

DEPARTMENT OF PLANNING, TRANSPORT AND INFRASTRUCTURE

ANNUAL REPORT 2014–15



Government of South Australia

Department of Planning,
Transport and Infrastructure



Prepared by the Department of Planning, Transport and Infrastructure
September 2015.

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The Honourable Stephen Mullighan MP
Minister for Transport and Infrastructure
Minister Assisting the Minister for Planning
Minister Assisting the Minister for Housing and Urban Development

The Honourable John Rau MP
Minister for Planning
Minister for Housing and Urban Development

The Honourable Antonio Piccolo MP
Minister for Road Safety

The Honourable Leon Bignell MP
Minister for Recreation and Sport
Minister for Racing

The Honourable Geoffrey Brock MP
Minister for Local Government

Dear Ministers

I am pleased to present the Annual Report of the Department of Planning, Transport and Infrastructure for the year ending 30 June 2015.

The report is a submission to the South Australian Parliament and complies with the requirement of the *Public Sector Act 2009*, *Public Finance and Audit Act 1987* and other relevant Acts.

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 report under the provision of the *Rail Commissioner Act 2009*.

Yours sincerely



Michael Deegan
Chief Executive
Department of Planning, Transport and Infrastructure

30 September 2015

Commissioner of Highways Statement

As Commissioner of Highways I am charged with the duty of carrying the *Highways Act 1926* (the Act) into effect. Pursuant to section 28 of the Act the Commissioner has powers to make further and better provision for the construction and maintenance of roads and other works.

In discharging these requirements under the Act, the Commissioner has the obligation to report on the operation of the Act.

Under my direction, the Department of Planning, Transport and Infrastructure continues to satisfy the requirements of the Act and to meet the policy objectives of the state government. The requirements of the Act and the role, responsibilities and objectives of the department are intrinsically linked. Accordingly, I am pleased to provide the following annual report of the department. Financial matters relating to the Highways Fund have been incorporated into the Financial Statements of the department and the notes to and forming part of the statements.



Michael Deegan
Commissioner of Highways

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Chief Executive message



Michael Deegan
CHIEF EXECUTIVE
September 2015

Looking back, thinking ahead

Just over 12 months ago I took on the role of Chief Executive of this department. My predecessors and their colleagues had achieved much for the people of South Australia and I accept and respect their accomplishments. But the department needed to change.

For the first time in decades, we have established a zero based budget for the next 12 months. This change will help us improve the way we manage our savings targets and ensure budget allocations are directed to areas of highest government priority.

We've streamlined and flattened the department's structure, collapsing the previous seven divisions into three, cutting executive numbers by nearly 50 per cent, and reducing our headcount by more than 10 per cent to date.

This Annual Report tells the story of what our department has achieved in the past year, and our ambitious agenda to bring major reforms to planning, transport and infrastructure delivery in 2015-16. We're starting with fresh energy and knowing that we need to do things differently.

The reform process has already started. New planning, development and infrastructure legislation, which simplifies development processes and supports better community consultation, is going before Parliament. This is long overdue, with over 23 000 pages of archaic planning rules about to be overhauled.

The review of the State's transport legislation, which in some cases is more than 50 years old, also is underway and we're taking the lead on new traffic management technology as well as driverless cars for the future.

We have many other major projects on the go, from the \$896m Torrens Road to River Torrens Project and \$620m project Darlington Upgrade—vital links in the North-South Corridor—to the \$160m O-Bahn extension and the new Operation Moving Traffic to get better outcomes for walkers, cyclists, public transport users and drivers. In the city centre we're creating an Anzac Centenary Memorial Garden Walk and new public spaces around the Adelaide Festival Centre and Riverbank, and boosting ICT activities to transform Adelaide into a smart and connected city.

That's just a sample of the projects on our slate. We have many more in the pipeline, not to mention dozens of on-going operations across the State. Partnerships with other agencies, non-government organisations, business and communities will be essential to help us deliver them in a leaner, more efficient operating environment.

Safety and engagement continue to be a primary focus for the department. People being killed and injured on our transportation system and construction sites is not acceptable. The South Eastern Freeway tragedy is just one example, with two dead and two others seriously injured. We're rolling out a safety management system for the freeway, as well as projects to improve road safety, change driving behaviour and save lives, all with input from the community and industry.

I cannot overstate the need to improve safety in everything we do—whether it's on our roads, rail lines and waters, or at our offices and work sites.

There is much more to be done on many fronts. The process of putting this report together helps us clearly see not only what should be done, but also what we can do better. I know we are up to the challenge. We look forward to our next year of service to the South Australian community.

About the department

Connecting the people and places of South Australia

The Department of Planning, Transport and Infrastructure (DPTI) works as part of the South Australian community to deliver effective planning policy, efficient transport and social and economic infrastructure.

This is done by harnessing the diversity of our purposes and our people to improve the lifestyle of all South Australians.

By working together we capitalise on a unique and powerful opportunity – to connect with every part of our community and deliver positive outcomes every day.

The department has undergone a significant restructure during the reporting year to maximise efficiencies and deliver on the state government's commitment to build a modern, capable public sector. Now with three main functional areas, or divisions, overseen by the Office of the Chief Executive.

[The Office of the Chief Executive](#) also encompasses Economic Development, Cultural Advice and Portfolio Governance, and the Commissioner for Kangaroo Island.

[The People and Business Division](#) – Under the lead of the Chief Corporate Officer the division brings together all departmental finance, procurement and contract management functions to ensure that our financial resources are well-managed and deliver the best investment outcomes for the state. The division is also responsible for the delivery of new whole-of-department approaches to customer engagement and services, information technology and the management of people and performance.

[The Safety and Service Division](#) – Under the lead of the Chief Operating Officer the division ensures that the department manages and maintains state infrastructure, delivers effective and efficient public transport services and maximises investment into infrastructure for South Australia. This includes leading the delivery of a coordinated transport network system, effective and efficient public transport services, improving safety on the roads and rail systems and sustainable property and facility services.

[The Development Division](#) – Under the lead of the Chief Development Officer the division focuses on the economic opportunities that need to be realised in order to bring investment and employment to the state. This includes ensuring that South Australian planning and development systems are nationally competitive, that progressive policy positions are developed to drive our state's economy, and that innovation and efficiency are the cornerstones of our thinking and help reduce the cost of doing business in South Australia.

Organisation chart

The following structure of the department was in place as at 30 June 2015:

Ministers

Hon STEPHEN MULLIGHAN MP
Minister for Transport and Infrastructure
Minister Assisting the Minister for Planning
Minister Assisting the Minister for Housing and Urban Development

Hon JOHN RAU MP
Minister for Planning
Minister for Housing and Urban Development

Hon ANTONIO PICCOLO MP
Minister for Road Safety

Hon LEON BIGNELL MP
Minister for Recreation and Sport
Minister for Racing

Hon GEOFFREY BROCK MP
Minister for Local Government

Divisions

Office of the Chief Executive
Michael Deegan
Chief Executive

People and Business Division
Julienne TePohe
Chief Corporate Officer

Safety and Service Division
Paul Gelston
Chief Operating Officer

Development Division
Andrew McKeegan
Chief Development Officer

Our vision

We work together to transform South Australia and realise the potential of its people, business and resources by:

- engaging with every South Australian in real time
- ensuring safety is a key tenet of our business
- delivering world class place making
- building an integrated public transport network that people choose to use
- delivering a physically active South Australia with elite sport pathways
- connecting people to places and businesses to markets
- leveraging our assets
- creating the best place to work.

Our operating principles

Our philosophy for the department workforce is to be:

- Aligned - committed to the vision and strategic priorities
- Responsive - focussed on delivery
- Empowered - encouraged to be bold and innovative
- Accountable - responsible to the people of South Australia
- Safe - a safe and healthy workplace for all.

Our values

Our values capture what the department stands for and how our customers and stakeholders can expect to be treated. They also guide improvements in the way we work together, how we operate within the community and the quality of our service.

- Collaboration – we work collaboratively as one team to serve our community
- Honesty – we are honest, open and act with integrity
- Excellence – we are committed to excellence in everything that we do
- Enjoyment – we enjoy our work and recognise our success
- Respect – we respect, understand and value ourselves and every person in our business.

These values, and the associated behaviours required of staff, are embedded in our operating principles and align with the Public Sector Code of Ethics and the *Public Sector Act 2009*.

Highlights

The department's priorities were developed in alignment with the State Government's seven strategic priorities and ten economic priorities. The department makes significant contributions to and provides considerable support for these state-level objectives every year.

Our contributions and support during the past year are captured in the highlights below, as well as in the chapter on Achieving the objectives of South Australia's Strategic Plan.

Deliver a modern, safe, accessible and reliable public transport network

The number of passengers taking public transport in metropolitan Adelaide significantly increased in 2014-15. Almost 67 million passenger trips were recorded across the bus, train and tram network—which includes 3.4 million more passenger trips than in 2013-14 (an increase of 5.5 per cent) and represents the highest patronage figure in the network's history.

The largest increase was experienced on the train network. More than 4.45 million passengers chose to catch Seaford services in the first full year since the extension, electrification and reopening of the line, an increase of 78 per cent over the previous year. The Outer Harbor and Gawler lines also showed steady increases in patronage, with 8 and 7.3 per cent increases respectively. On the Belair line the Millswood Station upgrade and a revised timetable helped deliver an increase of 26.6 per cent.

The bus network has shown a steady improvement with a 1.5 per cent increase in 2014-15 compared to the year before, now carrying more than 51 million commuters. Tram patronage was steady with a slight drop in passenger numbers over 2013-14 as commuters returned to upgraded train services on the Seaford line.

The estimated metropolitan public transport patronage in 2014-15 was 6.8 per cent of total public transport and car use (*source: Australian Bureau of Statistics*), up from 2013-14 due to the completion of improvements such as the extension of the Seaford rail line.

Improvements in Adelaide Metro technology and monitoring enabled the recording of all free trips for the first time: patrons made more than 8 million free trips using free services such as the Adelaide Oval Footy Express, City Connector, Free City Tram and Free Jetty Road Glenelg Tram (note that these are not included in the 2014-15 total patronage figure above). With the inclusion of all free travel, the estimated metropolitan public transport patronage in 2014-15 was 7.2 per cent of total public transport and car use (*source: ABS, DPTI*).

In other public transport milestones:

The department added two double decker buses to the Adelaide Metro fleet. The vehicles are roughly the same length and width as conventional buses but can each accommodate about 90 passengers, compared to the 47-seat rigid and 67-seat articulated models. One of the double deckers was used for the new JetExpress service between Adelaide city centre and the airport, and features a luggage area on the lower level that can be monitored upstairs via a screen. The other new bus services the busy T840 route between Mount Barker in the Adelaide Hills and the city. Both double deckers are accessible by people using wheelchairs.

By June 30, fully accessible buses, which feature ramps and allocated spaces, comprised 87 per cent of the Adelaide Metro bus fleet.

Patronage of the Footy Express train, bus and tram services to AFL games at Adelaide Oval continued to be strong, with an average of 52 per cent of patrons using the free services to attend matches.

The final stage of the department's rail revitalisation program saw the addition of new electric railcars to the fleet, bringing the total to 19, and completion of training for 184 drivers. Each three-section car seats 240 passengers, with standing room for up to 300 more, and features CCTV cameras, high capacity air-conditioning and a top speed of 110 km/h. The electric trains have added significant capacity to the Seaford and Tonsley lines and now operate most of the timetabled services.

The department contributed to the terms of reference for a wide-ranging review of the taxi and chauffeur vehicle industry, which aims to develop better, more consistent service standards for passengers, better conditions for drivers, and reforms to improve services and public confidence in the industry. The review is led by a panel supported by the department and expected to be completed by the end of 2015.

A number of senior executives joined the Premier and the Minister for Transport and Infrastructure for the first GovChat, a State Government initiative that gives members of the public direct access to decision-makers and provides another avenue to hear the issues and concerns of our customers. The topic was public transport and the response was positive with more than 450 calls received and a further 71 submissions through the YourSAy website. The feedback from this event will feed into department service improvements.

Make Adelaide a more vibrant city with a continued focus on cycling and walking

Continued planning reforms for the City of Adelaide have been instrumental in unlocking new investment and development, laying the groundwork for a revitalised inner city.

This is supported by the department's Places for People and Open Space programs (supported by the Planning and Development Fund), which provide grants to Councils to develop and improve open spaces for the community. The grants included \$278 000 to Adelaide City Council to complete the Park Lands Trail, a shared-use path linking individual parks and path networks in the city and surrounding suburbs and connecting destinations within the Park Lands; the grant is part of a \$20m investment in the Park Lands over four years.

The Planning and Development Fund also provided \$3.12m for public realm improvements and activation projects in Adelaide's city centre under the Vibrant City and Riverbank Precinct initiatives.

The department led the master-planning process for the redevelopment of the Adelaide Festival Centre Plaza. The renewed Plaza, to become the centrepiece of the Riverbank Precinct, is the first stage in a larger redevelopment of the Adelaide Festival Centre that eventually will see an upgraded Festival Theatre alongside a pedestrian boulevard with cafes, restaurants and shops, new parking facilities and a premium office building.

The department also supported expansion of the Design Review Panel to incorporate additional expertise in public realm design.

More facilities to enhance cycling access and safety were approved for development, notably two bicycle boulevards at Beulah Road in Norwood and Braund Road in Prospect to connect local streets with off-street paths and arterial road crossings. These routes follow quieter, lower-traffic streets where cyclists of all abilities can mix safely and comfortably with vehicles. The \$1.6m project includes a signalised crossing of Portrush Road at Beulah Road and adjustments to four roundabouts on Beulah Road to reduce vehicle speeds and the risk and severity of crashes.

The department also undertook works to complete the four-year, \$12m Greenways and Cycle Paths Program. Highlights include:

- a bicycle/pedestrian actuated crossing at Kilkenny Road / David Terrace to enable a safe crossing of the arterial road and better access to Kilkenny Station
- a shared-use path adjacent Woodville Station linking the crossing of Woodville Road to a path through St Clair that provides a more direct connection to the station and open space for local residents

- a widened and illuminated shared-use path adjacent Alberton Station between Fussell Place and Station Place to improve access to the station and provide a more attractive greenway link
- on the Gawler Greenway, an upgraded underpass of Park Terrace to better connect North Adelaide and Bowden, a shared-use crossing at Hawker Street in Bowden, and a bicycle/pedestrian actuated crossing at Torrens Road in Ovingham to enable a safe crossing of the arterial road and better access to Ovingham Station
- a shared-use underpass at Anzac Highway and Greenhill Road to link the Marino Rocks Greenway with the West Terrace path into the city.

After a successful operation in North Adelaide, the TravelSMART Households program was extended to Adelaide CBD residents in partnership with Adelaide City Council. The program engages with householders about their means of personal travel and values, and works collaboratively with them to identify ways to reduce their car use and increase travel by walking, cycling and public transport.

The department was nominated to develop the Anzac Centenary Memorial Garden Walk, a new pathway linking the South Australian National War Memorial on North Terrace to the Pathway of Honour behind Government House and the Torrens Parade Ground; the \$10 million project is jointly funded by the Anzac Centenary Public Fund, the State Government and Adelaide City Council.

Maintain the transport network and ensure it meets the needs of all users

The Southern Expressway—the \$407.5m duplication project—was opened to traffic. The completed 18.5 km two-way, multi-lane expressway between Bedford Park and Old Noarlunga is an essential part of Adelaide's North-South Corridor, giving southern residents better access to employment, education, shopping and community facilities, and supports economic activity in southern commercial and industrial areas such as Reynella, Lonsdale and Noarlunga Centre. It also places the southern beaches and McLaren Vale within easier reach of city and northern residents.

The department, in partnership with Primary Producers SA and the Department of Primary Industries and Regions SA (PIRSA), undertook extensive consultation on the need to modernise the transport system for the agriculture industry. The joint report, *A Modern Transport System for Agriculture—A New Partnership Approach*, identifies priorities for regulatory reform and 'last mile' investments to improve the performance of the regional road network to meet industry needs. The proposed regulatory reforms will reduce red tape and costs for farmers and agribusinesses, which generate about \$19.4b in revenue for the State each year. Work on reforms is underway, including with the National Heavy Vehicle Regulator.

In January, the department mounted a major operation of closing roads and management of traffic and public transport during the Sampson Flat bushfire in the Adelaide Hills. Working with SAPOL, the Country Fire Service and the Adelaide Hills Council, the department provided a team in the State Emergency Centre covering shifts across the 24 hour cycle and on the ground doing risk assessments associated with infrastructure—burnt trees falling onto roads were a significant issue. The Traffic Management Centre provided support to the State Emergency Centre while also handling incoming calls from the public.

Following the fire, staff also undertook a massive clean-up of the Adelaide Hills roads, which involved removing the burnt and unstable trees and other debris, followed by repairs and reinstallation of signage, guardrails and other infrastructure. The clean-up was accelerated to allow the Tour Down Under to use the roads and provide access for spectators. The department also provided support services to fight the Tantanoola fire in the South East.

Regional roads in South Australia were allocated \$122m in State Government funds and \$39m in Australian Government funds (total \$161m), enabling the department to undertake vital road works to improve traffic flow, safety and productivity. Highlights include:

- Commencement of Karoonda Highway shoulder sealing and delivered shoulder sealing on the Port Pirie to Port Broughton Road.
- Completion of the 2 km Penola Southern Bypass to provide a faster, more direct route between the Riddoch Highway and Robe Road, resulting in reduced traffic noise, a cleaner environment and better pedestrian safety for Penola residents, and reduced travel time for commercial vehicles, particularly heavy vehicles to and from blue gum plantations west of Penola.
- Commencement of a second interchange on the South Eastern Freeway to the east of Mount Barker at Bald Hills Road and upgrading of the junction of Old Princes Highway and Bald Hills Road. The changes will cater for increased traffic in the expanding region, as well as improve safety and support freight efficiencies. The major works contract was awarded to South Australian company Bardavcol Pty Ltd.
- Commencement of widening and rehabilitation works on the Bute to Kulpara Road on Yorke Peninsula and Main North Road between Laura and Gladstone in the Mid North to make travel more comfortable and safer for the hundreds of drivers who use these roads every day and support more efficient transport of agricultural and mining products.

Other regional road upgrades include:

- pavement construction and sealing of local streets in Innamincka Township
- construction of four cement stabilized, bitumen sealed floodways on the Strzelecki Track, at Two Mile Creek, Pelican Creek, Petermorra Creek and Dean Bore Creek.

The department also undertook Road Management Plans (RMP) aimed at reviewing specific stretches of road in terms of their safety for users and the priority of future projects. This included a finalised RMP for Main Road / Shepherds Hill Road, and continued consultation with the community and Councils on RMPs for Brighton Road, Main South Road, and Penfold / St Bernards / Newton / Darley Roads.

As announced by His Excellency the Governor at the opening of Parliament earlier this year, the department has initiated a review of South Australia's transport laws, specifically the *Motor Vehicles Act 1959* and the *Road Traffic Act 1961*, with a view to simplifying and consolidating the legislation in line with current needs and technologies, and in order to identify the changes needed to enable the trialling of driverless cars in the State.

The review will examine how the legislation can better link transport connections, movements and networks to integrate with broader land use development considerations.

Provide the infrastructure to help South Australia reach its social and economic potential

The department launched a major project to upgrade 210 km of main access road between the Stuart Highway and Pukatja (Ernabella) in the Anangu Pitjantjatjara Yankunytjatjara (APY) Lands, as well as about 21 km of community access roads in Pukatja, Umuwa, Kaltjiti (Fregon), Mimili and Iwantja (Indulkana).

The jointly funded State-Commonwealth project aims to close the gap in essential infrastructure and services between Indigenous and non-Indigenous communities, in keeping with a national objective to increase the economic standard of living for all Australians.

It also aims for sustainable employment outcomes for local Anangu, with a 30 per cent minimum target (of total on-site labour hours) for Anangu living in APY Lands communities. Over its lifetime, it is anticipated the project will support 75 jobs for Anangu and a total of 250 jobs (including direct and supply chain jobs) for both Anangu and non Anangu. Construction between the Stuart Highway and Iwantja will begin in September 2015, and between Pukatja and Umuwa in early 2016. Works on the Pukatja Airstrip Access Road were underway by 30 June 2015.

The Kangaroo Island Futures Authority (KIFA) progressed its agenda to improve the management, co-ordination and delivery of government infrastructure and services to Kangaroo Island (KI) and stimulate local business growth and investment.

KIFA, which has been hosted and supported by the department, assisted:

- Kangaroo Island Council's application to the National Stronger Regions funding program for an upgrade of the Kingscote Airport enabling it to take larger planes and attract more international and domestic visitors
- a Council-backed proposal by SA Power Networks for the 2015-20 regulatory period which included a \$42.5m investment to install a second undersea electricity cable to the Island; in its preliminary decision, the Australian Energy Regulator accepted, with some qualification, the need to address KI's security of electricity supply
- establishment of a new Kangaroo Island brand for local businesses, products and services and an industry alliance to promote it to Australia and the world
- a successful bid to host the International Small Islands Conference in 2017.

