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**Government
of South Australia**

Department for Infrastructure and Transport

2022-2023 Annual Report

DEPARTMENT FOR INFRASTRUCTURE AND TRANSPORT

83 Pirie Street, Adelaide SA 5000

GPO Box 1553 Adelaide SA 5000

dit.sa.gov.au

Contact phone number: 08 8343 2222

Contact email: DIT.OfficeoftheChiefExecutive@sa.gov.au

ISSN: 2202-2015

Date presented to Ministers: 29 September 2023

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To:

Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport

Hon Geoff Brock MP
Minister for Regional Roads
Minister for Local Government

Hon Joe Szakacs MP
Minister for Police, Emergency Services and Correctional Services

This annual report will be presented to Parliament to meet the statutory reporting requirements of *the Public Sector Act 2009*, the *Public Finance and Audit Act 1987*, and other relevant Acts and the requirements of Premier and Cabinet Circular *PC013 Annual Reporting*.

Incorporated in this document is annual reporting by the Commissioner of Highways under the provision of the *Highways Act 1926* and by the Rail Commissioner under the provision of the *Rail Commissioner Act 2009*.

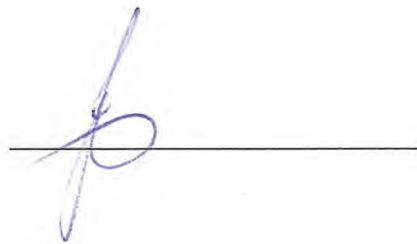
This report is verified to be accurate for the purposes of annual reporting to the Parliament of South Australia.

Submitted on behalf of the Department for Infrastructure and Transport by:

Jon Whelan
Chief Executive

Date 29 September 2023

Signature



From the Chief Executive



The Department for Infrastructure and Transport (the Department) is proud to have delivered important infrastructure projects, transport improvements and essential services for South Australians in the 2022-2023 financial year.

We marked a number of key achievements in our multi-billion dollar programs of transport and social infrastructure projects, while continuing to support job creation and generate economic and

social value for South Australians. The Department also continues to progress the Government's election commitments.

Significant progress was made towards the delivery of the River Torrens to Darlington Project – the final phase of the North-South Corridor and the most ambitious project ever undertaken in South Australia – by completing a comprehensive project review, engaging with the community, advancing enabling works and commencing procurement for the major works.

The comprehensive review was finalised in December 2022, and resulted in critical changes aimed at delivering the best possible outcome for the local community and all South Australians.

The \$15.4 billion project design incorporates new essential broader network upgrades worth \$850 million, includes two sets of twin three-lane tunnels, lowered and ground-level motorways, which delivers on three key objectives: improved connectivity, improved safety and safeguarding the fabric of the local community.

The Ovingham Level Crossing Removal Project was completed in early 2023, with the new Torrens Road bridge and upgraded intersection of Churchill Road and Torrens Road open to traffic and the refurbished Ovingham Railway Station reopened to passengers.

The Port Wakefield Overpass and Highway Duplication Project, was also completed. The project replaced the dangerous former intersection of the Port Wakefield, Copper Coast and Augusta highways with a new two-lane overpass; duplicated Port Wakefield Highway through Port Wakefield; realigned the Highway's junction with Balaklava Road; and delivered improvements to pedestrian access and landscaping throughout the township.

The Joy Baluch AM Bridge in Port Augusta opened in its fully duplicated configuration, with dual lanes on both bridge sections operating in June 2023. In metropolitan Adelaide, the intersections of Cross Road and Fullarton Road and Nottage Terrace and North East Road opened to traffic in their final, upgraded configurations in December 2022 and April 2023, respectively.

Works continued to duplicate Main South Road and Victor Harbor Road on the Fleurieu Peninsula. The duplication of the Augusta Highway between Port Wakefield and Lochiel is also well advanced, with traffic now using newly constructed lanes with the project expected to be completed next year.

The Coopers Stadium upgrade was completed in preparation for the 2023 FIFA Women's World Cup in Adelaide, held throughout July and August 2023. The upgrade included the redevelopment of the eastern stand with a 2,200 square metre roof providing improved protection from the elements, along with new light towers, big screens, food and beverage outlets, amenities, and corporate seating.

Construction was also completed on the first stage of Morialta Secondary College, allowing Year 7 students to commence Term 1 of the 2023 school year.

Other important pieces of social infrastructure completed in 2022-2023 included the Lyell McEwin Hospital Emergency Department upgrade, Mount Barker Hospital Emergency Department Upgrade, Yatala Labour Prison Expansion and Adelaide Women's Prison upgrade.

The site for the new, state of the art Adelaide Aquatic Centre was confirmed and design work commenced, releasing new concept designs which include a range of amenities not currently available to users of the existing facility.

We progressed the South Australian Government's commitment to return train and tram services to public hands. This led to an agreement being signed between the South Australian Government and train operator Keolis Downer Adelaide and tram operator Torrens Connect, which will see operational functions returned by January 2025 and July 2025 respectively, ensuring a safe and efficient transition.

The past financial year saw the introduction of free public transport for eligible Seniors Card holders on the Adelaide Metro transport system all day every day from July 2022, and the delivery of five reconfigured rail carriages to allow more space for bicycles on the Belair line.

The next generation of smart validators have now been rolled out on all trams and O-Bahn buses. These validators can read metroCARDS, credit/debit cards and digital QR tickets.

It was a busy year for Service SA staff, who worked tirelessly to support South Australians affected by the Optus and other data breaches by replacing their licences. In total, over 125,000 licence replacements were facilitated online and in Customer Service Centres as a result of these data breaches.

Service SA opening hours were also expanded in May 2023, to include 9am to 5pm Saturdays in the busy metropolitan centres of Marion, Seaford Meadows, Prospect and Modbury and Elizabeth. More than 25,000 transactions were completed in the first three months of opening on Saturdays.

The outer areas vehicle registration concession was reintroduced in July 2022, for residents of Kangaroo Island, Coober Pedy, Roxby Downs and all other parts of South Australia that are not within a municipality, a district council area, or Iron Knob.

The conditional registration scheme was expanded to include classic and historic vehicles manufactured prior to 1997.

Both of these measures – which came into effect on 1 July 2022 – resulted in an increase to the number of vehicles eligible for cheaper car registration in South Australia.

The inaugural South Australian Car Club Program was also launched. The Car Club provides support to local car and motorcycle clubs across South Australia.

South Australia's Road Safety Action Plan 2023-2025 (the Action Plan) was released in February 2023. The Action Plan is informed by consultation and feedback received during the development of South Australia's Road Safety Strategy to 2031, and implements State actions under the National Road Safety Action Plan 2023-2025.

A number of taxi industry reforms were also advanced, which included reintroducing managed taxi ranks and introducing more inspectors to monitor and enforce the *Passenger Transport Act 1994*; strengthening compliance activity for taxis and rideshare operators; and providing a rebate on Compulsory Third Party insurance premiums for eligible taxi owners.

The Department worked with the Attorney-General's Department and South Australian Police to create a new offence in the *Road Traffic Act 1961*, prohibiting the driver of an ultra-high powered vehicle from disabling automated intervention systems.

We became an official signatory to the Equal Opportunity Commission's "*We're Equal*" campaign with implementation activities being planned internally and across Service SA centres and the Adelaide Railway Station.

Last, but certainly not least, I would like to make special mention of our road maintenance and marine services staff, as well as everyone else in the Department, other agencies, local communities and local councils, who worked around the clock to respond to the River Murray flood event in late 2022 and early 2023.

The once-in-a-generation flood event caused significant disruptions to local Riverland communities, cutting off access to large sections of 12 major State Government managed roads (and many more local government roads) and the majority of our River Murray ferry crossings.

It was heartening to see the determination and collaborative spirit our staff showed as they worked tirelessly to quickly and safely restore access and connectivity to affected local communities.

I'd like to thank all of the Department's staff and our partners for another year of hard work to make all these and other achievements possible. We are committed to supporting a growing economy and a thriving community by designing, delivering and maintaining the State infrastructure used to deliver essential services to the community, and developing transport networks and the service delivery that supports them.



Jon Whelan
Chief Executive

Department for Infrastructure and Transport

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Overview: about the agency

Our strategic focus

Our Purpose	We design, procure and deliver infrastructure and transport services to enhance the lives of South Australia's communities and maximise the benefit of government investment.
Our Vision	Working together to deliver infrastructure and transport services that make a difference to the lives of all South Australians today and into the future.
Our Values	Collaboration, Honesty, Excellence, Enjoyment, Respect.
Our functions, objectives and deliverables	<p>Transport Strategy and Planning</p> <p>Develops plans, programs, management frameworks, standards and data-driven analytics tools for transport network development and management that optimises performance and outcomes. The division is focused on delivering:</p> <ul style="list-style-type: none"> • Integrated strategies for transport networks and assets driven by objective and evidence-based analysis, linked to broader state economic and social objectives. • A high potential program and project pipeline of economically viable projects presenting government with clear investment options. • Controls and governance from project initiation to benefit realisation. • Contemporary standards and practices delivered through integrated partnerships with industry, fit for purpose for the whole asset lifecycle. <p>Infrastructure Delivery</p> <p>Designs, specifies, procures, delivers and integrates social and transport infrastructure safely and efficiently to sustain and support growth and maximise the benefit of government's investments.</p> <p>The division is focused on delivering:</p> <ul style="list-style-type: none"> • Fit for purpose social and transport infrastructure that is responsive, meets customer needs and generates economic and community orientated benefits and outcomes. • Best whole of lifecycle solutions developed and delivered collaboratively with colleagues, industry, and key stakeholders, through a motivated and skilled workforce.

	<ul style="list-style-type: none"> • Leading practice and innovation in safety, environmental management, sustainability, procurement, design, engineering, and delivery. • Effective governance and project controls. <p>North-South Corridor Program Delivery Office</p> <p>Develops the plans and oversees the delivery of infrastructure needed to complete the final stage of the North-South Corridor, River Torrens to Darlington. The division is focused on delivering a project which:</p> <ul style="list-style-type: none"> • Significantly contributes to economic development. • Improves liveability, connectivity and facilitates jobs growth. • Delivers travel time savings and boosts productivity. • Improves road safety. <p>Road and Marine Services</p> <p>Connects our communities by enabling safe, reliable and efficient movements and flows of goods, services and people across the State's road and marine networks. The division is focused on delivering:</p> <ul style="list-style-type: none"> • Safe and reliable road and marine infrastructure operated and maintained to maximise economic and community benefit. • Optimised networks, with data driven solutions, that optimise overall performance in movement of goods, services, and people. • Effective regulation of access and usage that assures safety and sustainability, with clear boundaries reflecting reasonable expectations. • Forward thinking policies, strategies and programs based on stakeholder engagement and evidence that will enable safe, inclusive, productive, efficient, sustainable transport. • Service delivery that meets customer needs and expectations. <p>South Australia Public Transport Authority</p> <p>Delivers frequent, better connected and customer focused services for mass transit and ensures services are delivered safely, efficiently, and sustainably. The division is focused on delivering:</p> <ul style="list-style-type: none"> • Customer-focused public transport and better maintained state assets in partnership with our service providers.
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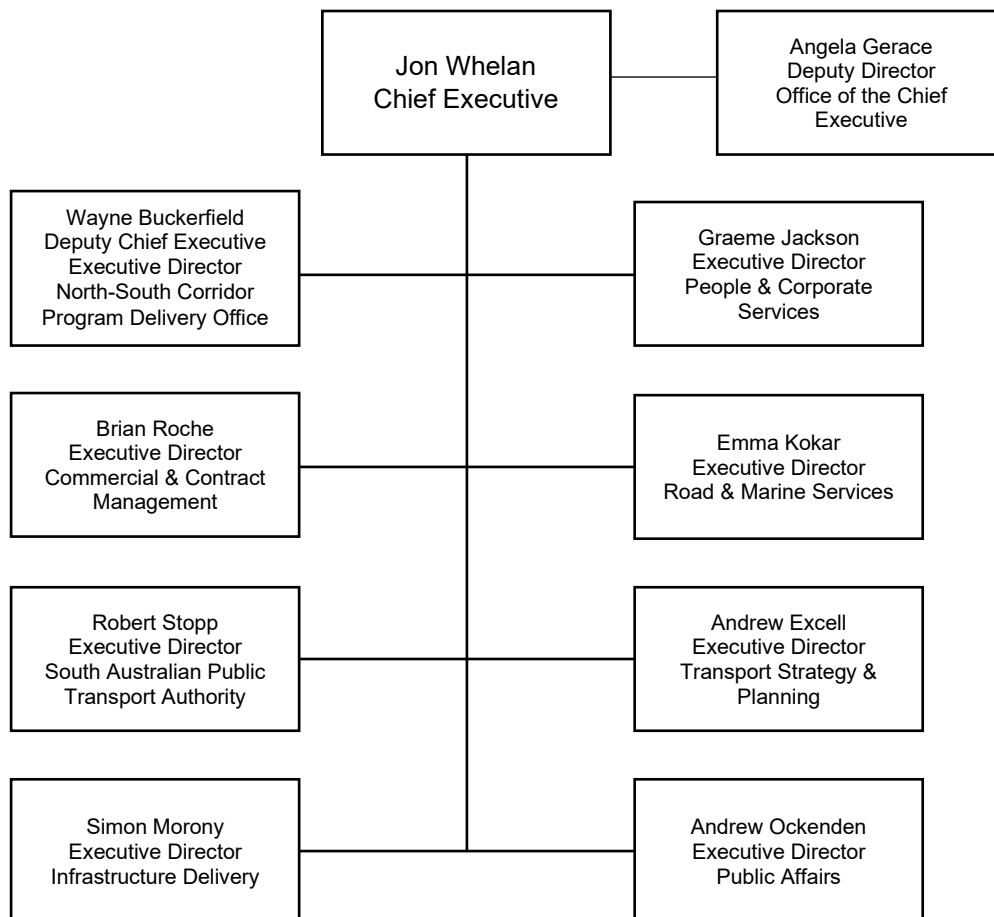
	<ul style="list-style-type: none"> • Integrated end-to-end journeys with easier access, and information, payments and navigation enabled by new technologies. • A clear plan for growth that makes the case for investment in new public transport assets and transitions them into service efficiently. • Initiatives which support the government's goal to achieve net zero emissions by 2050. • Better public transport networks that attract more customers. • Improved customer experience through simple, safe and easy-to-use public transport services to attract and retain customers. <p>Commercial and Contract Management</p> <p>Responsible for procurement of civil construction projects and contract management and commercial advisory of these projects and the Department's road maintenance contracts, to ensure delivery is undertaken in accordance with the contracted requirements. The division is focused on:</p> <ul style="list-style-type: none"> • Procuring civil infrastructure and maintenance projects. • Ensuring contractors perform contracted works in accordance with the terms of their contracts. • Protecting the public interest in the delivery of infrastructure and maintenance projects by holding contractors to account to ensure that works are delivered within budget. • Delivering contract management services that serve as a model for contract management throughout government. • Maintaining effective procurement governance and contract management controls. <p>Public Affairs</p> <p>Listens, informs, communicates and works with customers, and stakeholders to guide our agency to deliver improved outcomes for our economy, our community, and our State. The division is focused on delivering:</p> <ul style="list-style-type: none"> • Social value by putting people at the centre of everything we do, ensuring we deliver better outcomes for customers, stakeholders and the community. • Trusted advice and services to government, supporting our business partners to ensure goals are achieved.
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	<ul style="list-style-type: none"> • Accurate, transparent and timely communications, with a focus on building our social licence and enhancing the Department's reputation. • A positive organisational culture that promotes the Department as a workplace of choice. <p>People and Corporate Services</p> <p>Provide systems and assurance processes for managing our people, our finances, our performance and risk, ensuring we can work safely, efficiently, and productively. The division is focused on delivering:</p> <ul style="list-style-type: none"> • A high-performance organisation that is enabled by well-designed systems, processes, and technology, with effective management frameworks that enable efficient work practice. • Effective control frameworks that ensure ongoing compliance with all relevant legislative, regulatory and policy requirements. • Provision of valuable advice and user orientated services that support business partners enabling them to deliver. • An engaging work environment with a clear focus on safety, flexibility, productivity, and progressive practices. • A skilled, motivated, diverse workforce demonstrating our values in their actions. <p>Office of the Chief Executive</p> <p>The Office of the Chief Executive is responsible for the delivery of a comprehensive range of professional, strategic, and responsive executive support services to the Chief Executive and the Executive team, with a strong focus on driving strategic priorities and objectives for the Department and government.</p> <p>The Office of the Chief Executive provides a key customer service and interface with Ministerial Offices, to ensure the provision of accurate and timely information.</p>
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Our organisational structure and executive team

Reporting directly to the Chief Executive for 2022-2023:

- Angela Gerace, Deputy Director, Office of the Chief Executive.
- Wayne Buckerfield, Deputy Chief Executive
Executive Director, North-South Corridor Program Delivery Office.
- Andrew Excell, Executive Director, Transport Strategy and Planning.
- Simon Morony, Executive Director, Infrastructure Delivery.
- Emma Kokar, Executive Director, Road and Marine Services.
- Robert Stopp, Executive Director, South Australian Public Transport Authority.
- Brian Roche, Executive Director, Commercial and Contract Management.
- Graeme Jackson, Executive Director, People and Corporate Services.
- Andrew Ockenden, Executive Director, Public Affairs.



Changes to the agency

During 2022-2023, the agency's structure changed as a result of an internal review:

Creation of new Divisions

- Infrastructure Delivery
- Commercial and Contract Management

Discontinuation of Divisions

- Transport Project Delivery
- Across Government Services

Restructured Divisions

- Transport Strategy and Planning
- Road and Marine Services

Our Ministers



The Hon Tom Koutsantonis MP is the Minister for Infrastructure and Transport. Minister Koutsantonis oversees transport systems and services, and infrastructure planning and provision.



The Hon Geoff Brock MP is the Minister for Regional Roads, Minister for Local Government. Minister Brock oversees regional road sustainability and infrastructure programs, enhancing connectivity across South Australia's regions.



The Hon Joe Szakacs MP is the Minister for Police, Emergency Services and Correctional Services. Minister Szakacs oversees road safety initiatives to improve road user safety outcomes in South Australia.

Legislation administered by the agency

Minister for Infrastructure and Transport

Adelaide Oval Redevelopment and Management Act 2011

Adelaide Railway Station Development Act 1984

Aerodrome Fees Act 1998

Air Navigation Act 1937

Air Transport (Route Licensing—Passenger Services) Act 2002

Alice Springs to Darwin Railway Act 1997

AustralAsia Railway (Third Party Access) Act 1999

Civil Aviation (Carriers' Liability) Act 1962

Commissioner of Public Works Incorporation Act 1917

General Tramways Act 1884

Golden Grove (Indenture Ratification) Act 1984

Government House Precinct Land Dedication Act 2016

Harbors and Navigation Act 1993

Heavy Vehicle National Law (South Australia) Act 2013

Highways Act 1926

Marine Safety (Domestic Commercial Vessel) National Law (Application) Act 2013

Maritime Services (Access) Act 2000

Metropolitan Adelaide Road Widening Plan Act 1972

Mile End Underpass Act 2005

Mobil Lubricating Oil Refinery (Indenture) Act 1976

**Morphett Street Bridge Act 1964*

Motor Vehicles Act 1959

National Soldiers Memorial Act 1949

Non-Metropolitan Railways (Transfer) Act 1997

North Haven (Miscellaneous Provisions) Act 1986

North Haven Development Act 1972

Oil Refinery (Hundred of Noarlunga) Indenture Act 1958

Passenger Transport Act 1994

Proof of Sunrise and Sunset Act 1923

Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987

Public Employees Housing Act 1987

Rail Commissioner Act 2009

Rail Safety National Law (South Australia) Act 2012

Rail Transport Facilitation Fund Act 2001

Railways (Operations and Access) Act 1997

Railways (Transfer Agreement) Act 1975

Road Traffic Act 1961

South Australian Ports (Bulk Handling Facilities) Act 1996

South Australian Ports (Disposal of Maritime Assets) Act 2000

**Steamtown Peterborough (Vesting of Property) Act 1986*

**Tarcoola to Alice Springs Railway Agreement Act 1974*

Terrorism (Surface Transport Security) Act 2011

Victoria Square Act 2005

Waite Trust (Vesting of Land) Act 2020

West Lakes Development Act 1969

Minister for Local Government

Commissioner for Kangaroo Island Act 2014

Local Government Act 1999

Local Government (Elections) Act 1999

Local Government (Implementation) Act 1999

Outback Communities (Administration and Management) Act 2009

Plebiscite (South East Council Amalgamation) Act 2022

South Australian Local Government Grants Commission Act 1992

**Denotes Act of limited application*

Other related agencies (within the Minister's area/s of responsibility)

N/A

The agency's performance

Performance at a glance

During 2022-2023, the agency achieved the following:

- Released the updated design for the River Torrens to Darlington Project in December 2022, and commenced procurement for the major works component of the project.
- Supported the State Government's commitment to return train and tram services to public hands, signing an agreement with train operator Keolis Downer Adelaide and tram operator Torrens Connect to hand back operational functions by January 2025 and July 2025 respectively.
- Responded effectively to the River Murray flood event; including marine safety and repairing and reopening flood-affected roads and ferry crossings – reconnecting communities and restoring freight movement of essential supplies.
- Supported over 125,000 South Australians with licence replacements – facilitated online and in Customer Service Centres – in response to the Optus and other data breaches.
- Opened the new Torrens Road bridge to traffic and completed works on the Torrens Road, Ovingham Level Crossing Upgrade.
- Opened the Joy Baluch AM Bridge in its fully duplicated configuration, with dual lanes on both bridge sections operating.
- Continued major works on the Main South Road and Victor Harbor Road Duplication projects as part of the Fleurieu Connections package; and the Augusta Highway Duplication Project.
- Commenced main works on the Heysen Tunnels Refit and Safety Upgrade as part of the South Eastern Freeway Upgrade.
- Completed construction of the Coopers Stadium upgrade, Morialta Secondary College (first stage), Lyell McEwin Hospital Emergency Department upgrade, Mount Barker Hospital Emergency Department Upgrade, Yatala Labour Prison Expansion and Adelaide Women's Prison upgrade.
- Confirmed the site for the new Adelaide Aquatic Centre and commenced design work.
- Commenced main works on the expansion of the Tea Tree Plaza Park 'n' Ride.
- Completed the South Eastern Freeway heavy vehicle safety review in collaboration with industry to improve safety on the freeway descent to Adelaide.
- Extended Service SA operating hours to include Saturday for five key metropolitan centres from May 2023.

- Delivered 953 Rider Safe courses and facilitated 6,583 bookings for those courses.
- Released South Australia's Road Safety Action Plan 2023-2025 in February 2023.
- Completed the delivery of the 'Tap and Pay' ticketing to the O-Bahn bus fleet and completed the rollout on the remaining bus fleet.
- Introduced free metropolitan public transport at all times for Seniors Card holders from 1 July 2022.
- Introduced bike friendly carriages on the Belair rail line in November 2022.
- Coordinated additional and special public transport services to cater for the significant increased demand generated by the AFL Gather Round and LIV Golf tournament.
- Continued works on the Old Murray Bridge Refurbishment Project and works on key regional highway corridors, including the Sturt, Eyre, Barrier, and Horrocks highways.
- Introduced the *Statutes Amendment (Use of Devices in Vehicles) Act 2022*, which allows for mobile phone detection cameras to operate in South Australia, being a significant addition to the tools available to improve road safety outcomes.
- The Department worked with the Attorney-General's Department and South Australian Police to create a new offence in the *Road Traffic Act 1961*, prohibiting the driver of an ultra-high powered vehicle from disabling automated intervention systems.
- Became an official signatory to the Equal Opportunity Commission's "*We're Equal*" campaign with implementation activities being planned internally and across Service SA centres and the Adelaide Railway Station.

Agency specific objectives and performance

The Department is committed to the continued delivery of a multi-billion dollar pipeline of infrastructure investment, while implementing key reforms, supporting the continued growth of the South Australian economy and the social wellbeing of our communities.

Agency objectives	Indicators	Performance
Effective Planning Policy	Infrastructure Planning	Completed the review and released the updated design for the North-South Corridor, River Torrens to Darlington (T2D) Project. Commenced procurement for the major works component of the T2D Project with the release of the Expression of Interest.

		<p>Completed the South Eastern Freeway heavy vehicle safety review in collaboration with industry to improve safety on the freeway descent to Adelaide.</p> <p>Released a comprehensive pipeline of works to industry in August 2022.</p> <p>Continued strategic business case development for the High Productivity Vehicle Network which includes the Eyre Highway, Greater Adelaide Freight Bypass, Murray Bridge to South East Links, Sturt Highway and Dukes Highway.</p> <p>Progressed planning activities including the Mount Barker transport study, Springbank Road safety report, and Northern Suburbs East – West transport study.</p> <p>Finalised planning and design for the Marion Road — Anzac Highway to Cross Road Tram Grade Separation projects.</p> <p>Confirmed the site for the new Adelaide Aquatic Centre and commenced design work.</p> <p>Commenced design of significant health infrastructure projects including the South Australian Ambulance Service Headquarters, the Flinders Medical Centre Expansion and the New Mount Barker Hospital along with a program of new and replacement ambulance stations and new mental health facilities.</p> <p>Continued to develop business cases and participate in governance assurance reviews on projects for assessment by Infrastructure South Australia.</p> <p>Commenced the development of passenger transport studies to assist in achieving the State Government's commitment of net zero emissions by 2050.</p>
Efficient Transport Services	Customer Focused Services	<p>Reached an agreement to enable a collaborative approach with Keolis Downer Adelaide and Torrens Connect, to return the operation of Adelaide's rail network back to government by 2025.</p>

		<p>Introduced free metropolitan public transport at all times for Seniors Card holders from 1 July 2022.</p> <p>Progressed the Regional Bus Passenger Services Procurement.</p> <p>Continued progressing initiatives towards the target to achieve net zero emissions by 2050.</p> <p>Introduced bike friendly carriages on the Belair rail line November 2022.</p> <p>Rolled out the next generation of smart validators that can read metroCARDS, credit/debit cards and digital QR tickets on the O-Bahn bus fleet in November 2022, and continued the rollout across the remaining bus fleet.</p> <p>Completed planning for new bus routes for the Riverlea and Lightsview communities and modified 230 and 232 bus routes on Days Road, Pym Street and Harrison Road. Lightsview initiative was announced in May 2023 while Riverlea was announced in July 2023.</p> <p>Refreshed City Connector buses in May 2023, with wraps containing two types of artworks installed to improve the visibility and awareness of the Service.</p> <p>Coordinated additional and special public transport services to cater for the significant increased demand generated by the AFL Gather Round and LIV Golf tournament (both held in April 2023).</p> <p>Commenced main works on the expansion of the Tea Tree Plaza Park 'n' Ride.</p> <p>Reintroduced managed taxi ranks and introduced more inspectors to monitor and enforce the <i>Passenger Transport Act 1994</i>, strengthening compliance activity for taxis and rideshare.</p> <p>Provided eligible registered taxi owners with rebates for Compulsory Third Party insurance premiums paid in the 2021-2022 and 2022-2023 financial years.</p>
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		<p>Extended the working life of Access Cabs to 10 years, with the regulations coming into effect from 1 July 2022.</p> <p>Tested Australia's first hybrid train throughout April and May 2023.</p>
Valuable Social and Economic Infrastructure	Customer Focused Services	<p>Responded effectively to the River Murray flood event from late 2022, which included ferries operations, road response and marine safety.</p> <p>Continuing to rebuild and repair the Morgan Dockyards following extensive flood damage, with a significant amount of work completed in May 2023.</p> <p>Service SA responded effectively to customers affected by third party data breaches, including the large Optus data breach in September 2022.</p> <p>Extended Service SA operating hours to include Saturday for five key metropolitan centres in May 2023.</p> <p>Continued the modernisation of Service SA Customer Service Centres with improved Reception and positioning of the Self-Assisted zone at the Mitcham Centre.</p> <p>Expanded the conditional registration scheme to include classic and historic vehicles manufactured prior to 1997, and reinstated outer area concessions, increasing the number of vehicles eligible for cheaper car registration.</p> <p>Launched the inaugural South Australian Car Club Program which provides support to local car and motorcycle clubs across South Australia.</p> <p>Achieved growth in special plates, resulting in 9.8% of all registered vehicles displaying a special plate.</p> <p>Increased the cleaning schedule for major arterial roads (Southern Expressway, Main South Road and Victor Harbor Road) and worked with councils on the maintenance of town entrances at Willunga and McLaren Vale.</p>

		<p>Installed QR codes on road condition signs across the state's unsealed road network to provide travellers with direct access to the Outback Roads Warning webpage to check road condition information and closures.</p> <p>Issued 63 Community Infrastructure Grants.</p>
Valuable Social and Economic Infrastructure	Enhancement of current transport infrastructure	<p>Completed restoration works on the Kingscote main jetty.</p> <p>Commenced construction of the O'Sullivan Beach Boat Ramp Upgrade.</p> <p>Delivered asphalt resurfacing, kerb replacements and track upgrades for the 2022 Adelaide 500.</p> <p>Continued to deliver various programs of work to resurface and rehabilitate inner urban roads and reseal and rehabilitate rural roads.</p> <p>4,612 kilometres of road approved as part of the heavy vehicle route network (RAVnet) across the B-double, road train and Performance-Based Standards networks.</p> <p>Continued to introduce new electric trains into the network to support all electric services on the newly electrified Gawler line.</p>
Valuable Social and Economic Infrastructure	Progress of Major Transport and Social Infrastructure Projects, Programs, and Planning Studies	<p>Completed construction of the first stage of Morialta Secondary College, allowing Year 7 students to commence Term 1 of the 2023 school year.</p> <p>Completed construction of the Coopers Stadium upgrade, Lyell McEwin Hospital Emergency Department upgrade, Mount Barker Hospital Emergency Department Upgrade, and Adelaide Women's Prison upgrade.</p> <p>Progressed the delivery of over 130 social infrastructure construction projects to upgrade existing and develop new schools, correctional and sporting facilities in conjunction with South Australia's significant investment in health and technical college infrastructure.</p> <p>Commenced construction of significant infrastructure projects including the South Australian Sports Institute, Lyell McEwin Hospital 48-bed expansion, second tower for</p>

		<p>Adelaide Botanic High School and the Findon Technical College.</p> <p>Completed the Ovingham Level Crossing Removal Project in early 2023, with the new Torrens Road bridge and upgraded intersection of Churchill Road and Torrens Road open to traffic and the refurbished Ovingham Railway Station reopened to passengers.</p> <p>Completed the Port Wakefield Overpass and Highway Duplication Project in January 2023, and progressed the Augusta Highway Duplication Project, between Port Wakefield and Lochiel.</p> <p>Completed the Joy Baluch AM Bridge Duplication, with the bridge fully open to traffic with dual lanes on both bridge sections operating in June 2023.</p> <p>Continued major works on the Main South Road Duplication and Victor Harbor Road Duplication projects as part of the Fleurieu Connections package.</p> <p>Major intersection upgrades: Cross and Fullarton open to traffic December 2022; Nottage Terrace and North East Road opened to Traffic April 2023; continuing works for Glen Osmond and Fullarton roads.</p> <p>Continued works on the Old Murray Bridge Refurbishment Project and works on key regional highway corridors, including the Sturt, Eyre, Barrier, and Horrocks Highways.</p> <p>Continued works on the upgrade of the Strzelecki Track, which includes rehabilitation works and sealing along sections of the 472 kilometre track.</p> <p>Commenced early works for the Majors Road on-off ramp on the Southern Expressway.</p> <p>Commenced early works on the Port Rail Spur.</p> <p>Commenced works on the Prospect Pocket Park opposite 'Scotty's' Motel.</p> <p>Commenced main works on the Heysen Tunnels Refit and Safety Upgrade as part of the South Eastern Freeway Upgrade.</p>
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		Commenced the delivery of the Freight Highway Upgrade Program, jointly funded by the Australian and South Australian governments. Works will be undertaken over the next decade, to upgrade the freight corridors along the Stuart Highway, the Augusta Highway and the Dukes Highway.
Safe, Reliable and Efficient Movement	Speed / Safety Management Initiatives	<p>Released South Australia's Road Safety Action Plan 2023-2025 (the Action Plan).</p> <p>Extended funding for road safety research until at least 2025 with an annual \$1.5 million contribution to the University of Adelaide's Centre for Automotive Safety Research (CASR).</p> <p>Undertook mobile phone detection camera technology trial in March 2023.</p> <p>Expanded the "On The Right Track" program to provide heavy vehicle driving lessons and testing in communities in the Anangu Pitjantjatjara Yankunytjatjara Lands as part of a broader commitment to Aboriginal road safety.</p> <p>Continued to grow On The Right Track client-based numbers with expansion into Flinders Ranges and Far North locations across South Australia.</p> <p>Carried out compliance activities for vessels in State waters, conducting 3,068 vessel inspections.</p> <p>Implemented a number of marine safety restrictions under the <i>Harbors and Navigation Act 1993</i> – section 67 on operations on the River Murray during the flood event, to keep river users safe due to the flood conditions.</p> <p>Deployed signage (211) and assessments to navigational safety (284) to assist with safe navigation during the flood event.</p> <p>Undertook consultation on YourSAy on options for safer speed limits on beaches.</p> <p>Undertook consultation on the use of privately owned electric mobility devices (e-scooters) on roads and other public places in South Australia.</p>

Corporate performance summary

During the 2022-2023 financial year, our People and Corporate Services Division enabled effective organisational assurance, safety and performance by:

- Coordinating and managing all industrial relations and human resource matters.
- Organising and managing an effective redeployment and retraining program, with successful placement of unassigned employees into vacant roles or projects within the public sector, such as project support and maintenance programs.
- Embedding an enhanced people capability development framework that promotes a safe, inclusive, flexible, engaging, and productive workplace for all, where performance is managed consistently and effectively agency wide.
- Coordinating and implementing an integrated program of reforms and improvements to the framework of procurement policies and practices.
- Coordinating and enabling the delivery and implementation of a prioritised pipeline of technology projects that supported the delivery of Departmental objectives and delivered a robust Cyber Security Framework.
- Sustaining effective financial controls and management over the Department's program.
- Coordinating and managing agency wide risk management, and risk mitigations and treatments to ensure that appropriate measures are in place to identify, action and treat enterprise-wide risks.
- Embedding an enhanced in-house legal services capability model.
- Providing professional and timely legal, legislative, commercial and assurance services to ensure the Department is compliant with all legal, revenue and statutory requirements.
- Facilitated the Department becoming an official signatory to the Equal Opportunity Commission's *We're Equal* campaign with implementation activities being planned internally and across Service SA centres and the Adelaide Railway Station.

