels on our other sub-transmission lines and explore the feasibility of specific options to alleviate forecast export limitations on a case-by-case basis.

The excel based detailed system limitation reports for the sub-transmission lines with forecast limitations can be found at the link below by downloading the DAPR:

<https://www.powercor.com.au/network-planning-and-projects/network-data/>

The options and analysis are explained in the sections below.

8.2 Sub-transmission lines with forecast system limitations

8.2.1 ATS-WBE-HCP 66 kV sub-transmission loop

The ATS-WBE-HCP sub-transmission loop supplies the Werribee (**WBE**) and Hoppers Crossing (**HCP**) zone substations fed from Altona terminal station (**ATS**) at 66 kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2030 for the lines within this loop there will be:

- 25.5 MVA of load at risk and for 6.5 hours it will not be able to supply all customers from the ATS-HCP line if there is an outage of the ATS-WBE sub-transmission line
- 26 MVA of load at risk and for 14.3 hours it will not be able to supply all customers from the ATS-WBE line if there is an outage of the ATS-HCP sub-transmission line.
- 14.3 MVA of load at risk and for 1 hour it will not be able to supply all customers from the WBE-HCP line if there is an outage of the ATS-WBE sub-transmission line.

To address the anticipated system constraints within this sub-transmission loop, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22 kV links to the adjacent zone substations up to a maximum transfer capacity of 15.2 MVA
- augment transfers away capacity from WBE to TNA by establishing more feeder ties, since TNA has had a third transformer installed and is able to manage more permanent transfers as well as contingency transfers.

Powercor's preferred option is to augment the transfers away capacity from WBE to TNA. However, given that the forecast annual hours at risk is low there is no project expected to occur during the forecast period. Although the expected demand will exceed the sub-transmission line's N-1 cyclic rating for worst case scenario, the use of contingency load transfers will mitigate the risk in the interim period.

8.2.2 GTS-GLE-DDL 66 kV sub-transmission loop

The GTS-GLE-DDL sub-transmission loop supplies the Geelong East (**GLE**) and Drysdale (**DDL**) zone substations fed from Geelong terminal station (**GTS**) at 66 kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2030 for the lines within this loop there will be:

- 64.1 MVA of load at risk and for 23.5 hours it would not be able to supply all customers from the GTS-GLE2 line if there is an outage of the GTS-GLE1 sub-transmission line
- 46.6 MVA of load at risk and for 28 hours it would not be able to supply all customers from the GTS-GLE1 line if there is an outage of the GTS-GLE2 sub-transmission line.

To address the anticipated system constraints within this sub-transmission loop, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22 kV links to adjacent zone substations up to a maximum transfer capacity of 13 MVA
- upgrade GTS-GLE1 and GTS-GLE2 lines.

Given that the forecast annual hours at risk is low there is no project expected to occur during the forecast period. To protect the line from damage, Powercor has an automatic load shed scheme in service. Although the expected demand will exceed the sub-transmission line N-1 rating, for worst case outage, the use of limited cyclic ratings and contingency load transfers will mitigate the risk in the interim period.

8.2.3 SHTS-MNA-STN 66 kV sub-transmission loop

The SHTS-MNA-STN sub-transmission loop supplies the Mooroopna (**MNA**) and Shepparton (**STN**) zone substations fed from Shepparton terminal station (**SHTS**) at 66 kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2030 for the lines within this loop there will be:

- 17.1 MVA of load at risk and for 6.5 hours it will not be able to supply all customers from the SHTS-STN line if there is an outage of the SHTS-MNA sub-transmission line
- 25.5 MVA of load at risk and for 18.3 hours it will not be able to supply all customers from the SHTS-MNA line if there is an outage of the SHTS-STN sub-transmission line
- 8.3 MVA of load at risk and for 0.5 hours it will not be able to supply all customers from the STN-MNA line if there is an outage of the SHTS-STN sub-transmission line.

To address the anticipated system constraints within this sub-transmission loop, Powercor proposes to manage the load at risk through its contingency plan, transferring load away via 22 kV links to adjacent zone substations up to a maximum transfer capacity of 9.4 MVA.

Given that the forecast annual hours at risk is low there is no project expected to occur during the forecast period. To protect the line from damage, Powercor has an automatic load shed scheme in service. Although the expected demand will exceed the sub-transmission line N-1 rating, for worst case outage, the use of limited cyclic ratings and contingency load transfers will mitigate the risk in the interim period.

8.2.4 DPTS-TNA 66 kV sub-transmission loop

The DPTS-TNA sub-transmission loop supplies the Truganina (**TNA**) zone substation fed from Deer Park terminal station (**DPTS**) at 66 kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2030 for the lines within this loop there will be:

- 17.4 MVA of load at risk and for 4.5 hours it would not be able to supply all customers from the DPTS-TNA1 line if there is an outage of the DPTS-TNA2 sub-transmission line
- 17.6 MVA of load at risk and for 4.8 hours it would not be able to supply all customers from the DPTS-TNA2 line if there is an outage of the DPTS-TNA1 sub-transmission line.

To address the anticipated system constraints within this sub-transmission loop, Powercor proposes to manage the load at risk through its contingency plan, transferring load away via 22kV links to adjacent zone substations up to a maximum transfer capacity of 57.3 MVA.

Given that the forecast annual hours at risk is low there is no project expected to occur during the forecast period. To protect the line from damage, Powercor has an automatic load shed scheme in

service. Although the expected demand will exceed the sub-transmission line N-1 rating, for worst case outage, the use of limited cyclic ratings and contingency load transfers will mitigate the risk in the interim period.

8.2.5 GTS-GCY-GL-GB 66 kV sub-transmission loop

The GTS-GCY-GL-GB sub-transmission loop supplies the Geelong City (**GCY**), Geelong (**GL**), and Geelong B (**GB**) zone substations fed from Geelong terminal station (**GTS**) at 66 kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2030 for the lines within this loop there will be 23.9 MVA of load at risk, and for 20.0 hours it would not be able to supply all customers on the GTS-GCY line during an outage of the GTS-GB lines.

To address the anticipated system constraints within this sub-transmission loop, Powercor proposes to manage the load at risk through its contingency plan, transferring load away via 22kV links to adjacent zone substations up to a maximum transfer capacity of 36.2 MVA.

Given that the forecast annual hours at risk is low there is no project expected to occur during the forecast period. To protect the line from damage, Powercor has an automatic load shed scheme in service. Although the expected demand will exceed the sub-transmission line N-1 rating, for worst case outage, the use of limited cyclic ratings and contingency load transfers will mitigate the risk in the interim period.

8.2.6 HOTS-STL 66 kV sub-transmission loop

The HOTS-STL sub-transmission loop supplies the Stawell (**STL**) zone substation fed from Horsham terminal station (**HOTS**) at 66 kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2030 for the lines within this loop there will be 3.8 MVA of load at risk, and for 1.5 hours it would not be able to supply all customers on the HOTS-STL2 line during an outage of the HOTS-STL1 line.

To address the anticipated system constraints within this sub-transmission loop, Powercor proposes to manage the load at risk through its contingency plan, transferring load away via 22kV links to adjacent zone substations up to a maximum transfer capacity of 4.1 MVA.

Given that the forecast annual hours at risk is low there is no project expected to occur during the forecast period. To protect the line from damage, Powercor has an automatic load shed scheme in service. Although the expected demand will exceed the sub-transmission line N-1 rating, for worst case outage, the use of limited cyclic ratings and contingency load transfers will mitigate the risk in the interim period.

8.2.7 BATS-YSW/BGL 66 kV sub-transmission line

The BATS-YSW/BGL sub-transmission line forms part of the BATS-BGL-YSW-BMH-BLTS sub-transmission tie between Ballarat terminal station (BATS) and Brooklyn terminal station (BLTS) at 66 kV through Bacchus Marsh (BMH). For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2030 for the lines within this loop there will be 10 MVA of load at risk, and for 2.6 hours it would not be able to supply all customers on the BATS-BGL-YSW-BMH-BLTS line during an outage of the BATS-BLTS line.

To address the anticipated system constraints within this sub-transmission loop, Powercor proposes to manage the load at risk through its contingency plan to transfer load away via Bacchus Marsh (BMH) zone substation up to a maximum transfer capacity of 3.0 MVA.

Given that the forecast annual hours at risk is low there is no project expected to occur during the forecast period. To protect the line from damage, Powercor has an automatic line protection scheme in service. Although the expected demand will exceed the sub-transmission line N-1 rating, for worst case outage, the use of contingency load transfers will mitigate the risk in the interim period.

8.2.8 BETS-BGO-EHK 66 kV sub-transmission loop

The BETS-BGO-EHK sub-transmission loop supplies the Bendigo (BGO) and Eaglehawk (EHK) zone substations that fed from Bendigo terminal station (BETS) at 66 kV. For the historical and forecast asset ratings and forecast station maximum demand, please refer to the Max Demand Template and Min Demand Template.

Powercor estimates that in 2030 for the lines within this loop there will be 9.7 MVA of load at risk, and for 22 hours it would not be able to supply all customers on the BETS-BGO-EHK line during an outage of the BETS-EHK line.

To address the anticipated system constraints within this sub-transmission loop, Powercor proposes to manage the load at risk through its contingency plan, transferring load away via 22 kV links to adjacent zone substations up to a maximum transfer capacity of 10.4 MVA.

Given that the forecast annual hours at risk is low there is no project expected to occur during the forecast period. To protect the line from damage, Powercor has an automatic line protection scheme in service. Although the expected demand will exceed the sub-transmission line N-1 rating, for worst case outage, the use of contingency load transfers will mitigate the risk in the interim period.

8.3 Proposed new sub-transmission lines

This section sets out Powercor's plans for new sub-transmission lines. These lines are taken into account in the forecasts that have been set out in the Max Demand Template and Min Demand Template and the analysis in section 8.2 above which relates to existing sub-transmission lines.

In summary, Powercor plans to build the sub-transmission lines set out below in Table 8.3 during the forward planning period.

Table 8.3 new sub-transmission lines

Sub transmission lines	Description	commissioning date
Nil	-	-

9 Transmission-Distribution Connection Point Review

Powercor undertakes forecasting and assessment of transmission–distribution connection points in accordance with the requirements of the National Electricity Rules (NER). Forecasts of both import and export capability, along with any associated limitations at terminal stations, are documented in the Transmission Connection Planning Report (TCPR). Please refer to the TCPR for further details.

10 Primary Distribution Feeder Reviews

This chapter reviews the primary distribution feeders where further investigation into the balance between capacity and demand over the next two years is warranted, taking into account the:

- Import limitations:
 - forecasts for maximum demand to 2027
 - summer and winter cyclic import ratings for each feeder
- Export limitations:
 - forecasts for minimum demand to 2027
 - cyclic export ratings for each feeder
- Voltage and REFCL compliance limitations:
 - compliance constraints forecasts to 2030

Where the feeders are forecast to operate with maximum or minimum demands in breach of their import or export rating (respectively) over the next two years, then this section assesses the energy at risk for those assets.

This review considers the primary section of a feeder, or what is commonly known as the backbone of the feeder exiting the zone substation to the first point of load for a low-voltage feeder or customer.

If the energy at risk assessment is material, then Powercor sets out possible options to address the system limitations. Powercor may employ the use of contingency load transfers to mitigate the system limitations although this will not always address the entire energy at risk at times of maximum demand. At other times of lower load, the available transfers may be greater. As a result, the use of load transfers under contingency situations may imply a short interruption of supply for customers or embedded generators to protect network elements from damage and enable all available load transfers to take place.

Non-network providers may wish to review the limitations and consider whether alternative solutions to those set out in the analysis may be suitable. Solutions may also address distribution feeder limitations at the same time.

Finally, distribution feeders that are proposed to be commissioned during the next two years are also discussed as well as those which have forecast REFCL or voltage compliance constraints.

10.1 Primary distribution feeders with forecast system limitations overview

Powercor proposes to augment the import-limited feeders listed in the table 10.1 below in the next two years.

Table 10.1 – Proposed import-limited primary distribution feeder augmentations

Feeder	Description	Direct cost estimate (\$ million)	
		2026/27	2027/28
DDL023	feeders exit cable upgrade		1.6

Powercor proposes to augment the export-limited feeders listed in Table 10.2 below in the next two years.

Table 10.2 – Proposed export-limited primary distribution feeder augmentations

Feeder	Description	Direct cost estimate (\$ million)	
		2026/27	2027/28
Nil	-	-	-

The excel based detailed system limitation reports for the primary distribution feeders with forecast limitations can be found at the link below by downloading the DAPR:

<https://www.powercor.com.au/network-planning-and-projects/network-data/#dapr>

10.2 Primary distribution feeders with forecast system limitations

10.2.1 DDL023 feeder

DDL023 provides electricity supply to residential and commercial customers in the Bellarine Peninsula and is supplied from the Drysdale zone substation (DDL). It is a high-capacity feeder with a thermal capacity of 12 MVA.

The Drysdale supply area is growing, with forecast demand increasing across the 2026–31 regulatory period. Increased demand growth is being driven by electrification of transport and gas, customer growth and consumer energy resources (CER) integration.

The demand growth that is expected to exceed the thermal capacity at DDL023 in 2027, resulting in deteriorating reliability of supply for our customers.

Several credible options were considered to address this constraint. The preferred option is to uprate 8.1km of conductor and replaces 130m of feeder exit cable on DDL023, which will provide sufficient capacity to support demand growth and mitigate energy at risk.

Assessment of optimum project delivery timing found that the economic benefits of this option are maximised if it is commissioned in 2027/28.

10.3 Proposed new primary distribution feeders

Powercor proposes to construct the feeders listed in table 10.3 below in the next two years.

Table 10.3 – Proposed new primary distribution feeders

Feeder	Description	Direct cost estimate (\$ million)	
		2026/27	2027/28
GLE new feeder	split GLE013 to create a new feeder	3.9	
MTC009	Construct a new feeder from MTC	1.8	
MTC010	Construct a new feeder from MTC		4.4
MTC011	Construct a new feeder from MTC		3.9
MTC012	Construct a new feeder from MTC	2.0	

10.3.1 GLE new feeder

GLE013 provides electricity supply to residential and commercial customers in the Armstrong Creek area and is supplied from the Geelong zone substation (GLE). It is a high-capacity feeder with a thermal capacity of 14.5 MVA.

The Geelong supply area is growing, with forecast demand increasing across the 2026–31 regulatory period. Increased demand growth is being driven by electrification of transport and gas, customer growth and consumer energy resources (CER) integration.

The demand growth that is expected to exceed the thermal capacity at GLE013 in 2027, resulting in deteriorating reliability of supply for our customers.

Several credible options were considered to address this constraint. The preferred option is to establish a new feeder, connected to the GLE zone substation. The new feeder will maintain sufficient capacity to offload demand from the existing GLE013 feeder and share load across the feeders. This will create sufficient capacity to mitigate energy at risk and maintain a reliable supply of electricity to customers.

Assessment of optimum project delivery timing found that the economic benefits of option two are maximised if it is commissioned in 2026/27.

10.3.2 MTC No9 feeder

MLN021 and MLN031 are high voltage feeders, connected to the Melton zone substation (MLN). These feeders currently provide electricity supply to residential and commercial customers in Mount Cottrell.

The demand growth is expected to exceed the thermal capacity at MLN031 and MLN021 in 2027 resulting in deteriorating reliability of supply for our customers.

Several credible options were considered to address this constraint. The preferred option is to establish a new feeder (MTC No9) from Mount Cottrell zone substation (MTC) which is currently under construction and will be commissioned in 2026.

MTC No9 will maintain sufficient capacity to offload demand from MLN021 and MLN031 and share load across the feeders. This will create sufficient capacity to mitigate energy at risk and maintain a reliable supply of electricity to customers

Assessment of optimum project delivery timing found that the economic benefits of this option are maximised if it is commissioned in 2026/27.

10.3.3 MTC No10 feeder

TNA023 provides electricity supply to residential and commercial customers in Truganina & Tarneit and are supplied from the Truganina zone substation (TNA). It is a high-capacity feeder with the thermal capacity of 19.3MVA.

The Truganina and Tarneit supply area is growing, with forecast demand increasing across the 2026–31 regulatory period. Increased demand growth is being driven by electrification of transport and gas, customer growth and consumer energy resources (CER) integration.

The demand growth is expected to exceed the thermal capacity at TNA023 in 2027 resulting in deteriorating reliability of supply for our customers.

Several credible options were considered to address this constraint. The preferred option is to establish a new feeder (MTC No10) from Mount Cottrell (MTC) zone substation which is currently under construction and will be commissioned in 2026.

MTC No10 (to be connected to the proposed MTC 3rd Bus) will have the thermal capacity of 18.5MVA and will maintain sufficient capacity to offload demand from TNA023 and share load across the feeders. This will create sufficient capacity to mitigate energy at risk and maintain a reliable supply of electricity to customers

Assessment of optimum project delivery timing found that the economic benefits of this option are maximised if it is commissioned in 2027/28.

10.3.4 MTC No11 feeder

MLN011 and MLN013 HV Feeders provide electricity supply to residential and commercial customers in Cobblebank, Melton South, Brookfield, Weir Views, are supplied from the Melton zone substation (MLN). They are a medium-capacity feeder with the thermal capacity of 13.8MVA.

The supply area is growing, with forecast demand increasing across the 2026–31 regulatory period. Increased demand growth is being driven by electrification of transport and gas, customer growth and consumer energy resources (CER) integration.

The demand growth is expected to exceed the thermal capacity at MLN011 and MLN013 in 2027 resulting in deteriorating reliability of supply for our customers.

Several credible options were considered to address this constraint. The preferred option is to establish a new feeder (MTC No11) and bus from Mount Cottrell zone substation (MTC). The zone substation upgrade (3rd Tx + 22kV Bus) is expected in 2027.

MTC No11 (to be connected to the proposed MTC 3rd Bus) will have a minimum thermal capacity of 18.5MVA and will maintain sufficient capacity to offload demand from MLN011 and MLN013 and share load across the feeders. This will create sufficient capacity to mitigate energy at risk and maintain a reliable supply of electricity to customers.

Assessment of optimum project delivery timing found that the economic benefits of this option are maximised if it is commissioned in 2027/28.

10.3.5 MTC No12 feeder

TNA011, TNA013 and TNA024 are feeders from the Truganina zone substation (TNA) and provide electricity supply to residential and commercial customers in Truganina, Deer Park, Ravenhall, Plumpton, Deanside, Caroline Springs. The thermal capacity of these feeders are 19.2MVA, 13.0MVA and 16.4 MVA, respectively.

The supply area is growing, with forecast demand increasing across the 2026–31 regulatory period. Increased demand growth is being driven by electrification of transport and gas, customer growth and consumer energy resources (CER) integration.

The demand growth is expected to exceed the thermal capacity of these feeders in 2027 resulting in deteriorating reliability of supply for our customers.

Several credible options were considered to address this constraint. The preferred option is to establish a new feeder (MTC No12) from Mount Cottrell (MTC) zone substation. MTC No12 will have the thermal capacity of 18.5MVA and will maintain sufficient capacity to offload demand from these feeders and share load across the feeders. This will create sufficient capacity to mitigate energy at risk and maintain a reliable supply of electricity to customers.

Assessment of optimum project delivery timing found that the economic benefits of this option are maximised if it is commissioned in 2026/27.

10.4 Future proposed primary distribution feeder projects

The following primary distribution feeder projects are proposed to commence scope investigation and option analysis in 2026, dependent on forecasts:

- EHK033 feeder augmentation
- STN012 feeder augmentation
- MDA new feeder

Single Wire Earth Return (SWER) lines form a critical part of our rural distribution network. Powercor proposes to upgrade high-value SWER lines driven by customer service levels, the need to facilitate regional and rural electrification and customer equity considerations. This project forms part of the Powercor 2026-2031 Electricity Distribution Price Reset Submission and has been strongly supported by customers through our engagement program.

11 Joint Planning

This chapter sets out the joint planning with DNSPs and TNSPs in relation to zone substations and sub-transmission lines, outlining the process and methodology used for joint planning, including any planned investments, estimated capital costs and timelines.