KIFA has been superseded by the Commissioner for Kangaroo Island, established under legislation, who will continue the work of the Authority and its Board under a new governance model.

The department also facilitated the completion of several aviation projects in regional areas, including:

- airstrip works at Amata, Murpatja, Mimili, Umuwa, Ernabella, Oak Valley, Kingoonya and Marree, through the Remote Airstrip Upgrade Program, to improve access for emergency services such as the Royal Flying Doctors and travellers to remote communities
- runway widening at the Coober Pedy airport to allow continuation of Passenger Transport Services under new Civil Aviation Safety Authority regulations
- Airport Master Planning and development of draft master plans for 19 regional airports.

Restoration of the Grange Jetty was completed, including new shelter, jetty deck, handrails, structural timber elements, steel piles and lighting. The upgrade ensures the jetty's long-term structural integrity and continued use by the public for many years to come.

Continue construction of a non-stop North - South Corridor from Gawler to Old Noarlunga to support economic development

The North–South Corridor is Adelaide's most important transport route for north and south bound traffic, including many freight vehicles, between Gawler and Old Noarlunga, a distance of 78 km. The development of this critical corridor funded by the state and commonwealth governments continues in stages:

- **Darlington Upgrade Project:** The upgrade of this 2.3 km section of Main South Road between the Southern Expressway and Ayliffes Road at Darlington will provide non-stop access and improve traffic efficiency between the Expressway and the intersection of Ayliffes and Shepherds Hill Roads. The project reached the tender stage of the procurement phase by 30 June 2015.
- **Torrens Road to River Torrens Project:** The upgrade of this 3.7 km section of South Road will provide a 3 km non-stop roadway between Ashwin Parade and Torrens Road, including 2 km of lowered motorway beneath Port Road, Grange Road and Hawker Street. The project also involves intersection upgrades, an overpass for the Outer Harbor rail line, and new cycling and pedestrian facilities. It also will improve freight efficiencies and access. By 30 June 2015 early works had started and the major works contract was awarded to the T2T Alliance of Leighton Contractors, Aurecon Australasia and South Australian company York Civil.
- **Associated projects:** An upgrade of the South Road–Richmond Road intersection, one of Adelaide’s most congested intersections, and Richmond Road will improve traffic flow at this location along the North–South Corridor. The duplication of James Congdon Drive to provide two new lanes in each direction will also support the increase in traffic volumes expected during the major construction works on South Road.

The department also released a 10 Year Delivery Strategy for completing the remaining stages of the North-South Corridor.

Deliver safer roads and waters and change risky behaviour

Following a fatal crash involving a truck at the intersection of the South Eastern Freeway with Cross and Portrush Roads, the department initiated a project to improve safety and reduce the risk of further crashes on the Freeway, particularly on the descent into Adelaide.

Consultation with government, industry and the local community led to the identification of 22 options for investigation. Signage on the freeway was amended to remind truck and bus drivers of the legal requirement to use low gear for the full descent. Other priority measures being investigated and delivered, include driver education and training, heavy vehicle maintenance and operation, and road safety infrastructure improvements. Safety infrastructure in recent years includes cameras at Crafers and near the Mount Osmond Overpass and extra signage advising truck drivers about safety ramps and use of low gear.

On the Right Track Remote, a program to help Aboriginal people living in the Anangu Pitjantjatjara Yankunytjatjara (APY) and Maralinga Tjarutja (MT) Lands gain and retain their drivers licence, had a successful start-up, with about 400 people coming on board as clients within the first six months of operation. The program delivers practical resources, driving lessons, practice sessions and testing to remote communities where it can be difficult to access such services.

Online support for the program includes a website with practical information about driving and road safety and a facebook page to advise communities about upcoming visits by the program team.

The department completed a major upgrade of Greenhill Road to minimise right-angled crashes and improve cycling and pedestrian access and safety. Between 2007 and 2011, 105 crashes occurred at minor junctions along Greenhill Road, resulting in 30 injuries and 75 reports of property damage. The upgrade focused on new U-turn facilities, improvements to right hand turns and modification of medians for safer pedestrian and bicycle crossing.

The department also started a major upgrade of the intersection of North East and Sudholz Roads, one of the State's worst performing intersections in terms of road safety. This project will remove all filtered right turns at the intersection to reduce the number and severity of crashes.

Road safety compliance and education was the focus of the annual national truck inspection blitz Operation Austrans that saw the department, SAPOL and the National Heavy Vehicle Regulator work together to educate the industry through roadside compliance checks. The collaborative operation targeted fatigue, accreditation, roadworthiness, load restraint, dimension and mass limits, all known to contribute to accidents on the State's roads.

Other road safety initiatives included:

- further roll-out of the program to improve the safe use and understanding of vehicle child restraints among APY Lands residents, including online delivery of local language videos
- opening of the Residents Win grants program, which makes \$500 000 available per year in the form of grants to communities to help create people-friendly streets and safer roads; more than 80 expressions of interest were submitted by communities across the State shortly after it opened
- increased participation in the Way2Go Bike Education program to 5230 students in 57 primary schools, up from 4 000 students in 45 schools the previous year—the first stage of doubling participation to more than 8000 students in 90 primary schools annually by June 2018
- continued enhancement of cycling safety through development of greenways, improved arterial road crossings and bicycle boulevards, and provision of grants totaling \$0.75m from the State Bicycle Fund and State Black Spot Program
- a review of speed limits in the Adelaide Hills in consultation with the Councils and the community, which resulted in a trial of improved signage and pavement marking along Onkaparinga Valley Road near the entrance to townships

- support for the Citizens' Jury on Sharing the Road Safely and proposed changes to South Australian cycling laws to better protect riders
- transition to the National Heavy Vehicle Regulator, which brings together the national regulatory reforms for all heavy vehicles over 4.5 tonne, and provides safety benefits through a consistent, national approach.

Actions put into effect by the department from the *Road Safety Action Plan 2013–2016* are:

- passenger and night time driving restrictions to protect young drivers under the Graduated Licensing Scheme
- continued investment in motorcycle safety infrastructure, including improvements on Gorge and Cudlee Creek Roads and motorcycle safety rails on 14 Adelaide Hills roads, and a campaign to encourage the take-up of advanced motorcycle safety systems
- the Elmo Stays Safe program to help kindergartens and child care centres undertake best-practice road safety education
- a raised intersection platform—the first to be installed on a State arterial road—at the junction of The Parade West and Rundle Street in Kent Town to slow vehicles down and improve safety for motorists, cyclists and pedestrians
- a reduction in the speed limit from 40 km/h to 25 km/h in the vicinity of emergency service vehicles
- activation of Point to Point Safety Cameras on the Sturt Highway, Dukes Highway, Victor Harbor Road and Port Wakefield Road, as well installation of cameras on the South Eastern Freeway and Northern Expressway.

Marine safety actions undertaken by the department:

- distributed a waterproof Personal Watercraft (PWC) Safety Reference Guide to help operators comply with the law and ensure safety on the water
- released a Diver Below brochure and sticker to inform operators about the rules that apply to vessels in the vicinity of divers in the water, in response to a request by the diving industry following near misses with recreational boats
- facilitated an exemption to support a trial of motorised kayaks and canoes (fitted with small electric motors up to 34lbs thrust) to assess the trend in motorised paddling
- led development of a waterproof, writeable Don't Expire Sticker for operators to record expiry dates of vessel registration, fire extinguishers, inflatable personal flotation devices/lifejackets, distress flares and Emergency Position Indicating Radio Beacons(EPIRB)/Personal Locator Beacons(PLB), in response to demand from the boating public for help maintaining up-to-date safety equipment.

Provide strategic land use and transport planning and development function supporting government policy and strategic objectives

A comprehensive review of South Australia's 20 year old planning system and legislation by the Expert Panel on Planning Reform culminated in a final report with 22 wide-ranging recommendations. The report, *The Planning System We Want*, was the result of almost two years of consultative work aided by DPTI specialists.

The State Government's response includes a framework for investigating and implementing the recommendations. The department will progress the reforms and develop new planning legislation in continuing consultation with Councils, industry and community stakeholders. Planning reform is essential to underpin urban renewal, as well as support the State's economic sustainability and competitiveness.

Continued planning reforms and streamlined assessment practices for the City of Adelaide and inner suburbs have been instrumental in unlocking over 100 development proposals with a combined estimated value of \$4.2b since 2012. These projects have the potential to generate an estimated 55 400 jobs in the property industry and development sector.

The Inner City Metropolitan Development Assessment Committee, which is a subcommittee of the Development Assessment Commission (DAC) and determines applications for developments with a value of more than \$10m in the city, granted Development Plan Consent to 22 projects with a combined estimated value of \$805m.

To support private sector development and simplify regulation, the Government expanded the role of the Coordinator-General to coordinate development proposals with economic significance to the State and an investment value over \$3m. This was backed up by changes to the Development Regulations 2008 enabling the Coordinator-General to assign the DAC as the planning authority for such proposals, and the expansion of DPTI's Case Management Service to help proponents navigate the planning and development system.

As a result, 32 proposals with a combined estimated value of \$348m were considered eligible for assistance; of these, 11 proposals with a combined estimated value of \$151.5m were granted Development Plan Consent. The estimated direct and indirect employment impact of this industry investment is about 2121 full-time jobs during the construction phase alone.

A major project underway is the department's Inner Metro Growth Project, which involves inner metro councils in planning for zoning changes to allow for a mix of new homes, offices and shops in key locations such as along existing transport corridors close to the CBD. The project aims to revitalise the inner suburbs, support improvements to roads and public transport, and reduce Adelaide's spread into surrounding agricultural and natural areas.

The rezonings are being introduced through development plan amendments (DPAs) initiated by the Minister for Planning. Stage one of the project involved rezoning to increase building heights and housing density for key corridors; the value of Stage one development approved and under assessment at 30 June 2015 exceeded \$338m. The second stage saw the initiation of the Inner and Middle Metropolitan Corridor Infill DPA, which extends the project to additional council areas.

A change to the *Urban Renewal Act 1995* enabled the amendment of development plans to adopt precinct master plans and the assessment of developments in precincts established under the Act. Precinct business cases are to be submitted for consideration by the Minister for Housing and Urban Development.

The department also embarked on a comprehensive update of *The 30-Year Plan for Greater Adelaide*, which was first released in 2010. The Plan sets out ways to manage land to accommodate population growth and demographic change—such as an ageing population and smaller households—and guide decisions about where housing, jobs, transport and other infrastructure should be located.

The update will modify directions in the Plan to reflect current thinking around the regeneration of Adelaide's existing suburbs in order to reduce expansion on the urban fringe, and new ways to unlock opportunities for investment, employment and economic growth. The first stage of the update involved early engagement with local Councils. The draft Plan will be released for wider public consultation in late 2015.

The draft Integrated Transport and Land Use Plan (ITLUP) was finalised in preparation for release in mid 2015. It will guide private, federal, state and local government decisions about improving, managing and sustaining the transport system for the next 30 years.

The *Mount Barker, Littlehampton and Nairne Strategic Infrastructure Plan*, released by the State Government and the District Council of Mount Barker, identifies the strategic infrastructure such as transport, power, water, education, health, emergency services, and community facilities, needed to support new urban growth in the area.

Support sport and recreation through the development of policy, programs and resources and the promotion of physical activity

The department, through the South Australian Sports Institute (SASI), awarded scholarships to 224 South Australian athletes across a range of sports.

SASI's elite athletes continued to compete in top international events against the world's best. They put on outstanding performances and came home with some impressive results:

- 69 SASI athletes competed at World Championships
- SASI athletes medalled in 7 sports at World Championships bringing home a total of 35 athlete medals across 24 events (14 gold, 12 silver, 9 bronze)
- 9 SASI athletes were crowned World Champions in 2014.

The Office for Recreation and Sport (ORS) continued to enrich community life through its many sport and active recreation initiatives and programs:

- The online Sports Voucher program provides vouchers worth \$50 towards sporting club fees for every primary school student in South Australia. The program's launch was highly successful: 1095 providers registered to redeem the vouchers at 1342 venues within the first four months, and more than 21 000 vouchers were redeemed by 30 June 2015. The program has enjoyed the highest uptake among similar initiatives across Australia. The innovative Sports Vouchers online portal was recognised by a South Australian 2015 iAWARD.
- The STARCLUB Club Development Program increased its support for best practice and continuous improvement in the sector. By 30 June 2015, 2383 organisations had registered with the program, nine clubs were awarded STARCLUB recognition, including seven in regional South Australia, and 494 clubs were on their way to achieving STARCLUB status. Thirty councils in seven regions confirmed their commitment to boost regional participation via the STARCLUB Field Officer Program, supported by an annual allocation of \$400 000 through June 2018. The program was adopted by the Northern Territory Government as its primary club development tool.
- The Coloured Shirt Program aims to increase the retention, value and appreciation of officials by making beginner and inexperienced officials easily recognisable. It reached a new milestone, with 27 sports organisations, including SANFL, Basketball SA, Netball SA and the Football Federation of SA, taking the program up.

ORS also:

- distributed 801 sport and recreation grants totaling \$16.6m, including \$3.5m to regional areas, to support club facilities, activities, development and inclusion, and sustainability

- upgraded State-owned sporting infrastructure, including better spectator amenities at the SA Athletics Stadium (the first stage of a larger rejuvenation program), new outdoor court lighting and goal post protectors at the Netball SA facility, and upgrades to the gymnasium, recovery areas and offices at the Adelaide Super-Drome
- hosted an array of high-profile national and international events such as cycling, swimming, athletics and taekwondo, bringing hundreds of athletes, officials and spectators to the State.

Highlights of the ORS Women in Sport program to raise the profile of women at all levels of sport included:

- the Gender Diversity Project to encourage state sporting organisations to increase the diversity of their boards, workforce and volunteers
- a Women on Boards networking event that introduced more than 50 professional women seeking Board appointments to representatives of 37 leading state sport and recreation organisations
- development of *Words into Sporting Action—A Practical Guide* to achieve gender equity in sport and active recreation organizations (with the Premier’s Council for Women, the Office for Women and industry groups)
- sponsorship of 11 participants in the six-month Developing Future Women Sport Leaders professional development program for women aspiring to senior leadership roles in the sector
- a Steer Your Career development workshop for 40 women in the sector
- a Women and Sport Network Breakfast focused on ‘Recognising the resilience of our high achieving female athletes’.

Provide efficient and effective government services

The department delivered improvements to a range of customer-oriented services and programs across its portfolios.

Notably, the department made the transition to a new web-based land administration database—the South Australian Integrated Land Information System (SAILIS)—including the integration of spatial mapping tools. SAILIS provides up to date information about land and property which is needed for transactions such as transferring property ownership. It replaces a variety of legacy systems such as LOTS and Property Assist.

With the implementation of SAILIS and new mobile technology being rolled out, staff can now more easily work from diverse office locations. This will enable the department’s valuations office to develop closer working relationships with its stakeholders and customers and deliver more efficient and responsive services

Improvements to the EzyReg system:

- smart phone applications allowing online access to demerit point lookup, driver history and streamlined change of address services
- single receipting for Service SA to improve efficiencies in the receipting and posting of funds
- changes to enable bulk fleet registration renewals online via the EzyReg Account.

Improvements to building rules:

- amendments to Minister's Specification SA H3.2 to remove the need for costly fire prevention measures in farm buildings such as piggeries, poultry houses and greenhouses, as well as the need for statutory referrals, which will reduce red tape and help attract investment
- amendments to Minister's Specification SA 76 to allow building owners to use a flexible, performance-based approach to maintaining safety equipment such as smoke detectors, sprinklers, lighting and fire-fighting tools, potentially saving millions of dollars each year
- free, online availability of the *National Construction Code* (previously available only in hard copy for \$400), which will result in significant cost savings for South Australian businesses.

Other service innovations and improvements:

- streamlined registration process for commercial vehicles which no longer requires assessment of vehicle tyres against load carrying capacity at time of registration
- changes to older driver's age-based medical assessments, including the development of a self-assessment process for eligible licence holders
- a six-month registration option for recreational vessels with a maximum length of seven metres
- enhancements to the RAVnet online map system showing heavy vehicle routes in South Australia to include new vehicle types.

The department's property area implemented strategies to achieve whole-of-government office accommodation savings by:

- consolidating five Department of Environment, Water and Natural Resources (DEWNR) office sites in one building with a fit-out designed to maximise future flexibility
- finalising lease negotiations for Primary Industries and Regions SA (PIRSA) office accommodation, resulting in savings of over \$50m by reducing space usage
- planning for relocation of four ministerial offices to a more flexible open-plan accommodation
- procuring office accommodation at Port Adelaide for around 500 government employees as part of the Port renewal (building construction to be completed by the end of 2017)

- progressing strategies for Mount Gambier and Port Lincoln to consolidate multiple agencies in one location
- finalising new office accommodation guidelines and fit-out procurement methods and standards to achieve modern, efficient government workplaces
- continued provision of services under the Across Government Facilities Management Arrangements, including procurement and transitioning of new contractors and plans for new and amended services, to start from July 2015.

It also facilitated the delivery of government services in regional South Australia by:

- providing housing for government employees at over 150 locations
- undertaking a review of current and future Government Employee Housing program requirements
- developing options for a 10 year employee housing renewal program.

The department assisted Geoscience Australia in establishing ten Global Navigation Satellite Systems (GNSS) Reference Stations in South Australia as part of the National Geodetic Framework.

Contributions to the state government's online open data directory, Data SA, included:

- boating licence and registration data for use by business and the community: the licence data includes a gender breakdown and totals dating back to 1975; registration data includes hull types, new registrations and current registration totals commencing from 2007; both data sets are presented in calendar year and financial year formats
- the State Survey Mark Network.

The Office of Local Government:

- progressed amendments to local government legislation to improve local government accountability and governance and local government elections, and achieve a more consistent and contemporary legislative framework for the sector
- commenced a review of the 2014 local government elections
- helped promote the benefits of equitable cost sharing through a community contribution scheme to improve services to outback communities via the Outback Communities Authority
- assisted the Local Government Grants Commission to implement the recommendations of the Review of Financial Assistance Grants
- re-established the Premier's State/Local Government Forum
- finalised a revised State-Local Government Relations Agreement

- established the Municipal Services on Aboriginal Lands Program within State Government
- progressed landfill renewal and improved waste management practices within the APY Lands.

Achieving the objectives of South Australia's Strategic Plan

South Australia's Strategic Plan (SASP) guides individuals, community organisations, governments and businesses in their efforts to secure the wellbeing of all South Australians.

The department has lead responsibility for eight SASP targets:

Target 1: Urban spaces

Target 2: Cycling

Target 22: Road safety

Target 33: Government planning decisions

Target 56: Strategic infrastructure

Target 63: Use of public transport

Target 68: Urban development

Target 83: Sport and recreation

The department also contributes to and reports on other SASP targets that are relevant to the work of the department.

Target 1: Urban spaces

Increase the use of public spaces by the community (the department is lead agency for this target).

The department provided significant investment in and strategic leadership on projects to increase and improve public space across South Australia, including:

- the Places for People and Open Space programs (supported by the Planning and Development Fund), which contributed \$10.5m to 44 local public realm projects across the State
- \$278 000 for completion of the Park Lands Trail, part of a four year, \$20m investment in community space demonstration projects in the Adelaide Park Lands
- support for public realm improvements and activation projects in Adelaide under the Vibrant City and Riverbank Precinct initiatives
- a proposed redevelopment of the Adelaide Festival Centre plaza into an entertainment, arts and cultural hub

- preparation of strategic framework to guide the future redevelopment of the old Royal Adelaide Hospital site
- developer requirements and assessment processes to support better designed public realm.

In addition, the department's Office for Recreation and Sport funded or contributed to plans to increase the use of public spaces by the community:

- South Australian Regional Level Recreation and Sport Facilities Planning Framework
- Western Metropolitan Region sports facility supply and demand study
- Encounter Bay Sports Ground Master Plan
- Master plans for three major sports precincts in the District Council of Mallala
- Murray Bridge Master Plan for the development of a regional walking and cycling trail
- Orroroo–Carrieton Master Plan, for the development of the Orroroo Recreation Grounds
- Bowls SA State-wide Facilities Audit and Master Plan
- Gawler Sport and Recreation Strategy
- Kangaroo Island Recreation, Sport and Open Space Strategy
- Statewide Trails Master Plan.

The department was nominated to develop the Anzac Centenary Memorial Garden Walk, a new pathway linking the South Australian National War Memorial on North Terrace to the Pathway of Honour behind Government House and the Torrens Parade Ground; the \$10m project is jointly funded by the Anzac Centenary Public Fund, the State Government and Adelaide City Council.

Target 2: Cycling

Double the number of people cycling in South Australia by 2020 (the department is lead agency for this target).