Employment opportunity programs

Program name	Performance
Undergraduate Vacation Employment	The Undergraduate Vacation Employment Program offers undergraduate university students paid work placements in order to provide practical experience and skill development in their chosen disciplines. Over the 2022-2023 summer break, 16 undergraduates from South Australian universities contributed to projects in a range of disciplines including business, law, information technology, project procurement, engineering and property.
Graduate Program	Approximately 28 graduates from a range of disciplines commenced employment in the agency in 2022-2023. Graduates take part in a comprehensive Graduate Development Program which includes formal training (training, workshops and online learning), coaching, mentoring, and on the job experiences (job rotations, on the job learning, projects and activities).
Traineeships	Whilst the Department did not have any trainees commence in 2022-2023, significant work was undertaken to re-establish the traineeship program with recruitment of new trainees a scheduled activity for 2023-2024.

Agency performance management and development systems

Performance management and development system	Performance
Operating Procedure 008: Managing Our People	<p>The Department's blended learning model for employees provides 70% of learning through on-the-job experience, 20% through mentoring, coaching and networks and 10% through formal training programs. It ensures learning and development is not only achieved through formal education and structured learning but is also reliant on experiences and exposure.</p> <p>The increased availability of in-person employee participation and training attendance has seen our training investment remain steady. During 2022-2023, \$1.17 million was invested in formal learning and development for employees with a strong focus building capability and delivering results through occupation specific training and varied leadership development as well as the Department's Four Step Aboriginal Cultural Footprint Program.</p> <p>77% of employees (including managers) had completed formal performance management reviews as at 30 June 2023, noting the process requires at least two formal conversations between managers and employees per annum.</p> <p>Department employees have Performance Learning Agreements which are facilitated and documented through our online system TALENT.</p> <p>The Department continues to maintain a performance culture underpinned by regular conversations between employees and managers to develop capability and review progress against performance standards and role outcomes.</p> <p>In 2022-2023, a training program continued to be delivered to employees and managers to enhance their skills to have critical conversations as well as providing resources and online tools to support employees and managers to document priorities and outcomes.</p>

Executive Performance	Executive performance continues to be monitored through the enhanced executive performance reporting process, with all executives completing formal performance management reviews as at 30 June 2023.
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Work health, safety and return to work programs

Program name	Performance
Influenza Vaccination Program	The percentage of employees participating in the 2023 Influenza Vaccination Program was 56%, a slight increase from 2022. The 2023 program consisted of seven worksite sessions and was complemented by a large pharmacy voucher system.
Employee Assistance Program (EAP)	10 worksites utilise the onsite walk and talk service. The traditional face-to-face service has an annual utilisation rate of 3% (of all employees). The effectiveness of the program is based on feedback received through customer satisfaction surveys. Customer satisfaction from the last 12 months indicated 75% were either satisfied or very satisfied with their EAP experience.
Wellbeing Initiative	The Department supports workers participating in the Corporate Cup with 148 workers participating in 2022, an increase of 35 participants from 2021.
Rehabilitation Programs (Return to Work Program)	The Department's Injury Management and Return to Work Program (Rehabilitation) is administered by the Department of Treasury and Finance Work Injury Services. The Department works in close collaboration with all parties to facilitate successful return to work outcomes for all involved. The Department's Early Intervention Program continues to play an essential role in ensuring injured workers get the support they need as soon as possible.

Workplace injury claims	Current year 2022-2023	Past year 2021-2022	% Change (+ / -)
Total new workplace injury claims	52	55	(-)6%
Fatalities	0	0	0
Seriously injured workers*	0	0	0
Significant injuries (where lost time exceeds a working week, expressed as frequency rate per 1000 FTE)	3.8	2.68	(+)42%

*number of claimants assessed during the reporting period as having a whole person impairment of 30% or more under the Return to Work Act 2014 (Part 2 Division 5)

Work health and safety regulations	Current year 2022-2023	Past year 2021-2022	% Change (+ / -)
Number of notifiable incidents (<i>Work Health and Safety Act 2012, Part 3</i>)	49	26	(+)88%
Number of provisional improvement, improvement and prohibition notices (<i>Work Health and Safety Act 2012 Sections 90, 191 and 195</i>)	14	0	(+)100%

Return to work costs**	Current year 2022-2023	Past year 2021-2022	% Change (+ / -)
Total gross workers compensation expenditure (\$)	\$2.3 million	\$3.64 million	(-)36%
Income support payments – gross (\$)	\$0.7 million	\$1.04 million	(-)42%

**before third party recovery

Data for previous years is available at: <https://data.sa.gov.au/data/dataset/work-health-and-safety-and-return-to-work-performance-for-dpti>.

Executive employment in the agency

Executive classification	Number of executives
EXEC0F	1
SAES1	34
SAES2	12

Data for previous years is available at: <https://data.sa.gov.au/data/dataset/executive-employment-in-the-department-for-planning-transport-and-infrastructure>.

The [Office of the Commissioner for Public Sector Employment](#) has a [workforce information](#) page that provides further information on the breakdown of executive gender, salary and tenure by agency.

Financial performance

Financial performance at a glance

The following is a brief summary of the overall financial position of the agency. The information is unaudited. Full audited financial statements for 2022-2023 are at Attachment 1 of this report.

For a detailed breakdown of financial performance, please refer to Note 1.4 Budget Performance.

The Department has assets worth \$44.786 billion. This consists mainly of network, land and building assets, and Deposits at call with the Treasurer, the Hon Stephen Mullighan MP. The Department has total liabilities of \$1.050 billion. This mainly consists of financial lease liabilities and expenses due but not yet paid on supplies and services and capital projects.

Consultants disclosure

In 2022-2023 the Department did not engage any consultants.

Data for previous years is available at: [Consultants engaged by the Department of Planning, Transport and Infrastructure - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/consultants-engaged-by-the-department-of-planning-transport-and-infrastructure).

See also the [Consolidated Financial Report of the Department of Treasury and Finance](#) for total value of consultancy contracts across the South Australian Public Sector.

Contractors disclosure

A summary of external contractors that have been engaged by the agency during the 2022-2023 financial year, the contract title and nature of work undertaken, and the total contract awarded sum, is attached as Appendix 2.

Data for previous years is available at: [External contractors engaged by the Department for Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/external-contractors-engaged-by-the-department-for-infrastructure-and-transport).

The details of South Australian Government-awarded contracts for goods, services, and works are displayed on the SA Tenders and Contracts website. [View the agency list of contracts](#).

The website also provides details of [across government contracts](#).

Other financial information

Pursuant to section 79D of the *Road Traffic Act 1961*, the responsible Minister is required to report to Parliament on the operations of the Community Road Safety Fund. This report is provided separate to this annual report, and will be tabled by the Minister for Police, Emergency Services and Correctional Services.

Risk management

Risk and audit at a glance

The Department manages a wide range of complex functions with the need to manage significant levels of risk. The Department is committed to embedding, monitoring and refining risk management processes into our culture, practices, and decision-making processes.

Fraud detected in the agency

Category/nature of fraud	Number of instances
Confirmed	0

NB: Fraud reported includes actual and reasonably suspected incidents of fraud.

Strategies implemented to control and prevent fraud

- Continue to implement and continuously improve fraud and corruption control strategies in line with Australian Standard 8001-2008 Fraud and Corruption Control.
- Mandatory completion of the online Fraud and Corruption Control training module by all employees within the Department.
- Continue to promote behaviour in line with the Code of Ethics for the South Australian Public Sector.
- Assess and test controls relating to fraud as part of internal audit processes and reviews.
- Continue to develop relationships between the Investigations unit and other business units to develop and plan projects and resources that mitigate any potential risks.
- Targeted face to face training sessions held with specific business units based on their risk profile.
- Fraud and Corruption Control presentations at corporate induction days for new employees.
- Monitor conflicts of interest and gifts and benefits reporting.
- Probity presentations to employees in the Department requiring probity briefings.
- Review of fraud and corruption control policies and procedures and training materials.

Data for previous years is available at: [Fraud Detected in the Department for Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/fraud-detected-in-the-department-for-infrastructure-and-transport).

[Annual Reports - Department for Infrastructure and Transport - South Australia \(dit.sa.gov.au\)](https://dit.sa.gov.au/annual-reports)

Public interest disclosure

Number of occasions on which public interest information has been disclosed to a responsible officer of the agency under the *Public Interest Disclosure Act 2018*:

Nil.

Data for previous years is available at: [Public Interest Information \(Whistle-blowers'\) disclosure for the Department for Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au/public-interest-information).

Note: Disclosure of public interest information was previously reported under the *Whistleblowers Protection Act 1993* and repealed by the *Public Interest Disclosure Act 2018* on 1/7/2019.

Reporting required under any other act or regulation

Report on the administration of the *Harbors and Navigation Act 1993*

Act or Regulation	Requirement
<i>Harbors and Navigation Act 1993</i>	<p>Section 10 – Annual Report</p> <p>(1) The Chief Executive must, on or before 31 October in each year, report on the administration of this Act during the preceding financial year.</p> <p>(2) The Minister must, within six sitting days after receiving the report, cause copies to be laid before both Houses of Parliament.</p>

The following report is provided in accordance with section 10 of the *Harbors and Navigation Act 1993* (the Act) for the 2022-2023 financial year.

Safe navigation for vessels River Murray Flood Event

The Department was a support agency to the State Emergency Service (SES) during the River Murray flood event. Under the *Harbors and Navigation Act 1993* – section 67, a number of restrictions were placed on operating on the River Murray to keep river users safe due to the flood conditions.

The River Murray work involved the deployment of 211 temporary signs advising the community of hazards and restrictions and 284 navigational hazard assessments.

A dedicated webpage was set up with marine safety information about restrictions and safe river use and boat ramps that were closed along the river.

Registration and Licences in 2022-2023

In 2022-2023, 5,115 new boat licences were issued and 84 Special Permits were issued for persons aged 12 to 15. Of these Special Permit holders, 18 undertook a theory examination and practical test to allow them to operate unsupervised. A further 66 undertook a theory test which only allows them to operate with a boat licence holder. There are a total of 305,064 boat licence holders in South Australia. In terms of registration, there were 2,346 new boat registrations in 2022-2023, with a total of 50,749 boats registered at the end of June 2023.

Safety Strategies

A new marketing campaign ran from October 2022 to April 2023. The campaign aimed to remind boaters to stay safe with the key message of '*Know it – Safe boating is knowing your equipment and vessel*'. The campaign included social media posts throughout the season and boosted social media posts around school holidays and long weekends, radio advertisements on metropolitan radio, radio advertisements on radio streaming services and podcasts, print adverts and editorial in Fishing SA magazine and digital advertising on websites that boaters visit.

The non-compliance rate of vessels checked during the campaign period of October 2022 to April 2023 was 35.9%, an improvement on the previous year's campaign of 39.5%. A monthly newsletter was distributed to more than 4,300 subscribers (increase of 700 subscribers compared to the previous financial year), providing regular information about new regulations and boating safety. Media releases were issued at peak boating periods with Marine Safety and Compliance staff undertaking radio interviews to promote key safety messages.

Aquatic Activity Licences

Aquatic Activity Licenses are issued to organisations for the purpose of an aquatic sport, activity, or other purpose to be conducted on State waters. During 2022-2023, 104 Aquatic Activity Licenses were issued for events such as races, exhibitions and fireworks displays.

Pilotage

The South Australian Government is responsible for issuing pilot licenses and pilotage exemptions for a vessel 35 metres or more in length which must not be navigated within a 'prescribed area' (compulsory pilotage area) unless the vessel is navigated under the control or at the direction of a licensed pilot; or the master of the vessel holds a Pilotage Exemption certificate; or the vessel is a Royal Australian Navy vessel.

Three Pilot Licences and 15 pilotage exemptions covering 11 different ports across South Australia were issued during 2022-2023.

Safety Operation of Vessels

The Department employs a team of Marine Safety Officers who operate throughout the State. These officers conduct routine and targeted patrols by land and by water, to observe boating behaviours and to inspect vessels for compliance and safety equipment, registration and licensing requirements.

During 2022-2023 there were 3,068 recreational vessels inspected with 33.7% non-compliant. This was an improvement on 2021-2022 where 39.5% of vessels were non-compliant. During 2022-2023, there were 281 expiation notices issued for a total of 349 offences and 623 cautions issued to owners or operators. Most of these were issued for offences relating to failing to carry one to two items of safety equipment, lifejacket carriage and wear, failure to carry or expired flares, operating unregistered and speeding.

Reporting against the *Air Transport (Route Licensing—Passenger Services) Act 2002*

The following report is provided pursuant to section 19 of the *Air Transport (Route Licensing—Passenger Services) Act 2002*.

Act or Regulation	Requirement
<i>Air Transport (Route Licensing—Passenger Services) Act 2002</i>	<p>Section 19:</p> <p>(1) The administrative unit of the Public Services that is, under the Minister, responsible for the administration of this Act must, on or before 30 September in each year, present a report for the Minister on the operation and administration of this Act during the previous financial year.</p> <p>(2) A report required under this section may be incorporated in the annual report of the relevant administrative unit.</p> <p>The Minister must, within 12 sitting days after receipt of a report under this section, cause copies of the report to be laid before each House of Parliament.</p>

Operation and Administration of the Act in 2022-2023

There were no Declared Routes or Route Licenses in 2022-2023.

Reporting required under the *Carers' Recognition Act 2005*

The principles of the Carer's Charter are incorporated into the Department's strategic human resource framework, onboarding, and corporate induction resource material. Guidelines and operating procedures outline the responsibilities of managers to assist employees to meet their caring obligations by providing a range of options that can be tailored to suit each employee's personal circumstances. This includes measures such as access to family carer's leave, flexible working hours, flexible leave arrangements and access to special leave.

South Australians with severe and permanent disabilities which limit their capacity to access public transport independently are able to apply for transport assistance such as the Plus One Free Companion card and the South Australian Transport Subsidy Scheme. The Plus One Free Companion card provides assistance to people who cannot travel independently due to mobility, cognitive, sensory or communication impairment. Companions or carers accompanying Plus One Free Companion card holders may access Adelaide Metro public transport services free of charge.

The Department provides public transport information for people with a disability, their families and their carers on network accessibility via the Adelaide Metro mobile app, website, as well as the Adelaide Metro InfoLine and InfoCentres.

The range of accessibility features has been enhanced to include ramps available on all public transport services, priority and allocated seating, provision for assistance animals, alternative signage and audible information.

On 15 June 2023, the Department became an official signatory to the Equal Opportunity Commission's *We're Equal* campaign with implementation activities being planned internally and across Service SA centres and the Adelaide Railway Station.

Reporting against the *Passenger Transport Act 1994*

The Department administers the *Passenger Transport Act 1994* (the PT Act) and Passenger Transport Regulations 2009 by planning, regulating and funding public transport services (bus, train and tram, taxi and hire car) across South Australia. Pursuant to section 24A of the PT Act the following report is provided.

The Department has performance-based franchise contracts with bus, tram and train operators that keeps the operator focused firmly on the efficiency and quality of service delivery to customers. The government retains ownership of rail assets (including trains, trams, tracks, stations and all infrastructure); sets requirements for levels of services; continues to set the fare price for travel on bus, tram and trains and retains the revenue.

Public transport bus and tram services across metropolitan Adelaide are provided by four private transport providers, Torrens Transit Pty Ltd which operates three contract areas (East West, Outer North and Outer North East); Busways South Australia Pty Ltd which operates the Outer South contract area; and Australian Transit Enterprises Pty Ltd trading as Southlink which operates the Hills contract area. Torrens Connect (a joint venture between Torrens Transit Pty Ltd, UGL Rail Services Pty Ltd and John Holland Pty Ltd) provide both bus and light rail services in the North-South contract area.

The bus and tram contracts commenced on 5 July 2020. Rail infrastructure maintenance for tram functions (i.e. within track, civil, signalling and overhead) transitioned to Torrens Connect on 31 January 2021, in line with the commencement of the new train contract.

The Outsourced Rail Operations Agreement with Keolis Downer Adelaide commenced on 31 January 2021, for the operation and maintenance of the Adelaide Metropolitan Passenger Rail Network, which consists of six commuter routes on four main lines with the provision of asset management and rolling stock maintenance services.

In line with the South Australian Government's election commitment to return rail to government hands, an agreement has been reached with the train operator Keolis Downer Adelaide and tram operator Torrens Connect to hand back operational functions by January 2025, and July 2025 respectively.

Public transport services in regional South Australia are administered by the Department. These include regular route services (country bus services), provincial city services, integrated transport plans, special medical-related services and Dial-a-Ride services.

The Department supports community passenger networks across regional South Australia and within metropolitan Adelaide. The Community Passenger Networks Program is established to facilitate access to transport for people who are transport disadvantaged. The program is jointly funded by the Commonwealth Home Support Program and the Department of Human Services.

The Department is committed to continually improving public transport services and infrastructure and making public transport more accessible and easier to use for all users. The metropolitan bus fleet is now 100% accessible.

The Department's Station Upgrade Program continues to upgrade selected stations along metropolitan passenger rail lines to provide safer and more efficient services for train customers, with all improvements focusing on accessibility in line with the *Disability Discrimination Act 2002*, for public transport services. Improved facilities for commuters include new shelters, improved lighting, platform furniture, additional cover, improved access, pedestrian crossings, bike enclosures, additional CCTV cameras, new access paths and ramps along with new car parking facilities.

Departmental officers at the Adelaide Railway Station monitor accessibility gates and provide 'sighted guide' assistance to passengers to board trains if needed. Information regarding accessible journeys is published on the Adelaide Metro website.

Adelaide Metro patronage 2022-2023

The total patronage on the public transport system increased by 26.4% compared with the previous financial year.

Total patronage by mode

Bus	Tram	Train	Total patronage*
40,521,601	7,493,942	12,058,402	60,073,945

Total patronage by passenger type

Regular	Concession	Student	Seniors	Free Travel	Special Passes	Total patronage*
16,150,536	17,891,613	10,702,466	6,797,608	8,061,576	470,146	60,073,945

Total patronage by ticket type

MetroCARD	Single trip	Daytrip	Free travel	Total patronage*
50,881,812	849,310	281,247	8,061,576	60,073,945

*The figures listed above include free travel data.

Special event services

On 23 October 2014, an amendment to the PT Act was enacted with respect to the management and funding of public transport for special events. The aim of the legislation is to facilitate the successful planning of special events in metropolitan Adelaide by requiring mandatory notification of major events and also to provide a mechanism for the costs of additional public transport services required for the event to be recovered where the event is considered a "commercial event".

The key elements of the legislation include the requirement for venue managers to notify the Department six months in advance (or as soon as the event is known) of any event expected to attract more than 5,000 patrons and, where additional public transport services are required, that commercial events contribute to the cost of these extra services.

Events are classified as one of two different categories of event for the purposes of the legislation. The two categories are:

- Commercial Events – organised for profit where there is a fee for participants either in the form of a ticket or an indirect fee i.e. membership of a club or association; or
- Community Events – organised as not for profit, the event is open to the community and attendance is free or a voluntary donation from attendees may be sought.

Based on the information provided in the notification form, the Department will make a determination regarding the need for additional or special public transport services to cater for the event and, where extra services are required, events categorised as "commercial" will be required to fund the services.

The 2022-2023 year saw the return of many major events and large crowds following the COVID-19 pandemic. Crowds at AFL games at Adelaide Oval returned to pre-COVID levels requiring the Department's Adelaide Oval Express services to deliver these patrons safely to and from games. Other events such as the Royal Show and Christmas Pageant also saw increased crowds as COVID restrictions and arrangements were removed. The 2022 Royal Show was the first time that patrons were required to pre-purchase tickets and metroCARDS to use on public transport, with a large portion of patrons previously using cash to purchase tickets on board.

The Department undertook a significant public communication process to advise patrons to pre-purchase tickets, resulting in a successful event and transition to metroCARD ready for the 2023 event. This financial year also saw the return of the Adelaide 500 which required a significant number of additional and special bus, train and tram services over the course of the four-day event. This was also the case for the State of Origin Rugby which was held at Adelaide Oval and was supported by Adelaide Oval Express services across the network.

In addition to these events, Adelaide hosted two significant events in 2023, being AFL's first Gather Round and LIV Golf. Both of these events were the first of their kind in Australia and required considerable planning, coordination and collaboration with a number of stakeholders. The transport plan for both events was very successful, contributing a seamless, safe and enjoyable customer experience for patrons.

Regional services

The Department regulates and contributes to funding transport services in some regional areas.

Regular route services operate across regional South Australia and link major centres to Adelaide. Services operate in the Barossa Valley, Murray Mallee, Mid North, Upper North, Far North, Riverland, Eyre, South East and Fleurieu regions.

Integrated transport services operate in the Coorong District Council, Karoonda East District Council, Murray District Council, Southern Mallee District Council, Mid Murray District Council, Southern Yorke Peninsula, Tatiara District Council, Eastern Riverland, Upper North, Mid North, Adelaide Hills, Victor Harbor and on Kangaroo Island.

Dial-a-Ride door to door services are provided in Victor Harbor, Port Lincoln, Murray Bridge, the Copper Coast and Barossa Valley. These supplement regular timetabled services and extend the range of public transport options for these communities.

In 2022-2023, the Department completed the tender process for the 14 Phase 1 Regional Bus Service contracts, with the new contracts commencing on 1 October 2023. The funding for regional bus passenger services included in the 2022-2023 State Budget will ensure that current regional bus service levels are maintained. The State Budget funding will also ensure that all vehicles used for regional services comply with mandatory disability standards. The remaining Phase 2 contracts are scheduled to be released for tender in late 2023.

Based on data provided by regional bus operators, regional bus patronage in 2022-2023 was 599,705, an increase of 7.90% from the previous year.

The 2022-2023 patronage is at a similar level to the 2020-2021 data, recovering from the additional COVID-19 impacts in 2021-2022 (the State-wide lockdown in July 2021 and the opening of the border in November 2021).

Provincial city bus services

Regular passenger services operate in South Australia's provincial cities of Port Lincoln, Port Pirie, Whyalla, Port Augusta, Murray Bridge and Mount Gambier. Provincial city services are a combination of town and school services.

In the four years prior to the start of COVID-19, provincial city bus service patronage decreased by an average of 1.6% each year.

Based on data provided by provincial city bus operators, patronage in 2022-2023 was 312,712, a decrease of 1.29% from the previous year. As with the other regional bus services, the decrease is due to passengers appearing to have changed their travel habits or choosing alternative options, such as telehealth appointments, on-line shopping and delivery services.

Complaints, commendations and submissions**Feedback on public transport**

Feedback from customers about passenger transport services is welcomed as it provides the ability to improve and assess existing services and practices.

Customers are presented with multiple opportunities to provide their feedback through the Adelaide Metro website, Adelaide Metro InfoLine and InfoCentre, as well as social media such as Facebook and Twitter. Complaints represented 0.03% of total public transport patronage (initial boardings and transfers) in the 2022-2023 reporting year, with an increase of 2,932 (24%) compared to the previous year. There was an increase of 148 commendations (21%) compared to the previous year.

The table below shows feedback information on public transport.

Feedback	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
Commendations	914	897	692	602	703	851
Suggestions	1,134	1,336	908	874	694	818
Complaints						
Service changes and service quality	6,267	5,589	5,320	5,650	8,207	8,979
Punctuality	3,088	2,905	1,714	2,122	3,121	5,095
Fares and ticketing	437	332	454	442	523	618
Passenger comfort	1,130	1,346	306	335	254	345
Other	323	225	44	0	0	0
Total complaints	11,245	10,397	7,838	8,549	12,105	15,037

Note: the increase in complaints can be partly attributed to the increase in patronage, and to driver shortages.

Feedback on taxi and Small Passenger Vehicle (SPV) services

The Department receives complaints and commendations regarding taxis and small passenger vehicles. Complaints may lead to disciplinary action if a breach of the regulations under the PT Act is found to have occurred.

The table below shows feedback information on taxis and SPVs.

Feedback	2018-19	2019-20	2020-21	2021-22	2022-23
Commendations	3	1	0	0	1
Complaints	172	109	103	204	228

As at June 2023, there were 5,572 small passenger vehicles in the metropolitan area that can provide point to point services; an increase from 4,974 in 2021-2022.

Waiting times

The taxi Centralised Booking Services reported that the average waiting time for general taxis in metropolitan Adelaide for 2022-2023 was 6 minutes and 30 seconds during the day (6am to 6pm), and 8 minutes and 30 seconds at night (6pm to 6am). The figures include waiting times for phone-booked, hailed and taxi rank trips and meet the prescribed waiting time of 12 minutes, as stated in the conditions for accreditation.

There were 1,035 general licences in metropolitan Adelaide in 2022-2023, noting that not all licences were operational.

Access Taxis

The taxi Centralised Booking Services reported that the average waiting time for Access Taxis in metropolitan Adelaide for 2022-2023 was 5 minutes and 25 seconds during the day (6am to 6pm) on weekdays and 5 minutes and 30 seconds on weekends, and 13 minutes and 25 seconds at night (6pm to 6am) on weekdays and 13 minutes and 30 seconds on weekends.

Average waiting times for Access Taxis improved from 2021-2022, when the average waiting times were 6 minutes and 13 seconds during the day (6am to 6pm) on weekdays and 8 minutes and 3 seconds on weekends, and 17 minutes and 44 seconds on a weekday night (6pm to 6am).

Approximately 5,002 Access Taxi jobs took more than 30 minutes to pick up the passenger. This compares with 9,286 in 2022-2023, representing a reduction of 53%.

As at 30 June 2023, there are 102 general licences with special conditions (Access Taxis), noting that not all licences are operational.

Passenger Transport Standards Committee

The Passenger Transport Standards Committee (PTSC) is a statutory committee, established under the PT Act, responsible for exercising disciplinary powers under Part 4, Division 5 of the PT Act and for exercising or performing such other powers or functions as may be conferred by the Minister from time to time.

In 2022-2023, the PTSC sat on 103 occasions and considered 1,077 matters which comprised:

- 190 accreditation applications; and
- 887 disciplinary matters.

Of the 887 disciplinary matters, the PTSC:

- suspended the accreditation of 377 accredited persons for a period of time;
- revoked the accreditation of 480 accredited persons and disqualified them for a period of time; and
- permanently disqualified 1 person from holding accreditation under the PT Act.

The remainder were dealt with by other actions, such as a fine, reprimand, caution issued; or found to have no cause to answer.

Disciplinary matters included people who failed to demonstrate they met the standards and requirements to hold an accreditation under the PT Act.

Temporary suspensions primarily related to administrative matters, such as the suspension of a driver's licence through the fines enforcement system, or following an alcohol related driving offence or after the expiry of annual medical clearances. In these instances, the suspension remains until the driver's licence has been reinstated or until the updated medical report is provided indicating that the person meets the commercial medical standards to drive a public passenger vehicle.

The majority of accreditation revocations relate to interstate driver's licence transfers, as a driver cannot hold an accreditation in South Australia if they do not live in the state (with the exception of cross-border workers). Others had their accreditation revoked because their working with children check had been revoked, or their driver's licence was disqualified or cancelled.

After holding an enquiry, the PTSC found no cause for disciplinary action against four accredited persons, while the remaining accredited persons were fined or reprimanded.

In addition to the above disciplinary matters, the PTSC also placed conditions on the accreditation of three persons.

An increase in disciplinary measures can be attributed to several factors:

- There has been an increase in passenger transport activity in the recovery from COVID-19.
- There are more on-road compliance officers undertaking more enforcement activities.
- Implementation of business process improvements in the administration of licence regulation and the accreditation of medical requirements.