Powercor has not identified any new required projects from our joint planning activities with other DNSPs in 2025. Our previous joint planning activities have included sharing load forecast information and load flow analysis between Victorian distributors relating to the sub-transmission system. Where a constraint is identified on our network that may impact another distributor, then project specific joint planning meetings are held to determine the most efficient and effective investment strategy to address the system constraint.

Joint planning in relation to terminal stations in isolation is discussed in the Transmission Connection Planning Report.

12 Changes to Analysis Since 2024

12.1 Timing of proposed network augmentations

The network limitation assessment and timing of network augmentations presented in this DAPR are based on Powercor's 2025 maximum demand forecast and the escalated AER VCR estimates. The timing is also based on the annualised cost of the network augmentation option.

While subdued maximum demand growth is expected for the overall Powercor network, there remain pockets of strong growth which typically occur in the parts of our network that are currently operating well above the average utilisation. The timing of our network augmentations has been determined on a case-by-case basis and may change over time as options are re-evaluated.

Table 12.1 below summarises the timing of proposed major network augmentations.

Table 12.1 Changes in timing of proposed major network projects

Proposed Major Project	2025 DAPR	2024 DAPR
Mount Cottrell (MTC) New transformer	2028	2027
Wemen (WMN) 66 kV bus augmentation	2026/27	2027
Bacchus Marsh (BMH) rebuild	2027/28	2028
Drysdale (DDL) New transformer	2027/28	2028
Rockbank East (RBE) new zone substation	2029/30	2031
Point Cook (PCK) new zone substation	2030/31	Not included
Ballarat East (BAE) new zone substation	2026/27	2025

12.2 Timing of proposed asset retirements / replacements and deratings

Powercor is now also required to provide detailed information on its asset retirements / replacement projects and deratings in its DAPR as described above. The timing of these may change subject to updated asset information, portfolio optimisation and realignment with other network projects, or reprioritisation of options to mitigate the deteriorating condition of the assets.

Powercor has made improvements to the risk assessment quantification. These changes primarily involve a refinement of the estimated failure probability for transformers, taking into account failures and replacements, and the inclusion of analysis at a substation level, considering common-cause failure risk for substations with identical assets. As a result, some asset retirements have been deferred, and other future retirements have been brought forward.

The table below summarises the change in timing of proposed major network retirements/replacements:

Table 12.2 Changes in timing of asset retirements / replacements and deratings

Proposed Asset Replacement	2025 DAPR	2024 DAPR
Geelong (GL) C 66kV Circuit Breaker	Not included	2027
Inglewood (IWD) Regulator	Not included	2026
Kyabram (KYM) Switchgear and Building	2029	2028
Mooroopna (MNA) #1 Transformer	Not included	2028
Numurkah (NKA) Switchgear and Building	Not included	2030
Portland (PLD) Switchgear and Building	2030	2029
Shepparton North (SHN) #2 Transformer	Not included	2030
Warrnambool (WBL) Switchgear and Building	2027	2026
Werribee (WBE) C 66kV Circuit Breaker	2027	Not included
Stawell (STL) #3 Transformer	2030	Not included

13 Asset Management

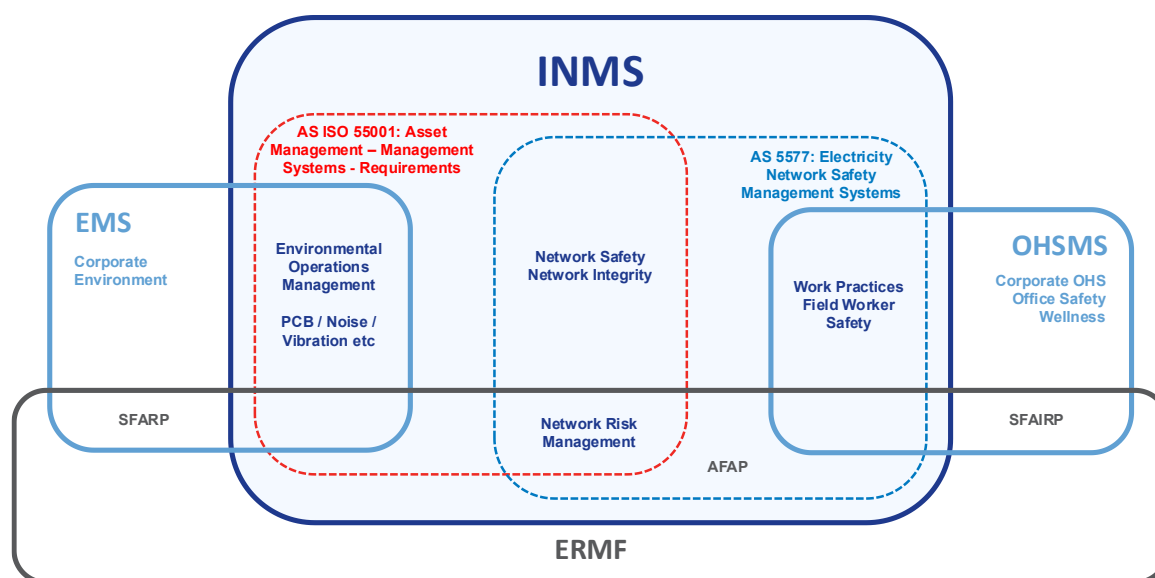
This chapter details the Powercor Asset Management System (**AMS**), that forms part of the Integrated Network Management system (**INMS**).

13.1 Integrated Network Management System (INMS)

The INMS integrates the requirements of four management systems, underpinned by the Enterprise Risk Management Framework (**ERMF**), and harmonises the integrated management system policies, strategies, plans, and procedures:

- Asset Management System (**AMS**)
- Electricity (Network) Safety Management System (**ESMS**)
- Occupational Health and Safety Management System (**OHSMS**)
- Environmental Management System (**EMS**).

Figure 13.1 Scope of the integrated network management system



The scope of the INMS, as defined in Figure 13.1, is limited to the electricity network, the associated operating environment and the requirements of two management system standards:

- AS ISO 55001:2014 Asset Management – Management Systems – Requirements
- AS 5577:2013 Electricity Network Safety Management Systems.

These management system standards are aligned with the PAL certification for management system standards:

- AS/NZS ISO 45001:2018 Occupational Health and Safety Management Systems – Requirements with Guidance for Use
- AS/NZS ISO 14001:2016 Environmental Management System – Requirements with Guidance for Use

and the business' Enterprise Risk Management Framework (13-10-CPPCUE0005) which is based on the principles outlined in the AS/NZS ISO 31000:2018 Risk Management – Guidelines.

The INMS which is currently with ESV for acceptance, complies with the Electricity Safety (Management) Regulations 2019, and will replace the existing accepted CitiPower and Powercor Electricity Safety Management Scheme (v3.27) document. The scope of the INMS does not include the legislative obligations, non-electrical risks, nor risks associated with:

- Assets owned by generators, other Major Electricity Companies (MECs), or consumers.
- Corporate offices and general business equipment such as computers and motor vehicles.
- Depot facilities and vehicles, non-network related operations and activities.
- Corporate processes and associated IT systems for business communication, human resources and financial management.

The INMS, and associated management system standards facilitates the effective and efficient delivery of the INMS objectives, and;

- inform stakeholders including ESV, shareholders, staff, customers, the community, government and industry on how the INMS objectives and obligations are being achieved
- demonstrate a risk-based management approach in developing operating systems and management practices to identify the hazards and establish controls to minimise the risks associated with the operation of the electricity distribution network, as far as practicable
- define the approach established to manage the safe design, construction, commissioning, operation, maintenance and decommissioning of the electricity network.

13.2 Asset management system

The AMS aims to provide a clear 'line-of-sight' between the company's overall vision, organisational strategic plans, objectives, and the activities expressed in the:

- Network Management Policy
- Asset Management Strategy and Objectives
- Strategic Network Management Plan (**SNMP**)
- Asset Management Plans (**AMP**)
- Network Investment Plan (**NIP**)
- Capex / Opex Works Program (**COWP**)

13.3 Network management policy principles

The Network Management Policy defines the overarching principles for managing the network assets in a manner aligned with the Corporate and Asset Management System objectives. Through the application of the asset management framework, we aim to meet business objectives and customer, stakeholder and employee needs by adopting the following principles:

- Minimise safety risks as far as practicable.
- Provide safe, affordable (least long-term cost) and reliable network services, taking into consideration customer values and needs.

-
- Apply a risk-based approach to optimise the management and development of our network and systems.
 - Build network resilience, including to the impacts of climate change.
 - Engage and listen to our customers and communities to incorporate their input into decisions and adapt to their interests and needs.
 - Invest in programs that sustainably optimise the total lifecycle management of our network.
 - Comply with all relevant legislative and regulatory requirements as well as Australian and industry standards and any other requirements to which we subscribe.
 - Enable employees with the right skills and capabilities so they can be the best they can be.
 - Monitor and evaluate appropriate metrics to effectively manage the network and customer service performance.
 - Continuously improve our management systems and activities by embracing innovation and technology to enhance our reputation, leading the industry in adopting and promoting network management practices where it makes sense to do so.
 - Facilitate the energy transition to ensure system security requirements are achieved.

13.4 Asset management strategies, and objectives

The Strategic Network Management Plan (**SNMP**) guides the decision-making processes that manage uncertainty and minimise the risk around capital deployment.

The network management strategies and objectives expand on the requirements of the Asset Management Policy:

- manage and operate the network safely
- meet our network reliability performance targets
- manage our assets on a least cost total life cycle basis
- adapt to our customer's future needs
- manage our compliance obligations
- empower and invest in our employees
- monitor opportunities and drive continuous improvement.

13.5 Asset class management plans

The Asset Management Plans (**AMP**) detail the management activities for each asset class, from creation to disposal, including the asset maintenance and replacement requirements. The delivery of optimum outcomes for each asset class shall be guided by the asset management policies, strategies and objectives, combined with an in-depth knowledge of the specific assets to identify the requirements that will deliver the optimum outcome. Asset Class Strategies and Plans have been grouped as:

- Line Assets
- Distribution Plant Assets
- Primary Assets
- Secondary Assets

-
- Communication Assets
 - Metering
 - Operational Property.

13.6 Capex / Opex Works Program (COWP)

The COWP details a list of asset management projects that have been derived as a result of the strategic planning process. Data is collected and analysed to determine the required network modifications and produce the capital plan. It translates the asset strategies and asset management plans into a detailed 10-year investment plan. It strikes a balance between efficient and cost-effective investment, the required level of service, and an appropriate level of risk consistent with the corporate risk appetite statement.

The COWP details the execution of the AMP on a two-year cycle, setting out the actions, responsibilities, resourcing, time scales for the activities in each program, and the expenditure associated with both capital and operational activities.

To optimise the COWP investment in replacement, demand and performance programs, three sets of requirements are balanced:

1. Customer requirements: customer expectations and current performance
2. Economic requirements: projects are subject to a level of economic analysis in accordance with regulatory requirements and prudent investment tests
3. Technical requirements: inputs that drive the network requirements, including:
 - Network performance: asset maintenance and replacement programs: driven by an analysis of fault/performance/cost data, based on reliability centred maintenance analysis
 - Safety compliance: INMS, and the Electricity safety legislation, detail the risk-based approach to managing electrical safety
 - Capacity planning: probabilistic analysis and contingency planning
 - Risk analysis: ERMF, and ISO 31000 for significant asset risks

13.7 System limitations identified through asset management

The system limitations (and the actions to resolve the limitations) listed in this DAPR have been identified in:

- Chapters 7, 8, 9, and 10 outlining the system limitations and network augmentation projects related to growth (demand and customer connections) and use of distribution services by embedded generating units.
- Chapter 15 outlining the system limitations and network replacement projects related to asset condition assessment as described in the asset management plans.

13.8 Contact for further information

Further information on the Powercor asset management strategy and methodology may be obtained by contacting Powercor Customer Service:

- General Enquiries 13 22 06
- Website <https://www.Powercor.com.au/>

Detailed enquiries may be forwarded to the appropriate representatives within Powercor.

14 Asset Management Methodologies

An overview of the Powercor AMS has been provided in Chapter 13.

Powercor adopts a risk-based, whole of life, whole-system cost approach (**WLWS**) to asset management. Reliability Centred Maintenance (**RCM**) principles are used to manage the network assets over their life cycle, helping to determine the asset maintenance requirements and the actions that need to be taken to ensure cost-effective and reliable operation.

To assess asset performance, determine the required level of maintenance tasks, and the time intervals, Powercor:

- Identifies the key components, and functions of the asset class
- Performs a Failure Mode, Effects and Criticality Analysis (FMECA) to assess component failure, and the effect of the failures on asset function
- Determines cost-effective techniques (where possible) to manage risk resulting from failure modes
- Combines tasks into maintenance packages for implementation
- Reviews and improves asset and maintenance performance as necessary.

Where the performance of asset has deteriorated, or is no longer capable of performing the required function, the asset AMP will be reviewed. The trigger for a review may be network changes, operational or business changes, learnings from failure investigations, field observations, deterioration in condition, an increase in the risk resulting from the likelihood or consequence of asset failure. Depending on the outcome of the assessment, asset replacement may be necessary.

14.1 Distribution assets

The majority of distribution assets ('poles and wires' assets) are replaced upon asset failure, or where condition assessment has identified that the asset has reached the end of its service life. The condition assessment measures may vary between asset classes, examples include:

- Measurement of the sound wood: poles
- Dissolved Gas Analysis (**DGA**) and oil quality assessment of transformers
- Partial Discharge (**PD**): HV/MV cables
- Thermography
- Monitoring of insulation levels (gas/oil).
- Asset performance history

Condition assessment shall consider equipment technical thresholds, safety, risk and economic assessment, industry practice in developing a safe, reliable, and affordable solution.

Upon indication that an asset has reached the end of its service life, actions may include:

- More frequent condition assessment or inspection

- Asset reinforcement, such as pole staking
- Asset de-rating or retirement
- Overhaul / refurbishment
- Non-network solutions
- Asset replacement.

14.2 Zone substation assets

Due to the increased inter-connectivity, redundancy, and capability to monitor asset condition, the design of zone substations facilitates the use of a number of options to manage the risks associated with assets approaching the end of their useful life.

Since zone substations provide more information on asset condition, risk assessment and economic optimisation can be conducted at a more detailed level compared to other distribution assets:

- Dielectric Loss Angle (**DLA**) testing of bushings
- Dissolved Gas Analysis (**DGA**), Sweep Frequency Response Analysis (**SFRA**), moisture content assessment and paper insulation testing
- PD testing and DLA testing of switchgear
- Asset performance history
- Analysis of load-at-risk.

Given the complexity and structure of larger zone substations, a greater variety of practical options may be used to identify the least-cost solution to managing risk:

- Increased ongoing condition assessment
- Overhaul / refurbishment
- Retrofit of on-line condition monitoring systems
- Component replacement
- Non-network solutions
- Asset de-rating or retirement
- Load transfers and increased redundancy
- Contingency plans and increased spares holdings.

Assessments of potential solutions shall generally be performed over a forward-looking period, typically 10 years. Optimal timing for the works shall be determined by identifying the least-cost option over the period.

Generally, the asset is retired and/or replaced based on the most economical solution that maintains safety and reliability standards, considering:

- Cost of the intervention, task or measures available to address the risk
- Assessment of how various options reduce the quantified risk.
- Evaluating the risk associated with the asset, including an assessment of:
 - Likelihood of occurrence
 - Safety and environmental impact
 - Substation design and redundancy

-
- Network economic impact
 - Other costs

The asset replacement outlined in Retirements and De-ratings Chapter is a forecast based on the historic number of asset replacements (typical number for high volume assets such as poles) and based on an assessment of the currently available condition data for specific assets. Next chapter includes methodologies used for the replacement of each asset class.

15 Retirements and De-ratings

This chapter sets out the planned network retirements over the forward planning period. The reference to asset retirements includes asset replacements, as the old asset is retired and replaced with a new asset.

In addition, this chapter discusses planned asset de-ratings that would result in a network constraint or system limitation over the planning period.

The System Limitation Report details those asset retirements and de-ratings that result in a system limitation.

Where more than one asset of the same type is to be retired or de-rated in the same calendar year, and the capital cost to replace each asset is less than \$300,000, then the assets are reported together below.

15.1 Individual assets

A summary of the individual assets that are planned to be retired in the forecast planning period is provided in the table below. A more detailed assessment, including a consideration of non-network alternatives will be carried out at the business case and RIT-D stage. Further changes to the planned retirements and de-ratings below may arise from this further assessment.

Table 15.1 Planned asset retirements and de-ratings

Location	Asset	Project	Retirement date
Cohuna (CHA) Zone Substation	No.2 Transformer	Replacement	2027
Werribee (WBE) zone substation	WBE CB C 66kV circuit breaker	Replacement	2026
Kyabram (KYM) Zone Substation	Switchgear, relay and Building	Replacement	2029
Portland (PLD) Zone Substation	Switchgear, relay and Building	Replacement	2030

Location	Asset	Project	Retirement date
Warrnambool (WBL) Zone Substation	Switchgear, relay and Building	Replacement	2027
Stawell (STL) Zone Substation	No. 3 transformer	Replacement	2030

For the forward planning period, there are no committed investments worth \$3 million or more to address urgent and unforeseen network issues.

The excel based detailed system limitation reports for asset replacements can be found at the link below by downloading the DAPR:

<https://www.powercor.com.au/network-planning-and-projects/network-data/#dapr>

15.1.1 Cohuna (CHA) Zone Substation Transformer No.2

The zone substation in Cohuna (**CHA**) is served by sub-transmission lines from Kerang terminal station (**KGTS**). It supplies the domestic and commercial area of Cohuna extending into surrounding rural areas.

Currently, the CHA zone substation is comprised of two 10/13.5MVA transformers operating at 66/22kV which were both installed in 1962. These transformers are 63 years old and are at the end of life, with key components past their design life and showing signs of deterioration. The main tank transformer seals are failing due to their age and will require significant investment at the site as a minimum to comply with our obligations under the Environmental Protection Act.

Of the two transformers that are operating well beyond their design life, the No.2 transformer has been assessed as being in worse condition with more oil leakage and is the prioritised unit for replacement.

Based on the condition and risk assessments conducted on the station and its assets, the replacement of the No. 2 transformer is economically justified. The planned timing for this is 2027, based on the risk, station loading, and network constraints.

The retirement of the No.2 transformer would lead to a significant amount of load-at-risk with up to 17.8 MVA of load lost in 2027, in the event of a failure of the remaining transformer.

To address the anticipated system constraint at the CHA substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to Eaglehawk zone substation (**EHK**) up to a maximum transfer capacity of 1.91 MVA.
- replace the No. 2 transformer at CHA for an estimated cost of \$6.8 million.

Powercor's preferred option is to replace the No. 2 transformer in CHA ZSS in 2027. The use of contingency load transfers will mitigate the risk should the asset fail ahead of its forecast replacement date. For more details and data on the limitation and preferred network investment please refer to the System Limitation Report.

A demand side initiative to reduce the forecast maximum demand load by 2.6 MW at CHA zone substation would defer the need for this capital investment by one year.

15.1.2 Werribee (WBE) Zone Substation CB C 66kV Circuit Breaker

The Werribee (**WBE**) zone substation is served by 66KV sub-transmission lines from Altona Terminal Station (**ATS**) and Hoppers Crossing (**HCP**) zone substation.

The WBE zone substation is comprised of three 20/33 MVA transformers operating at 66/22kV connected to a 66kV sub-transmission system via two line-circuit breakers and two bus tie circuit breakers.

Currently these circuit breakers are inspected and tested according to six yearly maintenance plans. These old oil-filled circuit breaker failures will risk the reliability of the network due to the inadequate spare parts availability and the unavailability of internal and external skilled resources to repair safely.

According to Powercor's zone substation switchgear asset class strategy, the aim is to reduce the oil filled old circuit breaker population from the network to significantly reduce the associated safety and reliability risks in event of an oil filled circuit breaker failed catastrophically.