Efforts to increase the number of people cycling included:

- increased participation in the Way2Go Bike Education program, which aims to double its reach by June 2018
- continued development of facilities such as greenways and improved arterial road crossings to increase cycling access and safety, as well as new innovations such as bicycle boulevards to provide safer and more comfortable cycling routes for people of all cycling abilities
- continued improvement of the online Cycle Instead Journey Planner to help people make their way around Greater Adelaide
- support for increased mountain biking in the State
- support for the Citizens' Jury on Sharing the Road Safely and proposed changes to South Australian cycling laws to better protect riders.

Target 4: Tourism Industry

Increase visitor expenditure in South Australia's total tourism industry to \$8 billion and on Kangaroo Island to \$180 million by 2020.

The department supported major tourism events such as the Clipsal 500 and Tour Down Under by managing traffic operations to facilitate the efficient movement of event participants and spectators.

The Kangaroo Island Futures Authority (KIFA) continued to support projects to enhance tourism activity on the Island, particularly the 'open all year' project to encourage tourism beyond the summer months and a proposal by the Kangaroo Island Council to expand the Kingscote airport for larger aircraft.

KIFA also supported efforts to enhance business development skills among tourism operators and increase the capacity of food and wine producers to engage the tourist market through joint branding and high profile events such as Tasting Australia.

The department's Office for Recreation and Sport worked with the recreation sector and Trails SA to support the State's network of more than 2600 km of recreational trails and shape its future development for the benefit of visitors as well as South Australian residents.

Target 6: Aboriginal wellbeing

Improve the overall wellbeing of Aboriginal South Australians.

The department contributed to this target through a number of programs including:

- representation on a working group to develop the Anangu Pitjantjatjara Yankunytjatjara (APY) Lands regional procurement strategy
- working with the Aboriginal Affairs and Reconciliation area of the Department of State Development to coordinate the provision and maintenance of services and infrastructure on Aboriginal landholding communities
- initiatives to improve driver licensing outcomes, encourage the use of child restraints in vehicles and enable an exemption from certain driver licensing requirements in the APY and Maralinga Tjarutja (MT) Lands
- contributing to community events such as NAIDOC, Reconciliation Week, the Kardi Munaintya Tram
- providing laptops to Year 10 Aboriginal students through the Walpaara Anpa Awards to assist with education and give encouragement to future learning
- internal Aboriginal employment through Yurangka Kari cadetships and Aboriginal Clerical Traineeships.

In addition the department supported the wellbeing of Aboriginal South Australians through several projects and programs:

- On the Right Track Remote driver licensing program for Aboriginal residents of the APY and MT Lands
- APY Lands Main Access Road Upgrade project, which improves road infrastructure in the area and provides employment for local Anangu
- airstrip upgrades at Amata, Murpatja, Mimili, Umuwa, Ernabella, Oak Valley, Kingoonya and Marree to improve access to remote areas
- a base property cadastre and property addressing for Aboriginal communities that will be visible through state and national public registers
- testing and assessment of material containing asbestos in landfill sites in the APY Lands and West Coast, and development of strategies to manage it to mitigate potential exposure and health risks to users and local residents.

The department engaged Aboriginal South Australians in sport and recreation through several Office for Recreation and Sport initiatives:

- The Tour de Nunga cycling event, now in its third year, saw 12 young people develop leadership and cycling skills through the Australian Indigenous Leadership Centre and 60 riders take on the 120 km circuit route around Wilpena Pound. The program invited cycling champion Kieran Modra, Uncle Vince Coulthard and Auntie Pauline McKenzie to speak to the riders about leadership and goal setting.
- Golf events for Indigenous players were held in Gawler, Port Lincoln and the Murraylands, culminating in the Statewide Indigenous Golf Championships in North Adelaide, which attracted 60 golfers.
- Under a partnership between ORS Pathways and the Indigenous Sports Development Office, Indigenous boxer Andrew Saunders joined full-time training at Boxing SA while attending Westminster College. Andrew is the State Champion for his weight division and recently received his Golden Gloves.

Target 13: Work-Life balance

Improve the quality of life of all South Australians through maintenance of a healthy work-life balance.

The department continued to deliver on its commitment to provide a work environment that is stimulating and interesting, safe and responsive to employee needs and responsibilities, and soundly based on departmental and public sector values and standards.

It supports work-life balance among employees through flexible working arrangements, alternative placement opportunities, part-time work opportunities and use of Long Service Leave as a transition to retirement.

The department also:

- provides family rooms at two worksites
- facilitates employee wellbeing programs, including health assessments
- drives a Culture Ignition program to create a positive work environment, and encourage collaboration and high performance.

In addition, the department's Valuations office is piloting the Flexible Working and Accountability Arrangements Program to help staff improve work/life balance while transitioning to a more mobile workforce model.

Target 21: Greater Safety at work

Achieve a 40% reduction in injury by 2012 and a further 50% reduction by 2022.

The department's number of new workplace injury claims decreased from the previous year.

Continued measures of focus on greater safety at work include:

- providing appropriate personal protective equipment, training and procedures
- staff induction prior to visits to construction sites where safety is controlled or maintained by constructors
- Management Plans for workplaces in accordance with the Work Health and Safety Regulations 2012.

To ensure staff safety every day, the department gives careful consideration to fatigue management principles and guidelines, particularly for staff in rostered shift work such as rail operations. The department also offers Rail Safety Awareness training to all staff and contractors. Rail Safety Awareness accreditation is compulsory for all contractors and employees who undertake work within the rail corridors.

Further development of the Automatic Train Protection (ATP) system progressed with a view to commissioning it into service on the Seaford and Tonsley lines in the last quarter of 2015. The system will be progressively integrated into the existing electric railcars and selected 3000 class diesel railcars to enhance the safety of the network by reducing the potential for train-to-train collisions and Signal Passed at Danger (SPAD) incidents. It monitors signal indications on railcars and alerts the driver of the appropriate speed to approach a signal at stop, with the ability to intervene and stop the railcar if the driver does not comply.

Modifications to the Citadis tram master controller and improvements to the door interlocking system were undertaken following an assessment of ergonomic factors related to use by the driver.

In line with requirements to remove all asbestos products from government buildings in the *National Strategic Plan for Asbestos Management and Awareness 2014-2018*:

- 5 buildings and 26 sites were made asbestos-free
- 1109 government sites were inspected for asbestos; 17 category 1 sites (requiring prompt removal) and 208 category 2 sites (removal at a practicable time) were identified.

The department supported a new website, asbestos.sa.gov.au, to provide information and advice to South Australians concerned about asbestos in their homes and workplaces. The website was jointly developed by SafeWork SA, SA Health, the Environment Protection Authority, the Local Government Association of South Australia, Housing SA and DPTI, who each have a role in managing the risks of exposure and providing information.

The department also developed a comprehensive safety system for Land Boundaries targeted at the safety of surveyors in the field.

Target 22: Road safety

Reduce road fatalities and serious injuries by at least 30% by 2020 (the department is lead agency for this target).

While 108 fatalities were recorded on South Australia's roads compared with a road toll of 97 fatalities in 2013 and 94 fatalities in 2012, the number of serious injuries continued to fall, with 711 serious injuries in 2014, the lowest serious injury total on record.

Actions implemented from the *Road Safety Action Plan 2013-16* include:

- passenger and night-time driving restrictions to protect young drivers
- point-to-point average speed systems on rural highways across the State
- best practice road safety education in kindergartens and child care centres
- motorcycle safety infrastructure and strategies to encourage the take-up of advanced motorcycle safety systems
- installation of wombat crossings in Hahndorf to improve pedestrian safety
- upgrades at more than 12 metropolitan intersections to reduce right turn crashes
- installation of a raised platform at the junction of The Parade West and Rundle Street, Kent Town, to slow vehicles down and improve safety
- speed limit reduction in the vicinity of emergency service workers from 40 km/h to 25 km/h
- a workshop on the safe use of mobility scooters for the Moving Right Along program for older drivers.

Other departmental efforts to increase road safety are:

- South Eastern Freeway Safety Improvement Program, which identified:
 - 22 potential measures to improve safety for roads users
 - priority measures being investigated and delivered include driver education and training, heavy vehicle maintenance and operation, and road safety infrastructure improvements.
- On the Right Track Remote, a driver licensing program for Aboriginal people in the APY and MT Lands
- transition to the National Heavy Vehicle Regulator, which has safety benefits through a consistent, national approach
- continued provision of child restraints and related education in remote Aboriginal communities
- increased student participation in the Way2Go Bike Education program
- Residents Win grant program to improve community road safety
- Code of Practice for Motor Driving Instructors and renewed rules for driving testers to improve driver training services to the community
- road safety infrastructure projects in Adelaide and regional South Australia funded under the Black Spot program and other road safety infrastructure funding programs.

Road safety statistics:

- Fatal crashes in the Adelaide metropolitan area decreased from 35 in 2013 to 34 in 2014. Rural fatal crashes increased from 54 in 2013 to 62 in 2014
- young road user fatalities aged 16-24 increased from 15 in 2013 to 17 in 2014, but are below the previous 5 year average of 23 fatalities (2009-2013)
- older road user fatalities aged 70+ decreased from 24 deaths in 2013 to 21 in 2014, and three more than the previous 5 year average (2009-2013)
- the number of motorcyclists killed down from 12 in 2013 to 11 in 2014
- in 28 per cent of fatal crashes in 2014 speeding was considered a contributing factor. This is lower than the 5 year (2009-2013) average of 33 per cent of fatal crashes being considered as speed related. In 2013 this figure was 26 per cent
- 22 per cent of drivers/riders killed in fatal crashes in 2014 had an illegal blood alcohol concentration (BAC). This compares to 25 per cent in 2013 and a 5 year average (2009-2013) of 27 per cent
- 24 per cent of drivers/riders killed in 2014 tested positive for the presence of cannabis, methamphetamine or ecstasy or a combination of these drugs. This compares to 18 per cent in 2013 and a 5 year average (2009-2013) of 21 per cent
- of the drivers and passengers killed in 2014, 25 per cent were not wearing a seatbelt at the time of the crash. In 2013 31 per cent were not restrained and the previous 5 year average (2009-2013) is 34 per cent
- seriously injured drivers decreased from 369 in 2013 to 320 in 2014

- the number of pedestrian serious injuries decreased from 87 in 2013 to 59 in 2014
- older road users aged 70+ seriously injured decreased from 82 in 2013 to 57 in 2014
- 16-24 year old serious injuries increased from 143 in 2013 to 170 in 2014. The increase has been in the number of 16-19 year olds seriously injured from 50 in 2013 to 80 in 2014.

Target 24: Volunteering

Maintain a high level of formal and informal volunteering in South Australia at 70% participation rate or higher.

The Office for Recreation and Sport (ORS) supports the more than 225 000 volunteers working in the sport and recreation sector by helping volunteer-based organisations improve their organisational capacity and practices through the STARCLUB Club Development Program.

ORS also supports volunteers through its State Coaching and Officiating Centre, which delivers courses to help South Australians attain skills and qualifications to coach or officiate in sport.

The department also:

- worked with the volunteer group Friends of the One and All Sailing Ship Inc to support self-funded sailing voyages, community events and youth leadership training programs. The volunteers achieved 60 sail-days during 2014-15.
- participated in a mentoring program with the Australian Property Institute and the University of South Australia. The program was aimed at developing student professionals looking to progress a career in the property industry and foster links between the public and private sector and education providers.

Target 30: Boards and committees

Increase the number of women on all State Government boards and committees to 50% on average by 2014, and maintain thereafter by ensuring that 50% of women are appointed, on average, each quarter.

At 30 June 2015 the department was responsible for the administration of 16 boards and committees. Of a total 122 members, 46 per cent were women, a percentage increase of seven per cent on the previous year.

Target 31: Chairs of boards and committees

Increase the number of women chairing State Government boards and committees to 50% by 2014.

Of the 16 boards and committees administered by the department at 30 June 2015, 60 per cent were chaired by women, a percentage increase of 36 per cent on the previous year.

Target 32: Customer and client satisfaction with government services

Increase the satisfaction of South Australians with government services by 10% by 2014, maintaining or exceeding that level of satisfaction thereafter.

In response to the Ombudsman of South Australia's audit of State Government agencies' complaint handling policies and procedures, the department developed a Complaint Management Policy and implemented a Complaint Management Framework. The department is developing a system to enable consistent capture and reporting of public complaint information.

The department provides opportunities for customer feedback about passenger transport services through the Adelaide Metro website, Adelaide Metro Infoline and InfoCentres, as well via social media channels, Facebook and Twitter. These complaints represented approximately 0.02 per cent of total public transport patronage (initial boardings and transfers) in 2014-15.

The department also receives complaints regarding taxis and small passenger vehicles. Taxi complaints represented less than 0.01 per cent of the estimated eight million journeys provided in 2014-15.

The department provides a 24 hour communication hub to report on road and traffic conditions and receive information from customers.

During 2014-15, whilst rolling out SAILIS, the department received less than one objection for every 300 valuations, which indicates good valuation practices, customer service and client satisfaction.

Target 33: Government planning decisions

South Australia leads the nation in timely decisions of development applications through to 2020 (the department is lead agency for this target).

The department progressed toward this target with:

- 421 Land Use applications assessed, with 80 per cent processed within statutory timeframes (increased from 73 per cent last year)
- 345 Crown Development applications assessed, with 88 per cent processed within statutory timeframes (increased from 57 per cent last year)
- 3379 Land Division applications assessed, with 95 per cent completed within statutory timeframes (increased from 85 per cent last year).

The department's continued work on planning reforms achieved the following outcomes:

- Total 'Development Cost' value of land use applications:
 - assessed by Development Assessment Commission - \$1.56b
 - assessed by Minister for Planning - \$214m.

Inner Metropolitan Development Assessment (for proposals over \$10m) as at 30 June 2015:

- 22 projects with a combined estimated value of \$805m were granted Development Plan Consent by the Inner Metropolitan Development Assessment Committee
- 13 projects with a combined estimated value of \$513.2m were under active assessment
- 24 projects with a combined estimated value of \$1.19b were progressing through the pre-lodgment service
- 12 potential projects with a combined estimated value of \$463m were the subject of preliminary enquiries.

Major Developments (under the *Development Act 1993*) as at 30 June 2015:

- 18 major developments equating to over \$12b were being considered for major development status
- 1 proposal was declared a major development
- 9 proposals previously declared major developments were under active assessment.

State Coordinator-General initiative as at 30 June 2015:

- 32 development proposals with a total estimated value of \$348m were determined to be of economic significance to the State, of these:
 - 11 proposals with a combined estimated value of \$151.5m were granted Development Plan Consent by the Development Assessment Commission
 - 17 additional proposals were lodged with the Development Assessment Commission for assessment.

Planning and Development Fund:

- The Open Space and Places for People grant programs contributed \$10.5m towards 44 local government projects. This included a \$278 000 grant to Adelaide City Council for the Park Lands Trail Project.
- The Fund also provided \$3.12m towards Vibrant City and Riverbank Precinct projects.

Target 40: Food Industry

Grow the contribution made by the South Australian food industry to \$20 billion by 2020.

The department supports the protection of food production through planning policies in the *South Australian Planning Strategy* to concentrate population growth and development in existing urban areas and reduce Adelaide's spread into surrounding agricultural and natural areas.

The Kangaroo Island Futures Authority Board funded a project to identify the skills and business development needs of local food and wine producers. The result will be an audit with recommendations for consideration by the Kangaroo Island Brand and Industry Alliance and the Kangaroo Island Food and Wine Association.

The department provided valuation information to PIRSA to provide information to international markets to foster and promote primary production investment in South Australia.

A Modern Transport System for Agriculture—A New Partnership Approach, a report produced in collaboration with Primary Producers SA and PIRSA and the department, identifies priorities for regulatory reform and 'last mile' investments to improve the performance of the regional road network to meet industry needs to reduce red tape and costs for farmers and agribusinesses.

Target 44: Aboriginal lands – Native title

Resolve 80% of native title claims by 2020.

The department:

- facilitated Historic Land Tenure searching to assist the Attorney General's Department in the determination of Native Title.
- supported completion of the Good Order Audit of all Aboriginal Land Trust land holdings.

Target 50: People with disability

Increase by 10% the number of people with a disability employed in South Australia by 2020.

At 30 June 2015 the department had 48 employees who declared that they had a disability which represents 1.5 per cent of the workforce.

The department is committed to achieving a diverse, discrimination-free workplace and provides staff with information about working with people with a disability, as well as workplace modifications and other support.

The *Attracting the People We Need* strategy provides opportunities through recruitment processes and calls for all vacancies up to and including the ASO4 level to be posted on the Disability Employment Register.

The department is collaborating in a Change @ SA program which provides a platform for partnerships with organisations that assist people with a disability to live and work in the community. The department employs six staff through this initiative.

Target 52: Women

Have women comprising half of the public sector employees in the executive levels (including Chief Executives) by 2014 and maintain thereafter.

At 30 June 2015 the department had 13 female executives, which represents 28.8 per cent of its executive cohort.

In addition, the department's Office for Recreation and Sport endeavoured to increase women's overall board representation via two initiatives:

- the Gender Diversity Project to encourage state sporting organisations to increase the diversity of their boards, workforce and volunteers
- a Women on Boards networking event that introduced more than 50 professional women seeking Board appointments to representatives of 37 leading state sport and recreation organisations.

Target 53: Aboriginal employees

Increase the participation of Aboriginal people in the South Australian public sector, spread across all classifications and agencies, to 2% by 2014 and maintain or better those levels through to 2020.

At 30 June 2015 there were 82 Aboriginal employees, which represents 2.6 per cent of the workforce.

Through the Walpaara Anpa Awards the department creates a pathway to future learning and employment, and during 2014-15 provided 16 internal Aboriginal employment opportunities; one Yurangka Kari cadetship; ten Aboriginal Clerical Traineeships; four Aboriginal Plant Operator Traineeships; and one graduate.

Target 56: Strategic infrastructure

Ensure that the provision of key economic and social infrastructure accommodates population growth (the department is lead agency for this target).

The department delivered or initiated a number of transport projects to prepare for a growing population in Greater Adelaide.

- North-South Corridor works:
 - completed the South Road/Ashwin Parade intersection upgrade, as part of early works for the Torrens Road to River Torrens Project
 - commenced the upgrade of the South Road-Richmond Road intersection, and duplication of James Congdon Drive from South Road to Sir Donald Bradman Drive

- awarded the Torrens Road to River Torrens Project contract to the department's first road construction Alliance
- commenced the procurement process for the Darlington Upgrade Project
- released a scoping report for a 10 Year Strategy to deliver the North-South Corridor
- opened the Southern Expressway to two way traffic
- commenced construction on the new South Eastern Freeway Interchange at Bald Hills Road, Mount Barker.

The *Mount Barker, Littlehampton and Nairne Strategic Infrastructure Plan*, released by the State Government and the District Council of Mount Barker, identifies the strategic infrastructure, such as transport, power, water, education, health, emergency services and community facilities, needed to support new urban growth in the area. It also identified that the need for a new interchange along the South Eastern Freeway at Bald Hills Road is part of this plan.

Works to ensure good rural road infrastructure included:

- upgrade of the Bute to Kulpara Road and the Main North Road upgrade between Laura and Gladstone
- the \$10.5 m Penola Southern Bypass
- \$4.0m to the Shoulder Sealing Program
- \$9.2m to the Rural Road Safety Program
- \$11.3m was allocated to the Rural and Remote Program
- resealing / rehabilitation of about 520 lane km of roads across the State.

The planning and delivery of the \$14.2m Heavy Vehicle Safety and Productivity Program Round 4 (with the department's contribution of \$3.2m) was commenced by the department, and includes new and upgraded rest areas on the Eyre and Stuart Highways and working with local councils as they deliver approved road upgrades on the local road network.

A vital part of the rural road network, the River Murray ferry fleet received funding for two more steel-hulled ferries to replace the fleet's remaining timber-hulled craft, which are more than 60 years old and reaching the limit of their lifespan. Eight the new steel-hulled craft are already in operation and another two have been commissioned.

In aviation infrastructure, the department completed airstrip works at Amata, Murpatja, Mimili, Umuwa, Ernabella, Oak Valley, Kingoonya and Marree; runway widening at the Coober Pedy airport; and Airport Master Planning and development of draft master plans for 19 regional airports. In addition the Kangaroo Island Futures Authority supported the Kangaroo Island Council's submission to the National Regional Infrastructure Fund to support expansion of the Kingscote Airport.

The draft Integrated Transport and Land Use Plan (ITLUP) was finalised in preparation for release in mid-2015. The development of the South Australian Freight Strategy and Ports Strategy is underway. Both building on the ITLUP and the *Regional Mining and Infrastructure Plan* which are to be implemented with the support of the Resources Infrastructure Taskforce. The department also prepared a plan for transport infrastructure for regional and remote Australia in partnership with the Australian Government.

The department managed a program of more than 350 building construction projects with a total value of more than \$2b on behalf of government agencies.

Completed projects:

- James Nash House redevelopment
- Port Lincoln Country General Hospital redevelopment
- Brighton Secondary School Cafeteria Hall & Library addition
- Modbury Hospital redevelopment
- Ashford Special School relocation
- Campbelltown R-12 School redevelopment
- Para West Adult Campus TAFE relocation
- Port Augusta Special School relocation
- Kensington Centre Special School relocation
- Klemzig Primary School redevelopment.