Public complaints

Number of public complaints reported

Complaint categories	Sub-categories	Example	Number of Complaints 2022-2023
Professional behaviour	Staff attitude	Failure to demonstrate values such as empathy, respect, fairness, courtesy, extra mile; cultural competency	2,882
Professional behaviour	Staff competency	Failure to action service request; poorly informed decisions; incorrect or incomplete service provided	1,895
Professional behaviour	Staff knowledge	Lack of service specific knowledge; incomplete or out-of-date knowledge	26
Communication	Communication quality	Inadequate, delayed or absent communication with customer	99
Communication	Confidentiality	Customer's confidentiality or privacy not respected; information shared incorrectly	0
Service delivery	Systems/technology	System offline; inaccessible to customer; incorrect result/information provided; poor system design	1,653
Service delivery	Access to services	Service difficult to find; location poor; facilities/ environment poor standard; not accessible to customers with disabilities	1,124
Service delivery	Process	Processing error; incorrect process used; delay in processing application; process not customer responsive	2
Policy	Policy application	Incorrect policy interpretation; incorrect policy applied; conflicting policy advice given	116
Policy	Policy content	Policy content difficult to understand; policy unreasonable or disadvantages customer	0

Complaint categories	Sub-categories	Example	Number of Complaints 2022-2023
Service quality	Information	Incorrect, incomplete, out-dated or inadequate information; not fit for purpose	104
Service quality	Access to information	Information difficult to understand, hard to find or difficult to use; not plain English	26
Service quality	Timeliness	Lack of staff punctuality; excessive waiting times (outside of service standard); timelines not met	5,053
Service quality	Safety	Maintenance; personal or family safety; duty of care not shown; poor security service/ premises; poor cleanliness	1,737
Service quality	Service responsiveness	Service design doesn't meet customer needs; poor service fit with customer expectations	320
No case to answer	No case to answer	Third party; customer misunderstanding; redirected to another agency; insufficient information to investigate	99
		Total	15,136

Additional Metrics	Total
Number of positive feedback comments	851
Number of negative feedback comments	15,037
Total number of feedback comments	15,888
% complaints resolved within policy timeframes	85%

Data for previous years is available at: <https://data.sa.gov.au/data/dataset/public-complaints-received-by-the-department-of-planning-transport-and-infrastructure>

Service Improvements

Some of the improvements include:

- The metroCARD website has been upgraded making it more mobile friendly, user friendly and secure. The new website allows users to name each metroCARD in their account, activate two factor authentication for greater security and easily update bank card details associated with Auto Recharge.
- ‘*See it? Report it!*’ was introduced to allow public transport users to report incidents quickly and anonymously by scanning a QR code. This data will be used to help improve safety on and around public transport.
- Rail Care volunteer maintenance concerns are now captured in the Customer Relationship Management system and assigned to the relevant area for action.
- Established monthly Voice of Customer feedback report to highlight trends and customer sentiment over time, share meaningful insights and reveal areas that require the most attention across the South Australian Public Transport Authority (SAPTA).
- Utilised customer data and insights to assist SAPTA in prioritising areas for improvement and building multiple business cases to help improve customer experiences and provide greater value.

Service improvements resulting from complaints or consumer suggestions:

- Following community pushback against plans to flatten bike jumps along Railway Terrace Edwardstown, the Rail Care team were engaged to assist in consultation and transforming the site into a community friendly space.
- Outer Harbor line commuters and local residents raised concerns about the shared pathway leading from Glanville Railway Station to the nearby bus stop. The Rail Care team coordinated contractors to fix the path which had been lifted by large tree roots making it unsafe for commuters.
- Members of the community contacted Rail Care regarding unused departmental land near Largs Railway Station. As the space was not accessible, the Rail Care team installed an access gate and cleared the area of vegetation to enable safe and easy access to volunteers who will plant and maintain the area.
- After years of complaints and requests to remove graffiti along the railway fence at Penno Parade Glenalta, the Rail Care team commissioned street artist Adam Poole-Mottishaw to design and paint a 200 metre long mural commemorating Mitcham’s ANZAC history.
- Following customer feedback, Integrated Service Planning made changes to streamline bus services for Unley and Mitcham Girls High Schools. Departure times and locations for Urrbrae High School services were also altered in conjunction with the Cross Road and Fullarton Road intersection upgrade.

- After concerns were raised about the visibility of Stop Codes, Integrated Service Planning increased the size of the Stop Code as seen on the new style bus stop plates.
- Public transport users have provided feedback in relation to bus stop locations and as a result, the Integrated Service Planning team have relocated Stop 7 Duthy Street (east side) and reorganised bus stop locations in Colonnades Centre Interchange to improve safety.
- Timetable changes implemented on 1 May 2023, appear to have resulted in a decrease in punctuality complaints.
- Tap and Pay rollout allowing customers to use Visa, MasterCard or enabled smart devices extended to cover all trams, O-Bahn buses and commencement of the remaining fleet of buses.

Compliance Statement

The Department is compliant with Premier and Cabinet Circular 039 – complaint management in the South Australian public sector	Y
The Department has communicated the content of PC 039 and the agency's related complaints policies and procedures to employees.	Y

Public complaints – Other areas of the Department for Infrastructure and Transport

Number of public complaints reported for other areas of the Department (as required by the Ombudsman)

Complaint categories	Sub-categories	Example	Number of Complaints 2022-2023
Professional behaviour	Staff attitude	Failure to demonstrate values such as empathy, respect, fairness, courtesy, extra mile; cultural competency	85
Professional behaviour	Staff competency	Failure to action service request; poorly informed decisions; incorrect or incomplete service provided	85
Professional behaviour	Staff knowledge	Lack of service specific knowledge; incomplete or out-of-date knowledge	28
Communication	Communication quality	Inadequate, delayed or absent communication with customer	26
Communication	Confidentiality	Customer's confidentiality or privacy not respected; information shared incorrectly	72
Service delivery	Systems/technology	System offline; inaccessible to customer; incorrect result/information provided; poor system design	488
Service delivery	Access to services	Service difficult to find; location poor; facilities/ environment poor standard; not accessible to customers with disabilities	269
Service delivery	Process	Processing error; incorrect process used; delay in processing application; process not customer responsive	10
Policy	Policy application	Incorrect policy interpretation; incorrect policy applied; conflicting policy advice given	8

Complaint categories	Sub-categories	Example	Number of Complaints 2022-2023
Policy	Policy content	Policy content difficult to understand; policy unreasonable or disadvantages customer	214
Service quality	Information	Incorrect, incomplete, out-dated or inadequate information; not fit for purpose	10
Service quality	Access to information	Information difficult to understand, hard to find or difficult to use; not plain English	162
Service quality	Timeliness	Lack of staff punctuality; excessive waiting times (outside of service standard); timelines not met	8
Service quality	Safety	Maintenance; personal or family safety; duty of care not shown; poor security service/ premises; poor cleanliness	63
Service quality	Service responsiveness	Service design doesn't meet customer needs; poor service fit with customer expectations	201
No case to answer	No case to answer	Third party; customer misunderstanding; redirected to another agency; insufficient information to investigate	260
		Total	1,989

Additional Metrics	Total
Number of positive feedback comments	211
Number of negative feedback comments	793
Total number of feedback comments	1,004
% complaints resolved within policy timeframes	96%

Data for previous years is available at: [Public complaints received by the Department of Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/public-complaints-received-by-the-department-of-infrastructure-and-transport).

Service Improvements

Service SA

Report on how your organisation has improved its complaints management system, set new KPI's or updated system features:

- Trends in complaints and ministerials discussed regularly at team meetings and improvements are tracked.
- Regular reporting data is used to audit complaints data.

Service improvements resulting from complaints or consumer suggestions:

- Two Factor Authentication introduced on mySAGOV accounts to increase security.
- Password requirements updated for mySAGOV account holders. Where a password doesn't meet the new complexity requirements, customers are asked to create a stronger password at the next log in.
- mySAGOV now uses a password verification service to check if a password has been compromised. If mySAGOV detects a password may have been compromised, the account holder is asked to choose another password when creating a new account or at the next log in.
- Optus and Latitude Financial Services Data breaches resulted in extended opening hours and a new transaction in the mySAGOV account to allow impacted customers to apply for a replacement licence online. The usual replacement licence fee was waived for impacted customers.
- Five Service SA centres at Elizabeth, Marion, Modbury, Prospect and Seaford Meadows open 9am-5pm every Saturday (excluding public holidays) from 6 May 2023.

Appendix 1: Audited financial statements 2022-2023



Our ref: A23/177

Level 9
State Administration Centre
200 Victoria Square
Adelaide SA 5000
Tel +618 8226 9640
ABN 53 327 061 410
audgensa@audit.sa.gov.au
www.audit.sa.gov.au

Mr J Whelan
Chief Executive
Department for Infrastructure and Transport
83 Pirie Street
ADELAIDE SA 5000
email: DIT.Auditor-GeneralCorrespondence@sa.gov.au

Dear Mr Whelan

Audit of the Department for Infrastructure and Transport for the year to 30 June 2023

We have completed the audit of your accounts for the year ended 30 June 2023. Two key outcomes from the audit are the:

- 1** Independent Auditor's Report on your agency's financial report
- 2** audit management letters recommending you address identified weaknesses.

1 Independent Auditor's Report

We are returning the financial report for the Department for Infrastructure and Transport, with the Independent Auditor's Report. This report is unmodified. The *Public Finance and Audit Act 1987* allows me to publish documents on the Auditor-General's Department website. The enclosed Independent Auditor's Report and accompanying financial report will be published on that website on Tuesday 17 October 2023.

My annual report to Parliament indicates that we have issued an unmodified Independent Auditor's Report on your financial report.

2 Audit management letters

During the year, we sent you audit management letters detailing the weaknesses we noted and improvements we considered you need to make including matters we considered in forming our collective opinion on financial controls required by the *Public Finance and Audit Act 1987*.

Significant matters related to:

- the Across Government Facilities Management Arrangements were not operating in accordance with the contract
- performance and contract management controls could be improved
- risk management processes could be improved
- asset management practices could be improved.

We have received responses to our letters and will follow these up in the 2023-24 audit.

I have also included summary comments about these matters in my annual report. These identify areas we assessed as not meeting a sufficient standard of financial management, accounting and control.

What the audit covered

Our audits meet statutory audit responsibilities under the *Public Finance and Audit Act 1987* and the Australian Auditing Standards.

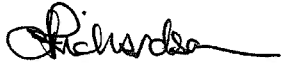
Our audit covered the principal areas of the agency's financial operations and included test reviews of systems, processes, internal controls and financial transactions. Some notable areas were:

- accounts payable
- payroll
- fees and charges, including motor vehicles, drivers' licences and public transport
- income and expenditure for maintenance, property and building construction services
- accounts receivable
- Commonwealth revenues
- bank accounts and reconciliations
- general ledger
- governance, including risk management and legal compliance
- fixed assets, including capital works, road and rail network assets, and plant and equipment
- contract management for public transport and road maintenance contracts
- asset management for road, marine and rail assets
- the AGFMA
- information technology controls for selected areas.

Particular attention was given to the revaluation of network assets. We concluded that the financial report was prepared in accordance with the financial reporting framework in this respect.

I would like to thank the staff and management of your agency for their assistance during this year's audit.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Richardson', with a long horizontal flourish extending to the right.

Andrew Richardson
Auditor-General

18 September 2023

enc



Level 9
State Administration Centre
200 Victoria Square
Adelaide SA 5000
Tel +618 8226 9640
ABN 53 327 061 410
audgensa@audit.sa.gov.au
www.audit.sa.gov.au

To the Chief Executive Department for Infrastructure and Transport

Opinion

I have audited the financial report of the Department for Infrastructure and Transport (the Department) for the financial year ended 30 June 2023.

In my opinion, the accompanying financial report gives a true and fair view of the financial position of the Department for Infrastructure and Transport as at 30 June 2023, its financial performance and its cash flows for year then ended in accordance with relevant Treasurer's Instructions issued under the provisions of the *Public Finance and Audit Act 1987* and Australian Accounting Standards.

The financial report comprises:

- a Statement of Comprehensive Income for the year ended 30 June 2023
- a Statement of Financial Position as at 30 June 2023
- a Statement of Changes in Equity for the year ended 30 June 2023
- a Statement of Cash Flows for the year ended 30 June 2023
- notes, comprising material accounting policy information and other explanatory information
- a Statement of Administered Comprehensive Income for the year ended 30 June 2023
- a Statement of Administered Financial Position as at 30 June 2023
- a Statement of Administered Cash Flows for the year ended 30 June 2023
- a Schedule of Administered Expenses and Income by Administered Programs for the year ended 30 June 2023
- notes, comprising material accounting policy information and other explanatory information for administered items
- a Certificate from the Chief Executive and the Executive Director, People and Corporate Services.

Basis for opinion

I conducted the audit in accordance with the *Public Finance and Audit Act 1987* and Australian Auditing Standards. My responsibilities under those standards are further described in the 'Auditor's responsibilities for the audit of the financial report' section of my report. I am independent of the Department for Infrastructure and Transport. The *Public Finance and Audit Act 1987* establishes the independence of the Auditor-General. In conducting the audit, the relevant ethical requirements of APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)* have been met.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Responsibilities of the Chief Executive for the financial report

The Chief Executive is responsible for the preparation of the financial report that gives a true and fair view in accordance with relevant Treasurer's Instructions issued under the provisions of the *Public Finance and Audit Act 1987* and Australian Accounting Standards, and for such internal control as management determines is necessary to enable the preparation of the financial report that gives a true and fair view and that is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the Chief Executive is responsible for assessing the entity's ability to continue as a going concern, taking into account any policy or funding decisions the government has made which affect the continued existence of the entity. The Chief Executive is also responsible for disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the assessment indicates that it is not appropriate.

Auditor's responsibilities for the audit of the financial report

As required by section 31(1)(b) of the *Public Finance and Audit Act 1987*, I have audited the financial report of the Department for Infrastructure and Transport for the financial year ended 30 June 2023.

My objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with Australian Auditing Standards, I exercise professional judgement and maintain professional scepticism throughout the audit. I also:

- identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control
- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Chief Executive
- conclude on the appropriateness of the Chief Executive's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the entity's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify the opinion. My conclusion is based on the audit evidence obtained up to the date of the auditor's report. However, future events or conditions may cause an entity to cease to continue as a going concern
- evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

My report refers only to the financial report described above and does not provide assurance over the integrity of electronic publication by the entity on any website nor does it provide an opinion on other information which may have been hyperlinked to/from the report.

I communicate with the Chief Executive about, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during the audit.



Andrew Richardson
Auditor-General

18 September 2023

Department for Infrastructure and Transport CERTIFICATION OF THE FINANCIAL STATEMENTS

We certify that the:


- financial statements of the Department for Infrastructure and Transport:
 - are in accordance with the accounts and records of the Department; and
 - comply with relevant Treasurer's instructions; and
 - comply with relevant accounting standards; and
 - present a true and fair view of the financial position of the Department at the end of the financial year and the result of its operations and cash flows for the financial year.
- Internal controls employed by the Department for Infrastructure and Transport for the financial year over its financial reporting and its preparation of the financial statements have been effective.



Jon Whelan
Chief Executive

Department for Infrastructure
and Transport
South Australia

14 September 2023



Graeme Jackson
Executive Director, People
and Corporate Services

Department for Infrastructure
and Transport
South Australia

14 September 2023

Department for Infrastructure and Transport - Controlled

Financial Statements

For the year ended 30 June 2023

Department for Infrastructure and Transport - Controlled
Statement of Comprehensive Income
for the year ended 30 June 2023

		2023	2022
	Note	\$'000	\$'000
Income			
Appropriation	2.1	756 029	747 682
Fees and charges	2.2	788 908	738 383
Australian Government sourced funding	2.3	839 185	695 315
SA Government grants, subsidies and transfers	2.4	98 645	51 617
Sales of goods and services	2.5	38 578	141 486
Rental Income	2.6	198 208	193 225
Grants and subsidies income	2.7	53 580	56 470
Interest	2.8	10 244	4 700
Resources received free of charge	2.9	7 472	10 260
Net gain from the disposal of property plant and equipment	2.10	1 179	8 535
Other income	2.11	49 907	39 549
Total income		2 841 935	2 687 222
Expenses			
Employee benefits expenses	3.3	151 312	148 518
Supplies and services	4.1	862 382	938 447
Depreciation and amortisation	4.2	728 034	648 629
Grants and subsidies	4.3	103 121	105 467
Borrowing costs	4.4	26 350	20 583
Cash alignment payments to Department of Treasury and Finance	4.6	231 321	-
Other expenses	4.5	30 913	173 391
Total expenses		2 133 433	2 035 035
Net result		708 502	652 187
Other comprehensive income			
Items that will not be reclassified to net result:			
Changes in property, plant and equipment asset revaluation surplus	5.2,5.3,5.7	2 401 354	12 841
Total other comprehensive income		2 401 354	12 841
Total comprehensive result		3 109 856	665 028

The accompanying notes form part of these financial statements. The net result and total comprehensive result are attributable to the SA Government as owner.

Department for Infrastructure and Transport - Controlled
Statement of Financial Position
as at 30 June 2023

		2023	2022
	Note	\$'000	\$'000
Current assets			
Cash and cash equivalents	6.1	4 341 966	4 427 738
Receivables	6.2	255 049	203 624
Inventories	5.6	6 366	6 283
Other Assets	6.3	27 595	26 955
Non-current assets held for sale	5.7	4 776	6 309
Total current assets		4 635 752	4 670 909
Non-current assets			
Receivables	6.2	139 355	147 383
Other Assets	6.3	63 033	58 654
Land Buildings and Facilities	5.1	4 043 521	3 543 121
Property Plant and Equipment	5.2	741 380	693 341
Network assets	5.3	33 430 525	30 331 552
Capital works in progress	5.4	1 717 818	1 855 913
Intangible assets	5.5	14 442	10 057
Total non-current assets		40 150 074	36 640 021
Total assets		44 785 826	41 310 930
Current liabilities			
Payables	7.1	313 674	298 981
Financial liabilities	7.2	111 545	117 120
Employee benefits	3.4	30 226	29 051
Provisions	7.3	11 721	21 402
Other current liabilities	7.4	19 082	20 232
Total current liabilities		486 248	486 786
Non-current liabilities			
Payables	7.1	11 502	12 285
Financial liabilities	7.2	980 863	888 053
Employee benefits	3.4	41 370	43 836
Provisions	7.3	15 803	16 309
Total non-current liabilities		1 049 538	960 483
Total liabilities		1 535 786	1 447 269
Net assets		43 250 040	39 863 661
Equity			
Contributed Capital		4 950 556	4 673 708
Retained earnings		13 598 537	12 889 395
Asset revaluation surplus		24 700 947	22 300 558
Total equity		43 250 040	39 863 661
Total equity is attributable to the SA Government as owner.			
Unrecognised contractual commitments	10.1		
Contingent assets and liabilities	10.2		

Department for Infrastructure and Transport - Controlled
Statement of Changes in Equity
for the year ended 30 June 2023

	Note	Contributed capital \$'000	Asset revaluation surplus \$'000	Retained earnings \$'000	Total equity \$'000
Balance at 1 July 2021		4 396 860	22 298 404	12 232 454	38 927 718
Prior Period - error corrections	8.1	-	-	(5 931)	(5 931)
Restated Balance at 1 July 2021		4 396 860	22 298 404	12 226 523	38 921 787
Net result for 2021-22		-	-	652 187	652 187
Gain / (loss) on Revaluation of Land, Buildings and Facilities during 2021-22		-	10 966	-	10 966
Gain / (loss) on Revaluation of Network Assets during 2020-21		-	-	-	-
Gain / (loss) on Revaluation of Plant and Equipment during 2021-22		-	1 904	-	1 904
Gain / (loss) on Revaluation of Intangibles during 2020-21		-	-	-	-
Gain / (loss) on Revaluation of Non-Current Assets Classified as Held for Sale		-	(29)	-	(29)
Total comprehensive result for 2021-22		-	12 841	652 187	665 028
Transfer between equity components					
Equity transfer on asset disposals		-	(10 687)	10 687	-
Other		-	-	(2)	(2)
Transactions with SA Government as Owner					
Equity Contribution Received		276 848	-	-	276 848
Balance at 30 June 2022		4 673 708	22 300 558	12 889 395	39 863 661
Net result for 2022-23		-	-	708 502	708 502
Gain / (loss) on Revaluation of Land, Buildings and Facilities during 2022-23	5.1	-	76 192	-	76 192
Gain / (loss) on Revaluation of Network Assets during 2022-23	5.3	-	2 325 162	-	2 325 162
Total comprehensive result for 2022-23		-	2 401 354	708 502	3 109 856
Transfer between equity components					
Equity transfer on asset disposals		-	(965)	965	-
Other		-	-	(3)	(3)
Net assets transferred as a result of an administrative restructure	1.3	-	-	(322)	(322)
Transactions with SA Government as Owner					
Equity Contribution Received		276 848	-	-	276 848
Balance at 30 June 2023		4 950 556	24 700 947	13 598 537	43 250 040

All changes in equity are attributable to the SA Government as owner.

Department for Infrastructure and Transport - Controlled
Statement of Cash Flows
for the year ended 30 June 2023

		2023 (Outflows) Inflows \$'000	2022 (Outflows) Inflows \$'000
Cash flows from operating activities	Note		
Cash inflows			
Appropriation		756 029	747 682
Fees and charges		790 214	739 653
Receipts from Australian Government sourced funding		839 185	695 315
SA Government grants, subsidies and transfers		98 645	51 617
Rental income		207 945	207 544
Sale of goods and services		50 078	493 060
Grants and subsidies		53 580	56 470
Interest received		9 624	13 259
Construction work reimbursements		467 255	687 071
GST received from the ATO		187 489	218 603
Other receipts		62 991	20 290
Cash generated from operations		3 523 035	3 930 564
Cash outflows			
Employee benefit payments		(151 474)	(164 577)
Payments for supplies and services		(784 381)	(1 409 129)
Payments of grants and subsidies		(103 121)	(105 467)
Interest paid		(26 350)	(20 583)
Cash alignment payments to Department of Treasury and Finance		(231 321)	-
Construction work payments		(525 545)	(722 344)
Other payments		(34 591)	(34 919)
Cash used in operations		(1 856 783)	(2 457 019)
Net cash provided by/(used in) operating activities	8.3	1 666 252	1 473 545
Cash flows from investing activities			
Cash inflows			
Proceeds from sale of property, plant and equipment		18 976	54 883
Cash generated from investing activities		18 976	54 883
Cash outflows			
Purchase of property, plant and equipment and network assets		(1 948 882)	(1 810 928)
Cash used in investing activities		(1 948 882)	(1 810 928)
Net cash provided by/(used in) investing activities		(1 929 906)	(1 756 045)
Cash flows from financing activities			
Cash inflows			
Equity contributions received		276 848	276 848
Repayment of finance lease receivables		17 072	27 077
Cash generated from financing activities		293 920	303 925
Cash outflows			
Repayment of lease liabilities		(116 038)	(126 550)
Cash used in financing activities		(116 038)	(126 550)
Net cash provided by/(used in) financing activities		177 882	177 375
Net increase/(decrease) in cash and cash equivalents		(85 772)	(105 125)
Cash and cash equivalents at 1 July		4 427 738	4 532 863
Cash and cash equivalents at 30 June	6.1	4 341 966	4 427 738

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

1. About the Department for Infrastructure and Transport

The Department for Infrastructure and Transport (the department) is a government department of the State of South Australia, established pursuant to the *Public Sector Act 2009*. The department is an administrative unit acting on behalf of the Crown.

The financial statements and accompanying notes include all the controlled activities of the department.

The department does not control any other entity and has no interests in unconsolidated structured entities.

Transactions and balances relating to administered resources are not recognised as departmental controlled income, expenses, assets and liabilities.

As administered items are significant in relation to the department's overall financial performance and position, they are disclosed in the Administered Financial Statements which are disclosed following the controlled departmental general purpose financial statements. Except as otherwise disclosed administered items are accounted for on the same basis and using the same accounting policies as for departmental transactions.

1.1. Basis of preparation

The financial statements are general purpose financial statements prepared in compliance with:

- section 23 of the *Public Finance and Audit Act 1987*;
- Treasurer's Instructions and Accounting Policy Statements issued by the Treasurer under the *Public Finance and Audit Act 1987*; and
- relevant Australian Accounting Standards.

The financial statements have been prepared based on a 12-month reporting period and presented in Australian currency. The historical cost convention is used unless a different measurement basis is disclosed.

Income, expenses and assets are recognised net of the amount of GST except:

- when the GST incurred on a purchase of goods or services is not recoverable from the Australian Tax Office (ATO) in which case the GST is recognised as part of the cost of acquisition of the asset or as part of the expense item applicable; and
- receivables and payables, which are stated with the amount of GST included.

The net amount of GST recoverable from, or payable to the ATO is included as part of receivables in the Statement of Financial Position.

Cash flows are included in the Statement of Cash Flows on a gross basis. However, the GST components of cash flows arising from investing and financing activities are recoverable from, or payable to, the ATO are classified as operating cash flows.

Assets and liabilities that are to be sold, consumed or realised as part of the 12-month operating cycle have been classified as current assets or current liabilities. All other assets and liabilities are classified as non-current.

Significant accounting policies are outlined in Note 8.4 and within the Notes.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

1.2. Objectives and programs

The department is responsible for the design, delivery and maintenance of state infrastructure used to deliver essential and important services to the community; and for managing and developing transport networks and the service delivery that supports them within South Australia.

The department supports a growing economy and a thriving community by working on enabling the movement of people, goods and services across the state's transport networks in a safe, sustainable, efficient, cost-effective manner; and by leading and coordinating the development, management and sustainment of public sector building assets and infrastructure that support the delivery of government services.

Departmental Organisation

The structure of the department has been established in a manner that provides clear accountabilities and responsibilities for all divisions and enables an open and steady flow of information between these areas.

The divisions of the department as at 30 June 2023 are:

- Commercial and Contract Management;
- People and Corporate Services;
- Transport Strategy and Planning;
- South Australian Public Transport Authority;
- Road and Marine Services;
- Infrastructure Delivery;
- Public Affairs; and
- North-South Corridor Program Delivery Office.

In achieving its objectives, the department provides a range of services classified into the following programs:

Program 1 Public Transport Services

Provision and maintenance of safe, efficient and accessible public transport services in metropolitan Adelaide and assisting regional areas to deliver passenger transport services that meet the needs of their community.

Program 2 Roads and Marine

Provision of safe, effective and efficient maintenance, operations and service delivery on roads and marine infrastructure that is in the care and control of the department, regulation of driver and vehicle access to the transport network and the delivery of services that support customer and community mobility.

Program 3 Delivery of Transport Projects

Provision of major infrastructure safely and efficiently to sustain and support growth and maximise the benefit of government's investment in transport assets.

Program 4 Provision and Management of Across Government Services

Provision of services to government agencies for the construction and maintenance of buildings, and facilities management of property assets.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

Program 5 Infrastructure Planning and Policy

Establish strategic plans, standards and program management frameworks for network development to deliver positive community and economic benefits for South Australians.

Program 6 Office of Local Government

The Office of Local Government provides policy and other advice to the Minister for Local Government. This includes advice on the operation of the *Local Government Act 1999* and related legislation, the delivery of the Municipal Services in Aboriginal Communities Program, and on the functions of the Outback Communities Authority, the South Australian Local Government Grants Commission, the South Australian Local Government Boundaries Commission and the Behavioural Standards Panel.

Program 7 Road Safety

Provision of policy and investment advice, community information on road safety, and the provision of services for safe and sustainable road use and travel behaviour. This program also includes development and management of road safety infrastructure programs such as the National Black Spot Program.