Powercor estimates up to 43.5 MVA is at risk in the event of this 66kV circuit breaker failure at WBE in 2027.

To address the anticipated constraint at WBE zone substation, Powercor considers that the following network solutions could be implemented to manage the risk:

- replace 66kV Bus tie CB C at WBE for an estimated cost of \$0.5 million.
- contingency plan to transfer load away via 22kV links to adjacent Zone Substations up to a maximum capacity of 8.8 MVA.

Powercor preferred option is to replace the 66kV bus tie CB in 2026. A load reduction will not improve the reliability of this aged station.

15.1.3 Kyabram (KYM) Zone Substation 22kV Switchgear, Relay, and Building Replacement

The zone substation in Kyabram (**KYM**) is served by sub-transmission lines from Shepparton terminal station (**SHTS**) and currently consists of three 10/13.5 MVA transformers operating at 66/22kV in a banked formation.

Due to the banked formation, KYM zone substation is at risk of a total loss of power for the time taken for an operator to attend site. This station black event can occur for a fault on its 66kV no. 1, no. 2 and no. 3 buses, failure of any of its three 66/22kV transformers, fault on any of its 22kV bus or any 22kV circuit breaker failure. This will result in loss of supply to customers for a short time.

As the KYM load is above 20MVA this station is listed for full switching when major work is undertaken at the station according to the planning policy.

Further, the electronic and electromechanical relays at KYM are aged and well beyond their service life with some still in service since the substation was built. The control building, which houses relays, has been in service since the substation was built in the 1950s.

Powercor estimates that with a station black risk at KYM zone substation, there will be 30.2 MVA of load at risk in 2029 and for up to 2 hours it will not be able to supply customers at KYM zone substation.

To address the anticipated reliability constraint at the KYM substation, Powercor considers that the following network solutions could be implemented to improve its reliability and maintain our planning policy:

- replace 22kV switchgear and relay in a new building at KYM, for an estimated cost of \$9.4 million.

Powercor's preferred option is to replace the switchgear, relays and building at KYM ZSS in 2029. A load reduction will not improve the reliability of this aged station.

15.1.4 Portland (PLD) Zone Substation 22kV Switchgear, Relay, and Building Replacement

The zone substation in Portland (**PLD**) is served by sub-transmission lines from Terang terminal station (**TGTS**) and currently consists of two 10/16MVA transformers operating at 66/22kV in a banked formation.

Due to the banked formation, PLD zone substation is at risk of a total loss of power for the time taken for an operator to attend site. This station black event can occur in the event of a fault on its 66kV no. 2 bus, failure of any of its two 66/22kV transformers, fault on any of its 22kV bus or any 22kV circuit breaker failure. This will result in loss of supply to customers for a short time.

As the PLD load is above 15MVA and is a looped substation, this station is listed for full switching when major work is undertaken at the station according to the planning policy.

Further, the electromechanical relays at PLD are aged and well beyond their service life with some still in service since the substation was built. The building, which houses relays, has been in service since the substation was built in the 1960s.

Powercor estimates that with a station black risk at PLD zone substation, there will be 16.7 MVA of load at risk in 2030 and for up to 2 hours it will not be able to supply customers at PLD zone substation.

To address the anticipated reliability constraint at the PLD substation, Powercor considers that the following network solutions could be implemented to improve its reliability and maintain our planning policy:

- replace 22kV switchgear and relay in a new building at PLD, for an estimated cost of \$9.0 million.

Powercor's preferred option is to replace the switchgear and relay in a new building at PLD ZSS in 2030. A load reduction will not improve the reliability of this aged station.

15.1.5 Warrnambool (WBL) Zone Substation 22kV Switchgear, Relay, and Building Replacement

The zone substation in Warrnambool (**WBL**) is served by sub-transmission lines from Terang terminal station (**TGTS**) and currently consists of two 25/33MVA transformers operating at 66/22kV in a banked formation.

Due to the banked formation, WBL zone substation is at risk of a total loss of power for the time taken for an operator to attend site. This station black event can occur for a fault on any of its 22kV bus and any 22kV circuit breaker failure. This will result in loss of supply to customers for a short time.

As the WBL load is above 20MVA this station is listed for full switching when major work is undertaken at the station according to the planning policy.

Further, some of the digital relays at WBL are close to the end of their service life. The control building, which houses relays, has been in service since the substation was built. It is of weatherboard construction and is believed to be originally constructed in the 1960s.

Powercor estimates that with a station black risk at WBL zone substation, there will be 57.1 MVA of load at risk in 2027 and for up to 2 hours it will not be able to supply customers at WBL zone substation.

To address the anticipated reliability constraint at the WBL substation, Powercor considers that the following network solutions could be implemented to improve its reliability and maintain our planning policy:

- replace 22kV switchgear and relay in a new building at WBL, for an estimated cost of \$14.0 million.

Powercor's preferred option is to replace the switchgear and relay in a new building at WBL ZSS in 2027. A load reduction will not improve the reliability of this aged station.

The RIT-D process is forecast to commence in Q1 2026.

15.1.6 Stawell (STL) Zone Substation Transformer No. 3

The zone substation in Stawell (**STL**) is served by sub-transmission lines from Horsham terminal station (**HOTS**) and Ararat zone substation (**ART**). It supplies approximately 6,600 customers.

Currently, the STL zone substation is comprised of two 10/13.5MVA transformers operating at 66/22kV which were both installed in 1967. These transformers are 58 years old and are at the end of life, with key components past their design life and showing signs of deterioration. The No. 1 transformer recently overheated due to the radiator valve being closed, which will reduce the transformer lifespan.

Of the two transformers that are operating well beyond their design life, the No.3 transformer has been assessed as being in worse condition and is therefore the unit prioritised for replacement.

Based on the condition and risk assessments conducted on the station and its assets, the replacement of the No. 3 transformer is economically justified. The planned timing for this is 2030, based on the risk, station loading, and network constraints.

The retirement of the No.3 transformer would lead to a significant amount of load-at-risk with up to 28.1 MVA of load lost in 2030, in the event of a failure of the remaining transformer.

To address the anticipated system constraint at the STL substation, Powercor considers that the following network solutions could be implemented to manage the load at risk:

- contingency plan to transfer load away via 22kV links to zone substation of Horsham (**HSM**) and Ararat (**ART**) up to a maximum transfer capacity of 4.08 MVA.
- replace the No. 3 transformer at STL for an estimated cost of \$7.0 million.

Powercor's preferred option is to replace the No. 3 transformer in STL ZSS in 2030. The use of contingency load transfers will mitigate the risk should the asset fail ahead of its forecast replacement date. For more details and data on the limitation and preferred network investment please refer to the System Limitation Report.

A demand side initiative to reduce the forecast maximum demand load by 5.1 MW at STL zone substation would defer the need for this capital investment by one year.

15.2 Groups of Assets

This section discusses planned retirements and replacements for groups of assets.

15.2.1 Poles and towers

Powercor intends to replace poles and towers in various locations across the network in each year of the forward planning period. The number of poles and towers replaced each year is determined by condition assessments undertaken on each pole/tower inspected and policy for sustainable lifecycle management. The forecast number of poles/towers to be replaced in the coming 5 years is expected to increase in line with changes to poles management policies and requirements stipulated by Energy Safe Victoria to improve the performance of aged, lower durability timber poles in Hazardous Bushfire Risk Areas (HBRA).

Powercor has a range of poles in its network, including hardwood, steel and concrete, supporting different voltages of conductor. All towers on the network are steel lattice structures.

Poles and towers are assessed using the RCM methodology which forms an input into the CBRM model to inform the policy position. The inspection frequency is based on priority and economic optimisation to deliver the legislative obligations under the Electricity Safety Act 1998. This methodology was discussed in the previous chapter. Where the pole or tower is inspected and found to be defective, and a routine maintenance option is not viable to remedy the defect (i.e. pole reinforcement), it is necessary and prudent to replace the pole or tower.

15.2.2 Pole top structures

Pole top structures includes the following assets, which are managed as set out below:

- Wood or steel cross arms are inspected at the same time as the pole using the RCM methodology discussed in the previous section.
- Insulators (generally made of porcelain) are inspected at the same time as the pole using the RCM methodology discussed in the previous section.
- Surge arrestors are attached to the pole and provide an alternate current path for the electricity to ground in the event of a lightning strike. These are generally replaced after they fail, otherwise they are replaced based upon age.
- Other pole top structure equipment include: fuses, dampers, armour rods, spreaders, brackets, etc. These are all inspected at the same time as the pole.
- Powercor has replaced all EDO fuses with fault tamers in Electric Line Construction Areas (ELCAs) as of October 2025. Progressive replacement of EDO fuses with fault tamers in Hazardous Bushfire Risk Areas (HBRAs) will continue as part of the regular inspection and maintenance program.
- Powercor intends to replace pole top structures in various locations across its network in each year of the forward planning period. The number of pole top structures replaced each year is determined by condition assessments undertaken on each pole top structure inspected. The forecast number of pole top structures to be replaced in the coming 5 years is expected to increase in line with changes to pole management policies.

15.2.3 Switchgear

Switchgear can be classified as overhead or ground-mounted. Switchgear includes the following assets classes:

Automatic Circuit Reclosers (ACR) – interrupts fault current using SF6 gas or Vacuum to automatically restore supply post removing system transients

Air Break Switches (ABS) – provide electrical isolation using air to break load current

Circuit Breakers – interrupts fault current protecting an electrical circuit from damage caused by overcurrent/overload or short circuit

Pole Mounted Gas Switches – provides electrical isolation using SF6 gas to break load current. Switches can be manually operated or configured with motors drives and control systems for remote operation.

Ring Main Units and Metal Clad Switches – provides electrical isolation and earthing using SF6 gas or oil to break load current. Switches can be manually operated or configured with motors drives and control systems for remote operation.

Isolators – provides single phase electrical isolation using air as an insulating medium. Some isolators can be configured with an arc shoot to provide some level of load breaking capability

Most switchgear assets are replaced based on condition, which is monitored through routine maintenance and inspection. When a defect is found and it cannot be rectified through maintenance, a refurbishment or replacement of the asset is prudent.

The replacement need and timing are prioritised through risk and economic assessments. The location and the timing of the asset retirement is only determined when a defect is identified.

Powercor intends to replace most switchgear assets in each year of the forward planning period in line with historical volumes for most assets. Some assets classes have proactive replacement programs established where higher than historical replacement volumes are forecast. This addresses issues such as poor performance, obsolescence and/or risk. Switchgear with proactive replacement programs established include:

- Air Break Switches
- Ring Main Units and Metal Clad Switches

15.2.4 Overhead services

Overhead services, which are required to connect a customer supply point to the network are inspected at the same time as the pole and pole top structures using the same RCM methodology discussed in the previous sections.

Powercor intends to replace overhead services in various locations across its network in each year of the forward planning period. The number of overhead services replaced each year is determined by condition assessments undertaken on each overhead service inspected. The forecast number of overhead services to be replaced in the coming 5 years is expected to increase above the historical replacements within the following two categories.

- Grey PVC services: driven by deteriorated insulation associated with “dog-bone” terminations and UV damage to the insulation of the service itself
- Neutral screened services: driven by the application of AMI meter analytics to detect, assess and replace services where the neutral is suspect, to address safety issues.

15.2.5 Overhead conductor

Overhead conductors are an integral part of the distribution system. Overhead conductors may be bare, covered or insulated and are made of aluminium, copper and galvanised steel.

Conductor replacements are based on two methodologies:

- through inspection, asset failures or defect reports
- proactively through risk-assessment using health indices.

Powercor plans to replace sections of overhead conductors each year over the forward planning period. The location and timing of conductor replacement will be determined based on condition assessments and risk. The forecast number of sections of overhead conductor to be replaced in the coming 5 years is in line with historical replacements with an expected increase from 2024.

As data and modelling improves, a better understanding of the location and timing of the conductor replacement at the planning stage of the proactive replacement program is expected in the near term.

15.2.6 Underground cable

Sub-transmission Cables

Underground sub-transmission cables are performance monitored and condition assessed by a scheduled cyclic testing program. Cables found by the test program to be in unacceptable condition are generally repaired as the issue is normally location specific or the result of damage by third parties. Sections of cable may be replaced from time to time on an unplanned basis as a response to identified defects or damage.

HV Cables

HV underground cables are monitored and assessed under the following conditions:

- When exposed during augmentation works or defect repairs
- Through risk-based online Partial Discharge testing

Cables identified as being in poor condition are prioritised for repair or replacement based on an economic risk assessment.

A Condition-Based Risk Management (CBRM) framework has been established for this asset class. As a result, risk-based cable replacement is being introduced for Powercor HV cables during the forward planning period to maintain asset performance and manage risk.

Powercor plans to increase HV cable replacements over the planning period, primarily driven by the implementation of the risk-based replacement program.

LV Cables

LV underground cables are assessed when exposed during augmentation works or defect repairs. Cables found to be in unacceptable condition are prioritised for repair or replacement using an economic risk assessment.

15.2.7 Other underground assets

Other underground assets include the following:

- Cable-head terminations, which are the termination of an underground cable. Repairs and replacements are to be in line with historical volumes.

- Distribution service pits are the point where the underground service connects to the customer premises, typically of concrete and plastic construction. Improvements to inspections were implemented in mid-2021 which has identified an increase in repair and replacement volumes in the forward planning period.
- Low-voltage pillars are typically concrete or steel, where low voltage underground cables are terminated. Repairs and replacements volumes have increased in recent years and are expected to remain high through the forward planning period due to improvements in inspection and defect reporting.
- Services (underground), which are required to connect a customer supply point (underground pit) to the network, are replaced based on condition when inspected or through defect reports.

Underground asset replacements are prioritised using an assessment of risk associated with the identified defect. The timing of replacement is determined by the risk assessment.

15.2.8 Transformers and other distribution plant

In the forward planning period, Powercor plans to replace most distribution plant assets in line with historical volumes. Distribution plant assets include a variety of assets listed below:

- Distribution substation transformers include indoor, kiosk, ground mounted (compound) or pole mounted types. Transformers are replaced based on condition, as identified through scheduled inspections and defect reporting. Replacement prioritisation is determined by conducting risk and economic assessments. Higher than historical volumes of replacements for kiosk and pole mounted transformers are expected to continue in the forward planning period due to improvements to reporting and management of oil leaks.
- Pole top capacitors can be attached to the network to improve line capacitive balance, power factor, usually on longer lines. These are replaced based on condition when inspected or through defect reports. Replacements are expected to continue in line with historical volumes.
- Earthing cables, which are required as one measure to prevent de-energised assets from becoming energised in the event of insulation breakdown or contact with live assets, are replaced following an inspection and/or condition monitoring. Replacement volumes are expected to be in line with historical volumes.
- Regulators, which adjust voltage levels according to measured network dynamics, are replaced based on condition with a dedicated program to remove obsolete regulators i.e. regulators that are no longer supported by the manufacturer and no longer have spares available. Replacement volumes in the forward planning period are expected to increase due to changes to maintenance requirements and to rectify manufacturing defects with Cooper regulators.

The location and the timing of the replacement of distribution plant assets are determined at the time of inspection and detection of defect, or upon failure of the asset.

15.2.9 Zone substation switchyard equipment

Powercor plans to replace zone substation switchyard equipment each year in the forward planning period. Zone substation switchyard equipment assets include a variety of assets listed below:

- Surge arrestors, which are required to protect primary plant from voltage surges, are generally replaced after they fail. They can also be replaced based on age and condition, or opportunistically where other asset replacements take place at the zone substation.

-
- As part of our REFCL installation program, we are planning to replace surge arrestors at Bendigo terminal station (**BETS**), Charlton (**CTN**), Bendigo (**BGO**), Ballarat South (**BAS**), Ballarat North (**BAN**), Geelong (**GL**), Corio (**CRO**), Koroit (**KRT**), Stawell (**STL**), Waurin Ponds (**WPD**), Hamilton (**HTN**), Ararat (**ART**), Merbein (**MBN**) and Terang (**TRG**) before the end of 2023.
 - Busses, which allow multiple connections to a single source of supply, are usually replaced as part of the associated zone substation equipment being replaced, e.g. 22kV busses usually form part of modular switchboards and thus will be included as part of switchboard replacements.
 - Joints, terminations and connector assets are replaced on inspection, or as part of the replacement of the assets they are connected to.
 - Steel structures, which are required to hold energised assets in place, are replaced based on inspection and observed condition.

The location and the timing of the replacement of zone substation assets are determined at the time of inspection or upon identification of defects.

15.2.10 Protection and control room equipment and instrumentation

Protection and control systems are designed to detect the presence of power system faults and/or other abnormal operating conditions and to automatically isolate the faulted network by the opening of appropriate high voltage circuit breakers. Powercor plans to replace protection and control room equipment and instruments each year over the forward planning period. Volumes are expected to be similar to historical volumes. This includes the following assets:

- Protection relays are replaced based on age and/or economic assessment of risk.
 - Powercor's relay replacement program focusses on electro-mechanical, electronic and end of life digital protection relays. The risk profile of these types of relays is forecast to significantly increase as the technology is approaching end of life.
 - Relays will be replaced at the following zone substations over the forward planning period:

Zone Substation	Replacement Driver	Forecast Replacement
AC	Electro-mechanical and analogue electronic relay replacement	2026/27
DDL	Electro-mechanical and analogue electronic relay replacement	2026/27
ECA	Electro-mechanical and analogue electronic relay replacement	2029/30
FDN	Electro-mechanical and analogue electronic relay replacement	2028/29
GCY	Electro-mechanical and analogue electronic relay replacement	2028/29
MLN	Electro-mechanical and analogue electronic relay replacement	2029/30
LV	Electro-mechanical and analogue electronic relay replacement	2025/26
SA	Electro-mechanical and analogue electronic relay replacement	2028/29
SHL	Electro-mechanical and analogue electronic relay replacement	2030/31
SHN	Electro-mechanical and analogue electronic relay replacement	2030/31
TYA	Electro-mechanical and analogue electronic relay replacement	2028/29
WBE	Electro-mechanical and analogue electronic relay replacement	2027/28
WND	Electro-mechanical and analogue electronic relay replacement	2028/29

- The timing of each project is subject to an economic assessment using the most current input data.
- Capacitor Bank controllers (or VAR controllers) are usually run-to-failure and as such it is prudent for Powercor to maintain asset spares.
- Battery banks are replaced based on the results of condition tests.
- Voltage/Current transformers: are usually run-to-failure and as such it is prudent for Powercor to maintain asset spares.

Aside from the proactive replacement of protection relays at zone substation locations, the timing and the location of the replacement of other assets are determined through routine inspection and detection of defects, or upon asset failure.

15.3 Planned asset de-ratings

The rating of an asset is the rating at which the asset can operate reliably. Typically, this is generally set by the manufacturer of the asset, based on design criteria. However, where assets are operating beyond their design life, their condition may deteriorate such that a de-rating may be required to ensure reliable operation. This may be a prudent and more cost-effective option than replacing the asset.

Powercor's asset management strategies include for some assets (namely power transformers) the requirement to constantly monitor the asset condition, and to revise the cyclic rating based on:

- Observed differences between expected and actual asset performance

-
- Identified condition assessment resulting in a different parameter to that assumed; during the previous rating allocation
 - Plant modifications
 - Changes in load profile affecting asset performance

Powercor constantly undertake plant condition assessments, of which some assessments will be of key parameters that are used to determine the asset's rating. These assessments typically involve electrical, mechanical, moisture or thermal analysis. Any de-rating is promptly applied to manage risk once identified; thus, de-ratings are normally reactive in nature.

There are currently no specific planned de-ratings in Powercor.

The review of transformer ratings is underway but not yet finalised. We are assessing the impacts of the review and will be finalised in 2026.

During 2026, Powercor will be conducting a review of its conductor ratings with a particular focus on ambient operating temperatures across the territory considering recent and forecast future impacts of climate change. It is possible that some overhead lines may be de-rated following this review.