Ongoing building construction projects:

- Adelaide Convention Centre redevelopment
- Transforming Health Program redevelopment
- Northfield prisons infrastructure
- Mount Gambier Prison Accommodation Unit addition
- Adelaide Festival Centre Roof and Plaza upgrade
- Eastern Fleurieu R-12 School Strathalbyn Campus redevelopment.

Completed fit-outs to government office accommodation:

- State and Police Ombudsman, Level 9 55 Curie Street Adelaide
- Adelaide Allianz Centre, Civil and Administrative Tribunal L4 and L7
- Western suburbs Community Dental Clinic
- Citi Centre, Level 9 SA Health.

The department also delivered (fully or substantially) built heritage projects under the Historic Buildings Conservation Program in partnership with other state government agencies:

- Ayers House - external conservation (slate roofing, walls and timberwork)
- SA Institute Building - external conservation (roof lantern, walls, external timberwork, and stormwater improvements)

- Government House - external conservation Stage 2 (slate roofing, walls and timberwork)
- Torrens Island Quarantine Station – Conservation Management Plan and various works to significant structures
- Edmund Wright House east (King William) - facade conservation.

The Office for Sport and Recreation supported sport and recreation infrastructure by approving 51 grants valued at \$5.8m for facilities in metropolitan communities and 58 grants valued at \$2.3m for facilities in regional communities. It also undertook upgrades at some of the state's major sporting infrastructure, including at the SA Athletics Stadium, Netball SA and the Adelaide Super-Drome.

Target 59: Greenhouse gas emissions reduction:

Achieve the Kyoto target by limiting the state's greenhouse gas emissions to 108% of 1990 levels during 2008-2012, as a first step towards reducing emissions by 60% (to 40% of 1990 levels) by 2050.

The department continued to deliver the TravelSMART program to households in targeted communities.

Hydraulic start technology on three ferries allows the diesel engines to automatically shut down when the ferry is docked and to restart hydraulically when required. This has achieved an estimated fuel saving of 31 750L per year and a CO2 emission reduction of up to 86 tonnes per year.

The department has two hybrid cars and one all-electric car in its vehicle fleet for staff use, and encourages alternative travel modes such as bicycles, car pooling and public transport for work-related travel.

Significant investment in the public transport network to increase patronage in Metropolitan Adelaide and reduce greenhouse gas emissions associated with private car use.

In response to a KPMG review into the impact of increasing utility costs on sport and recreation organisations, the department's Office for Recreation and Sport led several initiatives:

- Sustainable Clubs (part of the STARCLUB Club Development Program) to help organisations that are responsible for maintaining sports grounds to plan for more efficient energy and water use
- Greening Your Club resources to equip organisations with knowledge and tools to reduce their environmental impact and utility use
- A fact sheet explaining eligibility requirements under the *Recreation Grounds Rates and Taxes Exemption Act 1981*.

The department is working with the Department of Environment, Water and Natural Resources and the City of Adelaide to explore opportunities under the Carbon Neutral Adelaide initiative. This initiative was announced by the Governor of South Australia in his speech outlining the government's agenda for South Australia, delivered to State Parliament on 10 February 2015.

Target 60: Energy efficiency – dwellings

Improve the energy efficiency of dwellings by 15% by 2020.

Target 61: Energy efficiency – government buildings

Improve the energy efficiency of government buildings by 30% by 2020.

Working toward both energy efficiency Targets, dwellings and government buildings, the department's building construction procurement processes include a broad range of environmental measures. The annual programs related to the owned building asset portfolio are committed to lighting, air-conditioning and mechanical plant upgrades to achieve energy performance. Building improvements included:

- installation of energy efficient air conditioning plant at Crystal Brook, the Motor Vehicle Depot at Regency Park and the Holden Hill Police Station
- T5 lighting upgrades at 136 North Terrace (Roma Mitchell House), Holden Hill Police Station and 5 Whitehead Street, Whyalla

Peak energy demand levels were revised for 65 Conyngham Street, Glenside and Netley, resulting in substantial electricity cost savings.

The Government Employee Residential Program procured 18 modern, 6-star energy rated dwellings as part of the housing renewal program and acquired, under long-term leases, three 6-star energy rated properties in Port Lincoln. These properties include energy-efficient solar panels, fixtures and fittings, northerly orientation of living areas, and verandahs for shading. Twenty older, less energy-efficient houses were sold.

Target 63: Use of public transport

Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018 (the department is lead agency on this target).

The estimated metropolitan public transport patronage in 2014-15 was 6.8 per cent of total public transport and car use (*source: Australian Bureau of Statistics*), up from 2013-14 due to the completion of improvements such as the extension of the Seaford rail line.

Improvements in Adelaide Metro technology and monitoring enabled the recording of all free trips for the first time: patrons made more than 8 million free trips using free services such as the Adelaide Oval Footy Express, City Connector, Free City Tram and Free Jetty Road Glenelg Tram. With the inclusion of all free travel, the estimated metropolitan public transport patronage in 2014-15 was 7.2 per cent of total public transport and car use (*source: ABS, DPTI*).

Other initiatives and actions to increase public transport use include:

- introduction of double decker buses, with more seating capacity than rigid and articulated buses, on Adelaide Hills routes and Jet Express airport transfers
- introduction of new electric railcars on the Seaford and Tonsley lines, bringing the total to 19 sets
- re-profiling of rail tracks (rail milling) to improve train ride quality and infrastructure
- improvements to Adelaide Metro's online Journey Planner to make it more responsive and user friendly, enabling quicker planning of public transport journeys
- expanded use of GPS data from the Metrocard system to optimise real-time passenger information and journey planning, and improve performance monitoring of the bus network to assist more accurate planning of future services
- completed expansions of Park 'n' Ride facilities at Smithfield (extra 136 spaces) and Noarlunga (extra 189 spaces)
- completed upgrades at Broadmeadows and Parafield stations
- continued investigations, in cooperation with UniSA, into development of an inner city bus depot at a vacant site on Currie Street.

Target 68: Urban Development

By 2036, 70% of all new housing in metropolitan Adelaide will be built in established areas (the department is lead agency on this target).

A departmental review of housing and land supply data conducted as part of the update of *The 30-Year Plan for Greater Adelaide* shows that a ratio of infill to greenfield development of 62:38 was achieved in 2014.

Urban development in established areas is supported by:

- continued planning reforms and streamlined assessment practices for the City of Adelaide and inner suburbs, which have been instrumental in unlocking over 100 development proposals with a combined estimated value of \$4.2b and have the potential to generate an estimated 55 400 jobs in the property industry and development sector
- targeted mixed-use, multi-storey infill development in new Inner and Middle Metropolitan corridors, facilitated by development plan amendments and rezonings under the Inner Metro Growth Project
- the update of *The 30-Year Plan for Greater Adelaide*, which will put more focus on the regeneration of existing suburbs in order to reduce expansion on the urban fringe
- population projections prepared by the department every five years to support efficient planning and delivery of services and infrastructure

- a change to the *Urban Renewal Act 1995* to enable the amendment of development plans to adopt precinct master plans and the assessment of developments in precincts established under the Act
- data such as land use codes and valuations, which support planning and decision making for new developments by identifying areas with potential uplift in value as a consequence of planning changes.

Target 83: Sport and Recreation

Increase the proportion of South Australians participating in sport or physical recreation at least once per week to 50% by 2020 (the department is lead agency for this target).

The department, through the Office for Recreation and Sport:

- implemented the Sports Vouchers program giving primary school children a discount on membership in sporting clubs
- expanded the STARCLUB Club Development Program to include 2383 registered organizations and a team of seven STARCLUB Field Officers working with 30 regional councils
- developed a new decentralised model for local delivery of the VACSWIM program
- worked with the recreation sector to implement a new governance structure for the South Australian Trails Network, giving them more influence over its future development
- contributed to the State Mountain Bike Strategy and supported plans to develop the Mount Lofty Ranges as an international mountain biking destination
- hosted an array of national and international events, including cycling, swimming, athletics and taekwondo
- upgraded State-owned sporting infrastructure, including at the SA Athletics Stadium, Netball SA and the Adelaide Super-Drome.

ORS also continued to boost the State's coaching and officiating capability by:

- delivering 23 courses to 361 participants through the State Coaching and Officiating Centre
- updating the Essentials for Coaching Children course with new resources such as online coaching videos
- hosting two Elite Coaching Seminars (in Mount Gambier and Adelaide)
- expanding the Coloured Shirt Program for new and beginner coaches to 27 sports organisations.

ORS continued to support opportunities for people of all ages, genders, abilities and backgrounds by:

- introducing I-Net, a quarterly inclusion network bringing together 30 state, local and non-government organisations working in disability, culturally and linguistically diverse and Aboriginal and Torres Strait Islander (ATSI) communities
- hosting a Disability Round-table to discuss shared good practice in programs, administration and culture
- organising the From Diversity Comes Innovation and Growth Conference, which attracted 220 delegates to address the changes and challenges around inclusion in sport
- providing clubs with a comprehensive package of resources for the Fair Enough—Everyone in Sport Deserves Respect campaign to educate parents and supporters about good behaviour on and off the field and promote inclusion.

ORS also distributed 801 sport and recreation grants totaling \$16.6m, including \$3.5m to non-metropolitan areas:

- 51 grants (\$5.8m) for facilities in metropolitan SA and 58 grants (\$2.3m) for facilities in regional communities
- grants to 410 clubs (\$1.6m) for activities such as volunteer training, first aid materials and purchase of sport equipment
- grants to 110 projects (\$3.2m) to help organisations further develop capacity and address barriers to inclusion
- grants to 74 peak bodies (\$3m) to provide sustainable leadership, policies and support services to more than 3000 clubs.

Future Directions

Deliver a modern, safe, accessible and reliable public transport network

- Review the Adelaide Metro network to redesign and modernise the bus network to provide customer-focused services, including implementing strategies to simplify the bus network and improve travel time and reliability, focussing on high capacity, high frequency corridors and access to major activity centres, tertiary education centres, hospitals and sporting hubs.
- Continue planning investigations for development of the AdeLINK tram network.
- Continue planning for the Darlington public transport project.
- Plan for 'Super Stops' within the CBD.
- Plan for extension to services to new growth areas in Adelaide, and define and protect future rail corridor extensions.
- Prepare Regional Passenger Transport Plans for regional South Australia.
- Continue planning for the electrification of the Gawler Rail Line to optimise infrastructure upgrade and delivery of services (\$152.4m to extend electrification from Adelaide to Salisbury); works to start in 2017-18 and finish in 2019-20.

Buses, trains and trams:

- Review bus stop locations and timing points to facilitate more efficient services and improve on time running and reduce journey time for passengers.
- Review train timetables with the aim of improving travel times, on time running and fleet utilisation across the network.
- Review tram timetables with the aim of improving capacity between Glenelg and the Adelaide Entertainment Centre by reducing shuttle services confined to the CBD and increasing service frequency.

Park 'n' Ride facilities:

- Develop 'shovel ready' plans for expansion or greenfield development of up to 10 priority sites.

Station security and amenity upgrades:

- Start the \$4m station upgrade program (\$1m per year over the next four years), including an upgrade of Albert Park Station and improved CCTV and lighting at selected sites.
- Upgraded audio visual systems for the Adelaide Railway Station.

Make Adelaide a more vibrant city with a continued focus on cycling and walking

Planning in accordance with the draft Integrated Transport and Land Use Plan (ITLUP):

- Finalise South Australia's Cycling Strategy, which aims to help double the number of people cycling in the State by 2020, as set out in *South Australia's Strategic Plan*.

Cycling programs:

- Continue to develop the Beulah Road and Braund Road bicycle boulevards.
- Establish a new four year, \$6.5m program of bicycle boulevards and greenways (to replace the completed Greenways and Cycle Paths program) to deliver low-stress, low-traffic routes that connect traffic-calmed local streets with new off-street shared-use paths and arterial road crossings.
- Introduce new cycling-friendly road rules to improve conditions for bicycle riders—in the form of legislation to define the overtaking space between a vehicle and cyclist and change regulation to allow cycling for all ages on footpaths.

Maintain the transport network and ensure it meets the needs of all users

Launch Operation Moving Traffic with extensive community and stakeholder consultation to identify short-term operational improvements to increase reliability of travel time, safety and service delivery for people and goods across metropolitan Adelaide's road and public transport systems.

Release a Road Works Portal through the Traffic Management Centre (TMC) to allow road workers to apply for a permit to work on the DPTI road network, as well as track the approval process, see past permits, potentially supply immediate approvals, avoid conflicts with other road works and special events, upload relevant documentation and notify the TMC when on and off site.

Upgrade the CCTV system used by the TMC with full digital internet protocol (IP) video equipment to improve the system's reliability, flexibility and resilience and increase the Centre's ability to manage incident responses and archive critical data to aid in the development of future responses.

Continue works on the new South Eastern Freeway Interchange Project at Bald Hills Road, Mount Barker, to be completed in mid 2016.

Progress the Gawler East Collector Road Project, including planning for a local road in the Gawler East residential development to support future expansion and associated upgrade works at the intersection of Main North, Potts and Para Roads.

Undertake shoulder sealing works on the rural road network, including the completion of the Karoonda Highway.

O-Bahn City Access Project (following necessary approvals):

- Complete early works packages such as service relocation during the last quarter of 2015.
- Progress plans to award a Design and Construct contract in late 2015, with view to starting construction in late 2015 / early 2016.

Undertake critical road maintenance (with an additional \$70m over four years from the 2015-2016 State Budget):

- Waterloo Corner Road - almost 2 km from Whites Rd to Lawrie St
- RM Williams Way - about 6 km between Spalding and Hutt River
- Happy Valley Drive - almost 1 km from Manning Rd to Windebanks Rd
- Copper Coast Highway - about 17 km west of Paskeville
- Daws Road – about 800 m from Winston Ave to Goodwood Rd
- Main South Road - more than 1 km between Myponga and Yankalilla.

Deliver a further two steel-hulled ferries to the River Murray ferry fleet service.

The department will continue to implement *A Modern Transport System for Agriculture – 90 Day Project* in partnership with Primary Producers SA and Primary Industries and Regions SA (PIRSA). The proposed regulatory reforms will be finalised in collaboration with primary producers and the National Heavy Vehicle Regulator and will:

- reduce red tape and costs for farmers and agribusinesses
- focus on implementing all the short term reforms and conduct investigations of others to develop a multi year investment program for consideration by the commonwealth, state and local governments.

Marine assets:

- Commence works on the refurbishment of the two inner breasting dolphins at Port Bonython
- Complete restoration works on the Port MacDonnell jetty
- Replace stairs at the Port Noarlunga Jetty to accommodate diving activities
- Upgrade the Coffin Bay channel aids to navigation.

Undertake improvements to regional roads (with funding of \$203m, including \$136m in State Government funds and \$67m in Australian Government funds):

- \$18.8m to transport upgrade works on the APY Lands
- \$13.1m to strategic route reviews and road safety improvements on the Victor Harbor Road, Main South Road and Augusta Highway
- \$10m to improve road infrastructure, including shoulder sealing
- \$8.8m to the Rural Road Safety Program

- \$8.3m to the upgrade of the Sturt Highway under the National Highway Upgrade Program
- \$7m to the Adelaide Hills Priority Program for specific road safety improvements in areas with high crash rates
- \$5.8m to the Rural Freight Improvement Program
- \$11.8m for the Rural and Remote Program for ongoing road improvements mainly in the outback
- \$23.1m to the Bald Hills Road interchange on the South Eastern Freeway at Mount Barker.

Rail Revitalisation:

- Commission the remaining three electric railcars for the Seaford line.
- Commence works to enhance signalling and communications to improve safety, reduce faults and maximise service reliability.
- Complete installation of the Automatic Train Protection (ATP).
- Complete the planning study for the Oaklands Park level crossing and provide recommendations on the preferred short and long term options.
- Finalise planning and commence delivery of the Torrens Rail Junction Project.

Continue with the review of South Australia's transport laws, including the *Motor Vehicles Act 1959* and the *Road Traffic Act 1961*, in order to:

- facilitate personal mobility and choice
- take better advantage of technology to benefit services, administration and enforcement and bring the legislation up to date with current trends and technologies, such as the trialling of driverless cars
- better shape user behaviours by improving education, service, incentives and enforcement
- better link legislation related to transport connections, movements and networks with broader land-use development considerations
- increase State's productivity by connecting industry to market
- improve management of supply and demand to reduce congestion, emissions, delays and avoidable costs incentivising better travel choices
- cut red tape and duplication, simplifying and consolidating the legislation to reduce fees and charges.

Provide the infrastructure to help South Australia reach its social and economic potential

Progress the APY Main Access Road Upgrade project by commencing construction on the section of road between the Stuart Highway and Indulkana in September 2015 and on the section between Pukatja and Umuwa in early 2016, and working towards targets for local Anangu employment.

Continue to explore funding opportunities through Infrastructure Australia for the Strzelecki Track upgrade and sealing to support growth in the oil, gas and other regional economic sectors.

Continue to support the Resources Infrastructure Taskforce to implement the *Regional Mining and Infrastructure Plan* to support the progression of mining developments through the provision of transport infrastructure.

Develop the South Australian Ports Strategy and Freight Strategy.

Provide submissions on behalf of State Government to Infrastructure Australia as part of their development of a 15 year Australian Infrastructure Plan.

Address Arrium's request for a fourth Transshipment Point off Whyalla to maximise the efficiency and operational security of its iron ore transshipping operations.

Commissioner for Kangaroo Island:

- Work with the community and the Kangaroo Island Council to confirm areas for future development and establish management plans to enhance the environmental, economic and social prosperity of the Island.
- Work with industry and community organisations to promote local services and products via a new web presence.

Aviation:

- Assist Councils in finalising regional airport master plans.
- Develop a funding strategy for State airports based on results of the Airport Master Planning project.
- Assist remote communities with applications for the Commonwealth Remote Airstrip Upgrade Program and manage successful applications and State funding contributions.

Continue construction of a non-stop North - South Corridor from Gawler to Old Noarlunga to support economic development

Commence works on the Torrens Road to River Torrens Project site at the end of July / early August 2015; complete early works at South Road / Richmond Road and also James Congdon Drive by the end of 2015; start early works for capacity upgrades of Park Terrace / Fitzroy Terrace / Torrens Road intersection in mid July 2015, to be completed by end of 2015.

Progress plans to award the Darlington Upgrade Project major works contract in November 2015.

Progress planning, preconstruction activities and early works for the Northern Connector road project with the aim of commencing major construction works in May 2016.

Finalise the planning study for the development of the non-stop section of road from Anzac Highway to Darlington.

Deliver safer roads and waters and change risky behaviour

Continue delivery of the On the Right Track Remote driver licensing program to communities in the APY and MT Lands.

Road safety upgrades:

- Complete the safety upgrade of the intersection of North East and Sudholz Roads.
- Construct roundabouts in semi-rural locations to reduce right turn crashes at intersections.
- Undertake infrastructure treatments in rural locations to reduce the incidence and severity of head-on and run off road crashes.
- Continue to undertake road safety infrastructure investment in the Adelaide Hills.

Heavy vehicle safety:

- Complete delivery of the \$14.2m Heavy Vehicle Safety and Productivity Program (with the department's contribution of \$3.2m), including new and upgraded rest areas on the Eyre and Stuart Highways and working with local councils as they deliver approved road upgrades on the local road network.
- Distribute a training video on how to safely descend the South Eastern Freeway to national training organisations and all licence holders upgrading to a heavy vehicle.
- Distribute a Heavy Vehicle Drivers Handbook to driver training and transport industry members and all licence holders upgrading to a heavy vehicle.
- Implement the national heavy vehicle driver competencies.

Way2Go:

- Increase the percentage of local council partners in the Way2Go primary school road safety education program from 50 per cent to 60 per cent.
- Continue to increase annual participation in the Way2Go Bike Education program to more than 8000 primary school students in 90 schools by June 2018.

Other road safety initiatives:

- Introduce a motorcycle refresher course for returning riders.
- Continue promotion of the Safer Driving Tips Campaign.
- Review the *Road Safety Strategy 2020–Towards Zero Together* and develop South Australia's Road Safety Action Plan 2017-2020.
- Introduce the Code of Practice for Motor Driving Instructors and the Rules Governing Authorised Examiners.
- Implement the self-assessment process allowing eligible drivers 75 years and older to assess and declare their own fitness to drive.

Marine safety:

- Transition functions under the national marine safety system to the Australian Marine Safety Authority (AMSA), starting with the cessation of vessel survey and participation in the national system pilot from 1 July 2015.
- Remove the requirement for applicants to take a written examination for an electronic boat operators licence to allow for immediate feedback to the applicant on any errors made in the exam and referrals to the Boating Safety Handbook for more detailed revision, as well as reduce the time needed for the examination and marking.
- Mount an education campaign on the benefits of wearing personal flotation devices (PFDs) in recreational vessels to increase public awareness of how PFDs can save lives and ease recovery from the water.