The disaggregated disclosures schedules present expenses, income, assets and liabilities information attributable to each of the activities for the years ended 30 June 2023 and 30 June 2022 below.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

1.2 Objectives and programs (continued)

	SA Public Transport					
	Road Safety		Authority		Roads and Marine	
	2023 \$'000	2022 \$'000	2023 \$'000	2022 \$'000	2023 \$'000	2022 \$'000
Income						
Appropriation	109 450	111 499	462 291	433 943	177 759	195 590
Fees and charges	2 350	2 436	93 863	71 461	692 695	664 486
Australian Government sourced funding	3 502	15 169	5 080	71 012	50 436	29 245
SA Government grants, subsidies and transfers	3 018	3 419	1 573	1 731	13 142	15 179
Sales of goods and services	9	-	104	8	4 102	4 195
Rental Income	-	-	37	95	58	39
Grants and subsidies income	-	-	53 580	56 458	-	-
Interest	571	-	-	-	1 246	-
Net gain from the disposal of property plant and equipment	-	-	(251)	(165)	5	4 862
Resources received free of charge	-	-	-	-	7 472	7 592
Other income	1 480	151	16 248	11 071	19 054	17 939
Total income	120 380	132 674	632 525	645 614	965 969	939 127
Expenses						
Employee benefits expenses	7 431	7 326	14 366	23 775	74 506	60 504
Supplies and services	5 010	5 169	517 819	465 965	218 590	200 059
Depreciation and amortisation	206	223	145 626	127 120	434 382	379 587
Net loss from the disposal of non-current assets	-	-	-	-	-	-
Grants and subsidies	54 762	52 147	16 848	13 004	15 613	11 851
Borrowing costs	1	-	1	5	15	15
Cash alignment payments to Department of Treasury and Finance	-	-	-	-	-	-
Other expenses	17	16	1 529	6 918	14 667	26 034
Total expenses	67 427	64 881	696 189	636 787	757 773	678 050
Net result	52 953	67 793	(63 664)	8 827	208 196	261 077

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

1.2 Objectives and programs (continued)

	Delivery of Transport Projects		Provision and Management of Across Government Services		Infrastructure Planning and Policy	
	2023 \$'000	2022 \$'000	2023 \$'000	2022 \$'000	2023 \$'000	2022 \$'000
Income						
Appropriation	-	-	-	-	6 529	6 650
Fees and charges	-	-	-	-	-	-
Australian Government sourced funding	776 511	574 099	-	-	3 656	5 790
SA Government grants, subsidies and transfers	71 256	25 842	2 432	1 494	7 224	3 952
Sales of goods and services	-	5	34 363	137 278	-	-
Rental Income	-	-	198 113	193 091	-	-
Grants and subsidies income	-	-	-	12	-	-
Interest	-	-	7 705	4 700	722	-
Net gain from the disposal of property plant and equipment	-	-	1 425	3 838	-	-
Resources received free of charge	-	77	-	-	-	2 591
Other income	3 499	3 704	539	93	9 072	6 591
Total income	851 266	603 727	244 577	340 506	27 203	25 574
Expenses						
Employee benefits expenses	13 001	11 854	30 516	37 676	10 525	7 383
Supplies and services	1 788	44 775	102 907	203 999	13 349	18 480
Depreciation and amortisation	404	447	121 648	116 290	25 768	24 962
Grants and subsidies	-	-	1 030	-	12 162	28 465
Borrowing costs	9	8	26 324	20 555	-	-
Other expenses	3	125 748	13 930	14 669	16	6
Total expenses	15 205	182 832	296 355	393 189	61 820	79 296
Net result	836 061	420 895	(51 778)	(52 683)	(34 617)	(53 722)

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

1.2 Objectives and programs (continued)

	Office of Local Government		General / Not Attributable		Total	
	2023	2022	2023	2022	2023	2022
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Income						
Appropriation	-	-	-	-	756 029	747 682
Fees and charges	-	-	-	-	788 908	738 383
Australian Government sourced funding	-	-	-	-	839 185	695 315
SA Government grants, subsidies and transfers	-	-	-	-	98 645	51 617
Sales of goods and services	-	-	-	-	38 578	141 486
Rental Income	-	-	-	-	198 208	193 225
Grants and subsidies income	-	-	-	-	53 580	56 470
Interest	-	-	-	-	10 244	4 700
Net gain from the disposal of property plant and equipment	-	-	-	-	1 179	8 535
Resources received free of charge	-	-	-	-	7 472	10 260
Other income	15	-	-	-	49 907	39 549
Total income	15	-	-	-	2 841 935	2 687 222
Expenses						
Employee benefits expenses	967	-	-	-	151 312	148 518
Supplies and services	2 919	-	-	-	862 382	938 447
Depreciation and amortisation	-	-	-	-	728 034	648 629
Grants and subsidies	2 706	-	-	-	103 121	105 467
Borrowing costs	-	-	-	-	26 350	20 583
Cash alignment payments to Department of Treasury and Finance	-	231 321	-	-	231 321	-
Other expenses	751	-	-	-	30 913	173 391
Total expenses	7 343	-	231 321	-	2 133 433	2 035 035
Net result	(7 328)	-	(231 321)	-	708 502	652 187

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
as at 30 June 2023

1.2 Objectives and programs (continued)

	SA Public Transport					
	Road Safety		Authority		Roads and Marine	
	2023 \$'000	2022 \$'000	2023 \$'000	2022 \$'000	2023 \$'000	2022 \$'000
Assets						
Cash and cash equivalents	-	-	-	-	-	-
Receivables	-	-	6 704	9 429	638	1 262
Inventories	-	-	4 283	4 243	2 061	2 020
Other assets	-	-	152	20	22	163
Non-current assets classified as held for sale	-	-	246	246	-	-
Land, buildings and facilities	550	618	325 326	392 171	690 727	671 449
Plant and equipment	2 274	2 411	690 945	642 777	42 794	41 491
Network assets	-	-	3 138 974	2 931 737	30 291 551	27 399 815
Capital works in progress	906	-	50 837	98 381	324 068	226 840
Intangible assets	-	3	3 461	2 798	10 981	7 256
Total assets	3 730	3 032	4 220 928	4 081 802	31 362 842	28 350 296
Liabilities						
Payables	552	539	43 706	49 935	91 151	77 065
Financial liabilities	-	-	-	-	-	-
Employee benefits	3 859	4 069	576	3 605	38 687	33 602
Provisions	579	584	7 008	6 574	15 726	26 018
Other liabilities	-	-	17 448	18 559	73	73
Total liabilities	4 990	5 192	68 738	78 673	145 637	136 758

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
as at 30 June 2023

1.2 Objectives and programs (continued)

	Delivery of Transport Projects		Provision and Management of Across Government Services		Infrastructure Planning and Policy	
	2023	2022	2023	2022	2023	2022
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Assets						
Cash and cash equivalents	-	-	-	-	-	-
Receivables	-	654	342 266	304 815	821	1 565
Inventories	-	-	-	-	22	20
Other assets	3 996	1 453	86 410	83 931	48	39
Non-current assets classified as held for sale	-	-	4 530	6 063	-	-
Land, buildings and facilities	-	-	2 552 616	2 037 284	474 302	441 599
Plant and equipment	-	-	764	1 424	4 603	5 238
Network assets	-	-	-	-	-	-
Capital works in progress	1 171 014	1 427 938	17 642	17 902	153 351	84 852
Intangible assets	-	-	-	-	-	-
Total assets	1 175 010	1 430 045	3 004 228	2 451 419	633 147	533 313
Liabilities						
Payables	115 732	104 495	59 908	60 687	13 494	18 545
Financial liabilities	-	-	1 089 415	1 002 172	2 993	3 001
Employee benefits	6 751	6 584	15 848	20 926	5 465	4 101
Provisions	1 013	945	2 378	3 002	820	588
Other liabilities	136	119	599	716	826	765
Total liabilities	123 632	112 143	1 168 148	1 087 503	23 598	27 000

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
as at 30 June 2023

1.2 Objectives and programs (continued)

	Office of Local Government		General / Not Attributable		Total	
	2023	2022	2023	2022	2023	2022
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Assets						
Cash and cash equivalents	-	-	4 341 966	4 427 738	4 341 966	4 427 738
Receivables	14	-	43 961	33 282	394 404	351 007
Inventories	-	-	-	-	6 366	6 283
Other assets	-	-	-	3	90 628	85 609
Non-current assets classified as held for sale	-	-	-	-	4 776	6 309
Land, buildings and facilities	-	-	-	-	4 043 521	3 543 121
Plant and equipment	-	-	-	-	741 380	693 341
Network assets	-	-	-	-	33 430 525	30 331 552
Capital works in progress	-	-	-	-	1 717 818	1 855 913
Intangible assets	-	-	-	-	14 442	10 057
Total assets	14	-	4 385 927	4 461 023	44 785 826	41 310 930
Liabilities						
Payables	633	-	-	-	325 176	311 266
Financial liabilities	-	-	-	-	1 092 408	1 005 173
Employee benefits	410	-	-	-	71 596	72 887
Provisions	-	-	-	-	27 524	37 711
Other liabilities	-	-	-	-	19 082	20 232
Total liabilities	1 043	-	-	-	1 535 786	1 447 269

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

1.3. Changes to the department

As a result of restructuring of administrative arrangements outlined in the Government Gazette on 30 June 2022, the Office of Local Government transferred from the Attorney-General's Department to the department. The effective date was 1 July 2022.

Transferred in:

	OLG \$'000	Total \$'000
Total assets		
Intangibles	740	740
Other Assets	3	3
Total assets	743	743
Total liabilities		
Payables	648	648
Other liabilities	417	417
Total liabilities	1 065	1 065
Net assets transferred as a result of an administrative restructure	(322)	(322)

Net assets assumed by the department because of the administrative restructure are the carrying amount of those assets in the transferor's Statement of Financial Position immediately prior to transfer. The net assets transferred were treated as a contribution by the government as owner.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

1.4. Budget performance

The budget performance table compares the department's outcomes against budget information presented to Parliament (2022-23 Budget Paper 4, Volume 3). The budget amounts have not been adjusted to reflect revised budgets or administrative restructures.

The budget process is managed by the Department of Treasury and Finance and the Budget papers containing the departments original budget are not subject to audit.

Statement of Comprehensive Income	Note	Original budget 2023 \$'000	Actual 2023 \$'000	Variance \$'000
Income				
Appropriation		705 605	756 029	50 424
Fees and charges		749 600	788 908	39 308
Australian Government sourced funding	a	1 095 324	839 185	(256 139)
SA Government grants, subsidies and transfers		23 579	98 645	75 066
Sales of goods and services		32 702	38 578	5 876
Rental Income		200 562	198 208	(2 354)
Grants and subsidies income		56 395	53 580	(2 815)
Interest		4 174	10 244	6 070
Net gain from the disposal of property plant and equipment		300	1 179	879
Resources received free of charge		-	7 472	7 472
Other income		49 045	49 907	862
Total income		2 917 286	2 841 935	(75 351)
Expenses				
Employee benefits expenses		144 075	151 312	7 237
Supplies and services	b	710 028	862 382	152 354
Depreciation and amortisation		701 968	728 034	26 066
Grants and subsidies		81 335	103 121	21 786
Borrowing costs		20 855	26 350	5 495
Cash alignment payments to Department of Treasury and Finance	c	-	231 321	231 321
Other expenses		33 144	30 913	(2 231)
Total expenses		1 691 405	2 133 433	442 028
Net result		1 225 881	708 502	(517 379)
Other comprehensive income				
Items that will not be reclassified to net result				
Changes in property, plant and equipment asset revaluation surplus	d	40 761	2 401 354	2 360 593
Total other comprehensive income		40 761	2 401 354	2 360 593
Total comprehensive result		1 266 642	3 109 856	1 843 214

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

1.4 Budget Performance (continued)

The following are brief explanations of variances between original budget and actual amounts. Explanations are provided for variances where the variance exceeds the greater of 10% of the original budgeted amount and 5% of original budgeted total expenses.

- a) Australian Government sourced funding was lower than original budget largely due to the timing and recognition of Australian Government contributions towards several major projects.
- b) Additional costs associated with disaster recovery works for flood damage, increased public transport operating costs and additional road maintenance works.
- c) Cash Alignment payments are determined from previous financial year net result for the department's Operating Account. Budgets are determined during the financial year and are not part of the original budget.
- d) Changes in the revaluation surplus are predominantly due to the revaluation of road network asset

INVESTING EXPENDITURE SUMMARY

	Note	Original budget 2023 \$'000	Actual 2023 \$'000	Variance \$'000
Investing expenditure summary				
Total new projects		185 695	114 352	71 343
Total existing projects	a	1 772 143	1 434 388	337 755
Total annual programs		144 543	129 117	15 426
Total investing expenditure		2 102 381	1 677 857	424 524

- a) Total existing projects investing expenditure was lower than original budget predominantly due to the reprofiling of expenditure cashflows in accordance with project schedules for the following: Road Safety Package, Strzelecki Track, Hahndorf Traffic Improvements, the Princes Highway Corridor, and the Mike Turtur Bikeway.

1.5. Significant transactions with government related entities

All significant transactions with SA government related entities are identifiable in this financial report.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

2. Income

2.1. Appropriation

	2023	2022
	\$'000	\$'000
Appropriation		
Appropriations from Consolidated Account pursuant to the Appropriation Act	756 029	747 682
Total appropriation	756 029	747 682

Appropriations are recognised on receipt.

This table does not show appropriations from equity contributions. Where money has been appropriated in the form of an equity contribution, the Treasurer has acquired a financial interest in the net assets of the department and the appropriation is recorded as contributed equity. Refer to the Statement of Changes in Equity.

2.2. Fees and Charges

	2023	2022
	\$'000	\$'000
Fees and Charges		
Drivers licence fees	87 478	87 398
Metrotickets	77 897	56 810
Motor registrations	569 552	542 264
Marine related fees and charges	22 517	23 150
Other fees and charges	31 464	28 761
Total fees and charges	788 908	738 383

Revenues from the levying of fees or charges set in accordance with various legislative acts (e.g. vehicle registration and drivers' licence fees) are recognised when the department obtains control over the funds. Control is generally obtained upon receipt of those funds.

Road Safety

In accordance with the *Highways Act 1926*, \$14.580 million (\$14.566 million) being one-sixth of driver's licence collections and \$1.226 million (\$1.143 million) being 1/100th of Heavy Vehicle Registrations, was applied towards funding transport safety related initiatives under the Road Safety activity.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

2.3. Australian Government sourced funding

	2023	2022
	\$'000	\$'000
Australian Government sourced funding		
Australian Government sourced funding*	831 872	689 101
Roads to Recovery Program**	1 200	4 398
Local Roads and Community Infrastructure Program***	6 113	1 816
Total Australian Government sourced funding	839 185	695 315

* Australian Government sourced funding received from the Department of Treasury and Finance (DTF) represent funding under the National Partnership Agreement on Land Transport and Infrastructure received under the National *Land Transport Act 2014*.

** Roads to Recovery funding received under the *Nation Building Program (National Land Transport) Act 2014*.

*** Commonwealth grants received for the Local Roads and Community Infrastructure Program.

Australian Government sourced funding is recognised in accordance with AASB 1058 as income on receipt.

Obligations under Australian Government sourced funding is required to be met by the State of South Australia. Where the department receives the grant monies via the Department of Treasury and Finance (DTF), for accounting purposes the obligations under the funding arrangements do not sit with the department. Hence, where the delivery of the programs, or infrastructure does not align with payments received by the State, contract assets or liabilities will be recognised by DTF as the representative of State of South Australia, not the department.

Where the department receives the grant monies directly from the Australian Government (i.e. Roads to Recovery funding and Local Roads and Community Infrastructure program) the department is the representative of the State and the obligations under the funding arrangements rest with the department. This funding is recognised progressively as the department satisfies its obligations under the agreement through expenditure on these programs. As at 30 June 2023 the department did not have any unsatisfied obligations on the revenue recognised as all funds were spent.

2.4. SA Government grants, subsidies and transfers

	2023	2022
	\$'000	\$'000
SA Government grants, subsidies and transfers		
Intra-government transfers	32 152	39 831
Transfers from contingency provisions	66 493	11 786
Total SA Government grants, subsidies and transfers	98 645	51 617

SA Government grants, subsidies and transfers relate to amounts received from other SA government entities for the delivery of departmental objectives. These are recognised as income on receipt.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

2.5. Sales of Goods and Services

	2023	2022
	\$'000	\$'000
Sale of Goods and Services		
Maintenance services	6 234	103 503
Other sale of goods and services	32 344	37 983
Total sales of goods and services	38 578	141 486

Revenues are derived from the provision of goods and services to other SA Government agencies and to the public. These revenues are driven by consumer demand and are recognised upon the delivery of those goods and services to the customers or by reference to the stage of completion.

Maintenance services:

The South Australian Government has entered into a contract for the administration and works coordination role for the Across Government Facilities Management Arrangements (AGFMA), effective from 1 December 2021. The new service provider, Ventia, is managing facilities services provision for all Participating Government Agencies, for all their facilities state-wide which includes the recovery of the costs of providing these services directly from the participating client agencies.

Prior to entering into the new contract in its role as one of the across government facilities management service providers, the department managed property maintenance and enhancement services to its portfolio of buildings, facilities and assets and recovered the costs of providing these services from participating agencies under the previous Across Government Facilities Management Arrangements (AGFMA). This revenue is recognised over time once the department has satisfied its performance obligations. Participating agencies are invoiced in arrears of the performance obligation being satisfied.

It is anticipated that all work performed under the previous arrangement will cease in the 2023-24 financial year.

Other sale of goods and services:

Project and contract management fees

The department acts as project manager for major capital works in relation to government buildings and government accommodation and for a range of minor capital works and maintenance type activities associated with the role of facilities manager. The department charges a fee to recover the cost of its project management activities which is recorded as revenue over time as it delivers the service.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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2.6. Rental Income

	2023	2022
	\$'000	\$'000
Rental Income		
Government accommodation	187 024	185 176
Property rents and recoveries	4 692	2 638
Other	6 492	5 411
Total Rental Income	198 208	193 225

Rental income consists of income from the provision of office accommodation to general government sector agencies, government employee housing rent and other property rentals. Office accommodation rental is payable monthly in advance, other rentals are payable in arrears.

Under AASB15, contract assets and liabilities are recognised where consideration has been received for rental periods in advance or rental periods in arrears. Contract assets and liabilities in relation to rental income are immaterial and therefore not recognised.

2.7. Grants and Subsidies

	2023	2022
	\$'000	\$'000
Concessional passenger income	53 482	52 123
Covid-19 Support Fund*	-	4 246
Other	98	101
Total Grants and subsidies income	53 580	56 470

Concessional Passenger income relates to funding received from other government agencies in relation to concessional travel provided to seniors, pensioners, the unemployed and students on passenger transport in metropolitan and regional areas. It is recognised upon receipt from other Agencies.

* In 2021-22 the department received subsidies from the Covid-19 Support Fund for the disbursement of financial assistance packages to various industries for relief from the impact of the COVID-19 pandemic.

2.8. Interest

	2023	2022
	\$'000	\$'000
Interest		
Interest on deposit accounts	5 436	-
Interest on finance leases	4 808	4 700
Total interest	10 244	4 700

Deposits at call with the Treasurer earn a floating interest rate based on a daily banking deposit rate. This was reintroduced in 2022-23.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

2.9. Resources Received Free of Charge

	2023	2022
	\$'000	\$'000
Resources received/receivable free of charge:		
Land, buildings and facilities	-	2 668
Plant and equipment	50	-
Services provided by Shared Services SA	4 335	4 617
Services provided by the Department of the Premier and Cabinet	3 087	2 975
Total resources received free of charge	7 472	10 260

Resources received free of charge were recognised at their fair value.

The department receives Payroll, Taxation, Accounts Payable, Accounts Receivables and Financial Services from Shared Services SA. ICT services are received from the Department of the Premier and Cabinet. A corresponding expense is recognised in the financial statements (see note 4.1).

2.10. Net Gain (Loss) from Disposal of Non-Current Assets

	2023	2022
	\$'000	\$'000
Net gain (loss) from the disposal of non-current assets received / receivable:		
Land, Buildings and Facilities:		
Net Proceeds from disposal	14 315	11 911
Less carrying amount of assets disposed	(14 332)	(17 039)
Costs incurred to facilitate disposal	(33)	(89)
Net gain (loss) from disposal of land, buildings and facilities	(50)	(5 217)
Plant and equipment:		
Net Proceeds from disposal	84	1 568
Less carrying amount of assets disposed	(547)	(1 037)
Net gain (loss) from disposal of plant and equipment	(463)	531
Non-Current Assets Held for Sale:		
Net Proceeds from disposal	4 577	37 069
Less carrying amount of assets disposed	(3 034)	(27 353)
Costs incurred to facilitate disposal	149	(525)
Net gain (loss) from disposal of non-current assets held for sale	1 692	9 191
Intangibles:		
Net Proceeds from disposal	-	4 335
Less carrying amount of assets disposed	-	(305)
Net gain (loss) from disposal of non-current assets held for sale	-	4 030
Total assets:		
Net Proceeds from disposal	18 976	54 883
Less carrying amount of assets disposed	(17 913)	(45 734)
Costs incurred to facilitate disposal	116	(614)
Net gain (loss) from disposal of assets	1 179	8 535

Gains/Losses from the disposal of non-current assets are recognised on a net basis when control of the asset has passed to the buyer. When revalued assets are sold, the revaluation surplus is transferred to retained earnings.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

2.11. Other Income

	2023	2022
	\$'000	\$'000
Other Income		
Recoveries and contributions	27 000	22 945
Reimbursement works and external project contributions	22 297	16 006
Service recoveries received from other government agencies	610	598
Total other income	49 907	39 549

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

3. Board, committees and employees

3.1. Key Management Personnel

Key management personnel of the department include the Minister for Infrastructure and Transport, the Chief Executive and the 8 members of the Executive Team who have responsibility for the strategic direction and management of the department.

The compensation detailed below excludes salaries and other benefits the Minister for Infrastructure and Transport received. The Minister's remuneration and allowances are set by the *Parliamentary Remuneration Act 1990* and the Remuneration Tribunal of SA respectively and are payable from the Consolidated Account (via the Department of Treasury and Finance) under section 6 the *Parliamentary Remuneration Act 1990*. See administered items for disclosures of the Minister's remuneration paid by the DIT and recovered from the Consolidated Account.

	2023	2022
Compensation	\$'000	\$'000
Salaries and other short term employee benefits	2 932	3 389
Post-employment benefits	315	377
Termination benefits	-	476
Other long-term employment benefits	-	116
Total	3 247	4 358

Transactions with key management personnel and other related parties

There were no transactions with key management personnel and other related parties during the year.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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3.2. Board and Committee Members

Members during the 2022-23 financial year were:

Passenger Transport Standards Committee

BIRCH C P (resigned 30/9/2022)
DUNSTONE J (reappointed 01/01/2023)
KING B (reappointed 01/01/2023)
MADAN V (reappointed 01/01/2023)
MORTIMER K P* (reappointed 01/01/2023)
SPAGNOLETTI M* (reappointed 01/01/2023)
SIMIONATO P (reappointed 01/01/2023)
TURNER M (reappointed 01/01/2023)
WIGGLESWORTH R* (reappointed 01/01/2023)
WILSON J* (reappointed 01/01/2023)
BIRD M (reappointed 01/01/2023)
RICHARDS J (appointed 01/01/2023)

Performance and Risk Committee

ALFORD A (appointed 25/07/2022)
OCKENDEN A* (resigned 18/04/2023)
CLARK S* (appointed 18/04/2023)
FORMSTON J* (resigned 15/06/2023)
JACKSON, G* (appointed 15/6/2023)
DAVIES T (reappointed 28/06/2023)
WESSEL N* (resigned 31/08/2022)
SUMMERS K (resigned 25/07/2022)
HASLAM R (reappointed 01/4/2023)
BUCKERFIELD W* (appointed 20/09/2022)

South Australian Boating Facility Advisory Committee

MILAZZO A J (reappointed 02/12/2022)
ANDREW B (reappointed 02/11/2022)
BOLTON G (reappointed 02/11/2022)
SCHAHINGER B M (reappointed 02/11/2022)
SEAMAN V (reappointed 02/11/2022)
MCGRATH S (expired 01/11/2022)
ROMEO F (expired 01/11/2022)
TOUMAZOS K (reappointed 02/11/2022)
FLAHERTY T (reappointed 02/11/2022)
STEPHENS L (reappointed 24/05/2023)
VINES S (appointed 24/05/2023)

Road User Safety Advisory Committee

PLOUFFE J (reappointed 13/02/2023)
WUNDERSITZ L (reappointed 13/02/2023)
PETROCCHITTO S (reappointed 13/02/2023)
GIBSON N* (expired 31/12/2022)
KOKAR E M* (reappointed 13/02/2023)
KOSTADINOV I* (expired 31/12/2022)
MOUNTAIN C (reappointed 13/02/2023)
PARROT I* (reappointed 13/02/2023)
SHANNON A B (reappointed 13/02/2023)
WADDINGTON-POWELL J M* (reappointed 13/02/2023)
MCARDLE S (appointed 13/02/2023)

Mount Barker Infrastructure Advisory Committee

BROPHY N (reappointed 01/02/2023)
CLANCEY B J (reappointed 01/02/2023)
EXCELL A*
MAYER L (expired 31/01/2023)
KERNICH G* (reappointed 22/06/2023)
BHINDI M (appointed 24/05/2023)

South Australian Public Transport Authority Advisory Board **

HAACK N
PRICE-MCGREGOR A N
VELLACOTT G

Behavioural Standards Panel ***

CRICHTON A (appointed 28/03/2022)
JERVIS R (appointed 28/03/2022)
LEGIERSE T (appointed 28/03/2022)

* In accordance with the Premier and Cabinet Circular No. 016, government employees did not receive any remuneration for board/committee duties during the financial year.

** The South Australian Public Transport Authority Advisory Board was discontinued from the 19 June 2023.

*** The Behavioural Standards Panel was transitioned to the department from the Attorney-General's department on 1 July 2022.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

3.2 Board and Committee Members (continued)

Board and Committee Remuneration

The number of members whose remuneration received or receivable falls within the following bands:

	2023	2022
\$0 - \$19 999	17	16
\$20 000 - \$39 999	-	1
\$40 000 - \$59 999	-	-
Total number of members	17	17

Remuneration of members reflects all costs of performing committee member duties including sitting fees, superannuation contributions, fringe benefits tax and other salary sacrifice arrangements. The total remuneration received by members was \$0.148 million (\$0.120 million).

3.3. Employee Benefits Expenses

	2023	2022
	\$'000	\$'000
Salaries and wages	105 392	103 027
Board and committee fees	106	100
Employment on-costs - superannuation	11 983	11 285
Employment on-costs - payroll	6 474	6 079
Annual leave	10 722	10 395
Long service leave	6 061	6 385
Workers compensation expenses	2 687	3 096
TVSPs payments	5 046	5 428
Skills and Experience Retention Leave	1 190	1 143
Other employee related expenses	1 651	1 580
Total employee benefits expenses	151 312	148 518

The superannuation employment on-cost represents the department's contributions to superannuation plans in respect of current services of current employees.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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3.3 Employee Benefits Expenses (continued)

Remuneration of Employees

Remuneration of employees

The number of employees whose remuneration received or receivable falls within the following bands:

	2023	2022
	No.	No.
\$157 001 - \$160 000	n.a.	5
\$160 001 - \$180 000	26	27
\$180 001 - \$200 000	16	15
\$200 001 - \$220 000	11	13
\$220 001 - \$240 000	6	11
\$240 001 - \$260 000 (b)	9	3
\$260 001 - \$280 000 (a), (c)	4	3
\$280 001 - \$300 000 (a)	3	4
\$300 001 - \$320 000 (a), (c)	3	4
\$320 001 - \$340 000 (d)	4	5
\$340 001 - \$360 000	1	2
\$360 001 - \$380 000	1	2
\$380 001 - \$400 000 (e)	1	3
\$420 001 - \$440 000	-	1
\$500 001 - \$520 000	1	-
\$640 001 - \$660 000 (f)	-	1
\$820 001 - \$840 000 (f)	-	1
Total	86	100

*This band has been included for the purposes of reporting comparative figures based on the executive base level remuneration rate for 2021-22.

The table includes all employees whose normal remuneration was equal to or greater than the base executive remuneration level during the year. Remuneration of employees reflects all costs of employment including salaries and wages, payments in lieu of leave, superannuation contributions, salary sacrifice benefits and fringe benefits and any fringe benefits tax paid or payable in respect of those benefits as well as any termination benefits for employees who have left the department.

The total remuneration received by these employees for the year was \$19.1million (\$23.6 million).

(a) 2023 - includes TVSP payment for one employee

(b) 2022 - includes Rejuvenation Scheme payment for one employee

(c) 2022 - includes TVSP payment for one employee

(d) 2022 - includes TVSP for three employees

(e) 2022 - includes TVSP payment for one employee and executive termination payment for one employee

(f) 2022 - includes executive termination payment for one employee

The department had 45 (49) Executives as at 30 June 2023.

There were no executive termination payments in 2022-23 (\$0.694 million paid during 2021-22)

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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Targeted Voluntary Separation Packages (TVSPs)

The number of employees who received a TVSP during the reporting period was 60(60).

The number of employees who received a Rejuvenation Scheme payment during the reporting period was 0 (24).

	2023	2022
	\$'000	\$'000
Amounts paid to separated employees:		
Targeted voluntary separation packages	5 046	5 428
Leave paid to separated employees	2 942	3 014
Rejuvenation scheme payments	-	1 085
Leave paid to separated employees (rejuvenated employees)	-	1 316
Recovery from the Department of Treasury and Finance	(4 682)	(5 426)
Net cost to the department	3 306	5 417

The Rejuvenation Scheme operated between the period 1 July 2021 to 31 December 2021. This scheme allowed for workforce rejuvenation by making available an incentive to employees to separate from government employment.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

3.4. Employee Benefits Liability

	2023	2022
	\$'000	\$'000
Current		
Annual leave	21 385	20 662
Long service leave	7 196	6 756
Skills and Experience Retention Leave	1 645	1 633
Total current employee benefits	30 226	29 051
Non-current		
Long service leave	41 370	43 836
Total non-current employee benefits	41 370	43 836
Total employee benefits	71 596	72 887

Employee benefits accrue to employees as a result of services provided up to the reporting date that remain unpaid. Long term employee benefits are measured at present value and short-term employee benefits are measured at nominal amounts.

Salaries and Wages, Annual Leave, Skills and Experience Retention Leave (SERL) and Sick Leave

The liability for salaries and wages is measured as the amount unpaid at the reporting date at remuneration rates current at reporting date.

The liability for annual leave and the skills and experience retention leave is expected to be payable within 12 months and is measured at the undiscounted amounts expected to be paid.

No provision has been made for sick leave as all sick leave is non-vesting and the average sick leave taken in future years by employees is estimated to be less than the annual entitlement for sick leave.

Long Service Leave

The liability for long service leave is measured as the present value of expected future payments to be made in respect of services provided by employees up to the end of reporting period using the projected unit credit method. Details about the measurement of long service leave is provided as Note 11.1.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

4. Expenses

4.1. Supplies and Services

	2023	2022
	\$'000	\$'000
Public transport service contracts	441 052	426 329
Rail Commissioner salary reimbursements	16 948	16 226
Major infrastructure maintenance contracts	140 583	131 073
Other service contracts	91 485	108 707
Property expenses	62 616	141 690
Plant, equipment and vehicle expenses	4 193	3 977
Information technology and communications	11 738	12 114
Materials and other purchases	12 046	8 003
Utilities	30 282	28 453
Insurance	6 200	5 074
Legal services	2 734	2 335
Short term and low value leases	14 628	17 598
Commissions - transaction processing	1 499	1 490
Auditor's remuneration*	1 224	1 112
Administrative costs	6 729	6 413
Other	18 425	27 853
Total supplies and services	862 382	938 447

*For work performed by the Auditor-General's Department under the *Public Finance and Audit Act 1987*. No other services were provided by the Auditor-General's Department .

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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4.2. Depreciation and Amortisation

	2023	2022
	\$'000	\$'000
Depreciation:		
Network assets	496 856	429 047
Plant and equipment	62 297	57 369
Buildings and facilities	64 280	62 254
Right-of-use plant and equipment	1 166	1 653
Right-of-use building	100 911	95 784
Total Depreciation	725 510	646 107
Amortisation:		
Intangible assets	2 524	2 522
Total Amortisation	2 524	2 522
Total depreciation and amortisation	728 034	648 629

The useful life of an asset is generally determined on the basis of "economic useful life to the department". The useful lives of all major assets held by the department are reassessed on an annual basis.

All non-current assets having a limited useful life are systematically depreciated/amortised over their estimated useful lives in a manner that reflects the consumption of their service potential. Land, unsealed roads (graded and formed), rail and road earthworks, road pavement sub-base, non-current assets held-for-sale and works in progress are not depreciated.

The value of building assets under finance lease is amortised over the asset's useful life. Capitalised software is amortised over the useful life of the intangible asset.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

4.2 Depreciation and Amortisation (continued)

Useful Life

Depreciation and amortisation for non-current assets is determined as follows:

<u>Asset Class</u>	<u>Depreciation Method</u>	<u>Estimated Useful Life</u>
Buildings and Facilities:		
Buildings and facilities	Straight Line	1 to 150 years
Dwellings	Straight Line	10 to 67 years
Right-of-use buildings	Straight Line	1 to 19 years
Plant and Equipment:		
Plant and equipment	Straight Line	2 to 100 years
Buses	Diminishing Value	25 years
Tram and train rolling stock	Straight Line	21 to 40 years
Information technology	Straight Line	3 to 15 years
Right-of-use plant and equipment	Straight Line	1 to 5 years
Network Assets:		
Roads (sealed surface)	Straight Line	25 to 30 years
Roads (sealed pavement)	Straight Line	48 to 77 years
Roads (sheeted)	Straight Line	18 years
Structures	Straight Line	17 to 195 years
Metro rail Infrastructure	Straight Line	10 to 149 years
Busway Infrastructure	Straight Line	10 to 100 years
Other	Straight Line	20 to 100 years
Intangible Assets:		
Intangible	Straight Line	3 to 20 years

Pavement sub-base, Earthworks, Graded and formed unsealed roads have indefinite useful lives and are not depreciated

Review of accounting estimates

In 2022-23 the department reassessed the useful life of some of its assets. As a result the 2022-23 and future depreciation expense will decrease by \$0.7 million.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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4.3. Grants and Subsidies

Grants and subsidies by program	2023	2022
	\$'000	\$'000
Contribution for policing services	46 893	45 749
Transport Subsidy Scheme	10 276	8 310
Grants to local councils*	21 487	42 117
Transport concessions	3 360	2 499
Provision of Municipal Services	2 453	-
Local Roads and Community Infrastructure Program	2 845	571
Other	15 807	6 221
Total grants and subsidies	103 121	105 467

* Includes grants under the Community Infrastructure Grants program in 2021-22 and 2022-23.

** Provision of Municipal Services in Aboriginal Communities delivered by the Office of Local Government which was transferred to the Department as at 1 July 2022.

4.4. Borrowing Costs

	2023	2022
	\$'000	\$'000
Interest paid/payable on Borrowing Costs:		
Interest on leases	26 350	20 583
Total borrowing costs	26 350	20 583

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

4.5. Other Expenses

	2023	2022
	\$'000	\$'000
Rates, taxes and levies	7 024	7 621
Donated assets*	425	121 527
Bad debts	80	111
Write-off of assets	3 628	12 734
Indentured Ports***	12 868	12 109
Local government and income tax equivalent payments	677	812
Increase in provision for contractual arrangements	611	798
Other payments to consolidated account**	5 535	6 203
Site remediation	-	13 394
Expected credit loss movement	(94)	(1 991)
Other	159	73
Total other expenses	30 913	173 391

* Asset construction expenditure was transferred to the Department of Premier and Cabinet in 2021-22.