15.4 Committed projects

This section sets out a list of committed investments worth \$3 million or more to address urgent and unforeseen network issues.

Powercor does not have any committed projects to address urgent and unforeseen network issues.

16 Regulatory Tests

This chapter sets out information about large network projects that Powercor has assessed, or is in the process of assessing, using the Regulatory Investment Test for Distribution (**RIT-D**) during the forward planning period.

This chapter also sets out the current and possible future RIT-D assessments that Powercor may undertake in the future.

Large network investments are assessed using the RIT-D process. The RIT-D relates to investments where the cost of the most expensive credible option is more than \$7 million. Any excluded projects are also listed in this chapter, as well as published on our website.

16.1 Current regulatory tests

Powercor did not complete or initiate any new RIT-Ds in 2025.

Table 16.1 Completed RIT-D projects

N/A	
Description	N/A
RIT-D Completion Date	N/A
Options and Net Economic Benefit	N/A
Preferred Option Details	N/A
Further Information	N/A

The following Powercor projects are currently undergoing the regulatory test

Table 16.2 RIT-D projects underway

Project name	Identified need	Description	Proposed in-service date
N/A	N/A	N/A	N/A

16.2 Future regulatory investment tests

The following projects are planned for future Regulatory Tests in the period 2025 through to 2029.

Table 16.2 Future RIT-D projects

Project name	Description	Proposed RIT-D start date	Further information
Bacchus Marsh (BMH) zone substation rebuild	Rebuild and replace with higher-rated transformers	Feb 2026	7.2.4
Drysdale (DDL) new transformer	Establish third transformer at DDL to increase load capacity	Feb 2026	7.2.11
Eaglehawk (EHK) REFCL and 3 rd transformer	Upgrade to Eaglehawk to maintain ongoing REFCL compliance	Feb 2026	7.2.12
Colac (CLC) new isolating substation with REFCL	Upgrade to Colac to maintain ongoing REFCL compliance	Feb 2027	7.2.7
Woodend (WND) new REFCL and 3 rd transformer	Upgrade to Woodend to maintain ongoing REFCL compliance	Feb 2028	7.2.32
Bendigo (BGO) new REFCL and 3 rd transformer	Upgrade to Bendigo to maintain ongoing REFCL compliance	Feb 2029	7.2.6
Warrnambool (WBL) Zone Substation	Replacement of 22kV switchgear, relay and building	Feb 2026	15.1.5
Ballarat East (BAE) Zone Substation stage2	Establish second transformer and REFCL to maintain ongoing REFCL compliance at BAN and BAS	Feb 2026	7.1.2 7.1.3
Mount Cottrell (MTC) new transformer	Establish third transformer at MTC to increase load capacity	Feb 2026	7.1.10

16.3 Excluded projects

There are presently no excluded projects from the RIT-D.

17 Network Performance

This section sets out Powercor's performance against its targets for reliability and quality of supply, and its plans to improve performance over the forward planning period.

17.1 Reliability measures and performance

Powercor is subject to a range of reliability measures and standards.

The key reliability of supply metrics to which Powercor is incentivised under the Service Target Performance Incentive Scheme (**STPIS**) are:

- System average interruption duration index (**SAIDI**): Unplanned SAIDI calculates the sum of the duration of each unplanned sustained customer interruption (in minutes) divided by the total number of distribution customers. It does not include momentary interruptions that are three minute or less
- System average interruption frequency index (**SAIFI**): Unplanned SAIFI calculates the total number of unplanned sustained customer interruptions divided by the total number of distribution customers. It does not include momentary interruptions that are three minutes or less. SAIFI is expressed per 0.001 interruptions
- Momentary average interruption frequency index event (**MAIFIE**): calculates the total number of momentary interruption events divided by the total number of distribution customers

The reliability of supply parameters are segmented into urban, rural short and rural long feeder types.

The table below shows the reliability service targets set by the AER for Powercor in its Distribution Determination in April 2021.⁸ Powercor reported to the AER its 2023/24 Financial Year performance against those targets in the 2024/25 Financial Year Regulatory Information Notice (**RIN**), and these figures are included in the table.

⁸ AER, Powercor Australia Limited, Distribution determination 2021–2026, Final, April 2021.

Table 17.1 Reliability targets and performance

Feeder	Parameter	AER target (2021-2026)	2024-2025 performance
Urban	SAIDI	69.227	64.689
	SAIFI	0.823	0.792
	MAIFIe	1.200	1.113
Rural Short	SAIDI	104.142	114.231
	SAIFI	1.147	1.044
	MAIFIe	2.508	1.500
Rural Long	SAIDI	240.916	241.084
	SAIFI	2.025	1.888
	MAIFIe	4.393	2.458

In 2024/25 FY, Powercor achieved its targets for Urban SAIDI, SAIFI and MAIFI, Rural Short SAIFI and MAIFI, and Rural Long SAIFI and MAIFI parameters.

Powercor aims to continuously enhance its performance against the applicable performance targets outlined in the Service Target Performance Incentive Scheme, with a commitment to maintaining or exceeding these targets over the forecast period.

The following subsection highlights the measures Powercor has implemented to maintain and enhance reliability performance.

17.1.1 Corrective reliability action undertaken or planned

Actual network reliability performance is the result of many factors and reflects the outcomes of numerous programs and practices right across the network. To achieve long term and sustainable reliability improvements, Powercor continues to refine and target existing asset management programs as well as reliability specific works.

The processes and actions which Powercor undertakes to sustain reliability include (but are not limited to):

- undertaking the various routine asset management programs, including:
 - inspection of poles and pole tops
 - maintenance and replacement programs for overhead and underground lines, primary plant and secondary systems
- targeted installation of smart technologies to improve network monitoring, control and restoration of supply including intelligent circuit reclosers, gas switches and line fault indicators at strategic locations
- targeted reduction of the exposure to faults on the distribution network by using:
 - thermography programs to detect over-heated connections
 - targeted lines for bark inspections such as in the Otways and Macedon ranges
 - animal and bird mitigation measures to reduce the risk of flash-overs
 - conductor clashing mitigation measures to reduce the risk of flash-overs and bushfire risk

- partial discharge (PD) testing for underground cables at high risk locations
- conduct fault investigations of significant outages and plant failures to understand the root cause, in order to prevent re-occurrences
- continual improvements to outage management processes
- undertake asset failure trend analysis and outage cause analysis to identify any emerging asset management issues and to mitigate those through enhancing the related asset management plans, maintenance policies or technical standards.

Evaluation of the 2024/25 reliability improvement initiatives should be considered in the context of the longer term goals stipulated above and the volatility caused by uncontrollable events such as severe storms and the effect of third party events.

17.2 Network Resilience

Our customers are facing more frequent and severe weather events like bushfires, storms and floods, while relying on electricity more than ever to power their daily lives. Customers tell us they want a reliable, resilient and safe network that can stay connected and withstand these events. They also want us to be more active and present in the community during emergency responses and get the power back on faster.

Based on their feedback, we plan to harden our network to extreme weather events and to help our local communities to prepare for, respond to and recover from extreme weather events including:

- Strengthening and adapting our network to avoid time off supply, by installing taller poles to increase clearance in flood areas and poles that are capable of withstanding bushfires in high fire danger areas
- Installing microgrids in areas exposed to longer outages, to improve supply for our worst-served customers
- Enhanced climate modelling to enable better forecasting of extreme weather events
- More emergency response vehicles and customer liaison officers who know the local community to provide on-the-ground support during emergencies
- New technology to help prioritise how we respond during wide-scale outages and ensure communities have what they need

17.3 Quality of supply measures and standards

The main quality of supply measures that Powercor control are:

- Voltages and voltage unbalance, including measuring customer voltage and network voltage using AMI data as well as power quality meters at the zone substations
- Harmonics, and
- Flicker.

17.3.1 Voltage

Voltage requirements are governed by the VEDCoP and the NER. The NER requires that Powercor adheres to the 61000.3 series of Australian and New Zealand Standards.

In addition, the VEDCoP requires that Powercor must maintain nominal voltage levels at the point of supply to the customer's electrical installation in accordance with the Electricity Safety (General) Regulations 2019 or, if these regulations do not apply to the distributor, at one of the following standard nominal voltages:

- a) 230V
- b) 400V
- c) 460V
- d) 6.6kV
- e) 11kV
- f) 22kV or
- g) 66kV.

Variations from the standard nominal voltages listed above are allowed in accordance with the following table, as specified by the VEDCoP with some exception in REFCL areas.

Table 17.2 Permissible voltage variations⁹

STANDARD NOMINAL VOLTAGE VARIATIONS					
	Voltage Level in kV	Voltage Range for Time Periods			Impulse voltage
		Steady State	Less than 1 minute	Less than 10 seconds	
1	<1	AS 61000.3.100*	+ 13%	Phase to Earth +50%, -100%	6 kV peak
2**		+ 13% - 10%	- 10%	Phase to Phase +20%, -100%	
3	1 – 6.6	± 6%	± 10%	Phase to Earth +80%, -100%	60 kV peak
4	11	(± 10% Rural Areas)		Phase to Phase +20%, -100%	95 kV peak
5	22			150 kV peak	
6	66	± 10%	± 15%	Phase to Earth +50%, -100% Phase to Phase +20%, -100%	325 kV peak

Note: In REFCL areas while the REFCL is in operation, the 22kV phase to earth voltages may equal the phase to phase voltage for periods greater than 10 seconds. As per the clause 20.4.3 of VEDCoP, during the period in which a REFCL condition is experienced on the 22-kV distribution network, the phase to earth voltage variation in row 5 of the above table does not apply. The phase to phase voltage variations only apply to that part of the 22kV distribution system experiencing the REFCL condition. Powercor must use best endeavours to minimise the frequency of **voltage**

⁹ Table 2 Clause 20.4.2 of the Victorian Electricity Distribution Code of Practice.

variations allowed for periods of less than 1 minute (other than in respect of AS 61000.3.100 where the time period of less than one minute does not apply).

17.3.2 Customer voltage performance at low voltage

AS 61000.3.100 requires that the 99th percentile voltage must be less than 253V and the 1st percentile voltage must be above 216V. This is a deviation from the previous requirements that stipulated a hard limit of 216V and 253V. The VEDCoP stipulates the above-mentioned voltage levels should be at the meter closest to and applicable to the point of supply as mentioned in clause 20.4.1 of VEDCoP. AS 61000.3.100 also recognises that for distribution companies like Powercor with hundreds of thousands of customers spread over a large geographic area, achieving 100% compliance for all customers at all times is not economically or practically possible. Therefore, a network is considered to be 'functionally compliant' if it can achieve voltage within each limit for 95% of sites.

Figures 17.1 and 17.2 below show Powercor's performance for both 99th percentile voltage (V99%) and 1st percentile voltage (V1%) with respect to the 95% functional compliance target are fully compliant. Additionally, the average voltage data is provided in Figure 17.3 as required by VEDCoP.

Figure 17.1 Customer over voltage performance (V99%) at low voltage

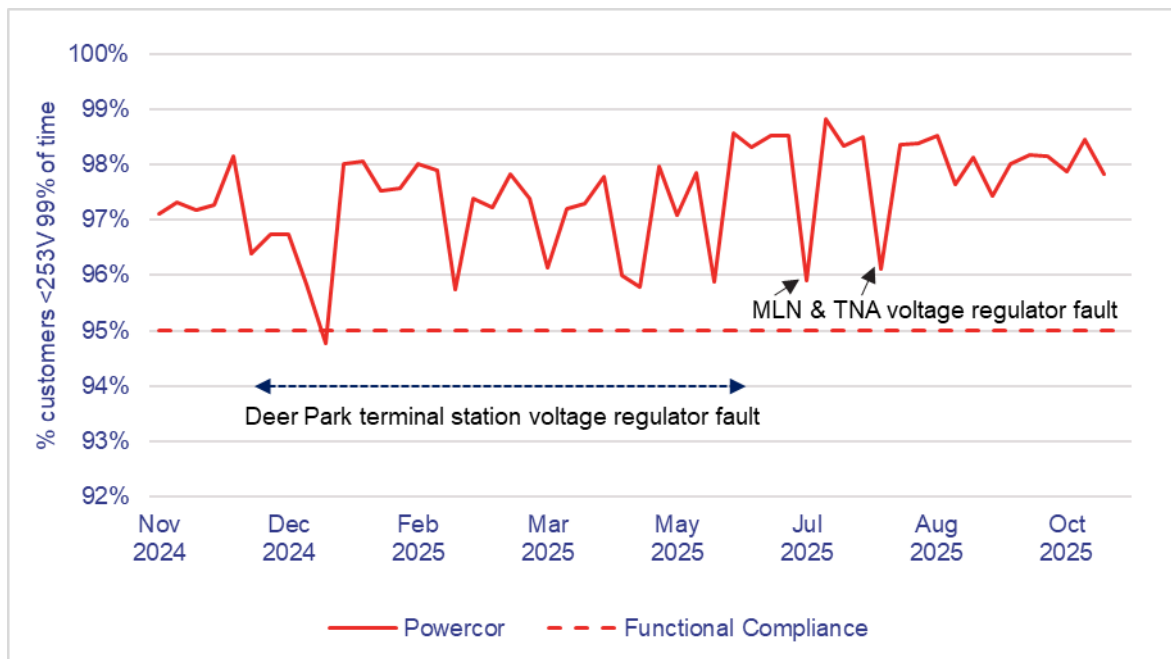


Figure 17.2 Customer under voltage performance (V1%) at low voltage

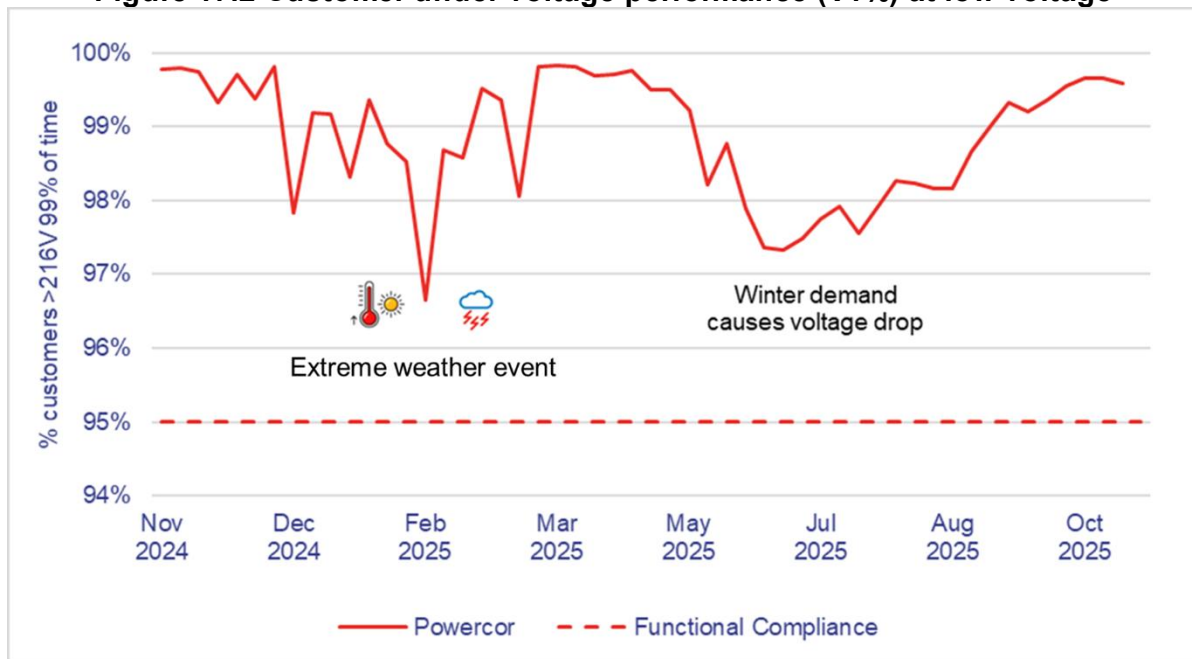
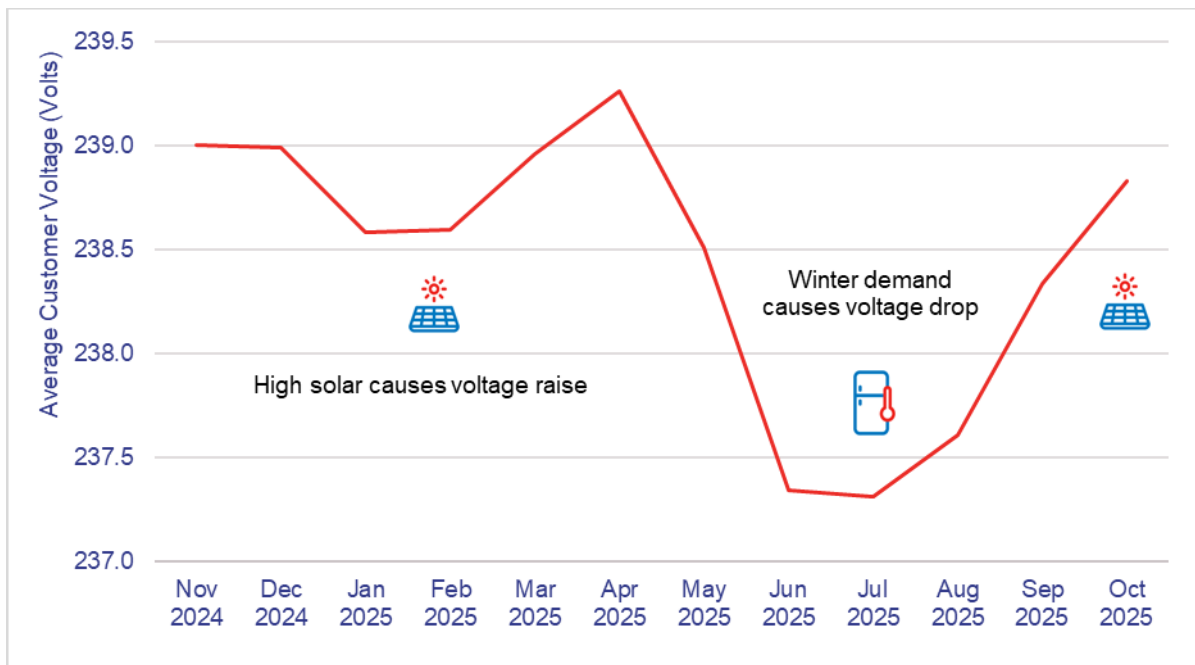


Figure 17.3 Monthly average voltage during Nov 2024 – Oct 2025

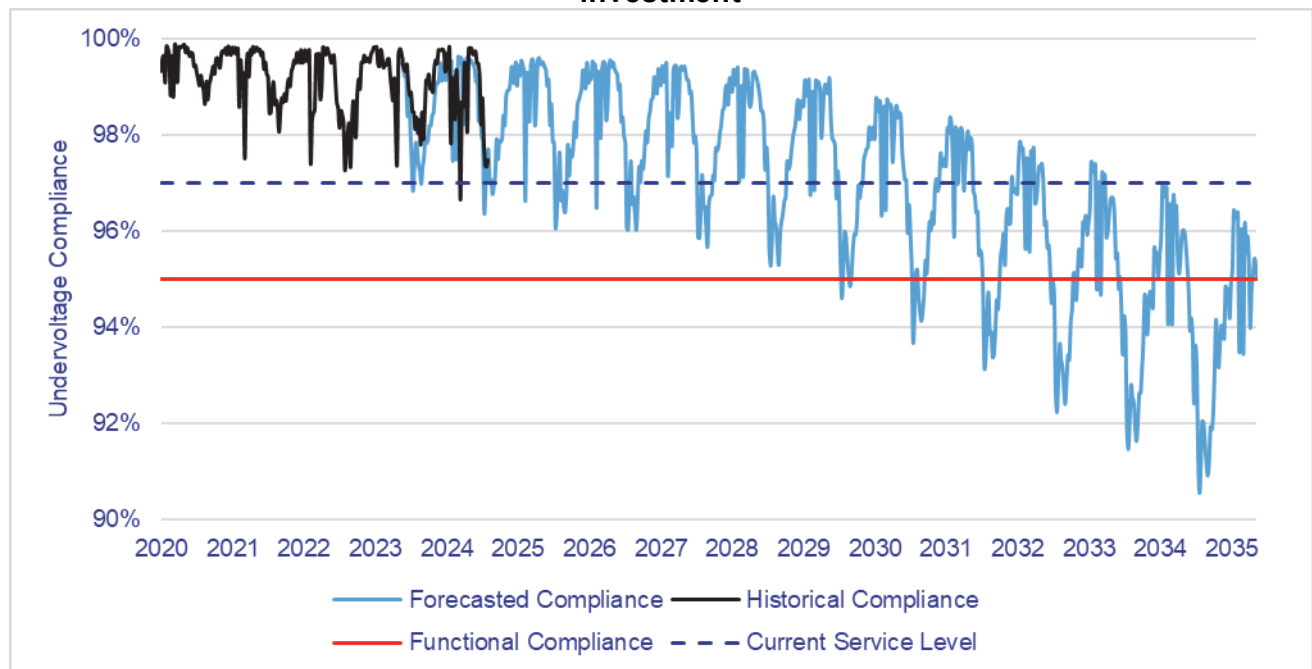


As noted in Section 3.7, Powercor has undertaken numerous steps to improve customer voltage through the solar enablement and DVMS programs in recent years. The Maintain Voltage Compliance (MVC) program commenced in 2025, and a customer electrification initiative is proposed for the upcoming regulatory period to support effective network voltage management. As a result, V99% performance has shown consistent year-on-year improvement. Earlier in the year, performance dipped slightly due to a fault in the voltage regulator at the Deer Park Terminal Station. Additionally, during two weeks in July, performance declined again because of voltage regulator faults at two separate zone substations. Moreover, the V1% performance of the Powercor networks remains high with some seasonal variations as shown in Figure 17.2.