Provide strategic land use and transport planning and development function supporting government policy and strategic objectives.

Contribute towards strategic land use, transport planning and development functions supporting state government policy and objectives in response to the recommendations of the Expert Panel on Planning Reform.

Land use planning and investment:

- Support streamlined development proposal and assessment processes, particularly for Adelaide city and the inner suburbs, to help generate economic activity and underpin the state's competitiveness in attracting people, business and investment.
- Support the Coordinator-General in providing a case management service for economically significant development proposals valued at more than \$3m and providing expert advice to government and the Development Assessment Commission (DAC).
- Complete the update of *The 30-Year Plan for Greater Adelaide* in consultation with key stakeholders and release the draft plan for community feedback.
- Update and develop new design guidelines for architecture and the built environment in conjunction with the update of *The 30-Year Plan for Greater Adelaide* and legislative reform.
- Support implementation of the State Government's *Renewing our Street and Suburbs* five year housing strategy through the Assistant State Coordinators-General and the DAC.
- Continue to provide investment from the Planning and Development Fund in projects that promote activation of Adelaide city and the Park Lands and support the development of healthy neighbourhoods.
- Finalise concept plans for the first Park Lands demonstration project and work with Adelaide City Council, the Adelaide Park Lands Authority, inner metro councils and the community to prioritise further projects.

- Produce a suite of tools to help building owners, designers and assessors reactivate underutilised buildings in Adelaide city; tools could include concessions to the National Construction Code and supporting guidelines.

Progress development plan amendments (DPAs):

- Inner and Middle Metropolitan Corridor Infill DPA, the second stage of the Inner Metro Growth Project, to facilitate mixed-use, multi-storey infill development in new corridor areas.
- Multiple DPAs to amend centres-related land-use planning processes and policies and create a consistent framework to support business opportunities and efficient provision of services and facilities in response to changing population growth, retail offerings, shopper behaviour, and business innovation and competition.
- Gillman DPA to guide the development of land for employment generating activities at Gillman / Dry Creek and at Wingfield in western Adelaide and allow for a range of business opportunities, including transport logistics, distribution centres and warehousing, manufacturing and service industries.
- Minda Brighton Campus DPA to implement Minda's Masterplan for its North Brighton campus, which includes medium-density supported and retirement accommodation and ancillary uses such as offices, consulting rooms and small shops; the project involves development valued at around \$250m over ten years and will ensure the continuation of Minda's disability care services.
- Park Lands DPA to enhance land-use policy so that applications for appropriate forms of public infrastructure such as the O-Bahn City Access Project can be assessed for development within the parklands.

Progress the 19 major development proposals under consideration at 30 June 2015, which represent an estimated total value of more than \$12b.

Undertake the Mount Lofty Ranges Watershed Policy Review, which aims to provide a more flexible policy framework to unlock development potential in the area, capitalising on its importance for food production and tourism, while ensuring the protection of water quality for metropolitan Adelaide's supply.

Undertake the Primary Production Policy Review, which aims to clarify key policy issues and create a consistent policy framework across South Australian development plans in order to provide greater flexibility and opportunities for economic diversity.

Undertake the Resource Area Management Plan, a joint initiative with the Department of State Development, to mitigate potential issues at the interface of urban encroachment (sensitive uses) and quarries or mines, leading to a collaborative, strategic approach assisting both the extractives sector and the housing and construction industry.

In conjunction with the Department of State Development provide advice on the preferred commercial solutions to bulk mineral export infrastructure on Spencer Gulf. This work is being led by the Resources Infrastructure Taskforce.

Release government land in Port Augusta and Wallaroo to create private development opportunities.

Support sport and recreation through the development of policy, programs and resources and the promotion of physical activity

South Australian Sports Institute:

- Continue to prepare SASI athletes for competition at international benchmark events, including world championships, leading up to the 2016 Olympic Games in Rio de Janeiro.
- Collaborate with the Australian Institute of Sport, other state sports institutes and national sporting organisations to develop strategies, plans and formal agreements for the 2020 Tokyo Olympics cycle.
- Expand leading edge applied research in the area of altitude training to include heat and humidity components, with hosting of a PhD student to further research capacity and output.
- Continue to work with the University of Adelaide Sports Engineering department to host and engage undergraduate and postgraduate students in innovative applied sports projects.
- Expand the Athlete Management System database (currently used to provide online scholarships) for critical daily training Sport science data as well as sports medicine reporting and athlete training monitoring.

Office for Recreation and Sport (ORS):

- Expand participation in the Sport Vouchers to increase the numbers of primary school children playing organised sport.
- Develop, in partnership with the Local Government Association, a framework to guide the planning and development of regional sporting facilities by councils, state and local sport associations, recreation organisations and ORS.
- Continue to support the SA Trails Network, specifically development of a masterplan by the recreation sector in consultation with activity groups and state government agencies to identify and prioritise opportunities to enhance the network.

- Progress strategies to address the impact of higher utility costs on sport and recreation organisations by:
 - partnering with the Conservation Council of SA to develop an environmental sustainability training program for volunteers
 - participating via the steering committee in the Irrigated Public Open Space Code of Practice review
 - completing a series of case studies of efficient utility management in sport and recreation.
- Complete facilities upgrades and support redevelopment works at:
 - International Sports Gateway, including an additional 135 m of spectator seating at SA Athletics Stadium (Stage 2) and resurfacing of 26 outdoor courts at Netball SA
 - Campbelltown Leisure Centre to deliver a five-court stadium, five squash courts, a 25-m pool and leisure pool area
 - Kilburn Primary School to deliver playing and training facilities for the West Adelaide Hellas Soccer Club (Stage 1).
- Facilitate use of state-owned facilities for high-profile national and international sporting events, including the Australia Masters Games, Pacific School Games, National Track Championships (cycling), Australian Swimming Championships (Olympic trials), and various athletics and dragon boating events.
- Contribute to three strategies under the Premier's Schools as Community Hubs Initiative: Strategy 1 - Improve Access to Schools; Strategy 2 - Models for Achieving Schools as Community Hubs; and Strategy 5 - Infrastructure and Planning Agreement.
- Develop a practical tool to measure the value returned to the community through the development of significant community sport and recreation facilities, to support decision-making by state and local governments about the allocation of resources to those facilities.
- Develop a business case template, based on the Strategic Infrastructure Plan for South Australia business case checklist, to ensure clear, consistent applications for facility funding and assist grant decisions.

Provide efficient and effective government services

Vehicle registration, licensing and insurance:

- Implement the department's component of the Compulsory Third Party Insurance (CTPI) Market Reform to support the allocation of CTPI policies to multiple insurers, rather than the current sole supplier, the Motor Accident Commission.
- Review the Conditional Registration Scheme for Historic, Prescribed Left Hand Drive and Street Rod Vehicles.

- Online services:
 - Enable EzyReg customers to conduct licence and registration business through expanded online services (as identified under the 'digital by default' program), including the introduction of online unregistered vehicle permits, online access for new drivers entering the licensing system and online booking services for driver testing.
 - Allow customers to renew Disabled Parking Permits and Unregistered Vehicle Permits online.

Building construction projects:

- Complete capital investment program building construction projects:
 - Northfield prisons infrastructure
 - Mount Gambier Prison Accommodation Unit addition
 - Adelaide Festival Centre Roof and Plaza Upgrade
 - Eastern Fleurieu R-12 School Strathalbyn Campus Redevelopment
- Continue delivery of:
 - Adelaide Convention Centre Redevelopment
 - Anzac Centenary Memorial Garden Walk Addition
 - Transforming Health Program Redevelopment
- Commence new projects:
 - A new Adelaide CBD high school for 1 000 students specialising in health and sciences, to be located in the Reid Building on Frome Road
 - additional Children's Centres
 - various disadvantaged school redevelopments
 - Riverland Wetland Projects
 - Adelaide Festival Centre Northern Plaza Works.

Government property:

- Continue to promote strategic portfolio management and more collaborative workplace models for government office accommodation in order to achieve space efficiency improvements and cost savings.
- Finalise options, based on the findings of the Strategic Review of Government Employee Housing, for a 10 year employee housing renewal program that will include the sale, upgrade and acquisition of government-owned properties as well as an increase in the term and number of properties leased from the private housing market.
- Roll out new and amended service provision arrangements under the renewed Across Government Facilities Management contract, to commence 1 July 2015 for a period of up to nine years.
- Remove all asbestos products from five government buildings and 34 sites, in line with the *National Strategic Plan for Asbestos Management and Awareness 2014-2018*.

Progress works under the Historic Buildings Conservation Program in partnership with other agencies:

- Birkenhead Bridge
- Torrens Island (Stage 2)
- Adelaide Railway Station South Facade
- National War Memorial
- Government House (Stage 3)
- Museum East Wing
- Edmund Wright House

Undertake improvements to the management, strategic alignment and quality of valuation services to government in partnership with the private sector in order to improve independent oversight of the procurement and audit of valuation services, deliver efficiencies in government projects and land dealings, and stimulate the private valuation sector.

Land boundaries:

- Assign a cadastral boundary framework and property addressing over all indigenous communities including the Anangu Pitjantjatjara Yankunytjatjara (APY) Lands.
- Develop the geodetic data for incorporation into the National GDA2020 network adjustment to realise the future benefits of GPS.
- Produce an accurate cartographic representation of the state borders of Australia, including coastal borders, as part of the National State Border Project.

Office of Local Government:

- Finalise the Local Government Amendment Bill to reform conflict of interest provisions of the *Local Government Act 1999*, and resolve outstanding legislative amendments.
- Revise the Code of Conduct for elected members and council employees.
- Finalise the review of the 2014 local government elections.
- Determine and implement an asset sustainability levy to improve services to outback communities via the Outback Communities Authority.
- Continue the Premier's State/Local Government Forum and Executive meetings with a particular focus on regional governance models, reform of boundary adjustment processes and improving Councils' delivery of economic infrastructure.

Lands Titles Office:

- Implementation of an on-line document lodgement and settlement platform known as Electronic Conveyancing (EC).
- Introduce Legislation and undertake significant policy reforms to facilitate the introduction of EC.

State Valuation Office

As a part of the State Government Building Upgrade Finance mechanism (BUF) the department's capital values, as determined by the Valuer-General for rating and taxing purposes, are being contemplated for use in the financial assessment process for the proposed building upgrade agreements subsequent to the passing of the Local Government (Building Upgrade Agreements) Amendment Bill 2014 (the Bill).

The Bill will allow South Australian councils to enter into building upgrade agreements with owners of existing buildings and finance providers to enable building owners to access loans to improve the energy, water and environmental efficiency of existing commercial buildings, with BUF helping to unlock retrofitting activity and realise environmental and economic benefits by tackling market barriers that often impede commercial building upgrades from going ahead.

Appendices

Legislation

As at 30 June 2015 the department was responsible for administering the following legislation:

Minister for Transport and Infrastructure

Aerodrome Fees Act 1998
Air Navigation Act 1937
Air Transport (Route Licensing—Passenger Services) Act 2002
Civil Aviation (Carriers' Liability) Act 1962
Terrorism (Surface Transport Security) Act 2011
Alice Springs to Darwin Railway Act 1997
AustralAsia Railway (Third Party Access) Act 1999
Non-Metropolitan Railways (Transfer) Act 1997
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
Tarcoola to Alice Springs Railway Agreement Act 1974
Maritime Services (Access) Act 2000
South Australian Ports (Bulk Handling Facilities) Act 1996
South Australian Ports (Disposal of Maritime Assets) Act 2000
Commissioner of Public Works Incorporation Act 1917
National Soldiers Memorial Act 1949
Public Employees Housing Act 1987
Geographical Names Act 1991
Roads (Opening and Closing) Act 1991
Survey Act 1992
Valuation of Land Act 1971
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
Metropolitan Adelaide Road Widening Plan Act 1972
Proof of Sunrise and Sunset Act 1923
Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987
Road Traffic Act 1961
Motor Vehicles Act 1959
General Tramways Act 1884
Passenger Transport Act 1994
Rail Commissioner Act 2009

Minister for Transport and Infrastructure

Adelaide Oval Redevelopment and Management Act 2011
Adelaide Railway Station Development Act 1984
Golden Grove (Indenture Ratification) Act 1984
Mile End Underpass Act 2005
Mobil Lubricating Oil Refinery (Indenture) Act 1976
Morphett Street Bridge Act 1964
North Haven Development Act 1972
North Haven (Miscellaneous Provisions) Act 1986
Oil Refinery (Hundred of Noarlunga) Indenture Act 1958
Steamtown Peterborough (Vesting of Property) Act 1986
Victoria Square Act 2005
West Lakes Development Act 1969

Minister for Planning

Adelaide Cemeteries Authority Act 2001
Adelaide Show Grounds (Regulations and By-Laws) Act 1929
Character Preservation (Barossa Valley) Act 2012
Character Preservation (McLaren Vale) Act 2012
City of Adelaide Act 1998
Commissioner for Kangaroo Island Act 2014
Development Act 1993
Linear Parks Act 2006
Private Parking Areas Act 1986
West Beach Recreation Reserve Act 1987
Liquor Licensing Act 1997

Minister for Housing and Urban Development

Architectural Practice Act 2009
Community Housing Providers (National Law) (South Australia) Act 2013
Housing Improvement Act 1940
South Australian Housing Trust Act 1995
Urban Renewal Act 1995

Minister for Road Safety

Nil

Minister for Recreation and Sport

Boxing and Martial Arts Act 2000
Recreational Greenways Act 2000
Recreation Grounds (Joint Schemes) Act 1947
Recreation Grounds Rates and Taxes Exemption Act 1981
Sports Drug Testing Act 2000

Minister for Racing

Racing (Proprietary Business Licensing) Act 2000

Minister for Local Government

Local Government Act 1934

Local Government Act 1999

Local Government (Elections) Act 1999

Local Government (Implementation) Act 1999

Outback Communities (Administration and Management) Act 2009

South Australian Local Government Grants Commission Act 1992

Attorney-General - administered by the department

Bills of Sale Act 1886

Community Titles Act 1996

Law of Property Act 1936

Liens on Fruit Act 1923

Real Property Act 1886

Real Property (Registration of Titles) Act 1945

Registration of Deeds Act 1935

Strata Titles Act 1988

Stock Mortgages and Wool Liens Act 1924

Worker's Lien Act 1893

Boards and committees

As at 30 June 2015 the department provided administrative support to the following:

Minister for Transport and Infrastructure

Boating Facility Advisory Committee

Motor Vehicles Act 1959 Review Committee*

Passenger Transport Standards Committee

Port Adelaide Container Terminal Monitoring Panel

Public Employees Housing Advisory Committee*

Survey Advisory Committee

Minister for Planning

Adelaide Cemeteries Authority Board

Adelaide Cemeteries Authority Heritage and Monument Board

Development Assessment Commission

Development Policy Advisory Committee

Inner Metropolitan Development Assessment Committee

Local Heritage Advisory Committee

Minister for Recreation and Sport

Boxing and Martial Arts Advisory Committee

Minster for Local Government

Boundary Adjustment Facilitation Panel*

Outback Communities Authority

SA Local Government Grants Commission

*Note: *As a result of the State Government Reform of Government Boards and Committees a further three committees were abolished as at 1 July 2015*

Fraud

In accordance with Public Sector Regulation (2010) there were three instances of fraud confirmed during the year. One instance involved unauthorised access to a departmental system, another to falsification of timesheet records with disciplinary action taken in both instances. The third involved the inappropriate accumulation of reward points for personal benefit, with the case currently being finalized.

In addition to direct disciplinary action taken, the department continues to assess and test controls as part of its internal audit processes. Recommendations for improvement in the affected areas have been, or will be, issued and monitored.

The department's fraud control framework strategies for fraud prevention, detection, investigation, awareness, training and reporting, based on the *Australian Standard 8001-2008 Fraud and Corruption Control* will continue to be improved and strengthened during 2015-16, with the department continuing to promote appropriate behaviour in line with Code of Ethics for the South Australian Public Sector.

Reporting against the *Whistleblowers Protection Act 1993*

The department has appointed a responsible officer for the purposes of the *Whistleblowers Protection Act 1993* (WPA) pursuant to Section 7 of the *Public Sector Act 2009*.

There has been no instance of disclosure of public interest information to a responsible officer of the department under the WPA for the reporting year.

Management of human resources

The department's human resource management is built upon a principle-based framework supported by policies and comprehensive intranet-based operational procedures, Managing Our People, strategies, programs and initiatives.

Human resources information relating to the department is required to be reported to the Commissioner of Public Employment and is available on the Office of the Public Sector website at: <http://publicsector.sa.gov.au/>. Some information is also reported below.

Workforce diversity

The table below shows the number of employees by age bracket and gender

Age bracket	Male	Female	Total	% of Total	2014 Workforce Benchmark*
15-19	5	12	17	0.5%	5.5%
20-24	44	35	79	2.5%	9.7%
25-29	135	86	221	6.9%	11.2%
30-34	163	147	310	9.7%	10.7%
35-39	227	149	376	11.8%	9.6%
40-44	233	145	378	11.8%	11.4%
45-49	306	122	428	13.4%	11.1%
50-54	357	117	474	14.9%	11.4%
55-59	422	119	541	17.0%	9.1%
60-64	230	56	286	9.0%	6.7%
65+	68	12	80	2.5%	3.6%
Total	2190	1000	3190	100.0%	100.0

*Source: Australian Bureau of Statistics Australian Demographic Statistics, 6291.0.55.001 Labour Force Status (ST LMB) by sex, age, state, marital status – employed – total from Feb78 Supertable, South Australia at November 2013

Workforce adaptation

The table below shows the number of employees with disabilities (according to Commonwealth DDA definition)

Male	Female	Total	% of agency
33	15	48	1.5%

NOTE: Employees self identify and therefore not all employees with a disability may be reflected.

The table below shows the types of disability (where specified)

Disability	Male	Female	Total	% of agency
Disability requiring workplace adaptation	33	15	48	1.5%
Physical	15	6	21	0.7%
Intellectual	3	2	5	0.2%
Sensory	7	4	11	0.3%
Psychological/ psychiatric	2	1	3	0.1%

NOTE: An employee may report more than one type of disability.

Executives

The table below shows executives by gender, classification and status

Classification	Ongoing		Tenured contract		Untenured contract		Other (Casual)		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
EXEC	0	0	0	0	1	2	0	0	1	2
SAES	0	0	0	0	31	11	0	0	31	11
Total	0	0	0	0	32	13	0	0	32	13

Leave management

The table below shows average leave in days per full time equivalent employee

Leave type	2011-12	2012-13	2013-14	2014-15
Sick leave	8.0	8.8	8.9	9.2
Family Carer's leave	1.0	1.2	1.2	1.3
Miscellaneous Special leave	0.6	0.5	0.5	0.6

Performance development

The table below shows performance development information

Employees with a documented review of performance management	% total workforce
Within the 12 months as at 30 June 2015	65.1%
Older than 12 months	30.1%
No review	4.8%

Leadership and management development

The table below shows leadership and management training expenditure

Training and development	Total expenditure \$	% of total salary expenditure
Total training and development	10 891 100	3.4
Total leadership and management development	1 084 580	0.4

Employment opportunity programs

The department employed people through the following public sector-wide equal employment opportunity programs during 2014–15:

- South Australian Government Jobs4Youth program and the Trainee Employment Register
- Aboriginal Public Sector Program (includes the Aboriginal Employment Register)
- Strategy for employment of people with disabilities (includes the Disability Employment Register and participation in the Change @ SA Program; Increasing Sector Employment of People with a Disability).

Work health and safety and injury management

The *Safety and Wellbeing in the Public Sector 2010-2015* strategy embeds the Premier's Zero Harm Vision and underpins the *South Australian Strategic Plan Target 21: Greater Safety at Work*.

Safety is the centre of everything we do in the department and the health and wellbeing of our workforce is a key priority. The Chief Executive and senior leaders are committed to reducing the impact of workplace injuries and illnesses on employees and the community. The department continues to work towards creating a culture that is safety and health conscious and protects the physical and psychological wellbeing of all employees through the demonstration of our departmental values of Collaboration, Honesty, Excellence, Enjoyment and Respect.

Training on the responsibilities of Officers under the *Work Health and Safety Act 2012* was provided during the year to strengthen the knowledge of these senior leaders. This was part of the department's ongoing focus on improving risk management practices in order to identify hazards, reduce safety related incidents and improve the health and safety of the workforce.

The department's performance against the *Safety and Wellbeing in the Public Sector 2010-2015* strategy and performance targets has been regularly monitored and evaluated throughout the year, with reports provided to all executives on a quarterly basis. During this time, the department met the majority of these targets on a regular basis however it is acknowledged that there are still significant improvements that need to be made in regard to its performance. The implementation of the *2015-2020 WHS Strategic plan*, aligning the department's values and performance targets with key national and state initiatives will assist in driving the continuous improvement as we strive to achieve our zero harm vision.

Regular consultation and communication on health and safety matters has continued through quarterly meetings of the departmental Work Health and Safety Consultation and Communication Committee, which includes both employee and management representatives from across the department.