** Other payments to consolidated account relates to the transfer of proceeds from property disposals as required under Premier and Cabinet Circular PC114 Government Real Property Management.

*** This relates to amounts paid to the Consolidated Account in accordance with section 90 of the *Harbors and Navigation Act 1993*.

Charges collected for cargo services and harbour services are allocated to the department and applied to the maintenance of indentured ports. Any remaining funds are paid to the Consolidated Account in accordance with section 90 of the *Harbors and Navigation Act 1993*. Assets associated with these ports include land and facilities at Port Bonython, Ardrossan and Whyalla.

4.6. Cash alignment payments to Department of Treasury and Finance

	2023	2022
	\$'000	\$'000
Return of surplus cash pursuant to cash alignment policy	231 321	-
Total cash alignment payments to department of treasury and finance	231 321	-

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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5. Non-Financial Assets

5.1 Land, Buildings and Facilities

	2023	2022
	\$'000	\$'000
Land:		
Land at fair value	946 405	911 274
Total Land	946 405	911 274
Land Under Roads:		
Land under roads at cost	270 855	225 736
Total Land Under Roads	270 855	225 736
Land for Current Projects:		
Land for current projects at cost*	612 243	291 079
Total Land for Current Projects	612 243	291 079
Buildings and Facilities:		
Buildings and facilities at fair value	2 353 574	2 174 629
Accumulated depreciation at 30 June	864 873	736 502
Total Buildings and Facilities	1 488 701	1 438 127
Right-of-use land and buildings		
Right-of-use land and buildings at cost	1 235 440	1 205 693
Accumulated depreciation at 30 June	510 123	528 788
Total Right-of-use land and buildings	725 317	676 905
Total Land, Buildings and Facilities	4 043 521	3 543 121

* This includes land transferred from other land categories deemed at cost. Land under Road and Land for Current Projects is not revalued.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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5.1 Land, Buildings and Facilities (continued)

RECONCILIATION OF LAND, BUILDINGS AND FACILITIES

Reconciliation 2022-23

	Land	Land Under Roads	Land for Current Projects	Buildings & Facilities	ROU Land & Buildings	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2022	911 274	225 736	291 079	1 438 127	676 905	3 543 121
Reclassification from/(to) assets held for sale	(1 146)			(355)		(1 501)
Additions	120	-	377 820	79 477	118 703	576 120
Disposals	(9 319)			(5 009)	(4)	(14 332)
Donated assets	(27)			(371)		(398)
Write offs	-			(1 084)		(1 084)
Revaluation increment/(decrement)	34 877			41 315		76 192
Depreciation and amortisation	-			(64 280)	(100 911)	(165 191)
Transfers due to reclassification of assets	10 627	45 119	(56 656)	880		(30)
Reclassification from/ to finance lease receivable					(904)	(904)
Re-Measurement					31 525	31 525
Other movements	(1)	-	-	1	3	3
Carrying amount at 30 June 2023	946 405	270 855	612 243	1 488 701	725 317	4 043 521

Reconciliation 2021-22

	Land	Land Under Roads	Land for Current Projects	Buildings & Facilities	ROU Land & Buildings	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2021	927 826	191 947	194 815	1 415 827	661 834	3 392 249
Reclassification from/(to) assets held for sale	(21 338)	(1 040)	-	(1 351)	-	(23 729)
Additions	1 807	-	138 656	85 536	87 810	313 809
Disposals	(13 525)	-	-	(3 513)	-	(17 038)
Resources received free of charge	-	-	77	2 591	-	2 668
Write offs	(1)	-	-	(810)	-	(811)
Revaluation increment/(decrement)	9 165	-	-	1 801	-	10 966
Depreciation and amortisation	-	-	-	(62 254)	(95 784)	(158 038)
Transfers due to reclassification of assets	7 340	34 829	(42 469)	300	-	-
Reclassification to finance lease receivables	-	-	-	-	442	442
Re-Measurement	-	-	-	-	22 604	22 604
Other movements		-	-		(1)	(1)
Carrying amount at 30 June 2022	911 274	225 736	291 079	1 438 127	676 905	3 543 121

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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5.1 Land, Buildings and Facilities (continued)

Valuation of Land, Buildings and Facilities

For non-specialised land, buildings and facilities the valuer arrived at fair value using the market approach. The valuation was based on recent market transactions for similar land, buildings and facilities in the area and includes adjustments for factors specific to the land, buildings and facilities being valued, such as size and location. Refer to note 11.2.

Specialised land i.e. land dedicated to marine purposes and land in the rail corridor, have their values discounted to account for the restriction in their use to arrive at fair value. These land categories usually comprise of individual parcels.

For specialised buildings and facilities, the valuer used depreciated replacement cost due to there not being an active market for such buildings and facilities. The valuation was based on a combination of internal records, specialised knowledge and acquisition/transfer costs. Rail infrastructure assets were indexed using the appropriate construction index and the revaluation was done by the Office of the Valuer-General.

Land under Road and Land for Current Projects are not revalued, the department currently has an exemption to Treasurer's Instruction (Accounting Policy Statement) 116.C. The Department of Treasury and Finance coordinates with Valuer-General to ensure asset value attributed to Land under Road on the consolidated financial report is recorded at fair value. Land for Current Projects is land acquired for ongoing construction projects, they are usually transferred to Land under Road on project completion. Land under Roads is only recognised after 1 July 2008.

In 2022-23, government employee housing was revalued. The fair value for Adelaide Oval, ex-rail land and building, land and building for future road construction and some corporate land and building were reviewed in accordance with the Department policy. The valuation and fair value review was undertaken by the Office of the Valuer General.

Right-of-Use (ROU) Buildings

Right of Use (ROU) buildings leased by the department are recorded at cost. Movements in the ROU buildings are shown in the above movement schedule. Short term leases of 12 months or less and low value leases where the underlying asset value is less than \$15,000 are not recognised as right-of-use assets. The associated lease payments are recognised as an expense and disclosed in Note 4.1.

The department leases properties from external landlords to provide office and other accommodation for the whole of the government sector. These leases are recognised on the statement of financial position as right-of-use building assets and lease liabilities in accordance with AASB16 Leases. The lease liabilities related to the ROU buildings are disclosed in Note 7.2. The department's maturity analysis of its lease liabilities is disclosed in Note 11.3. Expenses related to leases, including depreciation and interest expenses, are disclosed in Note 4. Cash outflows related to leases are disclosed in Note 8.3.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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5.1 Land, Buildings and Facilities (continued)

Timing of Land, Buildings and Facilities Revaluations

The following table shows when and by whom land, buildings and facilities were revalued:

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach
Land	Government Employee Housing	1 July 2022	Valuer-General	1	2	Market
	Government Agency Accommodation	1 July 2020	Savillis/Opteon/m3	3	2	Market
	Ex Australian National Railways Land	1 July 2019	Valuer-General	6	2	Market
	Metro Rail Stations, Yards and Corridors	1 July 2018	Valuer-General	6	2	Market
	Marine Land	1 July 2018	Public Private Property	6	2&3	Market
	Bus Depot Land	1 July 2020	Knight Frank	6	2	Market
	Future Road Construction	1 July 2019	Valuer-General	6	2	Market
	Leigh Creek Land	1 July 2019	Valuer-General	6	2	Market
	Other Departmental Land (Bus Interchanges)	1 July 2020	M3 property Strategist	6	2	Market
Buildings and Facilities	Marine Related	1 July 2018	Public Private Property	6	3	Cost
	Metro Rail Stations and Yards	1 July 2018	Valuer-General	6	3	Cost
	Ex Australian National Railways	1 July 2019	Maloney Field Services	6	3	Cost
	Bus Depots	1 July 2020	Knight Frank	6	3	Cost
	Tram Depot	1 July 2018	Valuer-General	6	3	Cost
	Leigh Creek Building	1 July 2019	Valuer-General	6	3	Cost
	Other	1 July 2019	Valuer-General	6	3	Cost
	Residential Buildings					
	Government Employee Housing	1 July 2022	Valuer-General	1	2	Market
	Future Road Construction	1 July 2019	Valuer-General	6	2	Market
	Commercial Buildings					
	Government Agency Accommodation	1 July 2020	Savillis/Opteon/m3	3	2	Market
	Future Road Construction	1 July 2019	Valuer-General	6	2	Market
	Depots	1 July 2018	Valuer-General	6	2	Market
Land, Buildings and Improvements Under Lease	Land, Buildings and Improvements Under Lease- RMH	NA	NA	NA	NA	NA

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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5.2 Property, Plant and Equipment

	2023	2022
	\$'000	\$'000
Plant and equipment (at fair value)	1 892 517	1 798 524
Information technology	7 182	8 388
Right-of-use vehicle at cost	4 710	5 031
	1 904 409	1 811 943
Accumulated Depreciation:		
Accumulated depreciation - Plant and equipment	1 154 445	1 108 604
Accumulated depreciation - Information technology	5 875	6 666
Accumulated depreciation - ROU Vehicle	2 709	3 332
	1 163 029	1 118 602
Total Plant and Equipment	741 380	693 341

RECONCILIATION OF PROPERTY, PLANT AND EQUIPMENT

Reconciliation 2022-23

	Plant and Equipment	Information Technology	ROU Vehicle	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2022	689 920	1 722	1 699	693 341
Additions	110 998	539	1 475	113 012
Disposals	(521)		(26)	(547)
Donated assets	(27)			(27)
Resources received free of charge	50			50
Write offs	(995)	(5)		(1 000)
Depreciation and amortisation	(61 348)	(949)	(1 166)	(63 463)
Re-Measurement			(9)	(9)
Other movements	(5)	-	28	23
Carrying amount at 30 June	738 072	1 307	2 001	741 380

Reconciliation 2021-22

	Plant and Equipment	Information Technology	ROU Vehicle	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2021	670 281	1 968	2 614	674 863
Additions	76 007	623	746	77 376
Disposals	(1 031)	-	(7)	(1 038)
Donated assets	-	(3)	-	(3)
Write offs	(371)	-	-	(371)
Revaluation increment/(decrement)	1 904	-	-	1 904
Depreciation and amortisation	(56 503)	(866)	(1 653)	(59 022)
Transfers due to reclassification of assets	(370)	-	-	(370)
Other movements	3	-	(1)	2
Carrying amount at 30 June	689 920	1 722	1 699	693 341

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5.2 Property, Plant and Equipment (continued)

Valuation of Plant and Equipment

For non-specialised plant and equipment, the valuer arrived at fair value using the market approach. The valuation was based on recent market transactions for similar plant and equipment and includes adjustments for factors specific to the plant and equipment being valued, such as size and location.

For specialised plant and equipment, the valuer used depreciated replacement cost due to there not being an active market for such plant and equipment. The valuation was based on a combination of internal records, specialised knowledge and acquisition/transfer costs.

The impact of the department's annual review of ferries, tall ships and Aids to Navigations resulted in no change to the fair value of these assets.

Right- of-Use (ROU) vehicles

ROU vehicles leased by the department are recorded at cost. Movements in the ROU vehicles are shown in the above movement schedule.

Motor vehicles are leased from the South Australian Government Financing Authority (SAFA). Motor vehicle leases are non-cancellable, with rental payments monthly in arrears. Lease terms can range from 3 years (60,000km) up to 5 years (100,000km). No contingent rental provisions exist within the lease agreements and no options exist to renew the leases at the end of their term.

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5.2 Property, Plant and Equipment (continued)

Timing of Property, Plant and Equipment Revaluations:

The following table shows when and by whom plant and equipment was revalued:

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach
<i>Plant and Equipment</i>	Buses	1 July 2019	Jones Lang LaSalle	6	3	Cost
	Tram and Train Rolling Stock	1 July 2020	Public Private Property	6	3	Cost
	Bus Depots	1 July 2020	Knight Frank	6	3	Cost
	Rail	1 July 2021	Colliers	6	2 & 3	Cost
	Tall Ships/Patrol Boats	1 July 2020	Public Private Property/ Pickles	6	3	Cost
	Ferries (including Modules)	1 July 2019	Pickles Auctions	6	2	Market
	Aids to Navigation	1 July 2019	Valuer-General	6	3	Cost
	Heavy Plant	1 July 2019	Pickles Auctions	6	2	Market
	Metro-ticket System	1 July 2018	Aon Risk Solution	6	3	Cost
	Other Plant & Equipment	Not required under Policy	Not applicable	NA	NA	NA
<i>Information Technology (IT)</i>	Information Technology	NA	Not applicable	NA	NA	NA

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5.3 Network Assets

	2023	2022
	\$'000	\$'000
Network Assets:		
Roads and structures (at fair value)	42 379 301	37 903 167
Rail and bus track (at fair value)	4 835 711	4 417 173
	47 215 012	42 320 340
Accumulated Depreciation:		
Accumulated depreciation - Roads and structures	12 366 928	10 736 247
Accumulated depreciation - Rail and bus track	1 417 559	1 252 541
	13 784 487	11 988 788
Total Network Assets	33 430 525	30 331 552

RECONCILIATION OF NETWORK ASSETS

Reconciliation 2022-23

	Roads	Structures	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2022	24 107 468	3 059 452	3 164 632	30 331 552
Additions	969 887	225 193	76 365	1 271 445
Write offs	-	(69)	(735)	(804)
Revaluation increment/(decrement)	1 593 250	462 333	269 579	2 325 162
Depreciation and amortisation	(335 259)	(69 910)	(91 687)	(496 856)
Transfers due to reclassification of assets	(69)	99	-	30
Other movements	(2)	-	(2)	(4)
Carrying amount at 30 June 2023	26 335 275	3 677 098	3 418 152	33 430 525

Reconciliation 2021-22

	Roads	Structures	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2021	23 848 126	3 049 079	2 661 684	29 558 889
Additions	553 140	69 657	584 330	1 207 127
Write offs	(20)	-	(5 773)	(5 793)
Depreciation and amortisation	(293 934)	(59 284)	(75 829)	(429 047)
Transfers due to reclassification of assets	153	-	218	371
Other movements	3	-	2	5
Carrying amount at 30 June 2022	24 107 468	3 059 452	3 164 632	30 331 552

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5.3 Network Assets (continued)

Valuation of Roads and Structures

Approval has been granted by the Treasurer for a variation to the requirements of Treasurer's Instructions (Accounting Policy Statements), which requires an independent valuation appraisal be performed at least every 6 years. The variation enables the department to value its road and structures assets using an internally developed revaluation methodology, with inputs for the key areas being provided by independent industry experts.

The Department conducts annual review of road component and structures unit rates by an independent external estimator. This measure is to ensure the Department Network asset portfolio is not significantly different from fair value at reporting. The last annual review was conducted as at 1 July 2022 for the 2022-23 financial year. The revaluation of Road Network assets is conducted every 5 years. The impact of the department's annual review of the road network has resulted in a net fair value increase of \$2.055b of the roads and structures network value. The increase is mainly due to an increase in labour rates and an increase in materials used in road and bridge construction.

The Department adopts a network asset valuation model. This approach is defined as valuing a group of assets by applying representative stereotypes and associated unit rates (developed by independent experts) to calculate replacement costs.

All road and structures assets are valued at written down replacement cost by senior professional engineers with the knowledge and expertise in that area. Independent recognised industry experts are engaged to provide input with respect to key areas of the revaluation. As these assets have no active market, they are measured at written down replacement cost which is considered to be their fair value.

The valuation model segments the network assets into components that have similar engineering and functional characteristics. For the roads assets these components are:

- Sealed road surfacings
- Sealed road pavements – Base
- Sealed road pavements – Sub Base
- Sealed road earthworks

Each road component is then characterised by a representative stereotype. The main representative stereotypes are Motorways, Heavy Urban, Light Urban, Heavy Rural, Light Rural and Unsealed Roads (Sheeted, Graded, and Formed). Replacement unit rates are calculated based on the estimated resources necessary to complete a ten-kilometre length for each stereotype. The Department estimates the current replacement cost of the sealed pavements, surfacing and earthworks by multiplying the relevant replacement cost unit rate by the surfacing areas and unsealed pavements by the carriageway area.

For structures assets, the calculation of current replacement cost are divided into a generic group and a specific group. The generic group contains structures suitable for valuation using a unit rate per square metre of deck area. This group contains most of the bridges culverts and large retaining walls controlled by the department. Specific Group contains structures deemed unsuitable for valuation using the unit rate method. Structures in the special group are valued individually by calculating the estimated cost of building a new structure using current construction techniques.

All roads and structures assets, except for earthworks and the pavement sub-base, are subject to depreciation. While the methodology remains unchanged, at the last full revaluation (2019-20), the Department modified some of the assumptions on the nature of costs included in the unit rate to reflect current practices and improved information. Key changes were:

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- Using a 'design and construct' contract model rather than a "construct" only contract approach for some stereotypes. This change results in the inclusion of contractor's design, overheads and margin costs in the estimated unit rates.
- Inclusion of the department's overhead charges.
- Allocating road construction overheads cost to road components (i.e. earthworks, Sub-base, Base and Surface) based on time spent for each component rather than on the component's construction cost. The time-based approach has allocated more construction overhead costs to non-depreciation components (earthworks and sub-base) compared to cost-based approach.
- Increase in costs for improved standards of safety management and worker protection. This is now allocated to all road components.
- Inclusion of retaining walls as a new asset class for the structures revaluation

Valuation of Rail and Bus Network Assets

For specialised rail and bus network assets, the depreciated replacement cost was used in the valuation methodology due to there not being an active market for rail and bus network assets. Valuation is usually based on a combination of internal records, specialised knowledge and acquisition/transfer costs.

The impact of the department's annual review of the Rail and Bus network assets has resulted in a net fair value increase of \$0.214m due to increases in material and labour rates.

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5.3 Network Assets (continued)

Timing of Network Asset Revaluations

The following table shows when and by whom network assets were revalued:

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input Level	Fair Value Approach
Network Assets						
Roads*	Road Pavements base, Sub-base, and Surface	1 July 2019	Janey Mitson, B.Eng (Civil)*	5	3	Cost
	Earthworks	1 July 2019	Janey Mitson, B.Eng (Civil)*	5	3	Cost
Structures*	Bridges / Culverts	1 July 2019	Grant Wilksch, B.Eng (Civil)*	5	3	Cost
	Ferry Landings	1 July 2019	Grant Wilksch, B.Eng (Civil)*	5	3	Cost
	Drainage	1 July 2020	Public Private Property	5	3	Cost
	Weighbridges and Weigh Slabs	1 July 2020	Public Private Property	5	3	Cost
Rail and Bus Track	Busway Interchanges	1 July 2020	Knight Frank	6	3	Cost
	Busway Track and Structures	1 July 2019	Grant Wilksch, B.Eng (Civil)	6	3	Cost
	Metro Rail Structure (includes bridges)	1 July 2018	Valuer-General	6	3	Cost
	Metro Rail, Tram Lines Track and Other	1 July 2019	Valuer-General/ Peter Lawson B.Eng	6	3	Cost

*Road network asset fair value is reviewed at intervening years and full valuation is performed by suitably qualified independent external estimator.

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5.4 Capital Works in Progress

	2023	2022
	\$'000	\$'000
Land, buildings and facilities	67 843	35 087
Road network	1 564 020	1 679 920
Plant, equipment and intangibles	44 201	47 134
Rail and bus track	41 754	93 772
Total capital works in progress	1 717 818	1 855 913

RECONCILIATION OF CAPITAL WORKS IN PROGRESS

Reconciliation 2022-23

	Road Network	Plant and Equipment/Inta ngibles	Land, Buildings and Facilities	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2022	1 679 920	47 134	35 087	93 772	1 855 913
Additions	1 079 291	117 111	461 287	24 375	1 682 064
Transfer to capital	(1 195 080)	(118 446)	(427 646)	(76 365)	(1 817 537)
Transfer to operating	(111)	(1 597)	(886)	(27)	(2 621)
Other movements		(1)	1	(1)	(1)
Carrying amount at 30 June 2023	1 564 020	44 201	67 843	41 754	1 717 818

Reconciliation 2021-22

	Road Network	Plant and Equipment/Inta ngibles	Land, Buildings and Facilities	Rail and Bus Track	Total
	\$'000	\$'000	\$'000		\$'000
Carrying amount at 1 July 2021	1 129 871	25 390	147 971	483 232	1 786 464
Additions	1 174 195	105 435	242 182	195 236	1 717 048
Transfer to capital	(622 797)	(78 146)	(225 999)	(584 330)	(1 511 272)
Transfer to operating	(1 350)	(5 544)	(1 820)	(366)	(9 080)
Write offs	-	-	(5 725)	-	(5 725)
Donated expense	-	-	(121 524)	-	(121 524)
Other movements	1	(1)	2	-	2
Carrying amount at 30 June 2022	1 679 920	47 134	35 087	93 772	1 855 913

Valuation of Works in Progress Capital Works in Progress is not revalued and is recorded at historic cost in accordance with AASB 116 *Property, Plant and Equipment*

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5.5 Intangible Assets

	2023	2022
	\$'000	\$'000
Intangibles		
Intangibles	82 747	76 631
	82 747	76 631
Accumulated amortisation		
Accumulated amortisation - Intangibles	68 305	66 574
	68 305	66 574
Total Intangible Assets	14 442	10 057

RECONCILIATION OF INTANGIBLE ASSETS

Reconciliation 2022-23

	Intangibles	Total
	\$'000	\$'000
Carrying amount at 1 July 2022	10 057	10 057
Additions	6 909	6 909
Write-off of non-current assets	(740)	(740)
Amortisation	(2 524)	(2 524)
Transfers due to Administrative Restructures	740	740
Carrying amount at 30 June 2023	14 442	14 442

Reconciliation 2021-22

	Intangibles	Total
	\$'000	\$'000
Carrying amount at 1 July 2021	11 369	11 369
Additions	1 516	1 516
Disposals	(305)	(305)
Amortisation	(2 522)	(2 522)
Other	(1)	(1)
Carrying amount at 30 June 2022	10 057	10 057

Intangible Assets

Intangible assets are not revalued and are recorded at historic cost.

Intangible assets are identifiable as non-monetary assets without physical substance. Intangible assets are measured at cost and are tested for indications of impairment at each reporting date. Following initial recognition, intangible assets are carried at cost less any accumulated amortisation and any accumulated impairment losses.

The useful lives of the intangible assets are assessed to be either finite or indefinite. The department only has intangible assets with finite lives. The amortisation period and method for intangible assets is reviewed on an annual basis.

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5.6 Inventories

	2023	2022
	\$'000	\$'000
Current - held for distribution at no or nominal consideration		
Road making material and stores at cost	2 061	2 020
Rail material and stores at cost	3 924	3 977
Total inventories held for distribution at no or nominal consideration	5 985	5 997
Current - other than those held for distribution at no or nominal consideration:		
Other inventory at cost	381	286
Total inventories other than those held for distribution at no or nominal consideration	381	286
Total Current Inventories	6 366	6 283

Inventories include goods and other property held for distribution in the ordinary course of business and excludes depreciable assets.

Inventories held for distribution at no or nominal consideration are adjusted when applicable for any loss of service potential. The basis for assessing loss of service potential includes current replacement cost and technological or functional obsolescence.

Inventories of roadside materials are measured at historic cost and stores are measured on a weighted average historic cost basis. Inventories held for works performed for clients external to the department are measured at cost.

5.7 Non-Current Assets Classified as Held for Sale

	2023	2022
	\$'000	\$'000
Non-Current Assets Classified as Held for Sale:		
Land, buildings and facilities	4 776	6 309
Total non-current assets classified as held for sale	4 776	6 309

The department has identified land, buildings and facilities that are surplus to the department's requirements. The land, buildings and facilities are expected to be sold within 12 months by public tender or auction.

Valuation of Non-Current Assets Classified as Held for Sale

Non-current assets classified as held for sale generally consist of land and buildings that have been declared surplus to the needs of the department for which a plan of sale has been determined, the sale is highly probable and is expected to be completed within one year from the date of classification.

Non-current assets classified as held for sale are measured at the lower of carrying amount and fair value less cost to sell in accordance with *AASB 5 Non-Current Assets Held for Sale and Discontinued Operations*. The assets in this category are re-valued upon reclassification in line with the valuation techniques outlined in notes 5.1 to 5.3. They are presented separately from the other assets in the Statement of Financial Position and are not subject to depreciation.

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6. Financial assets

6.1 Cash and Cash Equivalents

	2023	2022
	\$'000	\$'000
Deposits at call with the Treasurer	4 341 203	4 427 143
Imprest Account	15	15
Deposits with SAFA	624	455
Other	124	125
Total cash and cash equivalents	4 341 966	4 427 738

6.2 Receivables

	2023	2022
	\$'000	\$'000
Current		
Contractual receivables		
From government entities	178 100	104 612
From non-government entities	23 631	25 397
Less impairment loss on receivables	(543)	(637)
Total contractual receivables	201 188	129 372
Statutory receivables		
GST input tax recoverable	13 576	12 598
Total statutory receivables	13 576	12 598
Finance lease receivables	15 902	16 951
Accrued revenues	24 383	44 703
Total current receivables	255 049	203 624
Non-current		
Trade receivables		
From government entities	174	174
From non-government entities	181	189
Finance lease receivables	139 000	147 020
Total non-current receivables	139 355	147 383
Total receivables	394 404	351 007
Movements in the expected credit loss (impairment loss):	2023	2022
	\$'000	\$'000
Carrying amount at the beginning of the period	637	2 628
Amounts written off	(80)	(111)
Increase / (Decrease) in allowance recognised in profit or loss	(14)	(1 880)
Carrying amount at 30 June	543	637

6.2 Receivables (continued)

Contractual receivables arise in the normal course of the provision of goods and services provided to other government agencies and the public. Contractual receivables are normally settled within 30 days after the issue of an invoice or from when goods or services have been provided under a contractual agreement. Receivables and accrued revenues are non-interest bearing.

Collectability of receivables is reviewed on an ongoing basis. Other than as recognised in the allowance for impairment loss on receivables, it is not anticipated that debtors will fail to discharge their obligations. The carrying amount of receivables approximates their fair value due to being receivable on demand. There is no concentration of credit risk.

Statutory receivables do not arise from contracts with customers. They are recognised and measured similarly to contractual receivables (except impairment) but are not classified as financial instruments for disclosure purposes.

The net amount of GST recoverable from the ATO is included as part of receivables.

Impairment losses relate to contracts with customers external to SA Government. No impairment loss was recognised in relation to statutory receivables.

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Finance lease receivables:

The department is responsible for managing whole of government office accommodation arrangements under Premier and Cabinet Circular PC018. This includes leasing of accommodation from private landlords and subsequent sub-leasing these properties to government agencies. Where the sub-lease meets the definition of a lease under AASB16, and substantially transfers all the risks and rewards of the head lease to another government agency, the department recognises a finance lease receivable for the net investment of the lease. Finance lease receivables represent approximately 30 sub-leases.

During 2022-23, the department recognised finance income on finance lease receivables of \$4.808 million (\$4.700 million).

The following table sets out the maturity analysis of lease receivables, showing the undiscounted and discounted lease payments to be received after the reporting date.

Finance Lease receivables	2023 \$'000	2022 \$'000
Finance lease receivables contracted for at the reporting date are as follows:		
Within one year	20 400	21 344
Later than one year but no longer than five years	74 135	69 969
Later than five years	84 624	99 848
Minimum lease payments	179 159	191 161
Less unearned finance income	(24 257)	(27 190)
Total Finance Lease Receivables	154 902	163 971
The present value of finance lease receivable is as follows:		
Within one year	15 902	16 951
Later than one year but no longer than five years	60 708	55 977
Later than five years	78 292	91 043
Present Value of Finance Lease	154 902	163 971
Representing:		
Current	15 902	16 951
Non-current	139 000	147 020
Total Finance Lease Receivables	154 902	163 971

Refer to Note 11.3 for further information on risk management.

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6.3 Other Assets

	2023	2022
	\$'000	\$'000
Current:		
Prepayments	19 912	18 149
Accommodation Incentives	7 267	8 392
Other	416	414
Total Current Other Assets	27 595	26 955
Non-Current Assets:		
Accommodation Incentives	63 033	58 654
Total Non-Current Other Assets	63 033	58 654
Total other assets	90 628	85 609

Accommodation Incentives received by the department which do not fall under AASB16 are amortised over the lease term.

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7. Liabilities

7.1 Payables

	2023	2022
	\$'000	\$'000
Current		
Contractual payables	19 482	21 155
Accrued expenses	282 950	266 299
Rail Commissioner (Federally Awarded Employees)	6 670	7 408
Total trade payables	309 102	294 862
Statutory payables		
Employment on-costs	4 572	4 119
Total statutory payables	4 572	4 119
Total current payables	313 674	298 981
Non-Current:		
Rail Commissioner (Federally Awarded Employees)	7 382	8 067
Total trade payables	7 382	8 067
Statutory payables		
Employment on-costs	4 120	4 218
Total statutory payables	4 120	4 218
Total non-current payables	11 502	12 285
Total payables	325 176	311 266

Payables and accrued expenses are recognised for all amounts owing but unpaid. Contractual payables are normally settled within 30 days from the date the invoice is first received. Employment on-costs are settled when the respective employee benefits that they relate to are discharged. All payables are non-interest bearing. The carrying amount of payables represents fair value due to the amounts being payable on demand.

Statutory payables do not arise from contracts.

Employment on-costs

Employment on-costs include payroll tax and superannuation contributions with respect to outstanding liabilities for salaries and wages and associated leave. These on-costs primarily relate to the balance of leave owing to employees. Estimates as to the proportion of long service leave estimated to be taken as leave, rather than paid on termination, affects whether certain on-costs are recognised as a consequence of long service leave liabilities.

The department makes contributions to several State Government and externally managed superannuation schemes. These contributions are treated as an expense when they occur. There is no liability for payments to beneficiaries as they have been assumed by the respective superannuation schemes. The only payable outstanding at reporting date relates to any contributions due but not yet paid.

As a result of an actuarial assessment performed by the Department of Treasury and Finance, the proportion of long service leave taken as leave has changed from the 2022 rate of 42% to 43% and the average factor for the calculation of employer superannuation cost on-cost has changed from the 2022 rate of 10.6% to the rate of 11.1% in 2023. These rates are used in the employment on-cost calculation. The net financial effect of the changes in the current financial year is an increase in the employment on-cost of \$0.284 million (\$0.228 million). The impact on future periods is impracticable to estimate.

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7.2 Financial Liabilities

	2023	2022
	\$'000	\$'000
Lease Liabilities	111 545	117 120
Total current lease liability	111 545	117 120
Non-Current		
Lease Liabilities	980 863	888 053
Total non-current lease liability	980 863	888 053
Total lease liability	1 092 408	1 005 173
Movements in the Lease Liabilities:	2023	2022
	\$'000	\$'000
Carrying amount at the beginning of the period	1 005 173	983 313
Additions	159 576	104 559
Increase/(Decrease) due to lease modifications and re-measurements	43 698	43 851
Reductions resulting from payments	(116 039)	(126 550)
Carrying amount at 30 June	1 092 408	1 005 173

All material cash outflows are reflected in the lease liabilities disclosed above.

Lease liabilities are effectively secured as the rights to the leased assets revert to the lessor in the event of default.

As at 30 June 2023 the department had committed to material leases for building assets which had not yet commenced. The future cash flows for these leases is \$18.313 million over 10 years.

The department's leasing activities as lessee include government accommodation, motor vehicles, office equipment and other plant and equipment. Refer Note 8.4.