As illustrated in Figure 17.3, the average voltage levels on the networks remains stable between 237.5V and 240V. It was slightly lower during the winter season when solar generation is less and load demand was relatively high due to customer electrification.

Historically, the undervoltage compliance has fluctuated throughout the year due to seasonal factors but remained above the current service level of 97%. However, as illustrated in Figure 17.4 our studies predict this to gradually deteriorate into the future due to further electrification through EV adoption and replacing gas appliances. To maintain service levels, Powercor intends to invest in major upgrades to the LV network to add intermediate substations and augment undersized conductors in a customer-driven electrification works program.

Figure 17.4 Undervoltage compliance historical performance and 2025-2035 forecast without investment



Going forward, to improve and maintain voltage compliance Powercor will:

- invest in new systems, including the implementing the DVMS in the feeder line voltage regulators and optimising DVMS settings to manage network voltages in real time based on feedback from our AMI meters to optimise customer volts;
- invest in the LV network, by continuing to identify augmentation works that improve customer voltage and deliver extra hosting capacity.
- Invest in upgrades into the LV network through a major customer electrification works program.

17.3.3 AMI voltage data

Powercor is required to report AMI voltage information, as specified in Schedule 2 of the VEDCoP. Under the requirements of the Clause 19.4.1(e) of the VEDCoP (the Code) this planning report is required to include all of the information provided in Table 7 of the Code.

The Powercor dataset provided is the average of all customers connected to the relevant feeder and regulator section. The averages are calculated by taking the average across all customers for each 10-minute block within each day of the year. Those 10-minute averages are then grouped into the season and time period and averaged for the report.

Powercor's data can be found by accessing the link shown below and downloading the DAPR:

<https://www.powercor.com.au/network-planning-and-projects/network-data/#dapr>

For avoidance of any doubt, blanks in the data reflect changes in the network that cause a feeder to be out of service for an entire quarter. These changes include but are not limited to:

- establishment of a new zone substation or feeder
- decommissioning of an existing zone substation or feeder
- long duration (3 months) transfers while the network is being re-arranged and then returned to normal state.

17.3.4 Voltage performance at medium voltage network

Voltage variations at the medium voltage networks are required to maintain within the limit prescribed by the VEDCoP as stated in Section 17.3.1. The allowable limits for voltage variation are $\pm 6\%$ for urban networks and $\pm 10\%$ rural networks. Moreover, the limit for negative-sequence voltage unbalance is up to 2% for medium voltage networks as per the NER chapter 5 (Clause S5.1a.7). One or multiple power quality meters are used in each zone substations for observing the voltage performance in the medium voltage Powercor networks. The steady state voltages at all Powercor sites are within the upper (V99%) and lower (V1%) limits. Moreover, the voltage unbalances at the Powercor networks are within the limit.

Figure 17.5 Steady state voltages for 25 worst performing sites (considering voltage spread)

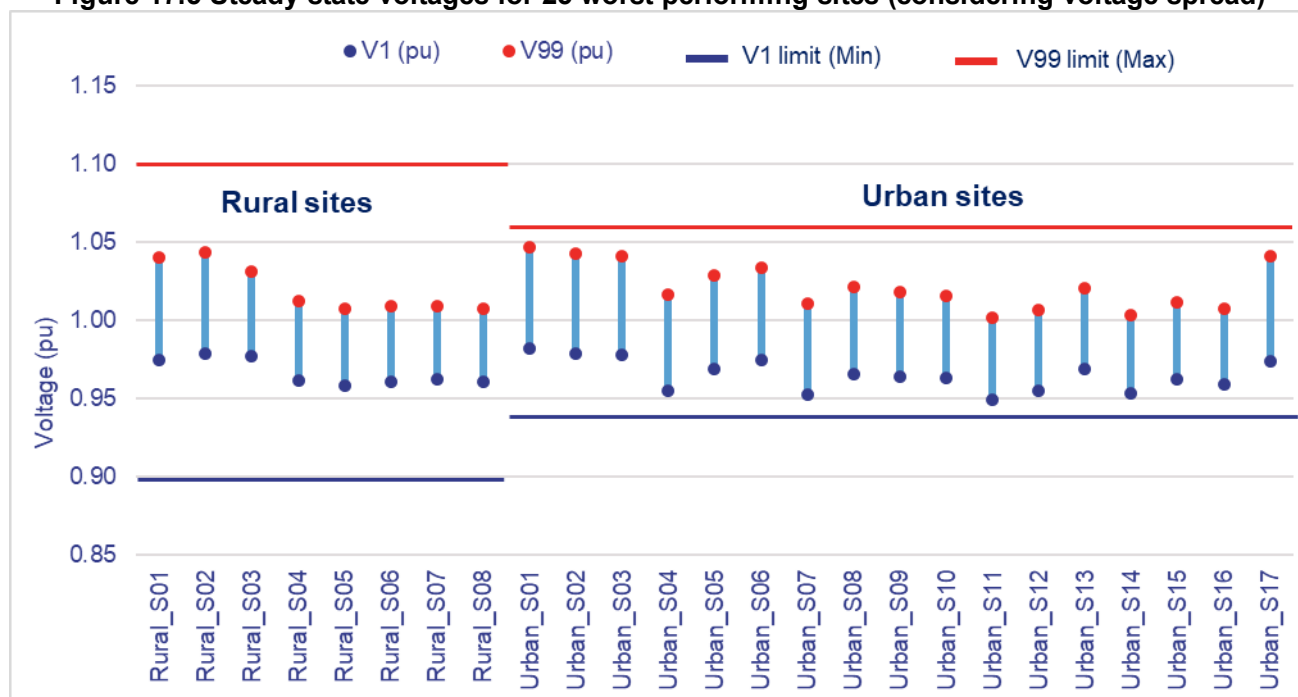
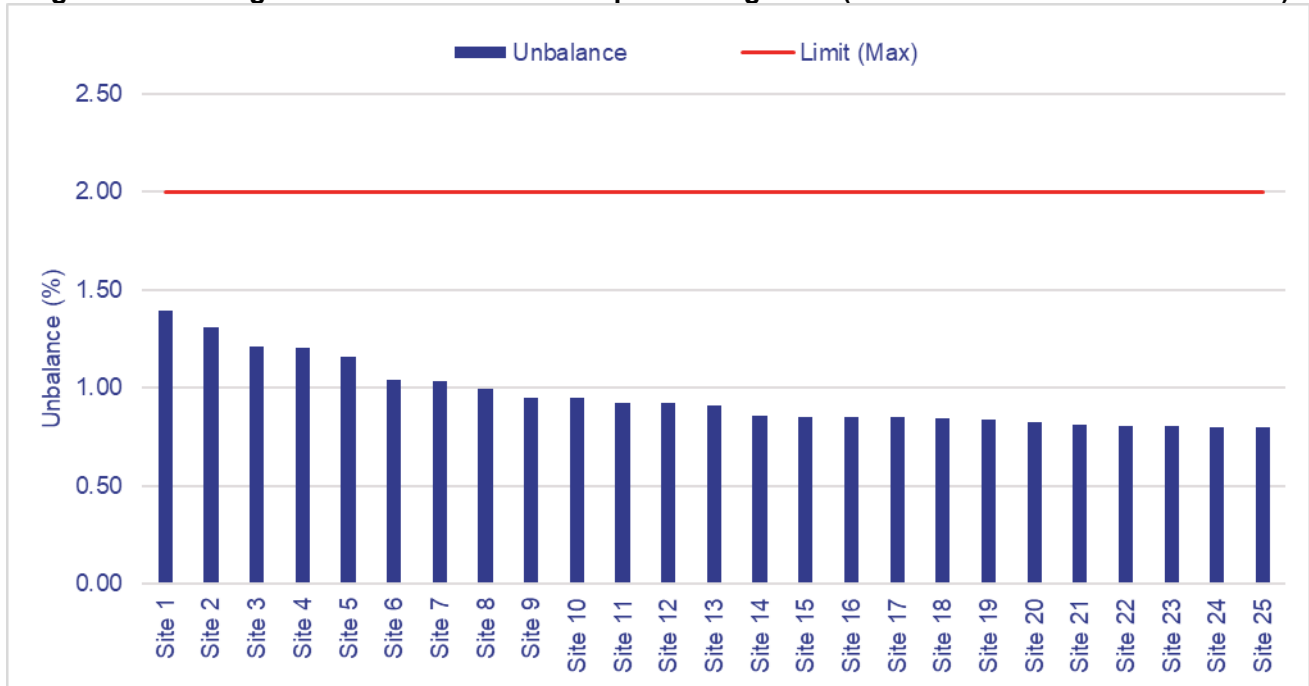


Figure 17.6 Voltage unbalances for 25 worst performing sites (measured at the zone substation)



17.3.5 Harmonics performance at medium voltage network

Voltage harmonic requirements are governed by the VEDCoP and the NER. The NER essentially requires that Powercor adheres to the 61000.3 series of Australian and New Zealand Standards.

Powercor is required to ensure that the voltage harmonic levels at the point of common coupling (for example, the service pole nearest to a residential premises), with the levels specified in the following table from AS 61000.3.6.

Table 17.3 Voltage harmonic distortion limits

Odd harmonics non-multiple of 3		Odd harmonics multiple of 3		Even harmonics	
Harmonic order h	Harmonic voltage %	Harmonic order h	Harmonic voltage %	Harmonic order h	Harmonic voltage %
5	6	3	5	2	2
7	5	9	1,5	4	1
11	3,5	15	0,4	6	0,5
13	3	21	0,3	8	0,5
$17 \leq h \leq 49$	$2,27 \cdot \frac{17}{h} - 0,27$	$21 < h \leq 45$	0,2	$10 \leq h \leq 50$	$0,25 \cdot \frac{10}{h} + 0,25$
NOTE The compatibility level for the total harmonic distortion is THD = 8 %.					

Harmonics data for 25 worst performing sites are presented in Figure 17.7. It is clear from this figure that the total harmonics distortion (THD) at all Powercor sites are within the compatibility limit (8%) as well as the planning limit (6.5%, suggested by Australian standard AS 61000.3.6).

Figure 17.7 Voltage harmonics for 25 worst performing sites (measured at the zone substation)



17.3.6 Flicker performance at medium voltage network

According to VEDCoP and NER, the voltage flicker is required to be limited as prescribed in Table 1 of Australian Standard AS/NZS 61000.3.7-2001 which is provided in Table 17.4. Flicker levels for 25 worst performing sites are provided in Figure 17.8 and Figure 17.9. These figures show that the both the short-term (P_{st}) and long-term (P_{lt}) flicker for all Powercor medium voltage sites are within the limit except one site where P_{lt} is slightly more than the allowable limit. Powercor is investigating the non-compliance site with the aim to resolve it.

Table 17.4 Compatibility levels for flicker in low and medium voltage systems

	Compatibility levels
P_{st}	1,0
P_{lt}	0,8

Figure 17.8 Short-term flicker for 25 worst performing sites (measured at the zone substation)

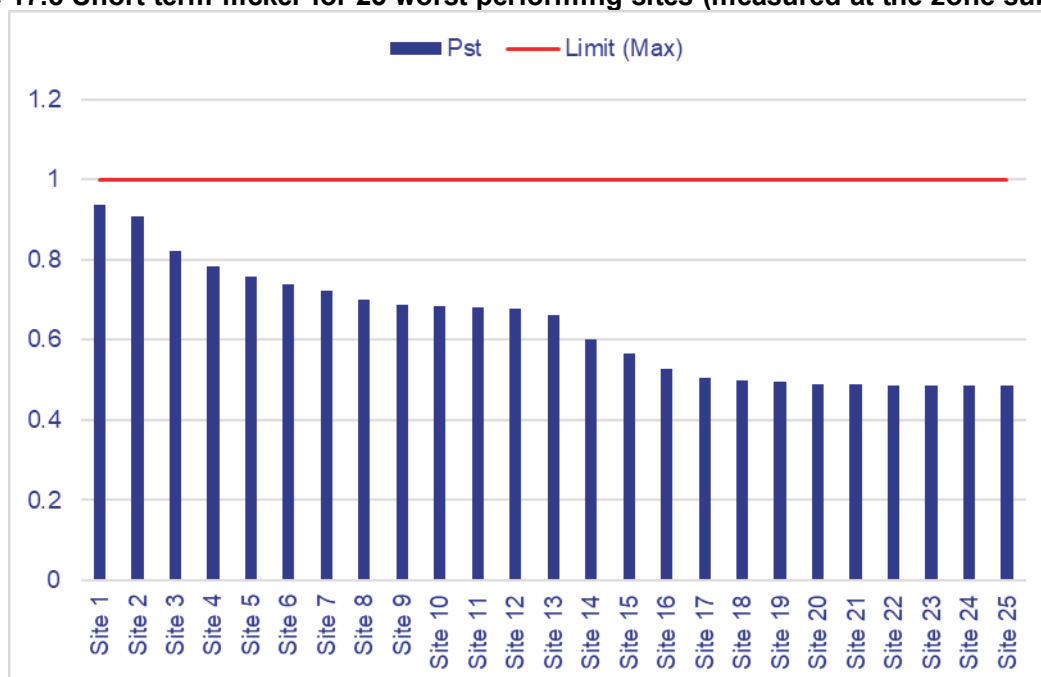
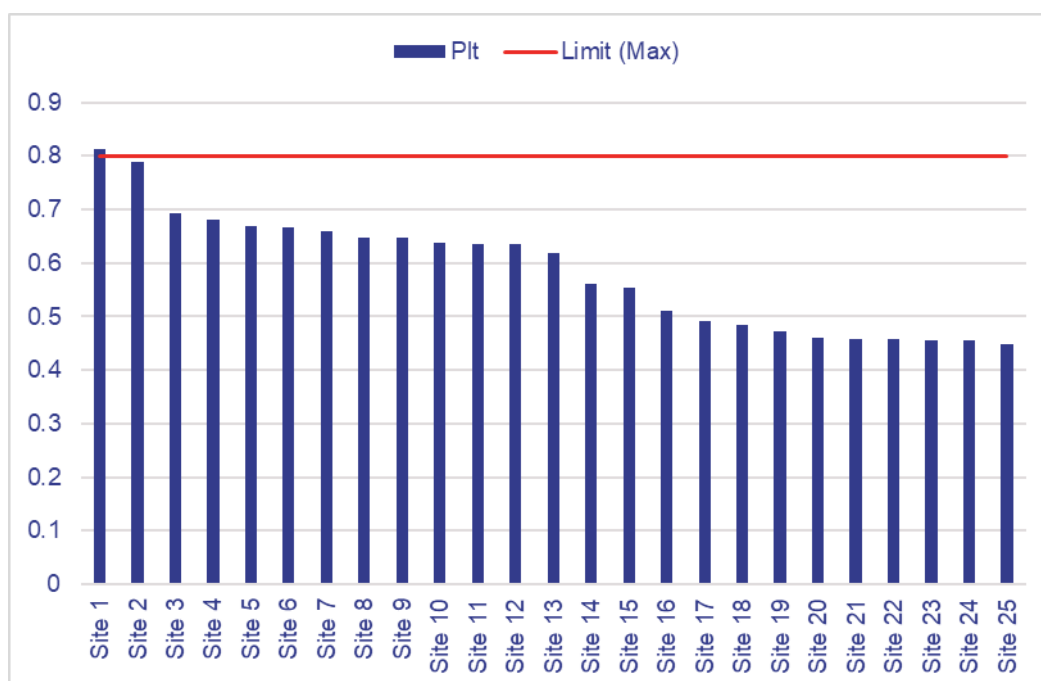


Figure 17.9 Long-term flicker (Plt) for 25 worst performing sites (measured at the zone substation)



17.3.7 Maintaining power quality in Powercor networks

The solutions that Powercor may adopt include:

- installation of voltage regulators which will bring voltage levels at customer connection points within the applicable requirement

-
- the upgrade of existing distribution transformers, or the installation of new distribution transformers, to increase the ability of the network to meet customers' demand for electricity and improve voltage performance
 - replacing small sized conductors with large conductors in order to improve the voltage performance
 - installation of additional reactive power compensation, such as capacitor banks, to improve voltage performance
 - installation of harmonic filtering equipment to improve voltage harmonic performance.
 - installation of new distribution substations (DSS) to offload sections of existing circuits, to redistribute load to relieve capacity and voltage constraints on existing substations

Powercor may also identify issues with power quality following applications from potential “disturbing load” customers, such as an embedded generator or a large industrial customer, to connect to the network. System studies are carried out on a case-by-case basis to identify voltage, flicker or harmonic constraints relating to proposals, with recommendations for corrective action provided to the party seeking to connect.

18 Embedded Generation and Demand Management

This chapter sets out information on embedded generation as well as demand management activities during 2024 and over the forward planning period.

18.1 Embedded generation connections

The table below provides a quantitative summary of the connection enquiries under chapters 5 and 5A of the NER and applications to connect EG units received between 1 December 2024 and 30 November 2025.

Table 18.1 Summary of embedded generation connections

Description	Quantity (>5 MW)
Connection enquires under 5.3A.5	6
Applications to connect received under 5.3A.9	0
The average time taken to complete application to connect in days	N/A
Description	Quantity (>30 kW and <5 MW)
Connection enquires under 5A.D.2	806
Applications to connect received under 5A.D.3	279

Powercor maintains and publishes a register of completed embedded generation projects under Clause 5.18B and Clause 5A.D.1A of the NER. The register can be found at the link below:

https://www.powercor.com.au/network-planning-and-projects/network-planning/#register_of_completed_embedded_generation_projects

Key issues to connect embedded generators to Powercor's network include:

- fault levels
- thermal capacity

- voltage fluctuations under various contingency scenarios
- harmonics and flicker issues for large-scale generator as a result of limitations of power quality allocations at terminal stations and consequential allocations to wind and solar farms leading to tight design criteria.

18.2 Non-network options and actions

Powercor actively seeks opportunities to promote non-network alternatives for both general and project-specific purposes. Up to June 2025 the following details some of Powercor activities:

- Powercor continued its partnership with Piclo Flex, an online flexible marketplace which offers an interactive map of local network constraints and information about the network needs in a particular area. This allows flexible service providers (FSPs) to easily match their solutions to network opportunities close to them. This platform allows for FSP to competitively tender their application.
- Powercor had communicated with providers of demand management and embedded generation services to explore potential non-network options
- Powercor monitors industry developments and engages with providers of demand management and smart network technologies

Over the forward planning period, Powercor intends to continue to consider demand side options via its Demand Side Engagement Strategy.