The table below shows Work Health and Safety Prosecutions, Notices and Corrective Action taken

Work Health and Safety Prosecutions, Notices and Corrective Action taken	
Number of notifiable incidents pursuant to WHS Act Part 3	8
Number of notices served pursuant to WHS Act Section 90, Section 191 and Section 195 (Provisional improvement, improvement and prohibition notices)	1
Number of prosecutions pursuant to WHS Act Part 2 Division 5	0
Number of enforceable undertakings pursuant to WHS Act Part 11	0

During 2014-15 a number of incidents were notified to SafeWork SA pursuant to part 3 of the *Work Health and Safety Act 2012*.

Of the incidents that were reported, 3 (including 1 involving a contractor) at departmental worksites required further investigation to improve safety compliance. Of the other 5 incidents, 4 were dangerous occurrences with no injuries and one was a personal illness.

One improvement notice was served during the year, which related to storm water ingress in a left well at the Tea Tree Plaza Interchange. This incident was investigated and permanent measures put in place to prevent any future flooding.

The table below shows Agency gross workers compensation expenditure for 2014-15 compared with 2013-14

Agency gross workers compensation expenditure for 2014-15 compared with 2013-14				
Expenditure	2014-15 (\$m)	2013-14 (\$m)	Variation (\$) + (-)	%Change +(-)
Hospital	\$0.12	\$0.17	-\$0.05	-30.02
Income Maintenance	\$1.38	\$1.24	+\$0.14	+11.66
Investigations	\$0.02	\$0.04	-\$0.02	-39.34
Legal expenses	\$0.27	\$0.20	+\$0.07	+35.92
Lump Sum	\$1.82	\$0.87	+\$0.95	+108.96
Other	\$0.06	\$0.04	+\$0.02	+54.54
Registered Medical	\$0.91	\$0.81	+\$0.10	+12.34
Rehabilitation	-	-	-	-
Travel	\$0.03	\$0.02	\$0.01	+18.38
Total Claim Expenditure	\$4.61	\$3.39	+\$1.22	+36.02

Consultants

The following table displays the department's use of consultants and the nature of work undertaken during 2014-15.

Consultant	Purpose of consultancy		\$
Value below \$10 000			
Various		3	14 415
Sub total		3	14 415
Consultant	Purpose of consultancy		\$
Value \$10 000 or more			
Deloittes Access Economics	Fee model review		10 000
Durbin Commercial Advisory	Spotless fee model		12 230
Realtycorp Property Solutions	Provision of land disposal strategy		12 500
Ernst & Young	Review tenderers financial information		16 716
Rider Levett Bucknall	Fee schedules and replacement Analysis		18 720
Rider Levett Bucknall	Model preparation and tender assessment		19 945
Deloittes Access Economics	Economic and social value of sport and recreation to South Australia report		20 783
Brian Dale & Associates	Media and communications strategic advice		22 258
Juturna Consulting	Heavy vehicle road user charging reform/Road pricing and investment reform in SA road portfolio		30 000
BDO Australia Limited	Utility management project - improving sport clubs maintenance/utility usage		38 875
Caravel	Governance and procurement reform		40 000
Ernst & Young	Commercial model for hub facility and benchmarking		58 001
KPMG	Delivery governance review		49 737
Sub total		13	349 765
Total		16	364 180

Urban design charter

The *South Australian Urban Design Charter* (the Charter) commits government agencies to achieve good urban design and foster liveable, efficient, creative, sustainable and socially inclusive environments through the design of public places and their interaction with private buildings. It applies to urban areas, including metropolitan Adelaide, regional centres and country towns.

The Office for Design and Architecture SA (ODASA) provides assistance to other State Agencies in meeting the objectives of the Urban Design Charter.

The department directly contributed to the enhancement of South Australia's public realm in 2014 – 15 through the following initiatives:

South Australian Government Architect and ODASA

ODASA supports the Government Architect's role as an advocate for design excellence in the built environment.

In promoting the value of excellent and effective design, the Government Architect:

- Provides strategic advice to the South Australian Government on design, planning and development of major projects, policy and processes.
- Leads and delivers design review in South Australia.
- Measures and communicates the value of design and publishing best practice guides.
- Establishes policy and practice frameworks for achieving design quality in the built environment.
- Values the successful development of our future heritage.

The Adelaide Festival Plaza, Riverbank Precinct, and the preferred location for the new CBD High School were significant state projects in 2014-15 that were guided and enhanced by the Government Architect's advice on design generally, urban design and public realm specifically.

The most direct influence of ODASA and the Government Architect is through the Design Review Process that is offered as part of the Inner Metropolitan Design Review Panel (IMDRP). Design Review offers independent and impartial advice on the design quality of proposed construction projects and supports design excellence in our state.

The Design Review process has also informed a series of design guidelines. These guidelines assist design teams and developers in generating projects that meet good design principles for built form and public realm outcomes anticipated by the Inner Metropolitan Growth Development Plan.

The IMDRP supports the Government Architect, as a statutory referral body, in forming advice to the Development Assessment Commission (DAC) on the design merit of proposals assessed by the Commission. Development in the City of Adelaide and the sections of inner council areas are defined under the Inner Metropolitan Growth Development Plan Amendments. As part of this new policy framework, the IMDRP is essential to the pre-lodgement process for development proposals over \$10 million in the city and over 5 levels in surrounding metropolitan areas.

The IMDRP is one of the only statutory referrals regarding design excellence in Australia, and illustrates the 'line of sight' concept outlined in the National Urban Design Protocol for linking policy directly to project delivery.

Planning System Review

The department has undertaken a major review of the planning system, with an independent Expert Panel recommending significant system wide changes to the current planning system. While the recommended reforms are to streamline and simplify the whole land use planning and urban development assessment process, the value of design to achieve qualitative outcomes is repeated throughout the recommendations.

In the *place making, urban renewal and infrastructure* related reforms, the Expert Panel recommended that the planning system should "Integrate open space and public realm in the planning system".

The recommendations are currently informing a comprehensive legislation reform program.

The 30-Year Plan for Greater Adelaide

The *30-Year Plan for Greater Adelaide* (the Plan) outlines the need for significant change during the next 30 years and is being used to guide state and local government decisions about managing growth and change, providing a leading approach to liveability, competitiveness, sustainability and climate change resilience.

The Plan aims to deliver the following urban design principles:

- maximise and increase the amount and quality of public open space in areas expecting a significant increase in population and development intensity, as well as integrating this space with private open space
- ensure active street edges in and around activity centres, mixed-use environments and transit-oriented developments
- create good connectivity to encourage walking and cycling and promote the use of public transport
- strengthen local character to maintain neighbourhood and township identity
- create good connectivity between major open space corridors.

The principles are being implemented through structure planning and rezoning for new growth areas. The department finalised the Inner Metropolitan Growth Development Plan Amendments, rezoning key corridors in the inner city in line with the Inner Metro Rim Structure Plan.

Growth areas are progressively being rezoned, and the Playford Growth Area Structure has been completed.

Places for People grants

The Places for People funding program is aimed at revitalising or creating public spaces that are important to the social, cultural and economic life of their communities.

The program aims to foster a culture of strategic urban design in councils and establish practices, including Design Review that will benefit future public realm projects. In 2014-15, eight Places for People grants totalling \$3.4 million were provided to local government.

Since 2002 around \$33.6 million has been made available for 247 Places for People projects, many of which have received professional and industry awards.

Capital Investment Program

The department plays a lead role in overseeing and providing across government/industry leadership in the planning, development and coordination of strategic projects.

With the completion of projects as varied as the new Adelaide Showgrounds Station servicing the Belair and Seaford/Tonsley lines and the duplicated Southern Expressway, the department has focused on provision of facilities that represent good urban design, as well as being highly functional and safe for use by all. For all major projects, quality urban design principles are developed and can shape the finished product. For example, urban design and sensitivity towards public space will be a major driver for new projects such as the O-Bahn City Access Project, the North-South Corridor upgrades at Darlington and Torrens Road to River Torrens.

The department also works in partnership with government agencies and private sector professional service contractors to plan, design and deliver social infrastructure projects.

The key principles of the Urban Design Charter are integrated into the planning and design process for building construction projects undertaken by the department on behalf of other government agencies.

Building construction projects currently being designed, and recently completed, incorporate good design principles. Specific attention is given to government policy for environmentally sustainable development, art in public places and safe work practices. Projects include attention to community consultation, as well as collaboration, cooperation and alliances with local government and the private sector to better meet government's strategic priorities and community needs.

Our Buildings, Our Communities continues to articulate the objectives and principles for public building construction procurement. It complements the Charter by drawing attention to the importance of good buildings, ethical, transparent and fair procurement processes and meeting the objectives of South Australia's strategic and infrastructure Plans.

Sustainability reporting

Annual reporting provides the department the opportunity to report on progress towards sustainability practices in line with various government initiatives.

The department's Green Plan provides a framework to support the delivery of its services in a sustainable manner that reduces resource use, the impact on the environment and improves the quality of life, now and in the future. Key initiatives in, and results from on-going programs for 2014-15 include the following:

Energy/ greenhouse emissions

The department building portfolio energy use for the 2014-15 was 86 936 gigajoules (GJ) which comprises of 57 008 GJ in electricity and 29 928 GJ in gas. This is approximately 3.0 per cent less overall energy use compared to 2013-14.

An extensive program of more than 50 major building construction projects was delivered during 2014-15 in accordance with sustainable procurement practices and the *Ecologically Sustainable Development (ESD) Guide Note for Planning, Design and Delivery*. These projects include:

- WorkCoverSA relocation
- 400 King William Street
- Brighton Secondary School Cafeteria, Hall and Library
- Burnside Primary School Redevelopment
- Paradise Metropolitan Fire Service Fire Station
- Port Augusta Prison Cell Addition
- Roxby Downs Police Station
- Victor Harbor TAFE Campus Relocation and Whyalla Regional Cancer Centre Redevelopment.

The department's Facilities Services continued to provide a range of energy efficiency and greenhouse reduction strategies for government buildings including assistance with solar power generation, servicing of co-generation systems, and implementation of Building Management Systems (BMS) for efficient energy usage. Implementation of a range of LED lighting solutions, including programmable light sensitive switching devices for external lighting, programmable light movement sensors for internal lighting, and water leakage monitoring and detection instruments were also undertaken in 2014-15. Solar voltaic systems were installed on all the building construction projects as well as at the department's Morgan Dockyard.

The National Australian Built Environment Rating System (NABERS) is a factor when leases are renewed or when new leases are entered into. Sustainability upgrade works are considered as part of lease terms and conditions at negotiation. Of the government occupied leased office area (greater than 2 000m²) in the Adelaide CBD 72.34 per cent have a NABERS Energy rating as follows:

The table below shows the NABERS energy ratings of most government leased office area in the Adelaide CBD.

NABERS Energy Rating	% Area Occupied
5.5 Star	8.44%
5.0 Star	24.76%
4.5 Star	21.76%
4.0 Star	30.88%
3.5 Star	10.62%
3.0 Star	1.05%
2.5 Star	0.00%
Unrated	2.48%

Buildings rated 4 Star and above have increased from 83 per cent in 2013-14 to 85.83 in 2014-15.

A proprietary energy efficiency initiative (EcoMesh) to pre-cool the air supplying chillers was trialled at the State Records storage facility at Cavan.

An investigation into the efficacy of Voltage Optimisation with the potential to make power savings on government buildings was also undertaken.

Energy efficient air conditioning plant upgrades were installed at Crystal Brook, the Motor Vehicle Depot, Regency Park and the Holden Hill Police Station.

Fluorescent lighting upgrades, switching to more efficient T5 lamps have been undertaken at 136 North Terrace, Adelaide (Roma Mitchell House), the Holden Hill Police Station and 5 Whitehead Street, Whyalla.

The department's Government Employee Housing group is undertaking a renewal program of its aging housing stock and plans, over the next 10 years, to replace half of its owned housing stock with 6-Star rated buildings. Eighteen modern 6-Star energy rated dwellings were procured and three 6-Star rated long-term leases were established over the 2014-15 reporting period.

Twenty per cent of the traffic signal lanterns maintained by the department are high energy consumption krypton lanterns. 115 Krypton lanterns were replaced with LED lanterns saving 25 000 kwh per annum and a CO2 reduction of 16 tonnes per annum.

The department also contributed to research into geopolymers concrete in South Australia, which potentially has 80 per cent less greenhouse emissions than concrete made from traditional cement and has changed the Specification to allow for use of geopolymers concrete.

Travel and Fleet

Hydraulic start technology, that allows the diesel engine powering ferries to automatically shut down when the ferry is docked and to restart hydraulically when required, has been installed on three ferries resulting in an estimated fuel saving of 31 750L per annum and a CO2 emission reduction of up to 86 tonnes per year.

The department currently has two hybrids and one all electric (Mitsubishi Phev) car in the vehicle fleet, and the use of alternative travel modes, including bicycles, car pooling, public transport and low emission vehicles is continuing to be promoted to staff.

Twenty per cent of buses in the Adelaide Metro bus fleet use compressed natural gas (CNG), 20 per cent use B20 and 60 per cent use B5 biodiesel blend; 35 per cent are enhanced environmentally friendly vehicle (EEV) compliant; three buses are Euro 6, two buses are diesel/electric Hybrid buses and a further two buses are high capacity double deckers.

In 2015, TravelSMART was delivered to residents in the City of Adelaide, with the support of Council. The TravelSMART program focuses on households and aims to influence a shift in personal transport behaviour towards safer, greener and more active travel choices. The aim is to reduce reliance on private vehicles and provide benefits to the householder (or their wider household) through health and financial outcomes.

Climate change adaptation

A departmental Climate Change Adaptation Strategy and Guideline has been developed to assist management of climate impacts.

Water

Water Sensitive Urban Design features have been incorporated into the Southern Expressway Duplication project and the Mt Barker Park and Ride. Recycled water is being used on the Park Terrace landscaping.

The Across Government Facilities Management Arrangements (AGFMA) activities of maintenance and minor works provide opportunity to improve environmental performance across a range of areas including conserving resources (energy, water, waste management, material selection), user amenity (heating, ventilation, air conditioning, lighting, acoustics), natural environment, and social and cultural heritage.

Refurbishment of wet area amenities in 136 North Terrace, Adelaide (Roma Mitchell House) and 40 Flinders Terrace, Port Augusta included the installation of dual flush toilet systems and low flow rate basin and sink outlets.

Waste and resource use

In order to facilitate increased use of recycled asphalt plantings (RAP), the department's pavement Specification has been changed to increase the percentage of RAP able to be used from 20 per cent RAP addition to 50 per cent RAP addition in asphaltic concrete. In the Metropolitan pavement reseals program, 48 201 tonnes of asphaltic concrete with recycled asphalt plantings (RAP) was used containing 8 727 tonnes of RAP. Trials of 50 per cent RAP were undertaken on Main North Road at Merriton and South Road at Aldinga. Asphalt, concrete and vegetation mulch was recycled on a range of projects.

Biodiversity

The department continues to deliver offsets for clearance of vegetation through on-ground works and through payment to the Native Vegetation Fund and the Planning and Development Fund.

Extensive landscaping was undertaken as part of the Superway and the Southern Expressway duplication projects including using local indigenous species to enhance habitat and enhancement of an area of Grey box grassy woodland ecological community.

Cultural Heritage

In partnership with other South Australia government agencies heritage conservation work was undertaken on Ayers House, the SA Institute building, Government House, Torrens Island Quarantine Station and Edmund Wright House through the Historic Buildings Conservation Program.

Acknowledgement of Ngarrindjeri Country signage was installed at the Monteith Rest Area on the Princes Highway. To coincide with National Sorry Day, National Reconciliation Week and NAIDOC Week the annual Kardi Munaintya Tram Graphic was installed on a tram.

Disability access and inclusion

The department is finalising its new Disability Access and Inclusion Plan (DAIP) in line with the *National Disability Strategy 2010–2020*. This is in consultation with the Accessibility Advisory Committee (AAC) to ensure that the new plan will not only comply with legislated requirements but also closely align with community and industry needs. The AAC evolved from the department's Transport Accessibility Advisory Group and now has a wider scope across the entire department while still performing an important role in advising on public transport matters.

The AAC consists of representatives of peak industry disability organisations and is acknowledged for the important role it has in the development of the department's DAIP.

Along with development of the new DAIP, the department continues with a range of initiatives that progress our commitment to disability access and inclusion. These initiatives ensure accessibility to our services and facilities and recognise the rights of people with disabilities to have the same opportunities as others to all facets of community life.

The department has a well established induction program which includes disability awareness training and a range of resources for employees, with more targeted training and resources available to frontline staff, including training and development presentations by peak disability organisations.

Opportunities are provided to people with disabilities through the department's recruitment processes, presenting all vacancies up to and including the ASO4 level to the Disability Employment Register. A partnership with Barkuma Inc., which is intended to increase workforce participation for people with intellectual disabilities, has seen the first two of five people commence work in the department.

The department's intranet also provides a range of information about working with people with a disability and highlights the commitment to a diverse, discrimination free workplace. References are provided for managers and employees relating to recruitment, workplace modifications and other general support that is available through disability service providers.

The Office for Recreation and Sport continues to take a strong lead as demonstrated by its Disability Round-table – Opening the Conversations in Disability and Sport held on 9 December 2014. Over 70 participants attended,

representing people with disabilities, state sporting organisations and sport service providers. The forum's objective was to benchmark the current effectiveness of organisations and sports providers with their sports programs. It also sought to identify ways to better engage people with disabilities to ensure that further developments are guided by them and thereby provide the best outcomes for those people with disabilities wanting to participate in recreation and sport. The forum discussed the "best practice" inclusive sports organisation and established a working party to continue progress.

A video specifically designed for the disability sector was also launched at the opening conversations round-table. The video, developed in partnership with Inclusive Sport SA as part of Recreation and Sport's Fair Enough campaign, was designed as both an educational and promotional tool.

Inclusive Sport SA was also a very important partner in the formulation of guidelines, undertaken over the 2014-15 year, for the development of fully inclusive sporting facilities.

Effort also went into local clubs and coaches to provide the skills and knowledge to create sustainable sport and active recreation environments that support inclusive participation opportunities. Specific effort went towards athletics, swimming and table tennis through the South Australian branch of the Australian Paralympic Committee to develop entry level opportunities and skill development sessions for people with disabilities.

In 2014-15 the department, through the Office for Recreation and Sport:

Provided:

- 17 sporting scholarships to elite athletes with a disability, through the South Australian Sports Institute; these scholarships support athletes to participate in the social, cultural, recreational and sporting life of the community and to excel on the world stage
- \$191 000 to six state sporting organisations for people with a disability to provide leadership, policies and services to their membership.

Funded:

- an additional 15 disability-specific projects totalling \$401 500 through the Sport and Recreation Development and Inclusion Program
- an additional six disability-specific projects totalling \$20 165 through the Active Club Program
- one disability-specific project for \$4 000 through the Community Recreation and Sport Facilities Program.

Public transport has a very important place in the ongoing improvement in accessibility for the South Australian community. The department is committed to continually improving public transport services and infrastructure, making public transport more accessible and easier to use for people with disabilities. The bus fleet is now 87 per cent accessible (not

including the rail substitute bus fleet made up of older buses kept in reserve for major rail works) compared to approximately 31 per cent in 2002. The four year Bus Shelter Funding Program concluded during the reporting year with 750 accessible bus shelters financed by the department installed by local councils over the course of the program.

Work has continued to provide upgrades that focus on improving the accessibility of other public transport infrastructure. There have been refurbishments to railway stations such as Largs which had improved ramps installed and some of the platform was upgraded to better align with the level of train floors. Parafield and Broadmeadows railway stations were also upgraded, as was the Gawler bus interchange, all of which are now compliant with the Disability Standards for Accessible Transport. Millswood railway station was also made accessible for the twelve month trial opening which commenced in October 2014. Further improvements include upgrades to audio visual systems within the Adelaide Railway Station and upgrades at key railway stations and bus interchanges with large format screens replacing smaller LED signs along with voice annunciation and hearing induction loops.

The department was also represented at the 2014 Disability and Lifestyle Expo where hundreds of people had the opportunity to try out Adelaide Metro's newest buses. Members of Adelaide Metro's Customer Contact Team provided information on the accessibility of the public transport network, available concessions, Metrocard and Real Time as well as demonstrating the best means of boarding and maneuvering in the two fully accessible, CB80 and CB80 Euro6 City Connector buses on display.

The importance of accessible communication is recognised with the department continuing to make enhancements, with all online and printed material made available in a range of formats to ensure accessibility and inclusiveness. The department aims to have all publications, information and marketing material use inclusive language, correct symbols and access information (where relevant). Accessible design principles are applied when new publications are being developed.

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*.

Operation and Administration of the Act in 2014-15

Adelaide - Port Augusta was the only route subject to a Route Service Licence during the 2014-15 financial year. This route remains marginally viable and is licensed in accordance with s5(3) of the *Air Transport (Route Licensing-Passenger Services) Act 2002* (the Act) "...to encourage an operator or operators of air services to establish, maintain, re-establish, increase or improve scheduled air services on the route."