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7.3 Provisions

	2023	2022
	\$'000	\$'000
Current		
Provision for workers compensation	1 918	1 760
Site remediation	8 822	18 697
Provision for contractual arrangements	981	945
Total current provisions	11 721	21 402
Non-current		
Provision for workers compensation	9 795	9 476
Site remediation	1 100	2 500
Provision for contractual arrangements	4 908	4 333
Total non-current provisions	15 803	16 309
Total provisions	27 524	37 711
Reconciliation of Workers Compensation		
The following table shows the movement of the workers compensation provision:		
Carrying amount as at 1 July	11 235	10 981
Increase (decrease) in provision due to revision of estimates	2 079	2 783
Reductions resulting from payments	(1 601)	(2 528)
Carrying Amount at 30 June	11 713	11 236
Reconciliation of Site Remediation		
The following table shows the movement of the site remediation provision:		
Carrying amount as at 1 July	21 197	13 114
Increase in provision due to revision of estimates	-	13 394
Reductions resulting from payments	(11 275)	(5 311)
Carrying Amount at 30 June	9 922	21 197
Reconciliation of Provision for contractual arrangements		
The following table shows the movement of the contractual arrangements provision:		
Carrying amount as at 1 July	5 278	4 480
Increase in provision due to initial estimate	1 097	1 005
Reductions resulting from payments	(486)	(207)
Carrying Amount at 30 June	5 889	5 278

Provisions have been reported to reflect unsettled workers compensation claims, land remediation work required under the Ports Corp Business and Sale Agreement and contractual arrangements regarding outsourced heavy rail operations.

The workers compensation provision is based on an actuarial assessment of the outstanding liability as at 30 June 2023 provided by a consulting actuary engaged through the Office of the Commissioner for the Public Sector Employment. The provision is for the estimated cost of ongoing payments to employees as required under current legislation. The department is responsible for the payment of workers compensation claims.

Under the Outsourced Rail Operations Agreement, the department is liable for the Long Service Leave associated with the contractors' employees including staff that transferred to the contractor from the Rail Commissioner.

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7.4 Other Liabilities

	2023	2022
	\$'000	\$'000
Current		
Deferred income	16 455	17 767
Other	2 627	2 465
Total current other liabilities	19 082	20 232
Total other liabilities	19 082	20 232

Deferred Income

The department sells Metro tickets for travel on public transport. The value of unused Metro tickets as at 30 June 2023 was \$13.896 million (\$15.202 million) and is recognised as a liability.

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8. Other disclosures

8.1. Equity

The asset revaluation surplus is used to record increments and decrements in the fair value of property and plant and equipment to the extent that they offset one another. Relevant amounts are transferred to retained earnings when an asset is derecognised.

8.2. Equity Adjustments

	2023
	\$'000
Restatement of Opening Balances	
Adjustments against Retained Earnings:	
Work in progress adjustments	(13 546)
Asset recognition adjustments	1 823
Statement of Comprehensive Income adjustments	14 174
Other adjustments	(8 382)
Total equity	(5 931)

The table above represents total adjustments to equity identified. Adjustments totalling \$5.931 million (\$0.9 million) were identified in the year ended 30 June 2023 which affect the year ended 30 June 2022 and prior years.

RESTATEMENT OF OPENING BALANCES

Adjustments against Retained Earnings

Work in progress adjustment

A review of projects expenditure by the department in the year ended 30 June 2023 identified \$13.546 million (\$1.177 million) of costs included in capital works in progress at 30 June 2022 that should have been expended in a prior year. The prior period errors are corrected in the current year by an adjustment to retained earnings. The impact on the financial statements for 2021-22 is summarised below:

	2022	2021
	\$'000	\$'000
Rail and Bus Track - work in progress	(334)	
Road network - work in progress	(1 350)	(1 218)
Plant, Equipment and Intangibles - work in progress	(5 406)	(2 433)
Land, Buildings and Facilities - work in progress	(1 684)	(1 121)
Total work in progress adjustment	(8 774)	(4 772)

Department for Infrastructure and Transport - Controlled
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Asset Recognition

The total effect of assets book value adjustments that relate to prior financial periods is \$1.823 million (\$2.127 million) mainly due to addition and disposal of various land and facilities assets omitted in prior years. The prior period errors are corrected in the current year by an adjustment to retained earnings. The impact on the financial statements prior to 2021-22 is summarised below:

	2022	2021
	\$'000	\$'000
Land, buildings and facilities	-	1 534
Plant and equipment	-	289
Total asset recognition adjustments	-	1 823

Other Adjustments

A review of operating income and expenditure by the department in the year ended 30 June 2023 identified \$8.382 million (\$3.279 million) of prior period errors predominantly due to incorrect accruals recorded as at 30 June 2022. The prior period errors are corrected in the current year by an adjustment to retained earnings. The impact on the financial statements for 2021-22 is summarised below:

	2022	2021
	\$'000	\$'000
Other assets	-	-
Other liabilities	(5 400)	(2 982)
Total other adjustments	(5 400)	(2 982)

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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8.3. Cash Flow Reconciliation

	2023	2022
	\$'000	\$'000
Leases		
Buildings	107 102	107 094
Plant and equipment	6 493	9 977
Total cash outflow for leases	113 595	117 071

	2023	2022
	\$'000	\$'000
Reconciliation of cash and cash equivalents at the end of the reporting period		
Cash and cash equivalents disclosed in the Statement of Financial Position	4 341 966	4 427 738
Balance as per the Statement of Cash Flows	4 341 966	4 427 738

Reconciliation of net cash provided by operating activities to net result		
Net cash provided by/(used in) operating activities	1 666 252	1 473 545
Add / (less) non-cash Items		
Net gain (loss) on sale or disposal of non-current assets	1 179	8 535
Depreciation/amortisation expense of non-current assets	(728 034)	(648 629)
Assets written off	(3 628)	(12 734)
Assets donated	(425)	(121 527)
Resources received free of charge	7 472	10 260
Expensing of works in progress	-	(8 774)
Fair value of assets received		
Movements in Assets and Liabilities:		
Increase (Decrease) in receivables	63 387	(48 264)
Increase (Decrease) in inventories	83	93
Increase (Decrease) in other assets	3 259	11 785
(Increase) Decrease in payables and provisions	(302 832)	(29 096)
(Increase) Decrease in employee benefits	639	16 314
(Increase) Decrease in other liabilities	1 150	679
Net result	708 502	652 187

Cash flows are included in the Statement of Cash Flows on a gross basis and the GST component of cash flows arising from investing and financing activities, which is recoverable from, or payable to, the ATO is classified as part of operating cash flows.

Department for Infrastructure and Transport - Controlled
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8.4. Significant accounting policies

Significant accounting policies not disclosed elsewhere in this report are detailed below.

Taxation

The department is not subject to income tax. The department is liable for payroll tax, fringe benefits tax, goods and services tax (GST), emergency services levy, income tax equivalents and local government rate equivalents.

The department prepares a Business Activity Statement on behalf of its controlled entities, administered items and other clients to which it provides business services under the grouping provisions of the GST legislation. Under the grouping provisions, the department is liable for the GST payments and entitled to the GST receipts associated with these entities and items. The GST applicable forms part of the receivables and payables recorded in the department's Statement of Financial Position and the GST cash flows recorded in the department's Statement of Cash Flows.

The department is liable to pay income tax equivalents to the Consolidated Account in relation to the commercial operations of the Property Directorate. In determining its tax equivalent commitments, the department utilises the 'Accounting Profits' model as prescribed by Treasurer's Instruction 22 -Tax Equivalent Payments.

Under this model, income tax expense is calculated separately for each taxable entity by applying the companies' income tax rate (currently 30%) to the accounting profit for the year. Income tax equivalent payments are included in Payments to SA Government in the Statement of Comprehensive Income.

Business Overheads

The department adopts a full cost approach to recognising its infrastructure capital and recurrent works. This methodology requires the allocation of a proportionate share of overheads to these activities. These overhead costs include corporate overheads such as the cost of the traditional corporate areas, general whole of department costs as well as business specific overhead costs.

These costs are allocated using a costing model developed to reflect the proportionate consumption of overheads by output sections.

Contracts in progress

The department acts as project manager for major capital works in relation to government buildings or government accommodation and for a range of minor capital works and maintenance type activities associated with the role of facilities manager. The department charges a fee to recover the cost of its project management activities which is recorded as revenue in accordance with AASB 15.

The expenses incurred in undertaking these capital works and/or maintenance activities and the revenue recovered from charging the respective government departments are recognised within the Statement of Financial Position. The net of the expenditure incurred and the revenue recovered is accounted for as a receivable or payable.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

8.4 Significant accounting policies (continued)

Non- Current Assets

Assets have been classified according to their nature and have not been offset unless required or permitted by a specific accounting standard, or where offsetting reflects the substance of the transaction or other event.

Acquisition and Recognition of Non-Current assets

The department capitalises non-current physical assets with an individual or grouped value of \$10,000 or greater in accordance with policies that are consistent with Treasurer's Instructions (Accounting Policy Statements) and the requirements of Accounting Standard AASB 116 *Property, Plant and Equipment*. Exceptions to this policy are assets under construction, land and buildings and assets categorised as "grouped assets" in the department's policy which are capitalised irrespective of their value.

Assets under construction are capitalised from Capital Works in Progress to the appropriate asset classes at the completion of the project. Project costs that do not meet the recognition criteria of an asset are expensed.

APS 1051.A specifies that land under roads acquired before 1 July 2008, are not to be recognised by the department as an asset. However, any land under roads acquired after 1 July 2008 have been recognised by the department in accordance with AASB 1051 *Land Under Roads*, paragraph 15, when the asset recognition criteria is met. Land under roads includes land under roadways, road reserves, footpaths, nature strips and median strips.

Buildings or other structures residing on land acquired for current road projects are not separately recognised in the Statement of Financial Position. The costs incurred in acquiring the buildings in these instances are deemed to be part of the costs of acquiring the land.

Non-current assets are initially recorded at cost or at the value of any liabilities assumed, plus any incidental costs incurred with the acquisition. Where the department acquires assets at no cost, or minimal cost, these items are recorded at their fair value in the Statement of Financial Position. If the assets are acquired at no or nominal value as part of a restructuring of administrative arrangements, then the assets are recognised at book value i.e. the amount recorded by the transferor entity immediately prior to the restructure.

Revaluation of Non-Current Assets

In accordance with Treasurer's Instruction (Accounting Policy Statements) the department revalues all its non-current physical assets to their estimated fair value. Revaluations are performed only in instances where the fair value of the asset or asset group at the time of acquisition is greater than \$1.5 million and the estimated useful life is greater than three years.

The department's revaluation frequency is 5 years for Road Network assets and 6 years for other major infrastructure assets. Residential property is revalued every year while government agency commercial property is revalued every 3 years. The Department also conducts fair value reviews to ensure carrying value is not materially different from asset fair value.

The department revalues its assets in accordance with the required timelines, depending on the nature or purpose for which that asset is held. Assets are revalued by appropriately qualified valuation professionals, internal experts using external estimators or internal estimates based on recent transactions/indices. All valuers are independent unless otherwise indicated.

When non-current assets are revalued, the department uses the gross method in accounting for most assets except for land and buildings that are subject to commercial leases and held for provision of government agency accommodation and for provision of housing of government employees in remote areas.

Department for Infrastructure and Transport - Controlled
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for the year ended 30 June 2023

8.4 Significant accounting policies (continued)

If at any time the carrying amount of an asset materially differs from its fair value, the department re-values the asset regardless of when the last valuation took place. Non-current physical assets that are acquired between revaluations are either held at cost until the next valuation or revalued if the fair value is likely to be materially different from the acquisition value. The department assesses material differences in fair value from notification from business units or changes in circumstances and environmental factors that the department becomes aware of. Revaluation movements are recorded in the Revaluation reserves.

Upon disposal or de-recognition, any revaluation surplus relating to that asset is transferred to retained earnings.

The valuation methodology applied to specific classes of non-current assets under revaluations and the timing of asset valuations are disclosed in the Notes applicable to those assets. See Note 5.

Impairment

Non-current assets owned by the department carried at its fair value has not been assessed for impairment as they are non-cash generating assets, that are specialised in nature and held for continual use of their service capacity. However, assets held at cost is assessed for impairment at the end of each reporting period.

Revaluation of non-current assets is undertaken on a regular cycle as detailed in Note 5. If at any time management considers that the carrying amount of an asset materially differs from its fair value, then the asset will be revalued regardless of when the last valuation took place.

Remediation of Non-Current Assets

Land remediation undertaken by the department is primarily designed to restore the asset to its original state or condition and would not normally meet the criteria for asset recognition under *AASB 116 Property, Plant and Equipment*.

Where remedial work is to be performed in response to a present obligation, either under legislation or under a contractual arrangement to a third party, the department recognises a provision for any future work in accordance with the requirements of *AASB 137 Provisions, Contingent Liabilities and Contingent Assets*. Other land remediation costs are therefore expensed in the period in which the obligation is recognised.

Leases

The department enters lease arrangements as both lessee and lessor.

Accounting standard *AASB16 Leases* came into effect in 2019-20 resulting in significant changes to the department's accounting for leases.

The Treasurer's Instructions (Accounting Policy Statements) specify the required accounting policies for public authorities in applying *AASB 16*. These requirements are reflected in the department's accounting policies as follows:

- *AASB 16* is not applied to leases of intangible assets;
- Right-of-use assets and lease liabilities are not recognised for leases of low value assets, being assets which have a value of \$15 000 or less, nor short-term leases, being those with a lease term of 12 months or less;
- the department, in the capacity of a lessee, does not include non-lease components in lease amounts;
- Right-of-use assets are subsequently measured applying a cost model; and
- the incremental borrowing rate published by the Department of Treasury and Finance is used when the implicit rate in the lease is not able to be determined.

Significant accounting policies related to the application of *AASB 16* are disclosed under the relevant notes.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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8.4 Significant accounting policies (continued)

Lease activities in the department:

As Lessee:

Commercial Property:

The department is responsible for the management of accommodation arrangements on behalf of other government agencies under Premier and Cabinet Circular PC018 *Government Office Accommodation Framework* (PC018). The department has approximately 278 leases of commercial properties from external parties as well as departmentally owned properties to enable this. Approximately 216 of these external leases include extension options.

Commercial accommodation leases with external parties are non-cancellable with remaining terms ranging from 1 to 19 years. Lease extensions or options are typically renegotiated before the end of the current term. Rent is generally payable monthly in advance. Leases include a fixed rate increase, CPI and/or periodic market review. Major value leases typically have a predetermined fixed rate annual increase (between 2%-4%) factored into the lease.

Office accommodation provided to general government sector agencies under PC018 do not meet the definition of a lease under AASB 16. Revenue for these agencies is recognised under AASB 15 and classified as Government accommodation rental income (refer note 2.6). Where the department leases this accommodation from an external party the department records the Right-of-Use asset and Lease Liability on its statement of financial position.

For some office accommodation provided to the general government sector agencies under PC018 the department provides accommodation incentives (e.g. fit out). These have been recognised as an asset and are amortised against rental income on a straight-line basis over the term of the arrangement with the government sector agency.

Leased accommodation provided by the department outside of the scope PC018 are accounted for as leases under AASB 16. Where the department acts as sub-lessor it recognises a Finance Lease receivable for the net investment in the lease. Refer to Note 6.2.

Lease liabilities are classified as both current and non-current, with the minimum lease payments allocated between borrowing costs and the reduction of lease liability for the period.

Right of Use assets are depreciated over the reasonably certain term of the lease.

Significant judgments/policy:

Reasonably certain

The lease term is the non-cancellable period of a lease including periods covered by an option to extend the lease if the lessee is reasonably certain to exercise this option.

Where a property lease has extension options, these have been included in the value of the ROU asset and Lease liability where the department has assessed the lease extension option(s) is reasonably certain. The department considers all relevant facts and circumstances when making this determination including the whole of government accommodation strategy, economic conditions including relocation costs, operational needs of sub lessee's and relevant factors.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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8.4 Significant accounting policies (continued)

Lease components

Where a contract contains both lease and non-lease components such as asset maintenance services, the department excludes the non-lease component amounts when determining the lease liability and right-of-use asset amount in accordance with AASB16 and the Treasurer's Instructions (Accounting Policy Statements).

In determining the non-lease component rate for property leases, the department has applied the independently measured Property Council of Australia benchmark rates published for South Australia. This rate is then applied to the minimum lease payments of multi-story office buildings to determine value of the lease liability and lease asset.

Plant and Equipment:

The department leases plant and equipment for its operational use. This includes motor vehicles, office equipment and other plant. Motor vehicles leases are with the South Australian Financing Authority (SAFA). Refer to Note 5.2 for more detail.

Where plant and equipment is leased from an external party the department records a Right-of-Use asset and Lease Liability on its financial position when it meets the definition of a Lease under AASB16.

The department has elected not to recognise right-of-use assets and lease liabilities arising from short-term leases of less than 12 months and low value assets, being assets which have a value of \$15 000 or less. These lease payments are recognised as expenses on a straight line basis over the lease term.

As Lessor:

Departmental Owned property

The department owns properties such as commercial buildings, land and other operating facilities. Where these properties are leased to other entities they are treated as operating leases because the department retains all the risks and rewards incidental to ownership of the underlying asset. That is the leases are significantly shorter than the useful life of the underlying asset.

The department recognises lease payments from operating leases as rental income on a straight-line basis over the term of the lease. Commercial accommodation operating leases are non-cancellable and rent is payable in advance.

Recreational Jetties

The department has entered into leases as lessor, in regard to the Government's Recreational Jetties Divestment Program where jetties have been leased to Councils throughout the state. Peppercorn rents of \$1 per annum apply over the 25 or 99 year lease term for each lease.

Under the terms of the lease agreement, these leases have been categorised as finance leases due to the passing of risks and benefits incidental to ownership to the lessee. The underlying assets have no value recorded in the Financial Statements because all the risks and rewards incidental to ownership of the underlying asset have been transferred to the Councils.

9. Changes in accounting policy

The department has not voluntarily adopted any changes in accounting policies during 2022-23.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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10. Outlook

10.1 Unrecognised Commitments

Commitments include operating, capital and outsourcing arrangements arising from contractual sources and are disclosed at their nominal value and inclusive of non-recoverable GST.

The department's capital contractual commitments are predominantly for capital expenditure on construction projects relating to the road and rail networks, and the construction and upgrade of Government buildings and facilities. Where this construction work is being done on behalf of other agencies the cost is recovered accordingly.

The department's other contractual commitments include major service contracts for road and public transport operations. Accommodation expenses and short term and low value leases that do not meet the definition of a lease under AASB16 have been recognised by the department as an Other contractual commitment.

Capital Contractual commitments

	2023	2022
	\$'000	\$'000
Capital expenditure contracted for at the reporting date but not recognised as liabilities in the financial report, are payable as follows:		
Within one year	1 662 295	1 113 148
Later than one year but not longer than five years	247 198	727 440
Later than five years	25 011	49 390
Total capital commitments	1 934 504	1 889 978

Other contractual commitments

	2023	2022
	\$'000	\$'000
Within one year	529 407	518 309
Later than one year but not longer than five years	1 867 180	2 443 881
Later than five years	761 685	898 170
Total expenditure commitments	3 158 272	3 860 360

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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10.1 Unrecognised Contractual Commitments (continued)

Operating Lease Commitments as Lessor	2023	2022
	\$'000	\$'000
Commitments under operating leases at the reporting date but not recognised as receivable in the financial report, are as follows:		
Within one year	2 033	2 192
Later than one year but no later than five years	996	3 101
Later than five years	-	269
Total Operating Lease Commitments as Lessor	3 029	5 562

The department's operating lease commitments as lessor are for commercial accommodation and access rights to State Owned land sites for departmentally owned properties. These leases relate to office accommodation leased to Public Financial Corporations and Public Non-Financial Corporations and operational sites leased to government agencies. Commercial accommodation leases are non-cancellable with remaining lease terms ranging from 1 to 25 years. Rent is receivable in advance.

10.2 Contingent Assets and Liabilities

Contingent assets and liabilities are not recognised in the Statement of Financial Position but are disclosed by way of note.

Contingent Assets

At 30 June 2023, the department:

- holds contract securities which are designed to cover the risk to the department in the event of contractor non-performance or insolvency. In the event of contractor non-performance or insolvency, the department can call upon the contract security to cover any resulting costs incurred.

Contingent Liabilities

At 30 June 2023, the department had:

- possible material exposures resulting from litigation (or pending litigation) in respect of claims for property damage or personal injury;
- received notification of other cases not yet subject to court action or formal claim, which may result in subsequent litigation or arbitration in the future;
- possible material exposure resulting from the ongoing monitoring and treatment of contaminated land assets to bring the land into a position for future use or sale;
- property acquisition compensation matters that are yet to be settled;
- property agreements that provide for additional compensation payments where a property owner purchases a replacement investment property within 12 months; and

In addition, the department is awaiting the outcome of formal and informal proceedings which may result in possible liabilities.

The department is insured by SAicorp, the captive insurer for the Government of South Australia. Final exposure of claims is limited to the deductible excess. The extent of these contingent liabilities cannot be reliably measured at balance date.

Department for Infrastructure and Transport - Controlled
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10.3 Impact of standards not yet effective

Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet effective have not been adopted by the Department for the reporting period ending 30 June 2023. The Department has assessed the impact of these changes and they are not expected to have a material impact in the department's report with the exception of *AASB 2022-10 Amendments to Australian Accounting Standards- Fair Value Measurement of Non-Financial Assets of Not-for Profit Public Sector Entities* which it is still assessing.

10.4 Events after the reporting period

There are no known events between 30 June 2023 and the date the financial statements are authorised that may have a material impact on the results of subsequent years.

11. Measurement and risk

11.1 Long Service Leave liability - measurement

AASB 119 *Employee Benefits* contains the calculation methodology for long service leave.

The actuarial assessment performed by the Department of Treasury and Finance has provided a basis for the measurement of long service leave and is based on actuarial assumptions on expected future salary and wage levels, experience of employee departures and periods of service. These assumptions are based on employee data over SA Government entities.

AASB 119 *Employee Benefits* requires the use of the yield on long-term Commonwealth Government bonds as the discount rate in the measurement of the long service leave liability. The yield on long term Commonwealth Government bonds has increased from 3.5% in 2022 to 4.0% in 2023.

This increase in the bond yield, which is used as the rate to discount future long service leave cash flows, results in a decrease in the reported long service leave liability.

The net financial effect of the changes to the actuarial assumptions in the current financial year is a decrease in the long service leave liability of \$1.33 million and employee benefit expense of \$0.133 million. The impact on future periods is impracticable to estimate as the long service leave liability is calculated using a number of demographical and financial assumptions – including the long-term discount rate.

The actuarial assessment performed by the Department of Treasury and Finance left the salary inflation rate has changed from the 2022 rate of 2.5% to 3.5% for long service leave liability.

The long service leave liability has been allocated between current and non-current liabilities using the leave pattern history of previous years.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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11.2 Fair Value Measurement

AASB 13 *Fair Value Measurement* defines fair value as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants, in the principal or most advantageous market, at the measurement date.

The department classifies fair value measurement using the following fair value hierarchy that reflects the significance of the inputs used in making the measurements, based on the data and assumptions used in the most recent revaluation.

- Level 1 – traded in active markets and is based on unadjusted quoted prices in active markets for identical assets or liabilities that the entity can access at measurement date. The department does not have any Level 1 assets.
- Level 2 – not traded in an active market and are derived from inputs (inputs other than quoted prices included within Level 1) that are observable for the asset, either directly or indirectly. For example, the department has domestic housing and commercial building assets that are valued by comparing the subject properties to similar properties in similar areas.
- Level 3 – not traded in an active market and are derived from unobservable inputs. Examples in the department include the rail and road networks.

In determining fair value, the department has taken into account the characteristic of the asset (e.g. condition and location of the asset and any restrictions on the sale or use of the asset); and the asset's highest and best use (that is physically possible, legally permissible and financially feasible).

The department's current use is the highest and best use of the asset unless other factors suggest an alternative use is feasible. As the department did not identify any factors to suggest an alternative use, fair value measurement was based on current use.

The carrying amount of non-financial assets with a fair value at the time of acquisition that was less than \$1.5 million or had an estimated useful life that was less than three years are deemed to approximate fair value.

Refer to Note 5 for disclosure regarding fair value measurement techniques and inputs used to develop fair value measurements for non-financial assets.

In accordance with AASB 13 *Fair Value Measurement* the fair value of non-financial assets must be estimated for recognition and measurement or for disclosure purposes. The department categorises non-financial assets measured at fair value into hierarchy based on the level of inputs used in measurement.

The department had no recurring or non-recurring fair value measurements categorised into Level 1.

Department for Infrastructure and Transport - Controlled
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11.2 Fair Value Measurement (continued)

Fair value measurements at 30 June 2023

	2023	Level 2	Level 3
	\$'000	\$'000	\$'000
Recurring fair value measurements			
Land (note 5.1)	946 405	928 762	17 643
Buildings and facilities (note 5.1)	1 488 701	334 445	1 154 256
Property, Plant and Equipment (note 5.2)	738 072	1 292	736 780
Road and structures (note 5.3)	30 012 373	-	30 012 373
Rail and bus track (note 5.3)	3 418 152	-	3 418 152
Total recurring fair value measurements	36 603 703	1 264 499	35 339 204
Non-recurring fair value measurements			
Land, buildings and facilities held for sale (note 5.7)	4 776	4 776	-
Total non-recurring fair value measurements	4 776	4 776	-
Total fair value measurements	36 608 479	1 269 275	35 339 204

Fair value measurements at 30 June 2022

	2022	Level 2	Level 3
	\$'000	\$'000	\$'000
Recurring fair value measurements			
Land (note 5.1)	911 274	893 631	17 643
Buildings and facilities (note 5.1)	1 438 134	332 213	1 105 921
Property, Plant and Equipment (note 5.2)	689 918	1 686	688 232
Road and structures (note 5.3)	27 166 917	-	27 166 917
Rail and bus track (note 5.3)	3 164 630	-	3 164 630
Total recurring fair value measurements	33 370 873	1 227 530	32 143 343
Non-recurring fair value measurements			
Land, buildings and facilities held for sale (note 5.7)	6 309	6 309	-
Total non-recurring fair value measurements	6 309	6 309	-
Total fair value measurements	33 377 182	1 233 839	32 143 343

Valuation Techniques and Inputs

Valuation techniques used to derive Level 2 and 3 fair values are detailed in Notes 5.1 – 5.5. There were no changes in valuation techniques during 2022-23.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

11.2 Fair Value Measurement (continued)

Reconciliation of Level 3 Fair value Measurements as at 30 June 2023

	Land	Buildings and Facilities ⁽¹⁾	Property, Plant and Equipment	Road and Structures	Rail and Bus Track	Total
2023	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Opening balance at the beginning of the period	17 643	1 105 921	688 232	27 166 917	3 164 630	32 143 343
Additions		62 410	110 998	1 195 080	76 365	1 444 853
Disposals	-	(4 502)	(305)	-	-	(4 807)
Donated assets	-	(279)	(27)	-	-	(306)
Resources received free of charge	-	-	50	-	-	50
Write offs	-	(1 060)	(995)	(69)	(735)	(2 859)
Revaluation increment (decrement) (3)	-	37 489	-	2 055 583	269 579	2 362 651
Depreciation and amortisation	-	(45 724)	(61 173)	(405 168)	(91 687)	(603 752)
Transfer into Level 3	-	-	-	30	-	30
Other Movements	-	1	-	-	-	1
Carrying amount at the end of the period	17 643	1 154 256	736 780	30 012 373	3 418 152	35 339 204

(1) Plant and Equipment & Buildings and Facilities have a combination of Fair Value Level 2 and 3

(2) Net book value of assets disposed. Total gain/loss for period included in profit or loss disclosed separately.

(3) Revaluation increment (decrement) relates only to unrealised gains or losses recognised through Other Comprehensive Income under changes to the revaluation surplus. No unrealised gains or losses were included in profit or loss.

Total gains/losses for the period included in profit or loss

under Net Gain (Loss) from Disposal of Non-Current Assets - - 4 428 221 - - 4 649

Department for Infrastructure and Transport - Controlled
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11.2 Fair Value Measurement (continued)

Reconciliation of Level 3 Fair value Measurements as at 30 June 2022

2022	Land	Buildings and Facilities (1)	Property, Plant and Equipment	Road and Structures	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Opening balance at the beginning of the period	17 497	1 079 466	667 892	26 897 205	2 661 684	31 323 744
Additions	146	68 662	75 929	622 797	584 330	1 351 864
Disposals	-	(32)	(459)	-	-	(491)
Resources received free of charge	-	2 591	-	-	-	2 591
Write offs	-	(451)	(366)	(20)	(5 773)	(6 610)
Revaluation increment (decrement) (3)	-	-	1 799	-	-	1 799
Depreciation and amortisation	-	(44 316)	(56 310)	(353 218)	(75 829)	(529 673)
Transfers due to reclassification of assets at same Fair Value level	-	-	(370)	153	218	1
Transfer into Level 3	-	-	156	-	-	156
Transfer out of Level 3	-	-	(40)	-	-	(40)
Other Movements	-	1	1	-	-	2
Carrying amount at the end of the period	17 643	1 105 921	688 232	27 166 917	3 164 630	32 143 343

(1) Plant and Equipment & Buildings and Facilities have a combination of Fair Value Level 2 and 3

(2) Net book value of assets disposed. Total gain/loss for period included in profit or loss disclosed separately.

(3) Revaluation increment (decrement) relates only to unrealised gains or losses recognised through Other Comprehensive Income under changes to the revaluation surplus. No unrealised gains or losses were included in profit or loss.

Total gains/losses for the period included in profit or loss

under Net Gain (Loss) from Disposal of Non-Current Assets	-	-	69	-	-	-	69
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Transfers In and Out of Level 3

The department's policy is to recognise transfers in and out of fair value hierarchy levels as at the beginning to the reporting period.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

11.3 Financial Instruments

Financial risk management

The department has developed a Risk Management policy and associated Framework in accordance with the *SA Government Risk Management Guide* and the principles established in the *Australian Standard Risk Management Principles and Guidelines (AS/NZS ISO 31000-2018)*. This policy and framework set out the tailored approach to identify and manage risk within the department.

The department's exposure to financial risk (liquidity risk, credit risk and market risk) is low due to the nature of the financial instruments held.

Liquidity Risk

Liquidity risk arises from the possibility that the department is unable to meet its financial obligations as they fall due. The department works with the Department of Treasury and Finance to determine the cash flows associated with its government approved program of work and to ensure funding is provided through SA Government budgetary processes to meet the expected cash flows.

Refer to Notes 7.1 and 7.2 for further information.

Credit Risk

Credit risk arises when there is the possibility of the department's debtors defaulting on their contractual obligations resulting in a financial loss to the department. The department has policies and procedures in place to ensure business transactions occur with customers with appropriate credit history.

No collateral is held as security and no credit enhancements relate to financial assets held by the department.

Impairment of financial assets

Loss allowances for receivables are measured at an amount equal to lifetime expected credit loss using the simplified approach in *AASB 9*. The department uses an allowance matrix to measure the expected credit loss of receivables from non-government debtors.

The expected credit loss of government debtors is considered to be nil based on the external credit ratings and nature of the counterparties.

To measure the expected credit losses, receivables are grouped based on shared risks characteristics and the days past due. When estimating expected credit loss, the department considers reasonable and supportable information that is relevant and available without undue cost or effort. This includes both quantitative and qualitative information and analysis, based on the department's historical experience and available forward-looking information.