Powercor commenced hot water load shift trial with support from ARENA funding to investigate benefits and impacts of load shifting to the network and customers. The trial intends to continue and conclude in 2026.

18.3 Battery Programs

Powercor is supporting network owned and third party owned community batteries. These batteries will support increased DER hosting capacity as well as provide opportunities for third party investment into assets that support the networks as a non-network solution.

18.3.1 Maldon Community Battery

Powercor has successfully secured a \$500,000 grant from Federal Government under the Community Batteries for Household Solar program. For a community battery at Maldon.

The Maldon Community Battery is provisionally a 90kW/270kWh ground-mounted system to address local network constraint and enable additional 112 MWh of solar exports each year in the local area.

The project is expected to be completed in 2026.

18.4 Solar Microgeneration Units and Emergency Backstop

As required under the Ministerial Order (Victoria Government Gazette No. S 31, 31 January 2024), the following instances of interruptions or curtailments of electricity generation by solar microgeneration units have been recorded:

Note that the Emergency Backstop system went live on 1 October 2024, so the reporting period is from October 1 2024 to November 5th 2025.

Powercor has not remotely interrupted or curtailed electricity generation by an emergency backstop enabled relevant solar microgeneration.

In accordance with subclause 8(1)(b), the number of relevant solar microgeneration units connected to the licensee's distribution system that are "emergency backstop enabled" is **12,570 connections** as of November 5th 2025. Note that connections were made post October 1 2024.

The total aggregate capacity was 106.28MW.

This number of connections and capacity represents the cumulative generation potential of all connected units that are emergency backstop-enabled to the extent of Powercor's knowledge.

From March 14th 2025 to October 31st 2025, the total time that the utility server was offline for unplanned reasons was 36hr and 44mins.

18.5 Demand side engagement strategy and register

Powercor has a Demand Side Engagement Strategy designed to assist non-network providers in understanding Powercor's framework and processes for assessing demand management options. It also details the consultation process with non-network providers. Further information regarding the strategy and processes is available from:

<https://media.powercor.com.au/wp-content/uploads/2025/06/06181946/CPPAL-FW-0001-Demand-Side-Engagement-Framework.pdf>

Powercor has also established its Demand Side Engagement Interested Parties Register in mid-2013. It currently allows interested parties to provide contact details and email address data but will be enhanced in the near future to become an online form portal. To register as a Demand Management Interested Party, please email the following:

- DMInterestedParties@powercor.com.au

In 2025, no formal submissions from non-network providers were received.

19 Information Technology and Communication Systems

This chapter discusses the investments we have undertaken in 2024, or plan to undertake over the forward planning period 2025-2029, relating to information technology (IT) and communications systems.

19.1 Security Program

We continue to deliver on our commitments in our Cybersecurity strategy to ensure our network and customers remain protected. Our program of work continues to focus investments in Cybersecurity governance, risk and assurance management, security operations and technical capabilities to address the evolving threat landscape and regulatory requirements under the Security of Critical Infrastructure Act (SOCI) 2018. Our focus remains on building and maintaining a Cybersecurity function that can proactively prevent, detect, respond to, and recover from Cybersecurity threats that have the potential to disrupt the operation of the distribution network and our services.

Through our Cybersecurity strategy, we have delivered security uplift programs to our email security, network security and identity platforms. Our current in-flight projects will progress into 2026 and deliver on uplifting our operational technology (OT), training and awareness programs, and cyber response and recovery capabilities. Our current cyber security strategy will be fully delivered by 2026. We have completed the development of the next phase of our strategy for 2026 to 2031, and our current program of work will transition seamlessly into the future strategy. We have met all current requirements under the SOCI act, including the Risk Management Program (RMP) Cyber and Information Security Hazard rules (Australian Energy Sector Cyber Security Framework (AESCFS) V1 SP1 compliance). We remain on target to meet additional requirements in 2026.

As part of our cybersecurity assurance program, we also conduct a series of formal and applied assessments that ensure the effectiveness of our controls and procedures. These include formal audits, penetration testing and simulated responses to a broad range of threat scenarios. We also participate in the yearly AEMO Trident exercise further enhancing our Cybersecurity Incident response process and procedures.

We will continue to align our security strategy and initiatives to address the changing threat landscape, ensure compliance with the SOCI act, and relevant industry standards such as AESCSF V2, and authorities such as Australian Signals Directorate (ASD) / Australian Cyber Security Centre (ACSC) to ensure that controls implemented are consistent with recognised Australian and international best practices.

19.2 Currency

We routinely undertake system currency upgrades across our IT systems to reflect vendor software release life cycles and support agreements. These refresh cycles are necessary to ensure system

performance and reliability are maintained, and that the functional and technical aspects of our systems remain current.

In 2025, we continued the following upgrades:

- Distribution Management System (DMS) upgrade – this included upgrading our current DMS to improve resilience and currency and onto the latest product version PowerOn Advantage. The final stage of upgrade is targeted for 2026
- Outage Management System (OMS) upgrade – this includes migrating the current OMS off PowerOn Restore to PowerOn Advantage, map the LV model for improved safety outcomes and LV data quality
- TrendSCADA (Historian) replacement – this includes replacement of the current legacy historian (Operational Technology data store) application, used to support planning of the network, with an improved platform called OSI Pi to address IT security and reliability risks, and uplift business functionality. The project is inflight, due to go-live in late 2025
- Field Collection System (FCS) – for MFA security compliance and enhance FCA application and infield tablet to support new type of meter (Secure DLMS). However, this been on hold since late 2024 due to Secure firmware issues, project recommencement is pending Secure
- MTS / IEE – Itron has advised that we need to upgrade the software in readiness for the functionality required to support the Flexible Trading Arrangements Rule change due early 2026. These upgrade projects commenced in 2024, completing in 2026

In 2025 we also commenced the following upgrades:

- Upgraded our API gateway capability to improve the security and performance of integrations between on premise and cloud applications
- UIQ/SIQ upgrades commencing 2025, looking to complete in 2026 ahead of the next meter replacement program

During the forward planned period for this DAPR we will continue to maintain the currency of our systems. Upgrades expected in the forward planning period include:

- Market system upgrade – uplift capability of market systems applications, which support market transitions and data to be provided to the market note IEE/MTS listed above and UIQ/SIQ is commencing in readiness for meter replacement program
- Future Grid analytics engine upgrade – this upgrade will ensure currency of our core smart meter data pre-processing engine, that supports our inhouse Network Analytics Platforms. This upgrade is targeted to commence in 2026
- Geospatial Information System (GIS) upgrade – this will include a major upgrade targeted to commence in 2027
- Advanced Distribution Management System (ADMS) Upgrade – following the current inflight DMS upgrade, this upgrade will ensure that we continue to maintain resilience and currency of our ADMS so that we can continue to manage the network effectively – targeted to commence in 2028

19.3 Compliance

We are focused on ensuring that, as regulated businesses, our IT systems support all regulatory, statutory, market and legal requirements for operating in the National Electricity Market (NEM).

These obligations are regularly amended by various government bodies and regulators to reflect the changing energy market. We ensure compliance through prudent investment in systems, data, processes and analytics that provide the requisite functionality and reporting capability to efficiently comply with statutory and regulatory obligations.

In 2025 key activities for market systems are:

- A number of remediation projects for DERR, CDN/UFT and CATS to ensure ongoing compliance is maintained and systems are operating efficiently in preparation for Flexible Trading Arrangements (FTA)
- Commenced projects in readiness for AEMC's rule change FTA, for compliance to the two new metering types of Type 8 and Type 9
- Enhanced our systems to support Industry Change Forms (ICF) arising from market participants and AEMO identifying market processes that require correction or improvement
- Updates to systems resulting from AEMO's Metering Services Review and B2B 3.9 changes
- Preparation for the next regulatory reset period of 2026-2031 for changes to Tariffs and Alternative Change Services
- Continue to monitor the NEM Reform roadmap, with active involvement in AEMO's MITE forums and Customer Data Exchange

In the forward DAPR planning period, we will continue to implement compliance projects as these arise. We will also continue to amend our system and data controls to ensure customer, employee and asset data remains hosted in Australia.

19.4 Infrastructure

We have an increasing need to store and recall data, as well as support applications, processes and functions across our IT systems, with limited outages. To support this, we must ensure our IT infrastructure remains technically current, meets relevant security requirements and meets our service level requirements to our customers and energy markets.

During 2024 we established new and enhanced existing applications, some supported by public cloud-hosted infrastructure and some support by our own on-premise infrastructure. This meant we needed to expand or replace our infrastructure to support the business needs.

This included:

- We established our strategic approach to application hosting and moved towards software-defined architecture, allowing our current and future IT applications to select the most appropriate enabling infrastructure
- Upgraded our data centre interlink that was end of life and experiencing bandwidth issues. The upgrade has given us higher speed links and mitigated operational risks due to network congestion
- Refreshed critical network infrastructure to ensure we were on a supportable solution, have the capacity to accommodate increasing network traffic volumes and provide the ability to protect our devices against cyber-attacks
- Refreshed critical network security "firewall" devices to ensure we were on a fully supported solution to enhance our availability for users

- Upgraded server infrastructure to ensure that we are running on a modern supportable platform, have the capacity to accommodate increasing application demands and ensure that our servers are able to have security patches applied
- Continued deploying upgraded networking and new meeting room technology across our offices and depots to effectively support the post COVID mix of remote and on-premise staff to enable efficient operations

Over future years we will continue to assess the most appropriate infrastructure solutions, increasing adoption of cloud-based technologies where it is the most beneficial option.

19.5 Customer Enablement

Customer enablement incorporates our response to ongoing changes and demands from our customers for greater access and greater choice in their distribution services.

Over the past year we have continued to deliver high quality services to our customers, responding to their needs with robust feedback loops and the development of a range of IT enabled solutions.

Highlights of our customer enablement works include:

- Expansion of our 'Uber Faults' trial to scaled production across the network that allowed customer and employees to view progress of crews travelling to and working on faults. The functionality was a success through a trial in the CitiPower network and has been expanded to all customer impacting fault jobs in Powercor to provide greater transparency and accuracy of fault restoration activity
- New pole-mounted EV chargers are being rolled out in a special pilot across Powercor. After receiving a conditional ring-fencing waiver to conduct the trial, a number of pole-mounted EV chargers will be installed across Powercor providing customers an affordable and reliable public charging option. This brand new service represents a new offering for customers and community members within our network area
- The development of an AI transformation program aimed at driving operational efficiency and improvements for both customers and employees has launched. The program includes seven workstreams to explore AI opportunities to reduce administrative effort, deliver improved and consistent outcomes across key processes and deliver efficiencies
- We have continued to deliver outcomes for advanced distributed energy resource management systems works to ensure compliance with regulations but also deliver compliant systems for our customers ensuring they can optimally contribute their excess energy to the grid. This work involved detailed engagement, consultation, system testing across the industry for the betterment of our customers. This year we have continued with trials for flexible services whilst also delivering compliance outcomes for Victoria's 'emergency backstop' requirements
- We have delivered a range of safety and energy literacy campaigns to support customers with important information. These have included campaigns promoting powerline safety to prevent contact with our assets, emergency and outage preparations, translation for CALD communities and affordability promotion regarding downloading consumption data
- Continued customer experience survey program to gain voice of the customer insights and identify customer focused improvements to deliver. The 2025 program engaged more people, more often about more services than ever before through a mix of telephone and online surveys

19.6 Becoming a More Digital Network

Australia is supporting the uptake of local low carbon technologies such as roof top solar, home and community batteries and electric vehicles (consumer energy resources or CER). We also want to support greater customer choice and provide the flexibility for greater independence in customers' energy usage decisions.

Through 2025 we continue to deliver on a number of initiatives including:

- Implementing improved distribution network modelling scenarios using our Network Hosting Capacity application. This application allows us to produce granular long-term forecasts on network hosting capacity, critical for identifying constraints and informing targeted and well-timed network investment
- On-going implementation of the Victorian Government mandated Emergency Backstop capability. This means all new solar (PV) systems are required to have a way for network distribution businesses to limit solar export and production when required by the market operator (AEMO). For residential and small commercial customers this capability is via a technical standard called CSIP-AUS which uses the internet. For commercial and industrial customers, a generator monitor meter (utilising our AMI mesh infrastructure) is required as part of the installation, and for large (high voltage) generators they are connected to our HVDERMS system via dedicated communications equipment. This capability enables us to remotely ramp down or switch off customers with solar during a minimum demand event, avoiding wide-scale power outages. In 2025 we are investigating the use of CSIP-AUS as a potential mechanism for commercial and industrial customers
- Trial an implementation of Dynamic Operating Envelopes (DOEs), which define the limits for exporting or importing energy dynamically based on network conditions, for commercial customers and residential customers to improve overall solar hosting capacities, via a Flexible Exports Trial
- Engage with industry (which has included AEMO, retailers, and OEMs/Clean Energy Council etc) on how flexible connections (DOEs) can support market initiatives such as virtual power plants so that the distribution network capacity is utilized as much as possible before the need to do any physical augmentation
- Continue to engage with the industry on non-network solutions via a flexibility marketplace (procurement platform)

Part of the digital revolution is being able to provide more information on how the electricity network is performing in more usable formats. This is the start of a "digital twin" journey for Powercor. Currently we utilise our fleet of helicopters and drones to provide 3D digital imagery which is used for improving our vegetation management, particularly for preparation associated with fire season. These data sets also help improve asset inspections for items such as power poles.

This data along with external data sets (such as flood modelling) are being used to help improve our decision-making during major events that impact the network and our ability to supply our customers.

Over the forward planning period we will continue the Digital Network journey by focusing on enhancing asset data models, network granularity and forecasting, data quality, and analytics to further improve how we manage the network. This is all part of the distribution system operator journey and how we as Powercor do our bit to unlock customer value in their CER assets.

19.7 Other Communication System Investments

To facilitate and maintain the protection, control and supervision of the network, we continue investment in Supervisory Control and Data Acquisition (**SCADA**) and the requisite network communication media and control equipment needed to achieve this. This is used to monitor and control the distribution network assets, including zone substations, Customer distribution substations and feeders.

In 2025 we have completed works on the following:

- Replacement of aging radio systems to with improved reliability, robustness as well as real time performance monitoring and reporting.
- Commenced scoping the introduction of MPLS technology to ease capacity issues on some sections of our optical fibre network. MPLS equipment had been procured for testing purposes and will be used as a proof of concept to ensure it meets requirements. It is expected that MPLS will be deployed in a larger fashion from 2026 onwards
- Commenced the replacement of TMR radios in readiness to the TMR shutdown in 2026. TMR radios are used by the field crew to provide voice communications in areas that do not have mobile phone coverage
- Continued to undertake the replacement of Telstra copper lines to zone substations

Over the forward planning period for this DAPR, we will continue to invest in SCADA technology, that is consistent with the growth and complexity of the network. Our SCADA expenditure will continue to modernise the communications network to support adequate capability and capacity by installing larger systems.

Specifically, we are planning to invest in the following:

- MPLS technology – a significant portion of our optical fibre network is highly utilised. Due to strong growth in the electricity network (driven by demand in area such as data centres and renewable generation), we have a need to improve capacity on the optical fibre network. Augmenting optical fibre is very expensive, instead we will be implementing MPLS as a cost effective way to improve capacity
- Replacement of Aging RTUs – A significant number of aged distributions RTUs will have reached end of life and are no longer available as spares. We will be replacing RTUs that represent the highest risk to the network
- Increase battery capacity for key radio network sites
- Replace aging and end of life radio equipment
- Increase communications performance to key rural assets by using our radio network as a secondary communications path

20 Advanced Metering Infrastructure Benefits

This chapter discusses our use of advanced metering infrastructure (**AMI**) technology and how information generated by AMI is being used to better support life support customers, guide network planning and demand side response initiatives, and support network reliability initiatives. AMI technology is also being leveraged in our digital network initiatives presented in section 19.6 above.

20.1 Life support customers

We are using our AMI technology to service and support our vulnerable customers more effectively, allowing us to keep our communities safe.

We are keeping our customers and communities safe through being alerted to life support customers off supply more quickly through our AMI meters across our network. Our systems alert us if the supply to an AMI meter associated with a life support customer fails enabling us to more quickly resolve supply to the customer. This is key to our response planning for customers off-supply and allows us to understand the criticality of the disruption.

Our AMI technology also assists us in rotating load in emergencies. By rotating load, we can share energy among our customers in times of emergency. As such, we can prioritise life-support customers in these cases to ensure their power remains on.

We plan to continue to leverage AMI data and services to develop further benefits for our customers, including life support customers, over the forward planning period. An example of an initiative we are currently working on, which is reliant on our AMI includes more accurate mapping of customers to supplying LV transformers to help keep more life support customers connected during emergency load shedding and provide more accurate communications to customers of planned outages.

20.2 Network planning and demand side response

AMI technology has been critical in allowing us to innovate in the way we operate the network and deliver effective customer service. Visibility of the low voltage (**LV**) network has improved customer outcomes by lowering prices through more efficient network management, improved network safety and reliability outcomes and improved responsiveness to customer needs.

Our AMI meters provide us with the ability to improve safety by identifying neutral faults at customer premises. Our systems alert us if the supply to an AMI meter has a neutral fault enabling us to more quickly resolve it. The system identifies unsafe situations as they develop, so corrective action can be initiated immediately. This is key for maintaining safety for our network and our customers.

Using Victorian AMI specification also allows us to manage voltages and prevent load shedding and blackouts on peak demand days.

Further the Victorian AMI is vital for enabling growth in distributed energy resources (**DER**) such as rooftop solar, batteries and electric vehicles. AMI provides us with the information to manage the

network and accommodate the dynamic and less predictable energy flows that result from the increasing uptake of DER technologies by Victorians. We also use our AMI data for more accurate spatial demand forecasting, ensuring we optimise timing of network augmentation. Information from our AMI meters also assist us with detecting of customer with solar connections that are not registered as solar customers and/or are exporting more than they are contracted to export.

Our AMI technology is also an essential input into our Digital Network program which will enable more demand response initiatives through our proposed DER management system as well as enable us to accommodate more solar with the existing network capacity. We plan to continue to leverage AMI data and services to develop new benefits for customers over our DAPR forward planning period. The following are some examples of initiatives we are proposing and implementing under our Digital Network program which are reliant on our AMI:

- Promoting electric vehicle uptake – monitoring and optimising EV charging to understand and estimate the impact of increasing demand on the distribution network resulting from EV penetration
- Optimising load control of customer appliances – optimising existing hot water load control and enabling new load control programs (e.g. air conditioners and pool pumps), including through utilising excess solar in the middle of the day
- Enhancing cost reflective incentives – analysing AMI interval data to construct more effective demand management incentives and time-of-use tariffs to reduce peak demand. This would improve overall utilisation of the distribution network, resulting in lower prices
- Detecting electricity theft – identifying sites with bypass connections and reduction of theft, as well as identifying unregistered DER
- Proactively managing asset failures—resulting in fewer fire-starts and avoided replacement expenditure
- Avoiding fuse operations—improving phase balancing, which will allow greater asset utilisation (and therefore reduce augmentation) as well as avoiding replacement expenditure from blown fuses
- Minimum demand management – by shifting loads such as hot water connected to the meter and increasing network voltages to cut back the solar generation, we can manage minimum demand that is becoming more evident as renewable energies become more prevalent

20.3 Network reliability

AMI information is being used to support our network reliability measures. We have shorter outages due to earlier identification of faults and more efficient restoration. This is because AMI meters give us almost instant notification of customers going off supply. We receive immediate notification of outages from the AMI meter which feeds into our outage management systems and automatically schedules and dispatches field crew to restore supply.