Sharp Aviation Pty Ltd, trading as Sharp Airlines, is the licence holder and operated in accordance with its licence conditions throughout this reporting period.

Air Transport (Route Licensing—Passenger Services) Regulations 2014

Pursuant to section 16B of the *Subordinate Legislation Act 1978*, the Air Transport (Route Licensing—Passenger Services) Regulations 2002 were due to expire on 1 September 2013. The expiry was postponed for a further 12 month period in accordance with section 16C of the *Subordinate Legislation Act 1978*.

On 1 September 2014 the Air Transport (Route Licensing—Passenger Services) Regulations 2002 were revoked and the Air Transport (Route Licensing—Passenger Services) Regulations 2014 commenced.

Reporting against the *Passenger Transport Act 1994*

Patronage in metropolitan Adelaide

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 s. 24A of the PT Act the following report is provided.

Public transport bus services across metropolitan Adelaide are provided by three private bus providers, operating as SouthLink, Torrens Transit and Light-City Buses.

All metropolitan rail and tram services are operated by the department through the Rail Commissioner entity which has accreditation under the PT Act. Public transport services in regional South Australia are also 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. This program is established to facilitate access to transport for people who are transport disadvantaged. The program is jointly funded by the Home and Community Care program managed through the Department for Communities and Social Inclusion.

Reporting of patronage of Adelaide Metro passenger transport services in the Annual Report has historically only included Seniors free travel, however given advances in technology that now enable more accurate data capture, all 'free travel' has been included in the reporting for 2014-15. Free travel includes, but is not limited to, public transport for Special Events such as New Years Eve, Adelaide Oval Footy Express services, and tram travel to and from the Entertainment Centre to City South.

During this transition time, and only for the 2014-15 Annual Report, percentage data as below will be based on the additional free travel captured being excluded. This will allow an accurate comparison against the 2013-14 financial year. From 2015-16, all patronage reported in the department's Annual Reports, including percentages, will include free travel.

In 2014-15, metropolitan public transport patronage changed as follows:

- initial boardings on the public transport system increased by 5.4 per cent
- transfer boardings on the public transport system increased by 5.9 per cent
- total patronage, including initial boardings and transfers, increased by 5.5 per cent across the Adelaide Metro network in 2014-15.

Adelaide Metro boardings 2014-15 (millions)

The patronage figures listed below include the additional free travel data.

Initial boardings by mode

Bus	Tram	Train	Total Initial Boardings*
41.435	8.876	10.938	61.249

Initial boardings by passenger type

Regular	Concession	Student	Seniors	Free Events	Special Passes	Total Initial Boardings*
17.847	18.176	8.912	7.580	.451	8.283	61.249

Initial boardings by ticket type

Metrocard	Single trip	Daytrip	Free travel	Other	Total Initial Boardings*
45.639	6.318	.934	8.283	.075	61.249

Note: *Reflects initial boardings – not total patronage.

Special event services

On 23 October 2014, an amendment to the *Passenger Transport Act 1994* 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.

Negotiations continue with all venue managers and organisers, including the SA Jockey Club, the SA Cricket Association, Clipsal 500 and Adelaide Oval regarding arrangements for all special events.

Integrated ticketing arrangements and funding contributions have been successfully negotiated for a number of upcoming events, including the Liverpool Soccer match at Adelaide Oval, the AC/DC concert, and the 2015-16 soccer season. Negotiations are also underway for the 2015-16 cricket season at Adelaide Oval.

Adelaide Oval Footy Express services

Adelaide Oval Footy Express services to AFL games at Adelaide Oval achieved an average of 52 per cent of crowds attending matches each week using public transport to attend the game.

Adelaide free services

The free City Connector service was introduced in the CBD and North Adelaide during January 2014 as a result of the integration of the City Free service funded by the department and the Adelaide Connector service operated by the Adelaide City Council. This integration enabled service and frequency improvements over previous services. The City Connector service, which operates in two loops, runs every 15 minutes on weekdays within the CBD (previously every 20 minutes) and every 30 minutes to North Adelaide. Operating under contract with the Minister for Transport and Infrastructure, the City Connector uses dedicated buses with a distinctive green livery to differentiate it from general Adelaide Metro services. This service continues to be popular.

Regional services

The department regulates and contributes to funding transport services in some regional areas and fosters regional transport initiatives that provide collective transport solutions identified through extensive community consultation and detailed transport studies.

Regular route services operate across regional South Australian 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 Gawler, 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.

Based on data provided by country bus operators, country bus patronage in 2014-15 was 822 944, a decrease of 13.31 per cent from the previous year.

The decrease in patronage has in part been attributed to cheaper regional airfares, more services/shops being introduced to regional towns, internet banking/services/shopping and people generally choosing to use cars rather than travelling long distances on buses.

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.

Based on data provided by provincial city bus operators, patronage in 2014-15 was 444 537, a decrease of 10.78 per cent from the previous year.

Complaints, commendations and submissions

Feedback on public transport

The department welcomes feedback from customers about passenger transport services and provides multiple opportunities through the Adelaide Metro website, Adelaide Metro Infoline and InfoCentres, as well as social media such as Facebook and Twitter. Complaints represented approximately 0.02 per cent of total public transport patronage (initial boardings and transfers) in the 2014-15 reporting year.

The table below shows Feedback information on public transport

Feedback	2013-14	2014-15
Commendations	759	809
Suggestions	978	863
Complaints		
Service changes and service quality	7 435	6 948
Punctuality	3 279	2 807
Fares and ticketing	1 339	1 159
Passenger comfort	944	799
Other	184	155
Total complaints	13 181	11 868

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 Act is found to have occurred. Taxi complaints represented less than 0.01 per cent of the estimated eight million journeys provided in 2014–15.

The table below shows feedback information on taxis and spvs

Feedback	2013-14	2014-15
Commendations	4	4
Complaints	559	502

Waiting times

The taxi centralised booking services reported that the average waiting time for general taxis in metropolitan Adelaide in 2014–15 was 8.97 minutes during the day (6 am to 6 pm), which represents a minor decrease compared to 9.26 minutes in 2013–14. At night (6 pm to 6 am) the waiting time was 9.52 minutes, which is a minor increase compared to 9.47 minutes in 2013–14.

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 1 036 general licenses in metropolitan Adelaide in 2014–15 including an additional 13 licenses released in the second half of the year.

Access taxis

For the 2014-15 financial year:

- 79.52 per cent of access taxi passengers were picked up within 10 minutes, a minor increase compared to 78.89 per cent in 2013-14.
- 87.93 per cent of access taxi passengers were picked up within 15 minutes, a minor increase compared to 87.41 per cent in 2013-14.
- 98.00 per cent of access taxi passengers were picked up within 30 minutes, a minor increase compared to 97.92 per cent in 2013-14.

There are 100 general taxi licenses with special conditions (access taxis).

Passenger Transport Standards Committee

The Passenger Transport Standards Committee (PTSC) is a statutory committee established under the *Passenger Transport Act 1994* responsible for exercising disciplinary powers under Part 4, Division 5 of the Act and for exercising or performing such other powers or functions as may be conferred on the PTSC by the Minister from time to time.

In 2014-15 the PTSC met on 89 occasions and considered 277 matters including:

- 142 accreditation applications
- 134 disciplinary matters
- one vehicle related matter.

Of the 134 disciplinary matters, the PTSC:

- suspended the accreditation of 16 accredited persons for a period of time
- revoked the accreditation of 26 accredited persons and disqualified them for a period of time
- permanently disqualified six persons from holding accreditation under the *Passenger Transport Act 1994*.

After holding an enquiry, the PTSC found no cause for disciplinary action against 19 accredited persons, while the remaining accredited persons were fined, required to undertake re-training or reprimanded.

Reporting against the *Carers Recognition Act 2005*

Carers are defined under the *Carers Recognition Act 2005* (the Act) as the family and friends who provide ongoing care or assistance to someone who has a disability or a chronic illness, including a mental illness, or is frail and requires assistance carrying out everyday tasks.

Carers include members of the South Australian community who are the department's customers, as well as employees of the department who are carers.

The department is required to report compliance with section 6 of the Act, which requires portfolios to ensure:

- all officers, staff and agents have an awareness and understanding of South Australia's Carers Charter
- the principles of the Carers Charter are reflected in agency practices
- appropriate consultation with carers, or persons or bodies that represent carers, in policy and program development and strategic operational planning.

Awareness and understanding of the Carers Charter

The department recognises and supports the vital role that carers play and acknowledges their needs and rights. The principles of the Carers Charter are incorporated into the department's strategic human resource framework, online training and corporate induction programs. Operating procedures set out the responsibilities of managers to assist employees to meet their caring responsibilities and provide a range of options to employees, including family carers' leave, flexible hours, flexible leave arrangements and access to special leave.

The one-stop contact point for government information, products and services, sa.gov.au, provides information and help to the South Australian community, including department staff and organisations that represent carers.

The department also provides specific public transport information for carers via adelaidemetro.com.au, as well as the Adelaide Metro InfoLine and InfoCentres.

South Australians with severe and permanent disabilities which limit their capacity to use 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 impairments. Companion/carers accompanying Plus One Free Companion card holders, travel on all Adelaide Metro bus, train and tram services free of charge.

Carers Charter principles in agency practices

The principles of the Carers Charter are incorporated into the department's strategic human resource framework through operating procedures, online training and corporate induction programs. The department's human resource policy framework and underpinning operational procedures outline the responsibilities of managers to assist employees with carer responsibilities. Information and policies such as access to flexible work arrangements, flexible application of leave and establishment of family rooms are examples of the department's policies that support carers and are available to employees through the department's intranet.

Consultation with carers and carer representatives

The department convenes the department's Accessibility Advisory Committee (AAC), which meets regularly with representatives from South Australian peak groups for people with disability, their advocates and carers. AAC consults on matters relating to the implementation, operation and evaluation of services, facilities and infrastructure initiatives in the broadest context. Advice and input from members address a wide range of matters, including:

- consideration of policy initiatives that comprehensively address the accessibility and mobility needs of people with disabilities
- policy review or creation
- input to the development and review of the department's Disability Access and Inclusion Plan
- strategic planning for transport service and access provisions.

Representation includes the Disability Complaints and Advocacy Service and Cara, which works in partnership with people living with disability, families and the community to create a better life. The involvement of peak disability agencies in AAC is greatly valued and provides input to inform and enable the department to reflect the principles of the Carers Charter.

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

The following report is provided in accordance with Section 10 of the *Harbors and Navigation Act 1993* (the Act).

Development of marine facilities

Restoration of the Grange Jetty was completed. Works included a new shelter and replacement of the jetty deck, handrails, structural timber elements, installation of new steel piles and new lighting system. Total project cost was \$1.4 million funded by the State Government.

Registration and licences

In 2014-15, a six month registration option for recreational vessels up to a maximum length of seven metres was introduced reducing the registration fee for a qualifying recreational vessel to half of the 12 month registration fee. Since the introduction of the six month registration option, registered vessels have reduced from a little over 60 000 to approximately 56 000. This represents a small reduction in annual revenue.

Licence and registration data was released for use by business and community via the State Government's Open Data website <https://data.sa.gov.au/>. Licence data includes gender breakdown and totals dating back to 1975. Registration data includes hull types, new registrations and current registration totals commencing from 2007. Both data sets have been presented in calendar year and financial year format.

General safety messages

A new guide was distributed to all Personal Water Craft (PWC) registered owners in South Australia. The guide was developed to assist PWC operators comply with the law and to enhance their safety and the safety of others when out on the water.

Rules are in place to protect the safety of divers in the water by regulating the operation of other vessels in the vicinity. The Diver Below Brochure and the accompanying sticker were publicly released at the October 2014 Boat Show and have been distributed to boat retailers and tourist information centres near popular diving areas to promote the safety actions required when a Diver Below Flag is observed. The brochure and sticker were developed at the request of the professional diving industry following a number of near misses with recreational boat operators.

Kayak and canoe retailers are advising of significant sales of small electric motors which can be fitted to kayaks and canoes to aid paddling efforts. The Act requires that any vessel fitted with a motor must be registered; anyone operating a vessel with a motor must be licensed, and depending on the size of the vessel and area of operation there is a varying range of safety equipment requirements. In response to the emerging trend and to inform the best options for safety, an exemption process has been developed and implemented to aid in a trial of these vessels fitted with a small electric motor. The exemption applies to an electric motor up to 34lbs thrust.

To date, 63 kayak or canoe operators have been granted exemption from the registration, boat licence and safety equipment requirements that apply to a vessel fitted with an engine. A condition of granting the exemption is that all persons, when operating the kayak or canoe, must wear a personal flotation device (PFD) – commonly referred to as a life jacket.

South Australia was the lead agency via the Australian and New Zealand Safe Boating Education Group (ANZSBEG) in the development of a new waterproof write on reminder sticker to record expiry dates of vessel registration, fire extinguishers, inflatable personal flotation devices/lifejackets, distress flares and Emergency Position Indicating Radio Beacons (EPIRB)/Personal Locator Beacons (PLB). The first print run has resulted in 100 000 copies being distributed throughout Australia and New Zealand. This initiative was in response to demand from the boating public who sought assistance in maintaining currency and effectiveness of safety equipment.

Safe operation of vessels

To provide for the safe use of the State's waters by persons participating in aquatic events (and for the safety of persons not participating in the event), 181 Aquatic Activity Licences were issued during the reporting year. This is an increase of 38 compared to last year.

Approximately 2300 vessels were checked for compliance with registration, boat licence and safety equipment requirements either at the boat ramp or on the water. These vessel checks highlighted a high percentage of non compliance and the importance of education and promotion of the safe use of South Australian waters.

Freedom of information and proactive disclosure

Information held by the department is a valuable public resource and the department is committed to being open and accountable, engaging with the community and in public participation in making decisions, policies, and laws.

In 2013, the South Australia Government approved the online publication of information regularly requested under Freedom of Information (FOI) and to proactively make this information available to all members of the community.

Information previously published within this report including information on overseas travel undertaken by the department, and contractual arrangements entered into by the department, is now published online and available on the department's Open Government website at www.dpti.sa.gov.au/open_government.

Further information on Freedom of Information (FOI) and the nature of documents and information held by the department, including the department's FOI Information Statement is available on the department internet at www.dpti.sa.gov.au/freedom_of_information.

Public complaints

In 2014, the Ombudsman of South Australia published an audit of State Government agencies' complaint handling policies and procedures. Recommendation 3 of the audit calls for the reporting of public complaints to Parliament, with agencies required to publish details of public complaints in their annual reports.

The department is a diverse agency with complaints data captured in numerous places. With a central point of capture in response to the Ombudsman Recommendation 3 requiring system development, it is expected this system will be ready for the 2015-16 reporting year. As a result, reporting data has not been presented for the 2014-15 reporting year, as with the centralised system not yet fully functional any reporting on partial data may create an incomplete and false representation of complaints received by the department for this reporting year. This also may not allow a true comparison to 2015-16 data, by when the centralised system will be fully operational.

In addition to the system development to enable consistent agency capture and reporting of public complaint information, the department has undertaken actions in line with the new *Australian/NZ Standard Guidelines for complaint management in organisations (AS/NZS 10002:2014)* in accordance with further recommendations within Ombudsman's audit that include development of a Complaint Management Policy and implementation of the department's Complaint Management Framework.

Financial statements



Our ref: A15/177

21 September 2015

Mr M Deegan
Chief Executive
Department of Planning, Transport and Infrastructure
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Dear Mr Deegan

**The audit of the Department of Planning, Transport and Infrastructure
for the year ended 30 June 2015**

The audit of the accounts of the Department of Planning, Transport and Infrastructure (the Department) for the year ended 30 June 2015 has been completed.

The audit scope addressed the principal areas of the financial operations of the Department and included the review of systems, processes, internal controls and financial transactions.

The notable areas of audit coverage included:

- governance, including risk management and legal compliance
- accounts payable
- management of purchase cards
- payroll
- bus contract payments
- grants and subsidies
- registration and licence fees
- Metrocard revenue
- other revenue
- accounts receivable
- bank reconciliations
- Commonwealth certificates
- fixed assets including:
 - network assets
 - land, buildings and facilities
 - plant and equipment
 - capital works in progress
 - office and rental properties

The audit coverage and its conduct is directed to meeting statutory audit responsibilities under the *Public Finance and Audit Act 1987* and also the requirements of Australian Auditing Standards.

For Official Use Only

In essence, two important outcomes result from the annual audit process, notably:

- the issue of the Independent Auditor's Report (IAR) on the integrity of the Department's financial statements
- the issue during the year or at the time of financial statement preparation and audit or close thereto, of audit management letters advising of deficiencies/weaknesses in areas of governance, financial system and process and control and financial reporting, together with recommendations for improvement in controls.

In this regard, returned herewith are the financial statements of the Department together with the IAR, which is unmodified.

My Annual Report to Parliament indicates that an unmodified IAR has been issued on the Department's financial statements.

In addition, during the year audit management letters were forwarded to the Department, detailing findings and recommendations from the audits of the areas reviewed. The findings and recommendations relate to deficiencies/weaknesses noted by us and improvements needed in the areas reviewed. Our recommendations provided in the letters are directed to achieving a sufficient standard of governance, financial management, financial reporting and control. Responses to the matters raised were received and will be followed up in the 2015-16 annual audit.

My Annual Report to Parliament includes a controls opinion and summary commentary for the Department with reference to the matters raised and responses received. The Report indicates those matters that were assessed as not meeting a sufficient standard of governance and financial control.

I would like to express my appreciation to the management and staff of the Department in providing assistance during the year to my officers in the conduct of the annual audit.

Yours sincerely



Andrew Richardson
Auditor-General

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**To the Chief Executive
Department of Planning, Transport and Infrastructure**

As required by section 31(1)(b) of the *Public Finance and Audit Act 1987*, I have audited the accompanying financial report of the Department of Planning, Transport and Infrastructure for the financial year ended 30 June 2015. The financial report comprises:

- a Statement of Comprehensive Income for the year ended 30 June 2015
- a Statement of Financial Position as at 30 June 2015
- a Statement of Changes in Equity for the year ended 30 June 2015
- a Statement of Cash Flows for the year ended 30 June 2015
- Disaggregated Disclosures - Expenses and Income for the year ended 30 June 2015
- Disaggregated Disclosures - Assets and Liabilities as at 30 June 2015
- notes, comprising a summary of significant accounting policies and other explanatory information
- a Statement of Administered Comprehensive Income for the year ended 30 June 2015
- a Statement of Administered Financial Position as at 30 June 2015
- a Statement of Administered Changes in Equity for the year ended 30 June 2015
- a Statement of Administered Cash Flows for the year ended 30 June 2015
- a Schedule of Expenses and Income attributable to administered activities for the year ended 30 June 2015
- notes, comprising a summary of significant accounting policies and other explanatory information for administered items
- a Certificate from the Acting Chief Executive and the Chief Finance Officer.

The Chief Executive's Responsibility 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 the Treasurer's Instructions promulgated under the provisions of the *Public Finance and Audit Act 1987* and Australian Accounting Standards, and for such internal control as the Chief Executive determines is necessary to enable the preparation of the financial report that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

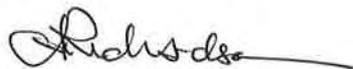
My responsibility is to express an opinion on the financial report based on the audit. The audit was conducted in accordance with the requirements of the *Public Finance and Audit Act 1987* and Australian Auditing Standards. The auditing standards require that the auditor comply with relevant ethical requirements and that the auditor plan and perform the audit to obtain reasonable assurance about whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation of the financial report that gives a true and fair view in order to design audit procedures that are appropriate in the circumstances. An audit also includes evaluating the appropriateness of the accounting policies used and the reasonableness of accounting estimates made by the Chief Executive, as well as the overall presentation of the financial report.

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

Opinion

In my opinion, the financial report gives a true and fair view of the financial position of the Department of Planning, Transport and Infrastructure as at 30 June 2015, its financial performance and its cash flows for the year then ended in accordance with the Treasurer's Instructions promulgated under the provisions of the *Public Finance and Audit Act 1987* and Australian Accounting Standards.



Andrew Richardson
Auditor-General
21 September 2015

Department of Planning, Transport and Infrastructure

Financial Statements

for the year ended 30 June 2015

Department of Planning, Transport and Infrastructure CERTIFICATION OF THE FINANCIAL STATEMENTS

We certify that the attached general purpose financial statements for the Department of Planning, Transport and Infrastructure:

- comply with relevant Treasurer's Instructions issued under section 41 of the *Public Finance and Audit Act 1987*, and relevant Australian Accounting Standards;
- are in accordance with the accounts and records of the Department; and
- presents a true and fair view of the financial position of the Department of Planning, Transport and Infrastructure as at 30 June 2015 and the results of its operation and cash flows for the financial year.

We certify that the internal controls employed by the Department of Planning, Transport and Infrastructure for the financial year over its financial reporting and its preparation of the general purpose financial statements has been effective throughout the reporting period.