The maximum period considered when estimating expected credit losses is the maximum contractual period over which the department is exposed to credit risk.

Loss rates are calculated based on the probability of a receivable progressing through stages to write off based on the common risk characteristics of the transaction and debtor group.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2023

11.3 Financial Instruments (continued)

The following table provides information about the exposure to credit risk and expected credit loss for non-government debtors.

	Debtor gross carrying amount \$'000	Loss %	Lifetime expected losses \$'000
Current (not past due)	13 420	1.67%	224
1 – 30 days past due	1 137	3.95%	45
31 – 60 days past due	915	3.73%	34
More than 60 days past due	4 091	5.87%	240
Loss allowance			543

Loss rates are based on actual history of credit loss adjusted for any changes to any forecast economic conditions that may affect the department's debtor profile.

Impairment losses are presented as net impairment losses within net result, subsequent recoveries of amounts previously written off are credited against the same line item.

Receivables are written off when there is no reasonable expectation of recovery. Indicators that there is no reasonable expectation of recovery include the failure of a debtor to enter into a payment plan with the department and a failure to make contractual payments for a period of greater than 90 days past due.

Receivables with a contractual amount of \$0.080 million written off during the year are still subject to enforcement activity.

The department considers that its cash and cash equivalents have low credit risk based on the external credit ratings of the counterparties and therefore the expected credit loss is nil.

Market Risk

The department enters into business transactions that require the payment of goods or services in a foreign currency. Foreign currency risk associated with significant payments is minimised using a strategy of forward cover contract through SAFA articulated in *TI 23 Management of Foreign Currency Exposures*.

Exposure to interest rate risk may arise through interest bearing liabilities, including borrowings.

The interest expense implicit in any finance lease payment is fixed at the inception of the lease and is calculated using prevailing government borrowing rates as advised by SAFA. The department's revenue base is sufficient for the purpose of servicing its interest and loan repayment commitments.

There have been no changes in risk exposure since the last reporting date.

Categorisation of financial instruments

Details of the significant accounting policy information and methods adopted including the criteria for recognition, the basis of measurement, and the basis on which income and expenses are recognised with respect to each class of financial asset, financial liability and equity instrument are disclosed in the respective financial asset / liability note.

Classification of financial instruments

The department measures all financial instruments at amortised cost.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
For the year ended 30 June 2023

11.3 Financial Instruments (continued)

			2023 Contractual maturities*			
			Carrying amount / fair value \$'000	Within 1 year \$'000	1-5 years \$'000	More than 5 years \$'000
Category of financial asset and financial liability		Note				
Financial assets						
Cash and cash equivalents:	Cash and cash equivalent	6.1	4 341 966	4 341 966		
Financial assets at amortised cost	Receivables**	6.2	225 926	225 571	355	
	Finance lease receivable	6.2	179 159	20 400	74 135	84 624
Total financial assets			4 747 051	4 587 937	74 490	84 624
Financial liabilities						
Financial liabilities at amortised cost:	Payables**	7.1	313 106	305 724	7 382	
	Lease liability	7.2	1 278 246	137 195	464 491	676 560
Total financial liabilities			1 591 352	442 919	471 873	676 560

			2022	2022 Contractual maturities*		
			Carrying amount / fair value \$'000	Within 1 year \$'000	1-5 years \$'000	More than 5 years \$'000
Category of financial asset and financial liability		Note				
Financial assets						
Cash and cash equivalents:	Cash and cash equivalent	6.1	4 427 738	4 427 738	-	-
Financial assets at amortised cost	Receivables**	6.2	174 438	174 075	363	-
	Finance lease receivable		191 161	21 344	69 969	99 848
Total financial assets			4 793 337	4 623 157	70 332	99 848
Financial liabilities						
Financial liabilities at amortised cost:	Payables**	7.1	300 035	291 968	8 067	-
	Lease liability	7.2	1 148 337	136 465	425 066	586 806
Total financial liabilities			1 448 372	428 433	433 133	586 806

* Maturities analysis is presented using the undiscounted cash flows and therefore may not total to equal the carrying amount/fair value of the financial instrument.

** Total amounts disclosed here exclude statutory amounts. Receivables do not include prepayments as these are not financial instruments. Prepayments are presented in note 6.3.

11.3 Financial Instruments (continued)

Statutory receivables and payables

The receivable and payable amounts disclosed here exclude amounts relating to statutory receivables and payables. This includes Commonwealth, State and Local Government taxes and equivalents; fees and charges and Auditor-General's Department audit fees and fringe benefits tax. This is in addition to employee related payables, such as payroll tax, Fringe Benefits Tax, Pay As You Go Withholding and ReturnToWork SA levies.

In government, certain rights to receive or pay cash may not be contractual but have their source in legislation and therefore, in these situations, the disclosure requirements of AASB 7 will not apply. The standard defines contract as enforceable by law. All amounts recorded are carried at cost.

**Department for Infrastructure and Transport -
Administered
(DIT)**

Administered Financial Statements

For the year ended 30 June 2023

Department for Infrastructure and Transport - Administered
Statement of Administered Comprehensive Income
for the year ended 30 June 2023

		2023	2022
	Note	\$'000	\$'000
Administered income			
Appropriation	A9	7 986	5 043
Fees and charges	A10	1 835	1 696
Collection on Behalf of Third Parties	A11	1 053 862	993 528
Other income	A12	169	147
Total income		1 063 852	1 000 414
Administered expenses			
Employee benefits expenses	A5	959	571
Supplies and services	A6	1 071	894
Grants and subsidies expense	A7	4 742	1 794
Disbursements on Behalf of Third Parties	A8	1 056 928	996 998
Total administered expenses		1 063 700	1 000 257
Net result		152	157
Total comprehensive result		152	157

The net result and total comprehensive result are attributable to the SA Government as owner. The above statement should be read in conjunction with the accompanying notes.

Department for Infrastructure and Transport - Administered
Statement of Administered Financial Position
as at 30 June 2023

		2023	2022
	Note	\$'000	\$'000
Current assets			
Cash and cash equivalents	A13	22 853	18 254
Receivables	A14	27	438
Total current assets		22 880	18 692
Total assets		22 880	18 692
Current liabilities			
Payables	A15	20 578	16 542
Total current liabilities		20 578	16 542
Total liabilities		20 578	16 542
Net assets		2 302	2 150
Administered equity			
Retained earnings		2 302	2 150
Asset revaluation surplus		-	-
Total equity		2 302	2 150

The total equity is attributable to the SA Government as owner.

Contingent assets and liabilities A18

Unrecognised contractual commitments A17

The above statement should be read in conjunction with the accompanying notes.

Department for Infrastructure and Transport - Administered
Statement of Administered Cash Flows
for the year ended 30 June 2023

		2023	2022
	Note	\$'000	\$'000
Cash flows from operating activities			
Cash inflows			
Appropriation		7 986	5 043
Receipts from fees and charges		2 246	1 285
Collection on behalf of third parties		1 053 854	993 526
Other income		177	147
Cash generated from operations		1 064 263	1 000 001
Cash outflows			
Employee benefit payments		(962)	(571)
Payments for supplies and services		(916)	(34 205)
Grants and subsidies		(4,742)	(1 794)
Disbursements on behalf of third parties		(1,053,044)	(996 851)
Cash used in operations		(1 059 664)	(1 033 421)
Net cash provided by / (used in) operations	A16	4 599	(33 420)
Net increase (decrease) in cash held		4 599	(33 420)
Cash at 1 July		18 254	51 674
Cash at 30 June	A13	22 853	18 254

The above statement should be read in conjunction with the accompanying notes.

**Department for Infrastructure and Transport - Administered
Expenses and Income by Administered Programs**
For the year ended 30 June 2023

Administered programs - refer note A2	Infrastructure Planning and			
	Roads and Marine		Policy	
	2023 \$'000	2022 \$'000	2023 \$'000	2022 \$'000
Administered income				
Appropriation	3 079	3 477	2 090	1 566
Fees and charges	1 835	1 696	-	-
Collections on behalf of third parties	1 053 704	993 353	158	175
Other income	-	-	169	147
Total administered income	1 058 618	998 526	2 417	1 888
Administered expenses				
Employee benefit expenses	-	-	959	571
Supplies and services	-	-	1 071	894
Grants and subsidies	1 925	1 794	-	-
Disbursements on behalf of third parties	1 056 770	996 831	158	167
Total administered expenses	1 058 695	998 625	2 188	1 632
Net result	(77)	(99)	229	256

	General/Not Attributable		Total	
	2023 \$'000	2022 \$'000	2023 \$'000	2022 \$'000
	2023 \$'000	2022 \$'000	2023 \$'000	2022 \$'000
Administered income				
Appropriation	2 817	-	7 986	5 043
Fees and charges	-	-	1 835	1 696
Collections on behalf of third parties	-	-	1 053 862	993 528
Other income	-	-	169	147
Total administered income	2 817	-	1 063 852	1 000 414
Administered expenses				
Employee benefit expenses	-	-	959	571
Supplies and services	-	-	1 071	894
Grants and subsidies	2 817	-	4 742	1 794
Disbursements on behalf of third parties	-	-	1 056 928	996 998
Total administered expenses	2 817	-	1 063 700	1 000 257
Net result	-	-	152	157

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2023

The Administered Financial Statements include income, expenses, assets and liabilities that the Department for Infrastructure and Transport (the department) administers on behalf of the SA Government but does not control.

A1: Basis of preparation and accounting policies

The Basis of Preparation for the Administered Financial Statements is the same as the basis outlined in Note 1.1 for controlled items. The department applies the same accounting policies to the Administered Financial Statements as set out in the notes to the department's financial statements.

A2: Objectives/programs of the Department

The objectives and programs of the department, outlined in Note 1.2 for controlled items, apply equally to the Administered Financial Statements.

The programs of the department are outlined in Note 1.2 for controlled items. Program 2: Roads and Marine, Program 5: Infrastructure Planning and Policy apply to the Administered Financial Statements.

Department Organisation

The organisational structure of the department outlined in Note 1.2 for controlled items, applies to both the departmental and the Administered Financial Statements.

The Administered Items of the department as at 30 June 2023 comprised the following:

- Appropriation to the Outback Communities Authority and the Local Government Grants Commission
- Asbestos Program
- Compulsory Third Party Insurance
- Emergency services levy
- Expiation receipts
- Firearm receipts
- Flinders Ports — land tax equivalent
- Hospital Fund — contributions
- Lifetime Support Scheme receipts
- Registration and Licensing collections and disbursements
- Service SA disbursements
- Special Act salaries
- Stamp duty receipts

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2023

A3: Transfer Payments

The department makes various transfer payments to eligible beneficiaries in the capacity of an agent responsible for the administration of the transfer process. Amounts relating to these transfer payments are not controlled by the department, since they are made at the discretion of the government in accordance with government policy. The following table lists recipients by class and amounts transferred.

	2023	2022
	\$'000	\$'000
Transfer payments to SA Government Entities		
Department of Treasury and Finance	329 833	303 308
Lifetime Support Authority	189 713	179 650
CTP Regulator	111 541	107 132
South Australian Fire and Emergency Services Commission	51 577	50 958
South Australian Police	3 253	3 472
Outback Communities Authority and Local Govt Grants Commission	2 817	-
Other	1 640	1 863
Transfer payment to non-SA Government Entities		
Compulsory Third Party Insurance	338 129	321 324
Refunds	18 230	17 401
National Heavy Vehicle Regulator	15 295	14 551
Other	713	27
Total Transfer Payments	1 062 741	999 686

A4: Budgetary Reporting and Explanations of major variances between budget and actual amounts

		Original budget 2023 \$'000	Actual 2023 \$'000	Variance \$'000
Statement of Administered Comprehensive Income	Note			
Administered Income				
Appropriation		7 079	7 986	907
Fees and charges		-	1 835	1 835
Collections on behalf of third parties		994 389	1 053 862	59 473
Other income		-	169	169
Total administered income		1 001 468	1 063 852	62 384
Administered Expenses				
Employee benefit expenses		786	959	173
Supplies and services		1 151	1 071	(80)
Grants and subsidies		3 144	4 742	1 598
Disbursements on behalf of third parties		995 892	1 056 928	61 036
Payments to Consolidated Account		515	-	(515)
Total administered expenses		1 001 488	1 063 700	62 212
Net result		(20)	152	172

The budget performance table compares the department's outcomes against budget information presented to Parliament (2022-23 Budget Paper 4, Volume 3). The budget amounts have not been adjusted to reflect revised budgets or administrative restructures. The budget process is not subject to audit.

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2023

A5: Employee Benefit Expenses

	2023	2022
	\$'000	\$'000
Ministers salaries	959	571
Total employee benefits expenses	959	571

2022-23 includes the Minister for Infrastructure and Transport and the Minister for Local Roads and Regional Roads for a full financial year.

A6: Supplies and Services

	2023	2022
	\$'000	\$'000
Professional and Technical Services	1 065	893
Other	6	1
Total supplies and services	1 071	894

A7: Grants and Subsidies Expenses

	2023	2022
	\$'000	\$'000
Land Tax Equivalent - Flinders Ports (Transfer to DTF)	1 835	1 696
Transfer to Outback Communities Authority and Local Govt Grants Commission*	2 817	-
Lincoln Cove Marina (Transfer to DTF)	90	98
Total grants and subsidies expense	4 742	1 794

*Transfer to Outback Communities Authority and Local Government Grants Commission is a transfer of Appropriation received by DIT on their behalf. The Authority and Commission transferred into DIT from 1 July 2022.

A8: Disbursements on Behalf of Third Parties

	2023	2022
	\$'000	\$'000
Compulsory Third Party Insurance	449 670	428 455
Stamp Duties - Department of Treasury and Finance	248 272	223 794
Lifetime Support Scheme - Lifetime Support Authority	189 713	179 650
Hospital Fund - Department of Treasury and Finance	79 636	77 720
Emergency Services Levy - SA Fire & Emergency Services Commission	51 577	50 958
Refunds	18 230	17 401
National Heavy Vehicle Regulator	15 295	14 551
Other	4 535	4 469
Total disbursements on behalf of third parties	1 056 928	996 998

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2023

A9: Appropriation

	2023	2022
	\$'000	\$'000
<i>Appropriations from the Consolidated Account pursuant to the Appropriations Act*</i>	7 047	4 600
Special Act Salaries	939	443
Total revenues from appropriation	7 986	5 043

*Includes \$3.079 million (\$3.477 million) to fund remissions provided on Emergency Services Levy charges. 2023 includes Appropriations for the Outback Communities Authority and the Local Government Grants Commission.

A10: Fees and Charges

	2023	2022
	\$'000	\$'000
A10: Fees and charges		
Land Tax Equivalent - Flinders Ports	1 835	1 696
Total fees and charges	1 835	1 696

A11: Collections on Behalf of Third Parties

	2023	2022
	\$'000	\$'000
Compulsory Third Party Insurance	449 670	428 455
Stamp Duties - Department of Treasury and Finance	248 272	223 794
Lifetime Support Scheme - Lifetime Support Authority	189 713	179 650
Hospital Fund - Department of Treasury and Finance	79 636	77 720
Emergency Services Levy - SA Fire & Emergency Services Commission	48 511	47 481
Refunds	18 230	17 401
National Heavy Vehicle Regulator	15 295	14 551
Other	4 535	4 476
Total Collection on Behalf of Third Parties	1 053 862	993 528

A12: Other Income

	2023	2022
	\$'000	\$'000
Other income	169	147
Total other income	169	147

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2023

A13: Cash and Cash Equivalents

	2023	2022
	\$'000	\$'000
Deposits at call	22 853	18 254
Total cash and cash equivalents	22 853	18 254

A14: Receivables

	2023	2022
	\$'000	\$'000
Current		
Current Receivables	1	1
Accrued Revenues	26	437
Total current receivables	27	438
Total receivables	27	438

Refer to Note A20 for information on risk management.

A15: Payables

	2023	2022
	\$'000	\$'000
Current		
Creditors	18 619	14 853
Accrued Expenses	1 959	1 689
Total current payables	20 578	16 542
Total payables	20 578	16 542

Payables are measured at nominal amounts. Creditors and accruals are raised for all amounts owing but unpaid. Sundry creditors are normally settled within 30 days from the date the invoice is first received.

For further information on risk management refer to Note A20.

Department for Infrastructure and Transport - Administered
Notes to and forming part of the financial statements
For the year ended 30 June 2023

A16: Cash Flow Reconciliation

	2023	2022
	\$'000	\$'000
Reconciliation of cash and cash equivalents at the end of the reporting period		
Statement of Cash flows	22 853	18 254
Statement of Financial Position	22 853	18 254
Reconciliation of net cash provided by / (used in) operating activities to net result		
Net cash provided by/(used in) operating activities	4 599	(33 420)
Add / (less) non-cash items		
Movement in assets and liabilities		
Increase / (decrease) in receivables	(411)	413
(Increase) / decrease in payables	(4 036)	33 164
Net result	152	157

A17: Unrecognised Contractual Commitments

The department is not aware of any administered unrecognized contractual commitments.

A18: Contingent Assets and Liabilities

The department is not aware of any administered contingent assets or liabilities.

A19: Events After the Reporting Period

The department is not aware of any events occurring after balance date.

Department for Infrastructure and Transport - Administered
Notes to and forming part of the financial statements
For the year ended 30 June 2023

A20: Financial Instruments

A20.1 Financial Risk Management

The financial instruments/financial risk management items, conditions and accounting policies of the department, outlined in Note 11 for controlled items, apply equally to the Administered Financial Statements.

The department's exposure to financial risk (liquidity, credit and market) is low due to the financial instruments held.

Liquidity risk arises where the department is unable to meet its financial obligations as they fall due. The department normally settles accounts within 30 days from the date the invoice is first received.

Credit risk arises when there is the possibility of the department's debtors defaulting on their contractual obligations resulting in financial loss to the department.

Exposure to interest rate risk will not arise on the administered interest bearing liabilities and interest bearing assets as the interest rate is fixed over the term of the loans.

A20.2 Categorisation of Financial Instruments

		Contract Maturities		
	Carrying Amount \$'000	< 1 year \$'000	1-5 years \$'000	> 5 years \$'000
2023				
Financial Assets				
Cash and cash equivalents	22 853	22 853	-	-
Receivables (a)	27	27	-	-
Total Financial Assets	22 880	22 880	-	-
Financial liabilities				
Payables (a)	1 959	1 959	-	-
Total Financial Liabilities	1 959	1 959	-	-
2022				
Financial Assets				
Cash and cash equivalents	18 254	18 254	-	-
Receivables (a)	438	438	-	-
Total Financial Assets	18 692	18 692	-	-
Financial liabilities				
Payables (a)	1 804	1 804	-	-
Total Financial Liabilities	1 804	1 804	-	-

- (a) Receivable and payable amounts disclosed exclude amounts relating to statutory receivables and payables. This included Commonwealth, State and Local Government taxes and equivalents, fees and charges; Auditor-General's audit fees. This is in addition to employee related payables, such as payroll tax, Fringe Benefits Tax, Pay as You Go Withholding and Return TO Work SA levies. In government, certain rights to receive or pay cash may not be contractual and therefore in these situations, the disclosure requirements of AASB 7 will not apply. The standard defines contract as enforceable by law. All amounts recorded are carried at cost.

Appendix 2: Contractors engaged by the agency

The following is a summary of external contractors that have been engaged by the agency during the financial year, the nature of the work undertaken, and the total contract awarded sum.

Contractors with a contract value below \$10,000

Contractors	Purpose	\$ Awarded sum
All contractors below \$10,000 each – combined	N/A	Nil

Contractors with a contract value above \$10,000 each

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
ACCIONA CONSTRUCTION AUSTRALIA PTY LTD	Majors Road interchange	\$97,082,606
BUILT PTY LIMITED	Lyell McEwin Hospital 48 Bed Expansion	\$38,992,800
ACCIONA CONSTRUCTION AUSTRALIA PTY LTD	Princes Highway Upgrades	\$37,994,927
LICENSYS PTY LTD	The Supply of Number Plates for Motor Vehicles in South Australia	\$35,426,560
CHEESMAN ARCHITECTS PTY LTD	The Queen Elizabeth Hospital Non-Acute Mental Health Facility New Work - CM	\$34,503,150
ACCIONA CONSTRUCTION AUSTRALIA PTY LTD	Princes Highway Corridor Upgrade Works	\$28,178,132
DOWNER EDI WORKS PTY LTD	Shoulder Sealing Hog Bay Road, Playford Highway Kangaroo Island (PSACB)	\$24,636,294
SCHIAVELLO (SA) PTY LTD	Flinders Medical Centre Redevelopment - Enabling Works	\$23,490,909
SILVER THOMAS HANLEY PTY LTD	FMC Redevelopment Architecture - LPSC	\$17,723,833
DELL FINANCIAL SERVICES PTY LTD	Personal Computing and Server Equipment	\$14,893,682
MCMAHON SERVICES AUSTRALIA PTY LTD	Construction of Overtaking Lanes on Long Valley Road between Wistow and Strathalbyn	\$13,435,683
DOWNER EDI WORKS PTY LTD	Sturt Highway Corridor Upgrades (PSACB)	\$12,882,373
SWANBURY PENGLASE ARCHITECTS PTY LTD	Mount Barker Hospital New Work - LPSC	\$12,767,370

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
SCHIAVELLO CONSTRUCTION (SA) PTY LTD	Gawler Health Service Emergency Department Redevelopment - GBC	\$12,481,450
MCMAHON SERVICES AUSTRALIA PTY LTD	Construction of Overtaking Lanes on Riddoch Highway between Keith and Mount Gambier	\$12,371,817
BMD CONSTRUCTIONS PTY LIMITED	Bridge Widening, Strengthening or Replacement Projects	\$11,569,066
MOSSOP CONSTRUCTION AND INTERIORS PTY LTD	Cadell Training Centre New Dairy Complex - GBC	\$10,958,168
BARDAVCOL PTY LTD	Mitcham Hills Upgrades and Selgar Link Road (PSACB)	\$10,232,619
DATAKOM SYSTEMS (AU) PTY LTD	Personal Computing and Server Equipment	\$9,077,585
CAPGEMINI AUSTRALIA PTY LIMITED	Augmentation of Organisational Capacity and Capability - Data Science and Engineering	\$8,800,000
CHAPPELL BUILDERS PTY LTD	Education Centre Bathroom & Foyer Upgrade	\$8,556,790
HINDMARSH CONSTRUCTION AUSTRALIA PTY LTD	Roma Mitchell House Asset Protection Upgrade	\$8,530,973
SCHIAVELLO CONSTRUCTIONS (SA) PTY LTD	National Centre for Sports Aerodynamics New Work - GBC	\$8,481,780
SCHIAVELLO CONSTRUCTION (SA) PTY LTD	Findon High School Redevelopment - GBC	\$8,474,859
ARCHITECTUS AUSTRALIA PTY LTD	New South Australian Ambulance Service (SAAS) Headquarters	\$8,396,128
ARRB GROUP LTD	Road Condition, Geometry, GPS and Videography Survey and Contractor Managed End-User Solution	\$8,382,000
FULTON HOGAN INDUSTRIES PTY LTD	Adelaide Hills Productivity and Road Safety Package: Onkaparinga Valley Road	\$8,376,632
HANSEN YUNCKEN PTY LTD	South Australian Sports Institute New Work	\$8,233,501
DOWNER EDI WORKS PTY LTD	Main South Road Rehabilitation (Edward Street to English Avenue)	\$8,130,805
DOWNER EDI WORKS PTY LTD	Main South Road Rehabilitation (Glengarry Avenue to Edward Street)	\$8,127,362
MCMAHON SERVICES AUSTRALIA PTY LTD	Sturt Highway Corridor Upgrade Package C - Gawler to Annadale	\$7,843,576

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
BARDAVCOL PTY LTD	Wimmera Highway Intersection Upgrades at Teys Abattoir and QUBE Logistics Depot	\$7,761,038
DATAKOM SYSTEMS (AU) PTY LTD	Managed Platform Services (MPS)	\$7,603,534
DOWNER EDI WORKS PTY LTD	Stuart Highway Surface Repairs	\$6,877,957
XEROX BUSINESS SOLUTIONS (FRANCE) SAS	Next Generation Ticketing Program Phase 3	\$6,777,738
FUSCO CONSTRUCTION PTY LTD	SAAS Port Augusta Ambulance Station - GBC	\$6,659,975
MCCONNELL DOWELL CONSTRUCTORS (AUST) PTY LTD	Variation Agreement - Sand Pumping C	\$6,344,846
FUSCO CONSTRUCTIONS PTY LTD	APY Lands SA Police Facilities New Work	\$6,296,725
A.G. O'CONNOR PTY LTD	Wakefield House Plant & Equipment Upgrade	\$6,291,111
FULTON HOGAN INDUSTRIES PTY LTD	Stuart Highway repairs and resealing	\$5,737,400
SMEC AUSTRALIA PTY. LIMITED	Strategic Adelaide Model (SAM) Development Services	\$5,405,224
MARITIME CONSTRUCTION PTY LTD	O'Sullivan Beach and Anxious Bay Boat Ramps Upgrade Works and Port Stanvac Foreshore Remediation Works	\$5,252,143
SARAH CONSTRUCTIONS PTY LTD	Leigh Creek Health Clinic New Work	\$5,198,378
PARTEK INDUSTRIES PTY LTD	Noarlunga Hospital SES Station New Work - GBC	\$4,816,900
JPE DESIGN STUDIO PTY LTD	Adelaide Aquatic Centre Development - LPSC	\$4,773,720
FUSCO CONSTRUCTION PTY LTD	Black Forest Primary School Redevelopment - GBC	\$4,516,628
BMD CONSTRUCTIONS PTY LTD	Eyre Highway Intersection Upgrade with Mickey Free Lawrie Drive / Trowbridge Road (Koonibba)	\$4,451,943
INTRACT AUSTRALIA PTY LTD	Woodend Primary School Redevelopment	\$4,355,273
BUILT PTY LIMITED	Courts Administration Authority - Samuel Way Building - Façade Restoration	\$4,202,000
MINUZZO PROJECT MANAGEMENT PTY LTD	Murray Bridge North School Redevelopment	\$4,004,220

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
SHAPE AUSTRALIA PTY LIMITED	Currie Street Fitout 2022 - Managing Contractor	\$4,000,000
FULTON HOGAN INDUSTRIES PTY LTD	Resurfacing of the Adelaide 500 Circuit	\$3,997,164
BMD CONSTRUCTIONS PTY LIMITED	Construction of a Roundabout at Wellington Road / Heysen Boulevard, Mount Barker	\$3,964,699
BITUMAX PTY LTD	Asphalt Rehabilitation Works on various roads in Port Lincoln	\$3,927,340
BMD CONSTRUCTIONS PTY LTD	Intersection Upgrade Works on Augusta Highway at Venning Road and Clements Gap Road, approximately 5kms south of the Township of Crystal Brook	\$3,810,502
DOWNER EDI WORKS PTY LTD	Asphalt Resurfacing of Main Road - Coromandel Valley	\$3,765,399
THE TRUSTEE FOR COMUNET UNIT TRUST	AWS Migrations Phase 2	\$3,673,424
G-FORCE BUILDING	Decommissioning, Rebuild and Repurposing of the Urrbrae Gatehouse - Direction to Undertake Separable Portion B	\$3,636,989
CHEESMAN ARCHITECTS PTY LTD	The Queen Elizabeth Hospital Non-Acute Mental Health Facility New Work - Lead Professional Service Contractor (Architecture)	\$3,450,315
FULTON HOGAN PTY LTD	Shoulder Reconstruction and Sealing on Eyre Highway between Ceduna and Kyancutta	\$3,419,446
BADGE CONSTRUCTIONS (SA) PTY LTD	Repat Health Precinct - Ward 3 & 4 GEM Unit Redevelopment	\$3,378,538
TOP COAT ASPHALT CONTRACTORS PTY LTD	Asphalt Resurfacing of Grand Junction Road, Gepps Cross, Hampstead Road, Taunton Road and North East Road	\$3,337,389
FULTON HOGAN INDUSTRIES PTY LTD	Stuart Highway Road Repairs	\$3,320,063
BROWN FALCONER GROUP PTY LTD	Thebarton Barracks Relocation Project 1 - LPSC	\$3,108,226
SMEDLEY TECHNICAL AND STRATEGIC PTY LTD	CSCR and Master Specification Development and Procurement Evaluation Support	\$2,953,919
MI ENGINEERS	NSC T2D Cost Estimating Contractor	\$2,849,563

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
DOWNER EDI WORKS PTY LTD	Bituminous Surfacing of Multiple Areas on Sturt Highway (Gawler - Nuriootpa Township)	\$2,831,708
BITUMAX PTY LIMITED	Asphalt Resurfacing of Churchill Road (Regency Road – Dudley Avenue)	\$2,807,079
TRACEY BRUNSTROM AND HAMMOND PTY LTD	North-South Corridor Torrens to Darlington Project Scheduling Services	\$2,786,727
A & G D'ORAZIO AND CO PTY LTD	Whyalla Tafe Campus Reinvigoration - GBC	\$2,693,286
DOWNER EDI WORKS PTY LTD	Bituminous Surfacing of Multiple Areas on Sturt Highway (South of Truro Township)	\$2,645,752
APPIAN SOFTWARE INTERNATIONAL LLC	Appian license renewal	\$2,501,000
MEDIA NEST PTY LTD	Supply and Maintenance of Road Safety Billboard Skins	\$2,495,680
ARM ARCHITECTURE	Port Augusta Technical College - Lead Professional Service Contractor (Architecture)	\$2,440,405
CLARE QUARRY PTY LTD	Supply and Delivery of 14/7mm Sealing Aggregate for the Strzelecki Track	\$2,433,548
DOWNER EDI WORKS PTY LTD	The Micro Surfacing of Sections of the Stuart Highway	\$2,358,334
WILTSHIRE SWAIN PTY LTD	Noarlunga Hospital Mental Health Rehabilitation Facility Project - LPSC	\$2,246,600
CHAPPELL BUILDERS PTY LTD	Noarlunga Hospital Renal Dialysis Unit Upgrade (General Builder)	\$2,204,070
RIDER BUCKNALL LEVETT PTY LTD	FMC Redevelopment Architecture - CM	\$2,112,000
GRIEVE GILLETT PTY LTD	Roma Mitchell Secondary College - PC	\$2,111,516
STRIDE CONSTRUCTION (SA) PTY LTD	Riverland Hospitals (Berri & Loxton) CSSD Compliance Upgrade	\$2,095,654
BROWN FALCONER	Findon Technical College Upgrade	\$2,067,762
CITY OF CHARLES STURT / DIT	Coast Park Path Stage 1 (Semaphore Park to West Lakes Shore)	\$1,925,000
SILVER THOMAS HANLEY (AUS) PTY LTD	Modbury Hospital Cancer Centre New Work	\$1,907,200
EXPERT DATA CABLING	State Administration Centre Electrical Upgrade	\$1,894,303