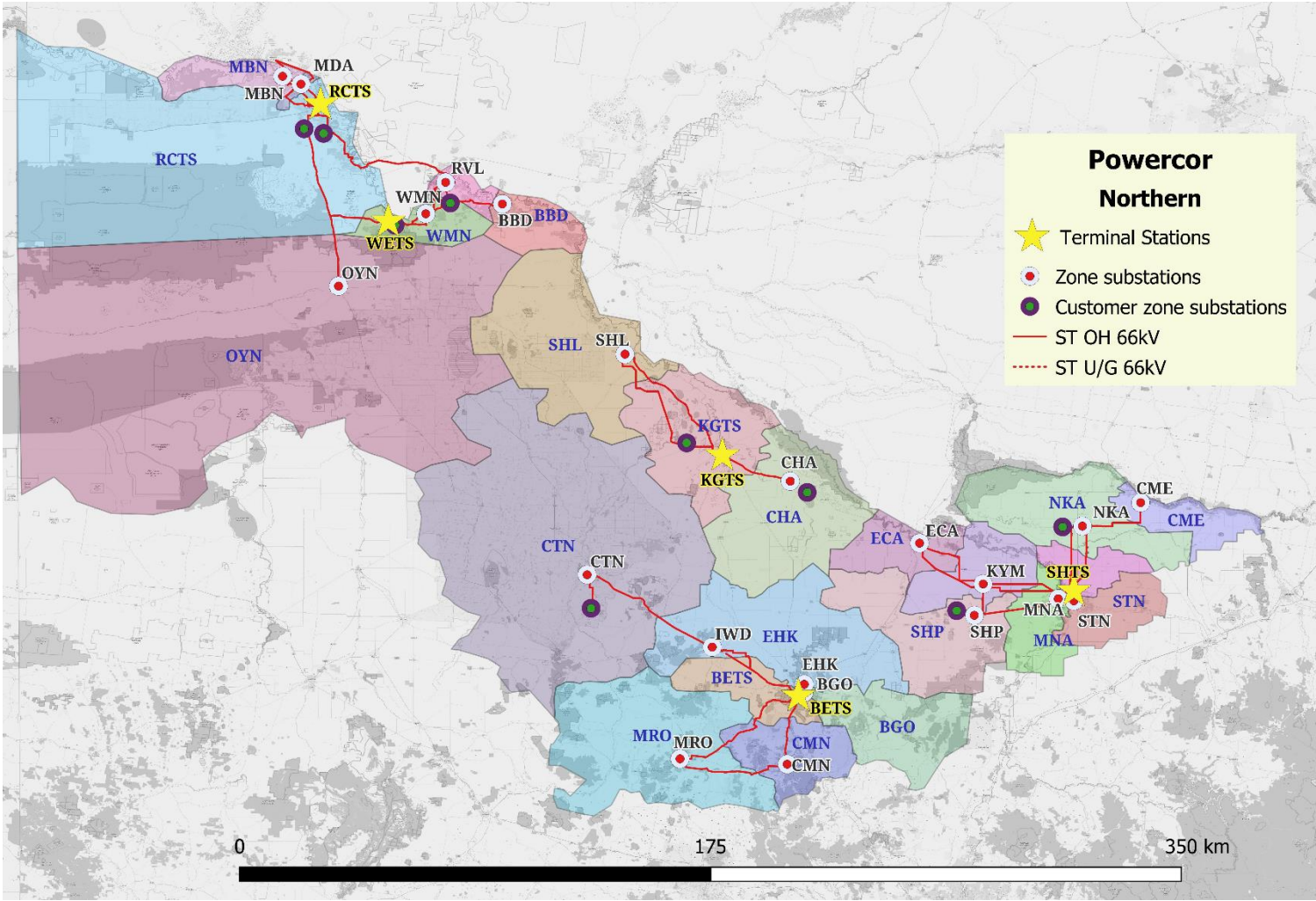
AMI meters also allow us to monitor basic power quality levels at individual customer premises. We have developed query and reporting tools to aggregate the data into meaningful sets of information and provide exception reporting to better manage the quality of supply to customers such as steady-state voltages, voltage sags and swells and phasing information. We have enhanced the AMI architecture to provide an engineering user interface for customer power quality information and to facilitate investigations into poor power quality performance. The interfaces also identify phase unbalance and other power quality performance issues (such as loose connections) to facilitate identifying the most appropriate mitigation solutions.

Our AMI technology also allows for supply capacity control enabling us to more effectively target load shedding to minimise supply impacts.

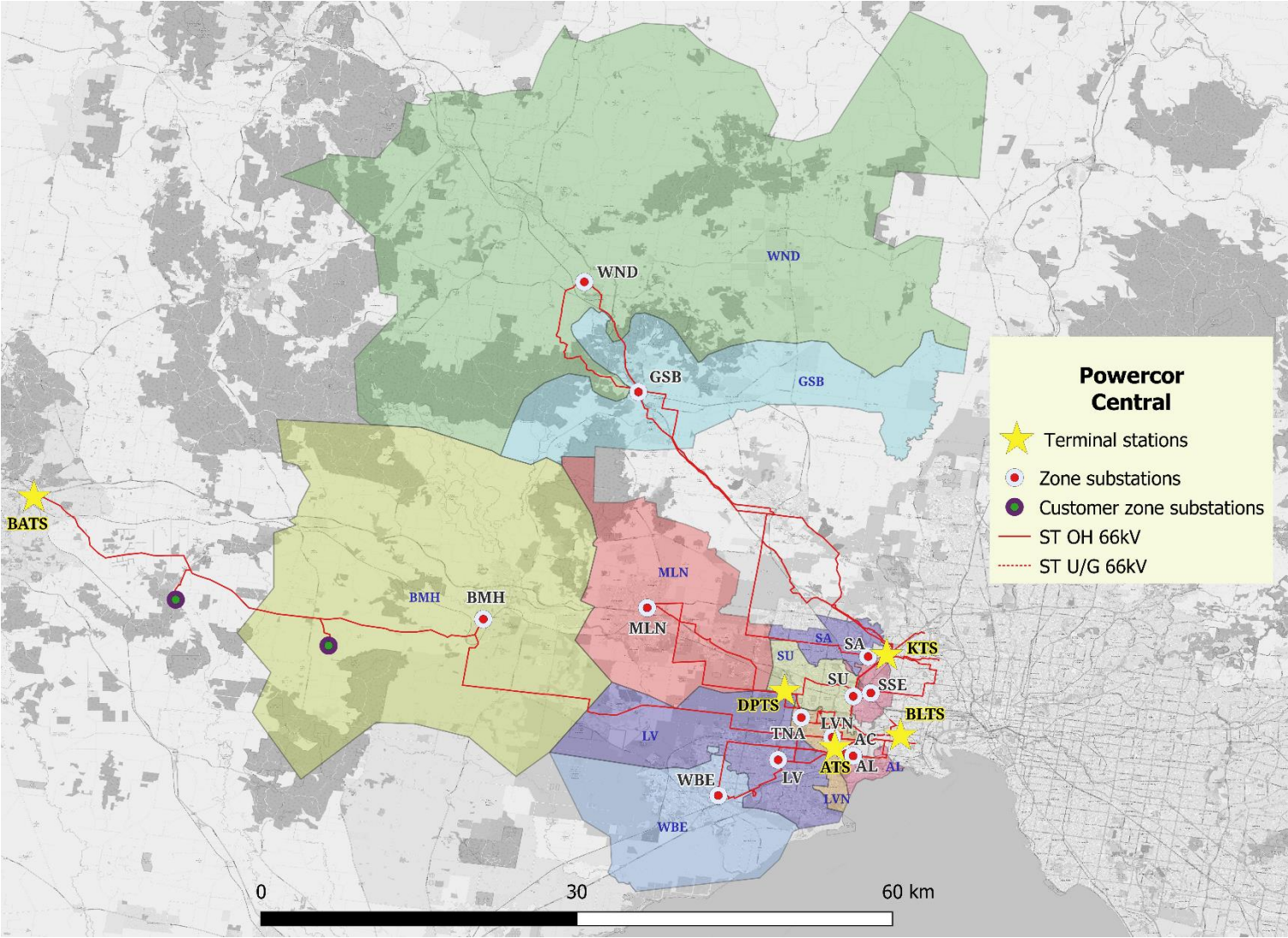
There is also improved quality of information and customer services during outages. We have developed an Interactive Voice Response service and SMS service which automatically advises customers of outages identified in a timely way through the last gasp AMI function. This has contributed to high levels of customer satisfaction with the service received. The quality of supply of information throughout the network is also enabling better network load profiling, identification of safety risks and voltage management.

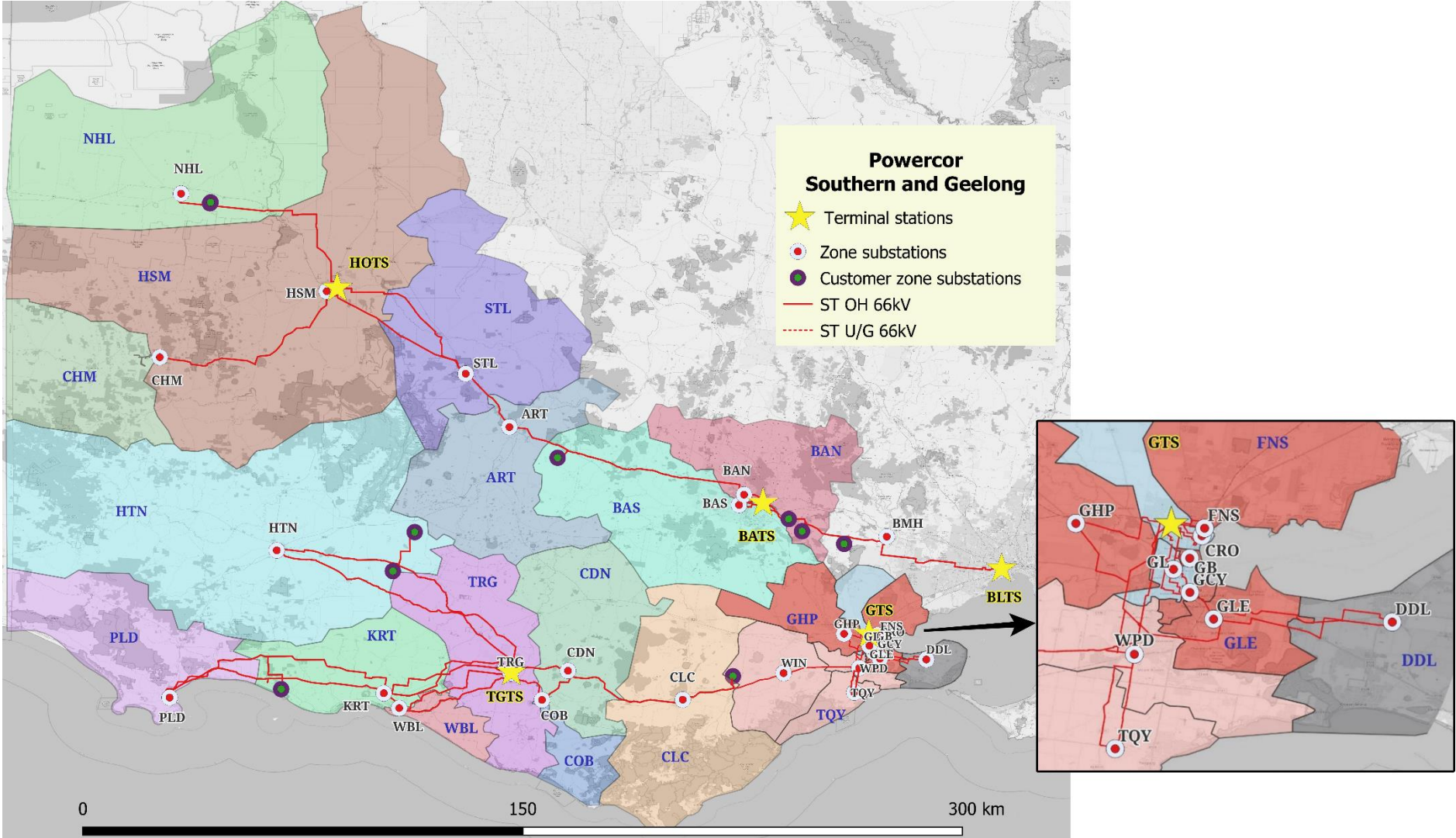
Appendix A Maps

A.1. Northern area zone substation and sub-transmission lines



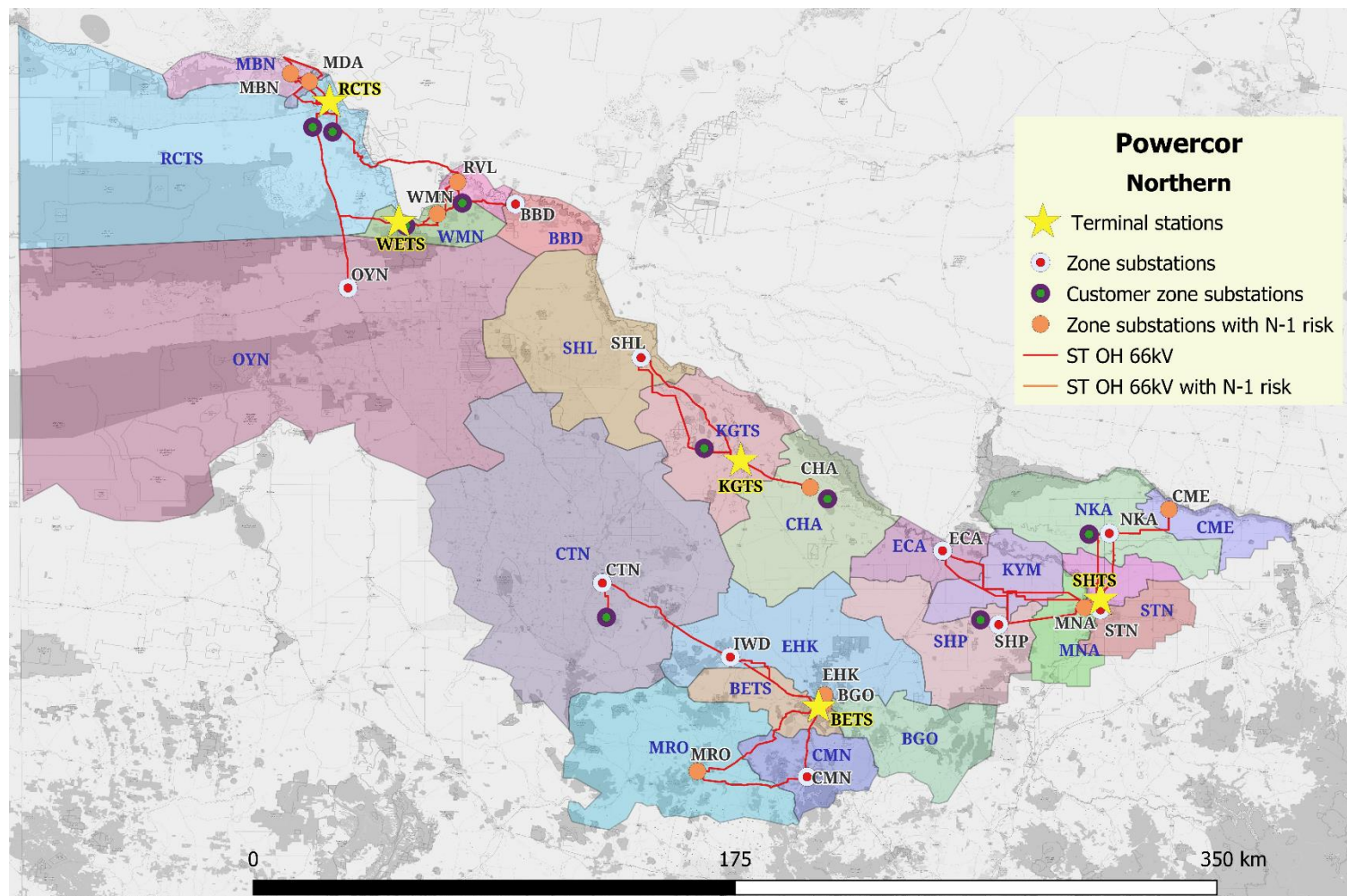
A.2. Central area zone substations and sub-transmission lines