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
BITUMAX PTY. LIMITED	Adelaide Hills Productivity and Road Safety Package: Clarendon Road	\$1,850,812
DOWNER EDI WORKS PTY LTD	Asphalt Resurfacing of Military Road (Grange Road to Trimmer Parade)	\$1,839,072
MPH ARCHITECTS PTY LTD	Thebarton Barracks Relocation Project 4 - LPSC	\$1,754,280
COLLABORATIVE ITS CONSULTING	North-South Corridor Torrens to Darlington Operation, Maintenance and Systems Adviser	\$1,747,856
MINUZZO PROJECT MANAGEMENT PTY LTD	Australian Science and Mathematics School Redevelopment - GBC	\$1,732,280
S&G PAPROTH PTY LTD TRADING AS O'BRIEN ELECTRICAL MOUNT GAMBIER	South East Regional Hospitals Electrical Infrastructure Upgrades	\$1,709,480
HINDMARSH CONSTRUCTION AUSTRALIA PTY LTD	Findon Technical College Upgrade General Building Contractor	\$1,707,900
FULTON HOGAN INDUSTRIES PTY LTD	The Supply and Placement of Microsurfacing within the Limestone Coast	\$1,707,858
SUPALUX LINEMARKING PTY LTD	The Supply and Installation of Audio Tactile Line Marking on the Barrier Highway	\$1,638,428
BILD INFRASTRUCTURE	Northern Lefevre Peninsula Infrastructure Improvements - Southern Carpark Access (PSACB)	\$1,623,238
GHD WOODHEAD PTY LTD	Limestone Coast Local Health Network Mount Gambier Hospital Upgrade - LPSC	\$1,596,067
LEAR SIEGLER AUSTRALASIA PTY LTD	NSC T2D Air Quality Monitoring	\$1,551,000
RIDER LEVETT BUCKNALL SA PTY LTD	Mount Barker Hospital New Work - CM	\$1,525,700
BRUCE INTERIORS AND CONSTRUCTIONS PTY LTD	Brighton Secondary School Building 1A Level 2 Upgrade - GBC	\$1,516,130
TOPCOAT ASPHALT CONTRACTORS PTY LTD	Asphalt Resurfacing of Torrens Road (North-South Motorway – Mais Street) (PSABW)	\$1,510,274
GRIEVE GILLETT ANDERSON PTY LTD	Kapunda High School Fire Reinstatement Restoration - LPSC	\$1,443,277
BITUMAX PTY LTD	Leigh Creek Aerodrome Resealing	\$1,299,100
TRIDANT PTY LTD	IBM Licence Renewal	\$1,296,000

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
SHAPE AUSTRALIA PTY LIMITED	History Trust of SA CBD Fit Out	\$1,276,000
P.D. EXCAVATIONS PTY LTD	Culvert and Batter works along the Stuart Highway (PSACB)	\$1,271,228
GAWLER CARPENTERS AND JOINERS PTY LTD	Gawler Hospital CSSD Compliance Upgrade	\$1,211,901
THE TRUSTEE FOR BAMSER TRUST	NSC T2D Provision of Constructability Advisory Services	\$1,198,230
SEMPAC PTY LTD	Independent Estimator, Tram Grade Separations Project	\$1,190,233
KENTA OPERATIONS PTY LTD ATF THE KENTA UNIT TRUST T/AS SAFETY BARRIER SERVICES PTY LTD	The Supply and Installation of Steel Beam Safety Barrier on the Stuart Highway between Cooper Pedy and 17km South of Pimba	\$1,130,114
EXPERT DATA CABLING	Eyre and Far North Regional Hospitals Electrical Infrastructure Upgrades	\$1,094,554
INTRACT AUSTRALIA PTY LIMITED	Sturt Highway & Bede Road Rest Area - Yamba Upgrade	\$1,038,822
BILD INFRASTRUCTURE PTY LTD	Phase 2 Flood Recovery Activities - Package 2	\$1,036,046
GHD WOODHEAD PTY LTD	Limestone Coast Local Health Network Naracoorte Hospital Upgrade - LPSC	\$1,032,185
DONALD CANT WATTS CORKE (SA) PTY LTD	Seaview Downs Primary School Redevelopment - LPSC	\$1,024,100
ONTIME GUARDRAIL PTY LTD	The Supply and Installation of Steel Beam on the Playford Highway.	\$1,013,694
MARITIME CONSTRUCTION PTY LTD	Sep B - Beachport Jetty - Stimulus Package	\$1,013,339
SARAH CONSTRUCTIONS PTY LTD	Cultural Institutions Collections Storage Facility - GBC	\$1,009,876
PROMANAGE AUSTRALIA PTY LTD	Category B Project Management Resource	\$1,005,000
UNIVERSAL FENCING (SA) PTY LTD	(PSASB) The Removal, Supply and Installation of Steel Beam Safety Barrier on the Princes Highway	\$1,003,607
STUDIO 9 ARCHITECTS	Pimpala Primary School Redevelopment - LPSC	\$997,020
SUPALUX LINEMARKING PTY LTD	The Supply and Installation of Audio Tactile Line Marking on Various Roads in South Australia	\$996,148

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
FUJIFILM DATA MANAGEMENT SOLUTIONS AUSTRALIA PTY LTD	Mailhouse Services	\$980,000
GHD WOODHEAD	Whyalla Hospital Emergency Department and High Dependency Unit Redevelopment	\$974,034
DWP AUSTRALIA PTY LTD	FMC - Southern Area Health Direction Margaret Tobin Mental Health - LPSC	\$913,000
SILVER THOMAS HANLEY (AUS) PTY LTD	Port Pirie Regional Health Services Emergency Department Redevelopment-LPSC	\$890,082
TURNER & TOWNSEND THINC PTY LTD	Adelaide Aquatic Centre Development - Project Management Administration	\$871,898
UNIVERSAL FENCING (SA) PTY LTD	(PSASB) The Removal, Supply and Installation of Steel Beam Safety Barrier on the Sturt Highway	\$860,651
RICARDO RAIL AUSTRALIA PTY LTD	Feasibility Study for Decarbonisation of Rail and Business Case for an Electric Vehicle Bus Fleet	\$860,000
BROWN FALCONER GROUP PTY LIMITED	DASSA Metropolitan Drug and Alcohol Rehabilitation Beds New Work	\$853,820
RIDER LEVETT BUCKNALL SA PTY LTD	New South Australian Ambulance Service (SAAS) Headquarters	\$810,700
ADELAIDE PIPELINE MAINTENANCE SERVICES PTY LTD	The Provision of Service Depthing for NSC T2D	\$791,868
MPH ARCHITECTS PTY LTD	Thebarton Barracks Relocation Project 2 - LPSC	\$788,480
ANDIAMO REBULI PTY LTD	Engagement of a Category B Senior Contract Management Resource	\$772,200
DAVID AURICHT PTY LTD	Engagement of a Category B Senior Contract Management Resource	\$772,200
EICHLER EARTHMOVERS PTY LTD	Phase 2 Flood Recovery Activities	\$762,856
PRICEWATERHOUSECOOP ERS CONSULTING (AUSTRALIA) PTY LTD	Technical Update to the NSC Final Business Case	\$754,907
DOMMAR CONSTRUCTIONS PTY LTD	Engagement of Contract Management Resources	\$744,480
WGASA PTY LTD	Design Services for the Kangaroo Island Ports Refurbishment Project	\$743,815
JPE DESIGN STUDIO PTY LTD	Torrensville Bowling Club Relocation - LPSC	\$742,283

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
OPEC SYSTEMS PTY LTD	Boom – Oil Spill Response Equipment	\$736,648
DOMMAR CONSTRUCTIONS PTY LTD	2 x Project management resources for Port Augusta	\$725,000
ROYAL PARK SALVAGE P/LTD	NSC T2D Demolition of proposed properties	\$702,136
CAVOCON PTY LTD	Category B Senior Contract Management resources for Construction Contract Management (Delivery)	\$693,000
MOSSOP GROUP PTY LTD	Norwood Ambulance Station New Station	\$690,841
RAW SA PTY LTD	Driveway Construction and Civil Services for Fleurieu Connections Projects	\$689,739
UNIVERSAL FENCING (SA) PTY LTD	The Supply and Installation of Steel Beam Safety Barrier on Karoonda Highway	\$669,376
AECOM AUSTRALIA PTY LTD	Asset Management Strategy	\$660,000
EICHLER EARTHMOVERS PTY LTD	Phase 1 Flood Recovery Activities	\$646,998
DOMMAR CONSTRUCTIONS PTY LTD	Engagement of a Category C Contract Management Resource	\$629,640
BORAL RESOURCES (SA) LIMITED	Supply and delivery of sealing aggregates sized 16 and 7 mm	\$614,196
MARSHFIELD CONSULTING PTY LTD	Engagement of a Category C Contract Management Resource	\$613,800
WILDCIVIL ENGINEERING PTY LTD	Engagement of a Category C Contract Management Resource	\$613,800
WILDCIVIL ENGINEERING PTY LTD	Engagement of a Category C Contract Management Resource	\$613,800
THE TRUSTEE FOR FAR WEST AG TRUST	Yalata and Koonibba Hard Waste Clean-up	\$599,500
DOMMAR CONSTRUCTIONS PTY LTD	Engagement of Contract Management Resource	\$574,200
INFRASTRUCTURE CONSULTING PTY LTD	Engagement of a Category C Contract Management Resource	\$574,200
AAA ASPHALT (MCSHERRY FAMILY INVESTMENTS TRUST)	Skid Treatment of four sites in the Adelaide Metropolitan Area	\$554,858
JPE DESIGN STUDIO PTY LTD	Ceduna Area School Special Education Unit	\$552,156

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
GREENWAY ARCHITECTS	Victor Harbor Ambulance Station New Work - LPSC	\$537,037
UNITED SAFETY & SURVIVABILITY CORPORATION PTY LTD	Supply and Installation of Suppression Systems to Rigid Buses	\$535,740
GREENWAY ARCHITECTS	Gawler Ambulance Station New Work - LPSC	\$534,958
GREENWAY ARCHITECTS	Mount Barker Ambulance Station New Work - LPSC	\$533,572
GREENWAY ARCHITECTS	Edwardstown Ambulance Station New Work - LPSC	\$532,950
GREENWAY ARCHITECTS	Norwood Ambulance Station New Work - LPSC	\$527,010
WILLIAMS METAL FABRICATIONS PTY LIMITED	Fabrication of River Murray Ferry Landings Swan Reach	\$524,616
MCMAHON SERVICES AUSTRALIA PTY LTD	Minnipa PIRSA Areas 1,2,3 Asbestos Removal and Site Restoration	\$522,790
LANZ PROJECT MANAGEMENT PTY LTD T/AS PROCUREPM	Project and Design Management Services for Engagement of a Category B Engineering and Design Manager for Majors Road Interchange	\$519,475
ARCHITECTUS AUSTRALIA PTY LTD	NSC T2D Urban Design Support	\$519,321
DOMMAR CONSTRUCTIONS PTY LTD	Engagement of a Category C Contract Management Resource	\$518,760
DOMMAR CONSTRUCTIONS PTY LTD	Engagement of a Site Engineer Resource	\$518,760
PRICEWATERHOUSECOOPERS CONSULTING (AUSTRALIA) PTY LTD	Independent Peer Review Management	\$514,514
LENDLEASE BUILDING CONTRACTORS PTY LTD	Adelaide Botanic High School Expansion General Building Contractor	\$505,277
BOWLEY PLUMBING SERVICES PTY LTD	NSC T2D Disconnection of Plumbing Services	\$504,636
ONTIME GUARDRAIL PTY LTD	(PSASB) The Removal, Supply and Installation of Steel Beam Safety Barrier on the Stuart Highway	\$503,602
PANEL AWARD	Community and Stakeholder Engagement Support Services (Panel)	\$500,000
CRESTWARE INDUSTRIES	Supply and Installation of Fencing – Property Accommodation Works – Main South Road (Aldinga to Sellicks)	\$499,934

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
AURECON AUSTRALASIA PTY LTD	NSC T2D Communication Plan Development for the Stakeholder and Community Engagement	\$494,000
UNIVERSAL FENCING (SA) PTY LTD	The Supply & Installation of Steel Beam Safety Barrier and Motorcycle Protection Rail on Torrens Valley Road, Bull Creek Road, Main South Road and Lobethal Road	\$486,809
ECODYNAMICS LANDSCAPING PTY LTD	Landscaping Services for the Fleurieu Connections Projects	\$481,713
RJH CONTRACTING PTY LTD	Load and Haul Crushed Rock Breadknife Quarry	\$481,122
CAVOCON PTY LTD	Engagement of Contract Management Resources	\$475,200
LIQUID GOLD HYDROLOGY SERVICES	Engagement of Contract Management Resources	\$475,200
ROYAL PARK SALVAGE ASBESTOS PTY LTD	NSC T2D Demolition Enabling Works - Package 2	\$474,760
NORTH PROJECTS PTY LTD	Engagement of Contract Management Resources	\$470,342
WALTER BROOKE AND ASSOCIATES	Campbelltown Ambulance Station New Work - LPSC	\$469,040
WALTER BROOKE AND ASSOCIATES	Golden Grove Ambulance Station New Work - LPSC	\$469,040
WALTER BROOKE AND ASSOCIATES	Woodville Ambulance Station New Work - LPSC	\$469,040
PROMANAGE AUSTRALIA PTY LTD	Category B Senior Project Manager for Building Projects	\$464,000
ENGINEERING SET OUT PTY LTD	NSC T2D Survey Services for Torrens to Darlington	\$463,464
DOMMAR CONSTRUCTIONS PTY LTD	Engagement of a Site Engineer Resource	\$463,320
JACOBS AUSTRALIA PTY LTD	NSC T2D Vegetation Surveys on acquired land	\$451,160
TOTAL DRAIN CLEANING SERVICES PTY LTD	The Provision of Service Depthing for the NSC T2D	\$449,788
GRIEVE GILLETT PTY LTD	Thebarton Aquatic Centre Upgrade - LPSC	\$448,212
DAVEY HYDRAULICS PTY LTD	Supply and installation of navigation beacons at Port Augusta and Port Victoria	\$445,101
GAWLER CARPENTERS AND JOINERS PTY LTD	Northern Festival Theatre Lift Upgrade	\$444,561

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
WSP AUSTRALIA PTY LIMITED	NSC T2D Engagement of WSP (Single Source) for Contamination Support Services	\$440,400
RIDER LEVETT BUCKNALL PTY LTD	Adelaide Aquatic Centre Development - CM	\$440,000
ALCHIMIE PTY LTD	Procurement Facilitation Services for the NSC T2D	\$439,835
ROADSIDE SERVICES & SOLUTIONS PTY LTD	Installation / Replacement of Signs on Princes Highway between Taillem Bend and SA / Vic Border	\$431,527
LANZ PROJECT MANAGEMENT PTY LTD T/AS PROCUREPM	Engagement of a Category A Project Director	\$429,248
OUTSIDE IDEAS CLC PTY LTD	Construction of Pocket Park at the corner of Main North Road and Da Costa Avenue	\$419,369
MARSHFIELD CONSULTING PTY LTD	Engagement of Contract Management Resources	\$415,800
P.D. EXCAVATIONS PTY LTD	Safety improvements on Main South Road between Arthur Street, Darlington to Majors Road, O'Halloran Hill	\$398,929
PROMANAGE AUSTRALIA PTY LTD	Category B Senior Project Management Services for Road and Marine Projects	\$386,100
MARSHFIELD CONSULTING SERVICES PTY LTD	Category B Team Leader Rural South	\$383,100
COSTPLAN PTY LTD	Category B Project Management Resources for Road and Marine Projects	\$376,200
WALTHAM PROJECT GROUP PTY LTD	Senior Project Management Services for the Rail Projects Section	\$374,220
NB CIVIL PTY LTD	Category B Project Management Resources for Road and Marine Projects	\$366,300
KEYNES, HANNAH	Senior Environmental Advisory Service	\$365,310
MORAN SERVICES PTY LTD	Category B Project Management Resource	\$356,400
WATERMARK CONSULTING PTY LTD	Category B Project Management Resources for Road and Marine Projects	\$356,400

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
ARK PROJECT MANAGEMENT PTY LTD	Engagement of Category B – Senior Project Manager	\$346,500
FISSION PTY LTD	Independent Estimating Services for Majors Road Interchange Upgrade Project	\$341,156
SWANBURY PENGLASE ARCHITECTS PTY LTD	FMC Sterile Manufacturing Pharmacy Redevelopment - LPSC	\$336,427
AGON ENVIRONMENTAL PTY LTD	NSC T2D Pre-demolition Hazardous Materials Survey	\$332,840
DEEP BIGHT MARINE PTY LTD	Underwater Pile Inspections of Jetties in the Yorke Peninsula Region	\$330,000
GRAY ANDREOTTI ADVISORY (COMMERCIAL) PTY LTD	Commercial Support for Road Maintenance Contract Solution	\$330,000
MANAGED CONSTRUCTION SOLUTIONS	NSC T2D Disconnection of Electrical Services	\$329,967
ORDER LEVETT BUCKNAUL PTY LTD	Noarlunga Hospital Mental Health Rehabilitation Facility Project - CM	\$328,205
RIDER LEVETT BUCKNALL SA PTY LTD	Lyell McEwin Hospital Expansion - Cost Manager	\$325,820
PROJECT AND PROCUREMENT SOLUTIONS	Engagement of Procurement Resources	\$324,720
OSMOND ENTERPRISES PTY LTD	Provision of a Category B Procurement Management Resource	\$324,720
AGONIS GROUP PTY LTD	Provision of a Category C Project Management Resource	\$322,740
MORAN SERVICES PTY LTD	Project Management Resources - Port Augusta	\$322,740
MBMPL PTY LTD	Avenues College Infrastructure Upgrade (Cost Manager)	\$322,573
BE ENGINEERING SOLUTIONS PTY LTD	Category B Project Management Resources	\$316,800
NB CIVIL PTY LTD	Project Management Resource for Murray Bridge - Category C	\$316,800
MORGAN INFRASTRUCTURE	The Provision of a Category C Project Management	\$316,800
SHOWPONY ADELAIDE PTY LTD	Engagement and Awareness Campaign	\$315,000
GANGULY PME PTY LTD	Category C Project Management Resource for Rail	\$312,840

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
PROMANAGE AUSTRALIA PTY LTD A WHOLLY OWNED SUBSIDIARY OF TSA MANAGEMENT	Engagement of a Category C - Project Manager for Murray Bridge and Limestone Coast	\$310,860
AIC MECHANICAL PTY LTD	Vehicle Hoists	\$310,000
MORAN SERVICES PTY LTD	Category C Project Management	\$306,900
DETAIL STUDIO PTY LTD	Avenues College Infrastructure Upgrade - LPSC	\$293,249
TONKIN CONSULTING PTY LTD	The Provision of Design Services for Coast Park - Stage 2 - Tennyson to Grange	\$291,921
AGONIS GROUP PTY LTD	Provision of a Category C Project Management	\$290,466
COSTPLAN PTY LTD	Category C – Project Management for Main South Road and Victor Harbor Road Duplication Projects	\$287,000
PROMANAGE AUSTRALIA PTY LTD	The Provision of Community and Stakeholder Engagement Services to support the Department in relation to the Construction of the Coast Park Path - Stage 1 & the design & potential construction of Coast Park Path - Stage 2	\$283,085
DOMMAR CONSTRUCTIONS PTY LTD	Category C Project Manager	\$279,180
DOMMAR CONSTRUCTIONS PTY LTD	Project Management Resources - Port Augusta	\$277,200
PROJECT EASY	The Provision of Project Management Resources - Category B or Category C (more than one position)	\$277,200
JOHN HOLLAND PTY LTD	The Provisions of Planning, Investigation and Constructability Studies for Level Crossing Removal Projects	\$273,057
RAW SA PTY LTD	Provision of a Hardstand and Services Investigation for Majors Road Interchange Project	\$272,270
THE TRUSTEE FOR DARE TRADING TRUST	Leadership Superskills Program	\$268,257
WSP AUSTRALIA PTY LIMITED	NSC T2D South Road Pavement Rehabilitation Investigation	\$266,784
MPH ARCHITECTS PTY LTD	Thebarton Barracks Relocation Project 5 - LPSC	\$262,130

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
HODGKISON PTY LTD	Riverland Hospitals (Berri & Loxton) CSSD Compliance Upgrade	\$257,907
MARSHFIELD CONSULTING SERVICES PTY LTD	Project Management Resources - Port Augusta	\$247,500
GOULD THORPE PLANNING PTY LTD	Stakeholder and Community Engagement for Northern Suburbs Planning Sub-Program	\$240,000
INTRACT AUSTRALIA PTY LTD	Goodwood Road and Daws Road Public Art Feature	\$239,830
INFRASTRUCTURE CONSULTING PTY LTD	Engagement of Category B - Project Management	\$234,432
WALTER BROOKE AND ASSOCIATES PTY LTD	Roxby Downs Ambulance Station - New Work - LPSC	\$228,140
SIXENSE OCEANIA	NSC T2D The Interferometric Synthetic Aperture Radar	\$223,905
PYB CONSULTING PTY LIMITED	Signalling Engineering Services for the GREP Project	\$220,000
NGARRINDJERI ABORIGINAL CORPORATION RNTBC	Swanport Bridge Planning Study - Aboriginal Heritage and Cultural Impacts Assessment	\$217,800
BIRUBI AUSTRALIA PTY LTD	Leigh Creek Future Township Transformation - Archery Club Demolition Works - GBC	\$216,960
JET CHARGE PTY LTD	Electric Vehicle Charging Equipment - Pirie Street	\$216,722
THE TRUSTEE FOR CSB FAMILY TRUST	Emergency Procurement - Mannum Passenger Ferry	\$215,740
LEVEL CROSSING SAFETY MANAGEMENT SERVICES PTY LTD	Conduct ALCAM surveys on level crossings listed in the schedule	\$215,600
ROADSIDE SERVICES & SOLUTIONS PTY LTD	The Supply and Installation of Steel Beam Safety Barrier on the Wilmington - Ucolta Road (Petersburg Road), between Peterborough and the Junction of the Barrier Highway	\$212,553
PLATIUM CIVIL CONSTRUCTION	Urrbrae High School - Netball Court Installation	\$211,029
ANTHONY DONATO ARCHITECTS	Willaston SES Station New Work, LPSC	\$208,436
COSTPLAN PTY LTD	Category C – Project Management Resource Support for Main South Road and Victor Harbor Road Duplication Projects	\$207,900

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
TURNER & TOWNSEND PTY LTD	Independent Cost Review	\$207,196
GEOFFREY ROBERTS	Engagement of Labour Services Contractor	\$206,000
MOTT MACDONALD AUSTRALIA PTY LTD	Engagement of a Category A Project Director	\$205,920
WALTER BROOKE AND ASSOCIATES PTY LTD	Hawker Ambulance Station New Work - LPSC	\$204,325
THE TRUSTEE FOR NOVASENSE TRUST	Voice of Customer Program - Discovery & Design	\$198,603
CUSTOM BUS GROUP PTY LTD	Smart Validator Rollout on Bus Fleet	\$198,594
INTRACT AUSTRALIA PTY LTD	Leigh Creek Future Township Transformation - Pony Club Demolition Works - Tender Clarifications	\$197,789
MPH ARCHITECTS PTY LTD	Thebarton Barracks Relocation Project 3 - LPSC	\$194,480
PRICEWATERHOUSECOOP ERS CONSULTING (AUSTRALIA) PTY LTD	Current State Findings	\$191,055
AIRSIDE TECHNICAL SERVICES PTY LTD	Leigh Creek Aerodrome Lighting Upgrade	\$190,938
KPMG	Financial and Economic Modelling Project	\$187,594
WILLIAMS METAL FABRICATIONS PTY LIMITED	Refurbishment of a pair of River Murray Ferry Landings	\$186,378
AUSTRALIAN MARITIME SYSTEMS GROUP PTY LTD	Maintenance of remote navigation beacons 2022-2027	\$186,139
TRANSMAX PTY LTD	Heysen Tunnels Refit and Safety Upgrade – Discovery and Design	\$185,675
RLB PTY LTD	Port Augusta Technical College - CM	\$185,350
DAS ARCHITECTURE & DESIGN STUDIO PTY LTD	Ingle Farm East Primary School Gymnasium New Work (Lead Professional Services Contractor - Architect)	\$183,645
DAS ARCHITECTURE & DESIGN STUDIO PTY LTD	Brahma Lodge Primary School Gymnasium New Work (Lead Professional Services Contractor - Architect)	\$183,645
ERNST & YOUNG	Location SA Business Model	\$181,500
VALOREM ADVISORY PTY LTD	Provision of Category B Procurement Management	\$173,250

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
TURNER AND TOWNSEND	Heights Technical College New Work - CM	\$171,337
ESKER AUSTRALIA PTY LIMITED	Finance Process automation	\$170,000
WORKSHOP SOLUTIONS PTY LIMITED	Plate Brake Testing Equipment	\$167,250
BOHDAN DORNIK & CO. PTY LTD	The Pines School Gymnasium New Work	\$165,563
CHRIS SALE CONSULTING PTY LTD	Limestone Coast Local Health Network Mount Gambier Hospital Upgrade - CM	\$162,162
COSTPLAN PTY LTD	Category B and Category C Project Management Resource - Port Augusta	\$158,400
ROBIN TURNER & ASSOCIATES PTY LTD	Provision of Residential Property Management Services	\$150,000
RUSSELL AND YELLAND	Laura and District Hospital - Aged Care Addition and Upgrade - LPSC	\$147,312
BUSINESS AND RISK SOLUTIONS PTY LTD	Procurement Facilitation Services for the Tram Grade Separation Project	\$144,301
ADELAIDE SIGNS GROUP PTY LTD	Marine Safety LED Sign Billboards – Oil Spill Response Equipment.	\$140,250
SCANIA AUSTRALIA PTY LIMITED	Retrofitting a Bus Runaway Override to Scania Buses fitted with a Runaway safety system fitted	\$140,000
HOLCIM (AUSTRALIA) PTY LTD T/AS HUMES	Procurement of Drainage Structures for Olympic Dam Highway Flood Remediation Works	\$134,076
NGARRINDJERI ABORIGINAL CORPORATION RNTBC	NAC Services for the Old Murray Bridge Refurbishment Project	\$131,168
CRESTSPRING PTY LTD	Portable Vehicle Scales	\$127,930
CHRIS SALE CONSULTING PTY LTD	Port Pirie Regional Health Services Emergency Department - Cost Manager	\$126,830
DOMMAR CONSTRUCTIONS PTY LTD	Category C Project Management	\$123,750
JZPM PTY LTD	1 x Cat D - Project Officer for Marion Road / Anzac Highway to Cross Road Project	\$123,750
DCWC	Modbury Hospital Cancer Centre New Work - CM	\$122,320
BUTTROSE EARTHMOVERS PTY LTD	Supply and Installation of Stormwater Drainage at Outer Harbor Boat Ramp	\$119,595

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
CHRIS SALE CONSULTING PTY LTD	Kapunda High School Fire Reinstatement Restoration - CM	\$119,196
CHRIS SALE CONSULTING PTY LTD	Roma Mitchell Secondary College - CM	\$117,700
BIRUBI AUSTRALIA PTY LTD	Municipal Services for Davenport Aboriginal Community	\$117,609
CHRIS SALE CONSULTING PTY LTD	Limestone Coast Local Health Network - Naracoorte Hospital Cost Manager	\$116,600
MINISTER FOR ENVIRONMENT AND WATER (ACTING THROUGH THE DEPARTMENT FOR ENVIRONMENT AND WATER)	Rehabilitation of Eyre Highway Water Supply Wells	\$110,000
LIVING INFRASTRUCTURE PTY LTD	Gateway Review Advisor	\$109,824
OPEX NOMINEES PTY LTD	Engagement of Category D Procurement Officer	\$108,000
ECODYNAMICS LANDSCAPING PTY LTD	Landscape Works for the Goodwood Road and Daws Road for the Public Art Feature	\$106,890
MOON FAMILY TRUST	Flood Response - Procurement of Gangways for River Murray Ferries	\$104,885
BUSINESS AND RISK SOLUTIONS PTY LTD	Procurement Facilitation Services for the Majors Road Interchange Project	\$101,558
STEWART KAY	Number Plate Auctions	\$100,000
SWANBURY PENGLASE ARCHITECTS PTY LTD	State Library - Modern Research Library & Staff Accommodation Upgrade	\$97,834
ARRB GROUP LTD	Laser Profilometer Vehicle System Upgrade	\$94,727
DONALD CANT WATTS CORKE (SA) PTY LTD	Seaview Downs Primary School Redevelopment - CM	\$92,620
BROWN FALCONER	Findon Technical College Upgrade	\$91,542
ERNST & YOUNG	Review of FMSP Management Fees & KPI Credits	\$85,800
TURNER & TOWNSEND PTY LTD	Whyalla Hospital Emergency Department and High Dependency Unit Redevelopment	\$85,360
POWELL & CO P/LTD	Probity Consultant Engagement	\$80,000
O'CONNOR MARSDEN & ASSOCIATES PTY LTD	Probity Advisor Services for Tram Grade Separations Project	\$79,937

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
KPMG	Claims and Debt Recovery Process and Structure Review	\$79,870
J.N. TAYLOR & COMPANY PTY LTD	Flood Response – Multibeam Echosounder	\$78,089
MBMPL PTY LTD	Torrensville Bowling Club Relocation - CM	\$77,880
THE TRUSTEE FOR CFS TRUST	Tubular Fence Installation for 32 Riverbanks Road, Angle Vale	\$74,459
MBMPL	Ceduna Area School Special Education Unit - CM	\$73,095
CAPISCE QS PTY LTD	Pimpala Primary School Redevelopment - Cost Manager	\$72,182
DCWC	FMC - Southern Area Health Direction Margaret Tobin Mental Health - CM	\$71,280
N HALSEY & M.D KING & G MAIORANO & M.J ROLFE	Adelaide Hills PRS Program Community Engagement	\$69,146
CAOISCE QS	DASA Metropolitan Drug and Alcohol Rehabilitation Beds New Work - CM	\$69,080
TURNER & TOWNSEND	Edwardstown Ambulance Station New Work - CM	\$68,420
TURNER & TOWNSEND	Norwood Ambulance Station New Work - CM	\$68,420
POWELL & CO PTY LTD	Probity Advisory Services for the Majors Road Interchange Project	\$67,045
THE TRUSTEE FOR T & P REMOVALS UNIT TRUST	83 Pirie Street Relocation - Engagement of a removalist	\$64,554
TJINDU FOUNDATION LTD	Step 3 - Cultural Awareness and Sensitivity	\$63,800
O'CONNOR MARSDEN AND ASSOCIATES PTY LTD	Probity Advisory Services for Hahndorf Traffic Improvements & Truro Bypass Project	\$63,619
TURNER AND TOWNSEND	Thebarton Aquatic Centre Refurbishment - CM	\$59,400
MARSHFIELD CONSULTING SERVICES PTY LTD	Engagement of a Senior Project Manager - Category B (PSAPMCM)	\$56,100
BCA CONCEPTS PTY LTD	Adelaide Botanic High School Extension - Certifier	\$55,000
EPIC PROJECTS AND CONSULTING	Category D Project Officer - Project Management Contract Management	\$52,181
AUSTRAL TREE SERVICE PTY LTD	Vegetation Clearance Services for Fleurieu Connections Projects	\$50,985

Contractors	Purpose (Contract Title)	\$ Awarded Contract Sum Incl GST
THE TRUSTEE FOR RBB UNIT TRUST	Supply of Outboard Motors for the Morgan Dockyard	\$43,000
CONNLEY WALKER PTY LTD	Physical Security Services Review	\$33,000
SARRE CONSULTING PTY LTD	Performance Matters Unit 2, Providing Performance Feedback	\$32,450
KPMG	Ventia Compliance with AGFMA Contract and SA Government Procurement Framework	\$29,981
HOOD SWEENEY CONSULTING PTY LTD	Financial Viability Assessment	\$22,000
HOOD SWEENEY PTY LTD	Port Operator Capability Assessment	\$21,043
	Total	\$892,121,642