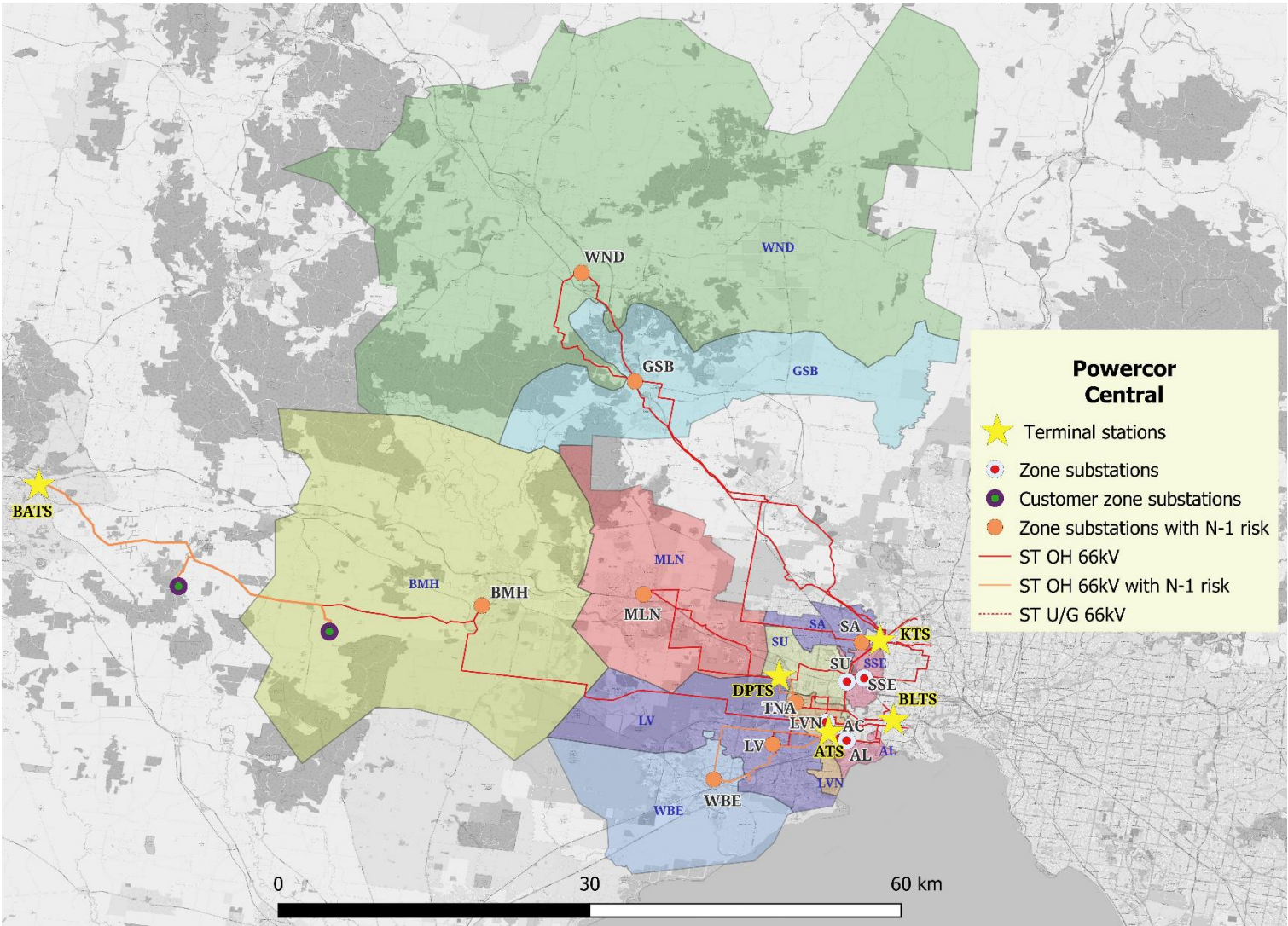


Appendix B Maps with forecast system limitations

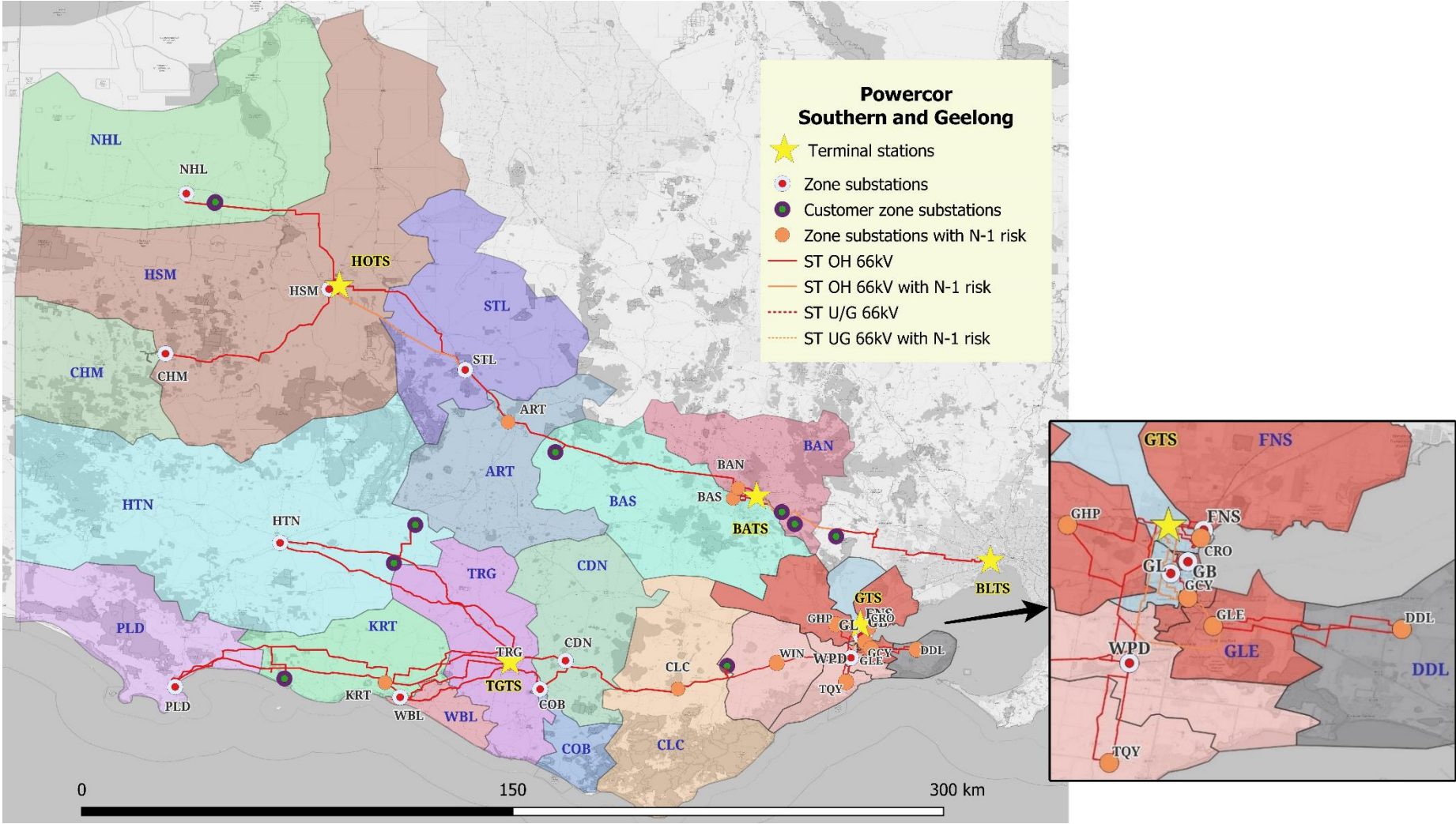
B.1. Northern area zone substation and sub-transmission lines with forecast system limitation



B.2. Central area zone substations and sub-transmission lines with forecast system limitation

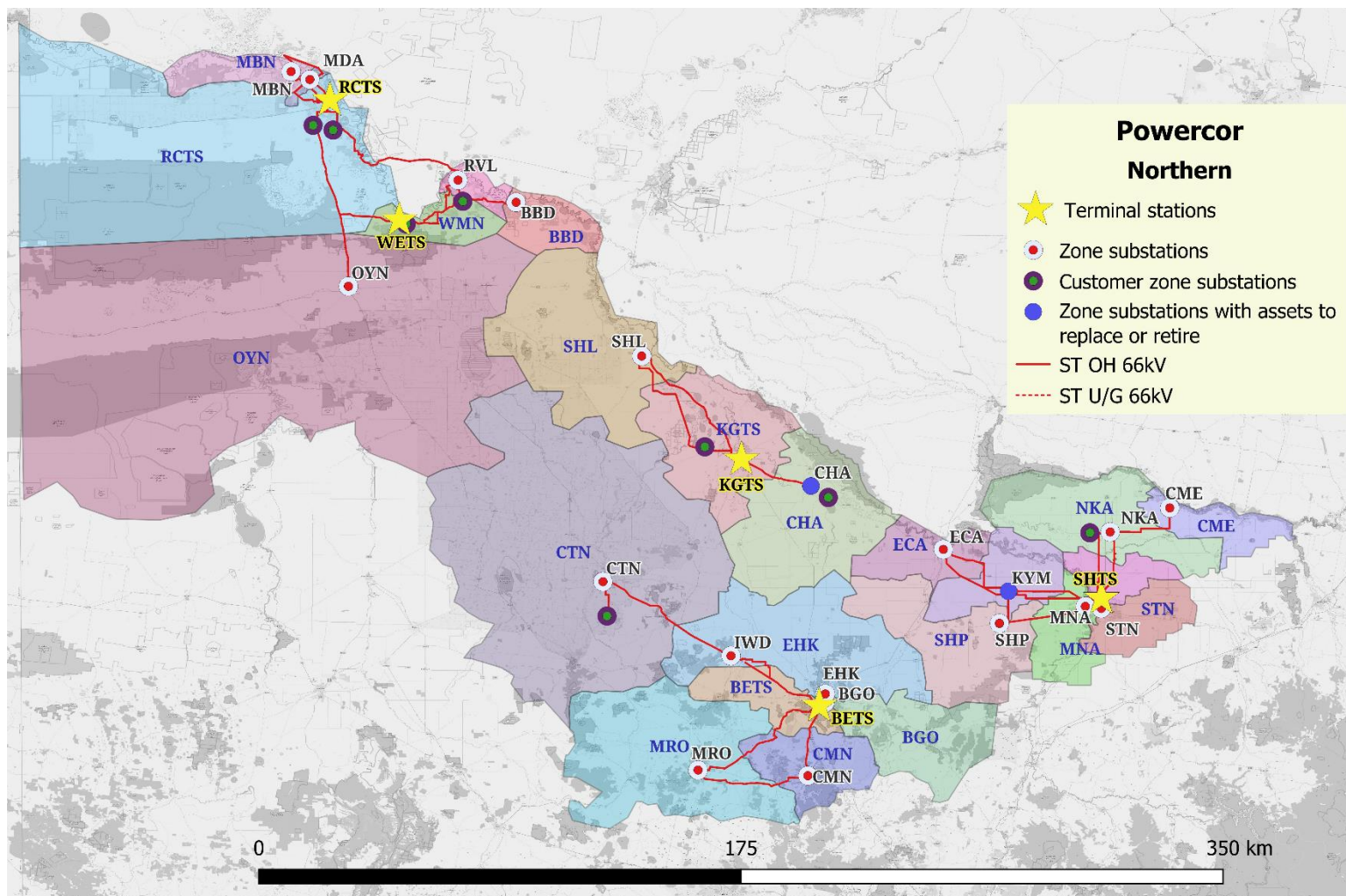


B.3. Southern area zone substations and sub-transmission lines with forecast system limitation

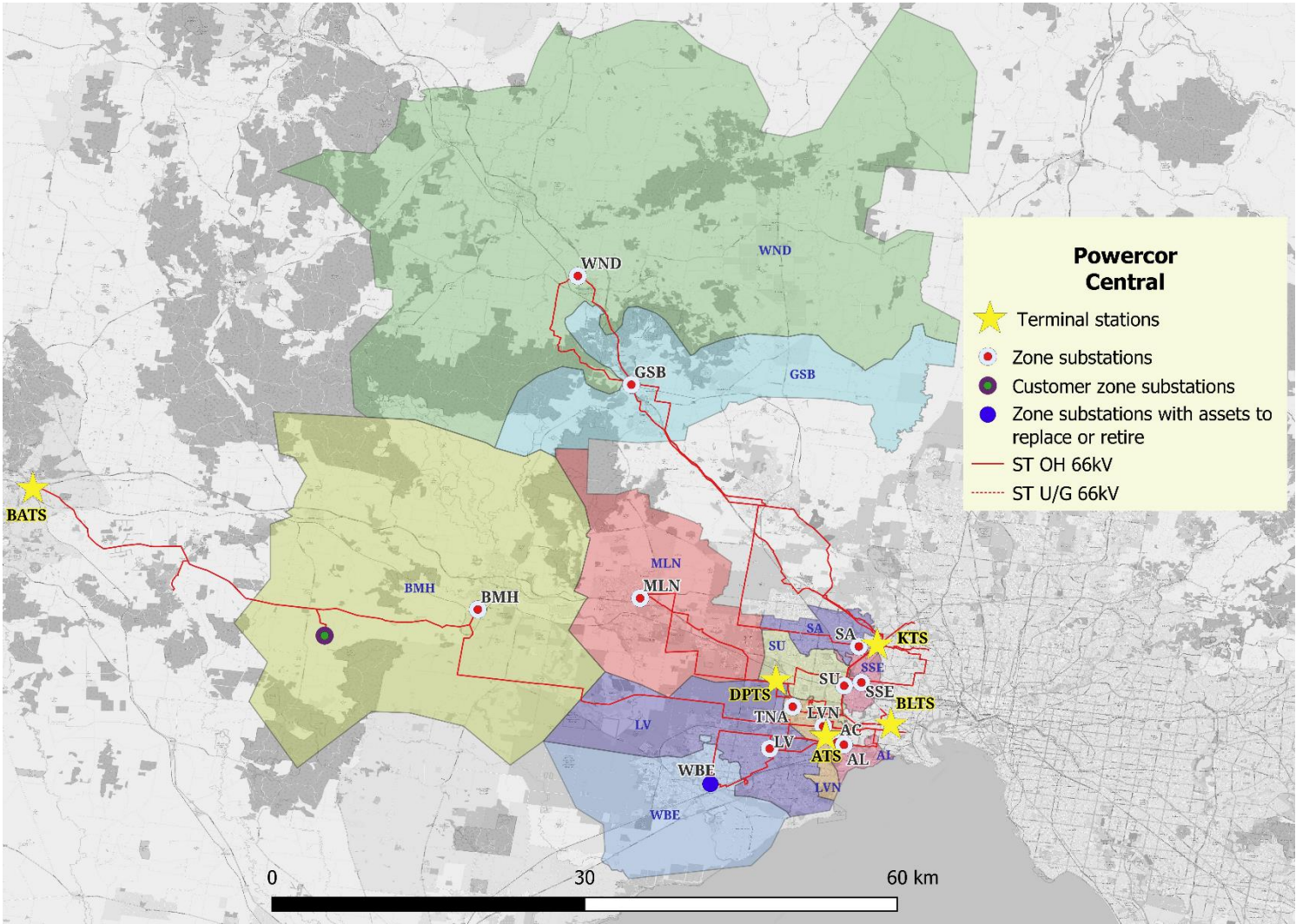


Appendix C Maps with asset to be replaced or retired

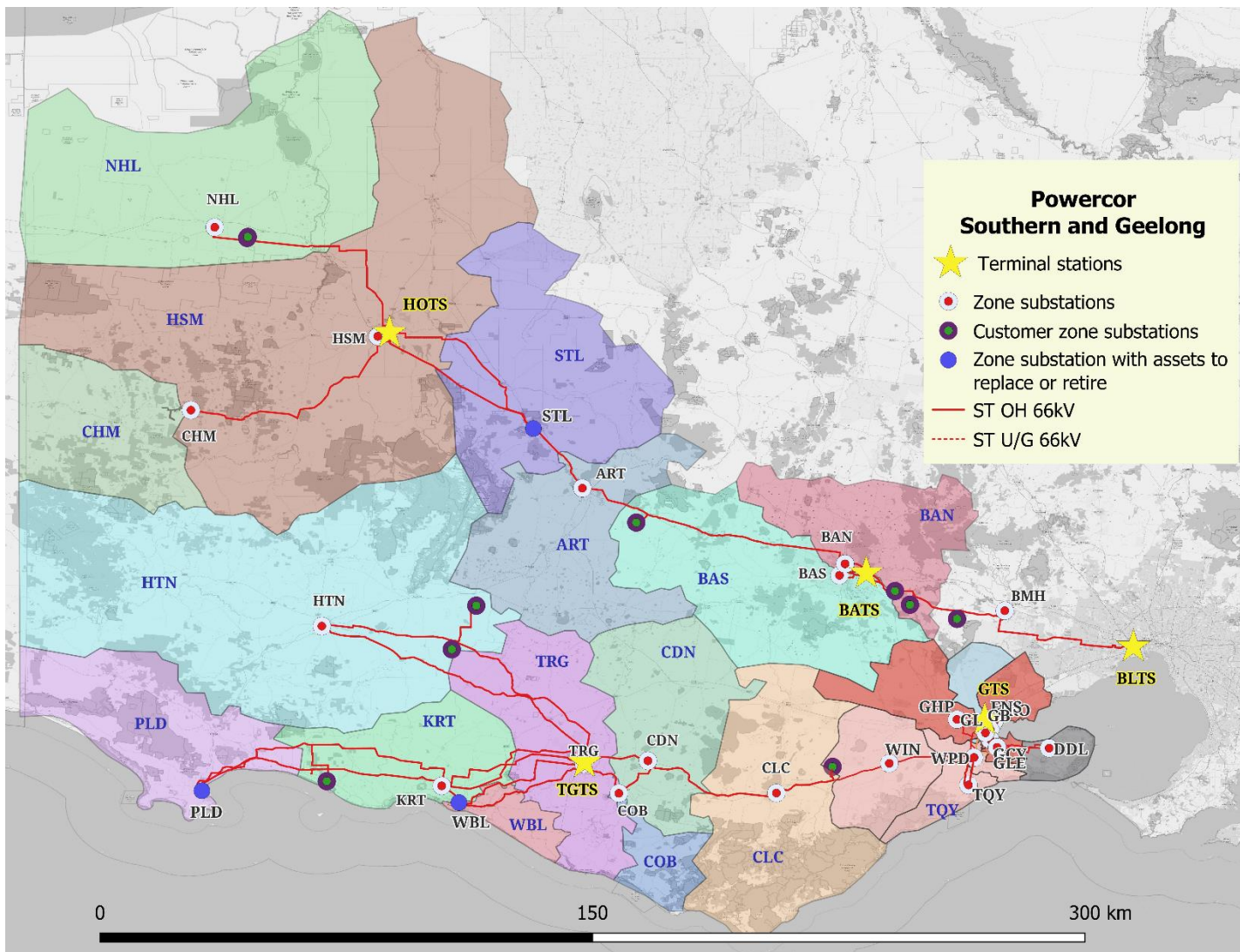
C.1. Northern area zone substations with assets to be replaced or retired



C.2. Central area zone substations with assets to be replaced or retired



C.3. Southern area zone substations with assets to be replaced or retired



Glossary and Abbreviations

C.4. Glossary

Common Term	Description
kV	kilo Volt
Amps	Ampere
MW	Mega Watt
MWh	Mega Watt hour
MVA	Mega Volt Ampere
Firm Rating	The cyclic station output capability with an outage of one transformer. Also known as the N-1 Cyclic Rating.
N Cyclic Rating	The station output capacity with all transformers in service. Cyclic ratings assume that the load follows a daily pattern and are calculated using load curves appropriate to the season. Cyclic ratings also take into consideration the thermal inertia of the plant.
N-1 Cyclic Rating	The cyclic station output capability with an outage of one transformer.
Capacity of Line (Amps)	The line current rating which takes into consideration the type of line, conductor materials, allowable insulation temperature, effect of adjacent lines, allowable temperature rise and ambient conditions. It should be noted that Powercor operates many types of underground cables in its sub-transmission system. The different types of underground cables have varying operating parameters that in turn define their ratings.
MVA above either WCR or SCR	The amount of demand forecast to exceed the Winter Cyclic Rating or the Summer Cyclic Rating.
% Above Capacity	The percentage by which the forecast maximum demand exceeds the N-1 cyclic rating.
Energy at risk	The amount of energy that would not be supplied (or the amount of generation that would need to be curtailed) if a major outage of a transformer or sub-transmission line occurs at the station or sub-transmission loop in that particular year, and no other mitigation action is taken.
Annual hours per year at risk	The number of hours in a year during which the 50 th percentile demand forecast exceeds the zone substation N-1 Cyclic Rating or sub-transmission line rating.
Import rating	Import ratings define the network capability to transfer forward power flows (i.e., flows downstream towards customer loads) at that location.
Export rating	Export ratings define the network capability to transfer reverse power flows (flows from that location upstream towards the transmission point of connection).
Maximum demand	The highest amount of net electrical power imported (or forecast to be imported), from the grid to supply customers (in aggregate) for a particular season (summer and/or winter) or the year. This is also referred to as the peak load, as seen by the network.
Minimum demand	The lowest amount of net electrical power imported (or forecast to be imported), from the grid to supply customers (in aggregate) for the year. If this is not greater than zero, then it is the highest amount of net electrical power exported (or forecast to be exported), into the grid from embedded generating units (as seen by the network, in aggregate) for the year. This is also referred to as the peak supply, as seen by the network.

C.5. Zone substation abbreviations

Abbreviation	Powercor Zone Substation	Abbreviation	Powercor Zone Substation
AC	Altona Chemicals	KRT	Koroit
AL	Altona	KYM	Kyabram
ART	Ararat	LV	Laverton
BAN	Ballarat North	LVN	Laverton North
BAS	Ballarat South	MBN	Merbein
BBD	Boundary Bend	MDA	Mildura
BGO	Bendigo	MLN	Melton
BMH	Bacchus Marsh	MNA	Mooroopna
CDN	Camperdown	MRO	Maryborough
CHA	Cohuna	NHL	Nhill
CHM	Charam	NKA	Numurkah
CLC	Colac	OYN	Ouyen
CME	Cobram East	PLD	Portland
CMN	Castlemaine	RVL	Robinvale
COB	Cobden	SA	St Albans
CRO	Corio	SHL	Swan Hill
CTN	Charlton	SHN	Shepparton North
DDL	Drysdale	SHP	Stanhope
DLF	Docklands	SSE	Sunshine East
ECA	Echuca	STL	Stawell
EHK	Eaglehawk	STN	Shepparton
FNS	Ford North Shore	SU	Sunshine
GB	Geelong B	TQY	Torquay
GCY	Geelong City	TRG	Terang
GHP	Gheringhap	WBE	Werribee
GL	Geelong	WBL	Warrnambool
GLE	Geelong East	WIN	Winchelsea
GSB	Gisborne	WMN	Wemen
HSM	Horsham	WND	Woodend
HTN	Hamilton	WPD	Waurin Ponds

C.6. Terminal station abbreviations

Abbreviation	Terminal Station (AusNet Services Asset)	Abbreviation	Terminal Station (AusNet Services Asset)
ATS	Altona	HOTS	Horsham
BATS	Ballarat	KGTS	Kerang
BETS	Bendigo	KTS	Keilor
BLTS	Brooklyn	RCTS	Red Cliffs
DPTS	Deer Park (TransGrid)	SHTS	Shepparton
FBTS	Fishermans Bend	TGTS	Terang
GTS	Geelong	WETS	Wemen