Signed



Julienne TePohe
A/Chief Executive

18 September 2015

Signed



Bill Cagialis
Chief Finance Officer

18 September 2015

Department of Planning, Transport and Infrastructure
STATEMENT OF COMPREHENSIVE INCOME
for the year ended 30 June 2015

	Note No	2015 \$'000	2014 \$'000
EXPENSES			
Employee benefit expenses	6	245,654	246,124
Supplies and services	7	812,665	826,495
Depreciation and amortisation expense	8	376,138	336,228
Net loss from the disposal of non-current assets	20	-	7,107
Grants and subsidies	9	84,945	94,226
Borrowing costs	10	1,117	1,290
Other expenses	11	39,332	107,007
Total Expenses		1,559,851	1,618,477
INCOME			
Fees and charges	13	598,460	580,437
Commonwealth revenues	14	133,540	77,632
Sale of goods and services	15	145,536	145,062
Rental income	16	213,894	212,322
Grants and subsidies	17	62,283	59,702
Interest	18	2,334	2,421
Commissions received	19	37	40
Net gain from the disposal of non-current assets	20	4,158	-
Resources received free of charge	21	7,067	3,342
Other income	22	911,928	59,135
Total Income		2,079,237	1,140,093
NET REVENUE FROM / (COST OF) PROVIDING SERVICES		519,386	(478,384)
REVENUES FROM (PAYMENTS TO) SA GOVERNMENT:			
Revenues from SA Government	23	369,235	336,014
Payments to SA Government	23	(79,977)	(6,708)
Net Revenues from (payments to) SA Government		289,258	329,306
Net result		808,644	(149,078)
OTHER COMPREHENSIVE INCOME			
<i>Items that will not be reclassified to net result</i>			
Changes in property, network assets and plant and equipment asset revaluation surplus		163,328	340,902
TOTAL COMPREHENSIVE RESULT		971,972	191,824

The net result and total comprehensive result are attributable to the SA Government as owner.

Department of Planning, Transport and Infrastructure
STATEMENT OF FINANCIAL POSITION
as at 30 June 2015

	Note No	2015 \$'000	2014 \$'000
ASSETS:			
CURRENT ASSETS:			
Cash and cash equivalents	24	1,423,773	436,528
Receivables	25	135,321	190,603
Inventories	26	12,767	12,968
Other assets	27	26,097	18,068
Non-current assets classified as held for sale	28	142,298	37,524
Total Current Assets		1,740,256	695,691
NON-CURRENT ASSETS:			
Receivables	25	10,685	11,483
Other assets	27	21,720	23,471
Land, buildings and facilities	29	2,912,847	2,971,833
Plant and equipment	30	748,184	744,994
Network assets	31	20,054,611	19,432,410
Capital works in progress	32	339,900	834,767
Intangible assets	33	37,400	20,367
Total Non-Current Assets		24,125,347	24,039,325
Total Assets		25,865,603	24,735,016
LIABILITIES:			
CURRENT LIABILITIES:			
Payables	35	134,056	151,640
Borrowings	36	2,253	2,212
Employee benefits	37	37,878	30,955
Provisions	38	9,558	9,373
Other liabilities	39	28,960	34,790
Total Current Liabilities		212,705	228,970
NON-CURRENT LIABILITIES:			
Payables	35	23,274	23,918
Borrowings	36	14,521	15,983
Employee benefits	37	66,376	71,602
Provisions	38	13,630	14,273
Other liabilities	39	25,844	29,367
Total Non-Current Liabilities		143,645	155,143
Total Liabilities		356,350	384,113
NET ASSETS		25,509,253	24,350,903
EQUITY:			
Retained earnings		8,098,015	7,286,788
Asset revaluation surplus		14,574,342	14,415,303
Contributed capital		2,836,896	2,648,812
Total Equity		25,509,253	24,350,903

Total equity is attributable to the SA Government as owner.

Unrecognised contractual commitments	43
Contingent assets and liabilities	44

Department of Planning, Transport and Infrastructure
STATEMENT OF CHANGES IN EQUITY
for the year ended 30 June 2015

	Note No	Contributed Capital \$'000	Asset Revaluation Surplus \$'000	Retained Earnings \$'000	Total Equity \$'000
Balance at 30 June 2013		2,175,560	14,075,469	7,462,198	23,713,227
Prior Period - error corrections identified in 2014-15	40	-	2,406	(4,406)	(2,000)
Prior Period - error corrections identified in 2013-14	40	-	-	(12,727)	(12,727)
Restated Balance at 30 June 2013		2,175,560	14,077,875	7,445,065	23,698,500
Net result for 2013-14		-	-	(149,078)	(149,078)
Gain (loss) on Revaluation of Property during 2013-14		-	37,694	-	37,694
Gain (loss) on Revaluation of Network Assets during 2013-14		-	312,527	-	312,527
Gain (loss) on Revaluation of Plant and Equipment during 2013-14		-	(9,319)	-	(9,319)
Total Comprehensive Result for 2013-14		-	340,902	(149,078)	191,824
Transfer between equity components					
Equity transfer on asset disposals		-	(3,298)	3,298	-
Other		-	-	(1)	(1)
Transactions with SA Government as Owner					
Net Assets Transferred out as a Result of an Administrative Restructure		-	-	(144)	(144)
Equity Contribution Received		483,627	-	-	483,627
Dividends Paid		-	-	(1,706)	(1,706)
Equity Contribution Repaid		(10,375)	-	-	(10,375)
Balance at 30 June 2014		2,648,812	14,415,479	7,297,434	24,361,725
Prior Period - error correction	40	-	(176)	(10,646)	(10,822)
Restated Balance at 30 June 2014		2,648,812	14,415,303	7,286,788	24,350,903
Net result for 2014-15		-	-	808,644	808,644
Gain (loss) on Revaluation of Property during 2014-15		-	24,813	-	24,813
Gain (loss) on Revaluation of Network Assets during 2014-15		-	252,978	-	252,978
Gain (loss) on Revaluation of Plant and Equipment during 2014-15		-	(114,463)	-	(114,463)
Total Comprehensive Result for 2014-15		-	163,328	808,644	971,972
Transfer between equity components					
Equity transfer on asset disposals		-	(4,289)	4,289	-
Transactions with SA Government as Owner					
Equity Contribution Received		188,084	-	-	188,084
Dividends Paid		-	-	(1,706)	(1,706)
Balance at 30 June 2015		2,836,896	14,574,342	8,098,015	25,509,253

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

Department of Planning, Transport and Infrastructure
STATEMENT OF CASH FLOWS
for the year ended 30 June 2015

	Note No	2015 \$'000 Inflows (Outflows)	2014 \$'000 Inflows (Outflows)
CASH FLOWS FROM OPERATING ACTIVITIES:			
CASH OUTFLOWS:			
Employee benefit payments		(244,606)	(241,384)
Payments for supplies and services		(1,127,067)	(1,157,625)
Payments of grants and subsidies		(84,876)	(94,249)
Interest paid		(1,117)	(1,307)
Construction work payments		(363,362)	(768,052)
Lease incentives		(70)	(4,544)
Other payments		(44,939)	(37,118)
Cash used in Operations		(1,866,037)	(2,304,279)
CASH INFLOWS:			
Fees and charges		594,023	577,898
Receipts from Commonwealth		133,591	77,330
Rental income		241,589	301,864
Sale of goods and services		359,552	421,891
Grants and subsidies		62,254	59,314
Interest received		2,882	2,744
Commissions		37	40
Construction work reimbursements		377,451	650,970
GST received from the ATO		72,086	126,388
Lease incentives		752	4,876
Other receipts		959,494	76,820
Cash generated from Operations		2,803,711	2,300,135
CASH FLOWS FROM SA GOVERNMENT:			
Receipts from SA Government		369,235	336,014
Payments to SA Government		(79,977)	(7,007)
Cash Generated from SA Government		289,258	329,007
Net Cash provided by (used in) Operating Activities	45	1,226,932	324,863
CASH FLOWS FROM INVESTING ACTIVITIES			
CASH OUTFLOWS:			
Purchase of property, plant and equipment		(242,064)	(375,098)
Purchase of network assets		(233,642)	(560,885)
Cash Used in Investing Activities		(475,706)	(935,983)
CASH INFLOWS:			
Proceeds from sale of property, plant and equipment		51,600	45,502
Cash generated from Investing Activities		51,600	45,502
Net Cash provided by (used in) Investing Activities		(424,106)	(890,481)
CASH FLOWS FROM FINANCING ACTIVITIES:			
CASH OUTFLOWS:			
Payment of dividend to SA Government		(1,706)	(1,706)
Residential housing loan advancements		(342)	(32)
Repayment of borrowings		(446)	(446)
Repayment of finance leases		(1,837)	(1,802)
Equity contribution repaid		-	(10,375)
Cash Used in Financing Activities		(4,331)	(14,361)
CASH INFLOWS:			
Equity contributions received		188,084	483,627
Principal repayments residential housing		666	648
Cash generated from Financing Activities		188,750	484,275
Net Cash provided by (used in) Financing Activities		184,419	469,914
NET (DECREASE) / INCREASE IN CASH AND CASH EQUIVALENTS		987,245	(95,704)
CASH AND CASH EQUIVALENTS AT 1 JULY		436,528	532,232
CASH AND CASH EQUIVALENTS AT 30 JUNE	24	1,423,773	436,528

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - EXPENSES AND INCOME
For the Year Ended 30 June 2015

	Land Use Planning		Road Safety		Recreation, Sport and Racing		Office of Local Government	
	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000
EXPENSES:								
Employee benefit expenses	17,566	18,307	6,457	6,937	8,627	8,974	1,073	912
Supplies and services	5,367	10,026	7,358	8,272	4,621	5,180	364	80
Depreciation and amortisation expense	17	5	1,210	1,292	6,422	6,271	-	-
Net loss from the disposal of non-current assets	-	-	-	-	-	-	-	-
Grants and subsidies	1,336	9,427	42,174	39,543	21,527	23,493	-	-
Borrowing costs	1	1	-	-	146	200	-	-
Other expenses	14	32	57	98	78	165	9	6
Total Expenses	24,301	37,798	57,256	56,142	41,421	44,283	1,446	998
INCOME:								
Fees and charges	5,941	5,160	2,771	2,609	1	9	-	-
Commonwealth revenues	-	1,330	5,865	3,765	404	479	-	-
Sale of goods and services	936	924	-	-	464	509	-	-
Rental income	-	-	-	-	131	93	-	-
Grants and subsidies	1,000	1,000	-	-	577	572	-	-
Interest	-	-	377	318	2	2	-	-
Commissions received	-	-	-	-	-	-	-	-
Net gain from the disposal of non-current assets	-	-	-	-	14	43	-	-
Resources received free of charge	-	-	-	-	7,010	3,332	-	-
Other income	1,293	6,924	-	-	4,709	4,431	-	-
Total Income	9,170	15,338	9,013	6,692	13,312	9,470	-	-
NET REVENUE FROM (COST OF) PROVIDING SERVICES	(15,131)	(22,460)	(48,243)	(49,450)	(28,109)	(34,813)	(1,446)	(998)

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - EXPENSES AND INCOME
For the Year Ended 30 June 2015

	Transport Operations		Infrastructure, Planning, Policy and Operations		TOTAL	
	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000
EXPENSES:						
Employee benefit expenses	119,650	119,545	92,281	91,449	245,654	246,124
Supplies and services	485,661	498,988	309,294	303,949	812,665	826,495
Depreciation and amortisation expense	334,624	306,852	33,865	21,808	376,138	336,228
Net loss from the disposal of non-current assets	-	554	-	6,596	-	7,150
Grants and subsidies	18,341	19,050	1,567	2,713	84,945	94,226
Borrowing costs	14	32	956	1,057	1,117	1,290
Other expenses	29,784	93,702	9,390	13,004	39,332	107,007
Total Expenses	988,074	1,038,723	447,353	440,576	1,559,851	1,618,520
INCOME:						
Fees and charges	568,037	550,718	21,710	21,941	598,460	580,437
Commonwealth revenues	112,271	71,891	15,000	167	133,540	77,632
Sale of goods and services	9,938	9,659	134,198	133,970	145,536	145,062
Rental income	3,451	2,978	210,312	209,251	213,894	212,322
Grants and subsidies	60,665	58,084	41	46	62,283	59,702
Interest	599	632	1,356	1,469	2,334	2,421
Commissions received	37	40	-	-	37	40
Net gain from the disposal of non-current assets	2,213	-	1,931	-	4,158	43
Resources received free of charge	57	10	-	-	7,067	3,342
Other income	900,730	41,724	5,196	6,056	911,928	59,135
Total Income	1,657,998	735,736	389,744	372,900	2,079,237	1,140,136
NET REVENUE FROM (COST OF) PROVIDING SERVICES	669,924	(302,987)	(57,609)	(67,676)	519,386	(478,384)

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - ASSETS AND LIABILITIES
as at 30 June 2015

	Land Use Planning		Road Safety		Recreation, Sport and Racing	
	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000
ASSETS:						
Cash and cash equivalents	-	-	-	-	-	-
Receivables	-	-	10	-	151	199
Inventories	-	-	-	-	-	-
Other assets	19	18	6	5	114	85
Non-current assets classified as held for sale	-	-	-	-	-	-
Land, buildings and facilities	-	26	590	597	267,383	261,177
Plant and equipment	44	189	2,485	2,699	1,403	1,448
Network assets	-	-	-	-	-	-
Capital works in progress	101	115	7,027	3,330	4	1,296
Intangible assets	351	228	693	1,394	30	-
Total Assets	515	576	10,811	8,025	269,085	264,205
LIABILITIES:						
Payables	3,324	1,165	1,603	239	1,872	1,774
Borrowings	-	-	-	-	1,484	2,012
Employee benefits	4,518	4,513	1,345	1,400	1,906	1,859
Provisions	-	-	-	-	182	152
Other liabilities	238	17	-	-	559	78
Total Liabilities	8,080	5,695	2,948	1,639	6,003	5,875

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - ASSETS AND LIABILITIES
as at 30 June 2015

	Office of Local Government		Transport Operations		Infrastructure Planning, Policy and Operations	
	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000
ASSETS:						
Cash and cash equivalents	-	-	-	-	-	-
Receivables	-	-	65,662	69,763	75,985	130,632
Inventories	-	-	12,765	12,966	2	2
Other assets	-	-	764	953	46,914	40,478
Non-current assets classified as held for sale	-	-	-	-	142,298	37,524
Land, buildings and facilities	-	-	1,555,845	1,505,267	1,089,029	1,204,766
Plant and equipment	-	-	740,500	737,234	3,752	3,424
Network assets	-	-	20,054,611	19,432,410	-	-
Capital works in progress	-	-	286,813	754,459	45,955	75,567
Intangible assets	-	-	18,229	16,399	18,097	2,346
Total Assets	-	-	22,735,189	22,529,451	1,422,032	1,494,739
LIABILITIES:						
Payables	203	54	100,508	113,299	49,820	59,027
Borrowings	-	-	-	-	15,290	16,183
Employee benefits	347	325	50,493	53,613	29,722	30,762
Provisions	-	-	20,574	21,069	1,908	1,966
Other liabilities	-	-	9,090	7,939	44,772	56,052
Total Liabilities	550	379	180,665	195,920	141,512	163,990

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - ASSETS AND LIABILITIES
as at 30 June 2015

	General / Not Attributable		TOTAL	
	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000
ASSETS:				
Cash and cash equivalents	1,423,773	436,528	1,423,773	436,528
Receivables	4,198	1,492	146,006	202,086
Inventories	-	-	12,767	12,968
Other assets	-	-	47,817	41,539
Non-current assets classified as held for sale	-	-	142,298	37,524
Land, buildings and facilities	-	-	2,912,847	2,971,833
Plant and equipment	-	-	748,184	744,994
Network assets	-	-	20,054,611	19,432,410
Capital works in progress	-	-	339,900	834,767
Intangible assets	-	-	37,400	20,367
Total Assets	1,427,971	438,020	25,865,603	24,735,016
LIABILITIES:				
Payables	-	-	157,330	175,558
Borrowings	-	-	16,774	18,195
Employee benefits	15,923	10,085	104,254	102,557
Provisions	524	459	23,188	23,646
Other liabilities	145	71	54,804	64,157
Total Liabilities	16,592	10,615	356,350	384,113

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 1: Objectives of the Department of Planning, Transport and Infrastructure

The Department of Planning, Transport and Infrastructure (the Department) has diverse responsibilities for transport systems and services, infrastructure planning and provision, sporting infrastructure, and strategic land use within South Australia.

The Department ensures that South Australia's needs for the movement of people and freight, and the delivery of services across the transport and infrastructure sectors, are met in a safe, efficient, cost effective and sustainable manner. The Department also plays a leadership role in the management of public sector building assets and infrastructure, elite sports pathways, administration of the State's land titles, and the State's land use and development planning for all South Australians.

Note 2: Departmental Organisation

During 2014-15, the Department has worked on a whole of department rejuvenation, to better deliver effective planning policy, efficient transport and social and economic infrastructure.

As a result, the Department has restructured its divisions in a manner that provides clearer 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 2015 are:

- People and Business
- Safety and Service
- Development

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 3: Summary of Significant Accounting Policies

3.1 Statement of Compliance

The Department has prepared these financial statements in compliance with section 23 of the *Public Finance and Audit Act 1987*.

The financial statements are general-purpose financial statements. The accounts have been prepared in accordance with relevant Australian Accounting Standards and comply with Treasurer's Instructions and Accounting Policy Statements promulgated under the provision of the *Public Finance and Audit Act 1987*.

The Department has applied Australian Accounting Standards that are applicable to not-for-profit entities, as the Department is a not-for-profit entity.

Except for AASB 2015-7, which the Department has early adopted, 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 2015. Refer to Note 4.

3.2 Basis of Preparation

The preparation of the financial statements requires:

- a) the use of certain accounting estimates and the exercise of judgement in the process of applying the Department's accounting policies. Any areas involving a higher degree of judgement or where assumptions and estimates are significant to the financial statements are outlined in the applicable notes;
- b) accounting policies are selected and applied in a manner which ensures that the resulting financial information satisfies the concepts of relevance and reliability, thereby ensuring that the substance of the underlying transactions or other events are reported; and
- c) compliance with Accounting Policy Statements issued pursuant to section 41 of the *Public Finance and Audit Act 1987*.

In the interest of public accountability and transparency the following note disclosures are included in this financial report:

- a) revenues, expenses, financial assets and liabilities where the counterparty/transaction is with an entity within SA Government as at reporting date, classified according to their nature;
- b) expenses incurred as a result of engaging consultants;
- c) employee targeted voluntary separation package information;
- d) employees whose normal remuneration is equal to or greater than the base executive remuneration level (within \$10,000 bandwidths) and the aggregate of the remuneration paid or payable or otherwise made available, directly or indirectly by the entity to those employees; and
- e) board/committee member and remuneration information, where a board/committee member is entitled to receive income from membership other than a direct out-of-pocket reimbursement.

The Department's Statement of Comprehensive Income, Statement of Financial Position and Statement of Changes in Equity have been prepared on an accrual basis and are in accordance with the historical cost convention, except for certain assets that have been valued in accordance with specific applicable valuation policies described in Notes 28 to 33. The Statement of Cash Flows has been prepared on a cash basis.

The financial statements have been prepared based on a 12 month operating cycle with amounts presented in Australian currency.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

The accounting policies set out below have been applied in preparing the financial statements for the year ended 30 June 2015 and the comparative information presented.

3.3 Reporting Entity

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.

In making this assessment, the Department considered its power over the entity, its exposure or rights (eg protective and substantive rights) to variable returns from its involvement with the entity and the ability to use its power to affect return amounts (eg ability to direct relevant major activities).

The Department has not entered into any contractual arrangements which involve the sharing of control or significant influence over another entity.

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 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.

3.4 Budgeted Amounts

Budget information refers to the amounts presented to Parliament in the original budgeted financial statements in respect of the reporting period (2014-15 Budget Paper 4). These original budgeted amounts have been presented and classified on a basis that is consistent with the line items in the financial statements. However, these amounts have not been adjusted to reflect revised budgets or administrative restructures/machinery of government changes. The budget process is not subject to audit.

3.5 Comparative Information

The presentation and classification of items in the financial statements are consistent with prior periods except where specific accounting standards and/or accounting policy statements has required a change or where prior period errors are corrected.

Where presentation or classification of items in the financial statements have been amended, comparative figures have been adjusted unless impracticable. Where retrospective application of changes to accounting policies and recognition of errors has occurred, relevant comparative amounts have also been amended.

The restated comparative amounts do not replace the original financial statements for the preceding period.

3.6 Rounding

All amounts in the financial statements and accompanying notes have been rounded to the nearest thousand dollars (\$'000).

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

3.7 Business Overheads

The Department adopts a full cost approach to the costing of its infrastructure capital and recurrent works. This methodology entails the allocation of a proportionate share of overheads to these activities based on a regime of cost drivers. Costs that are typically allocated using these cost drivers include general engineering and field related expenses, and goods or services that support the resources directly engaged in working on these activities.

Business overheads relating to those functions or areas responsible for the management and control of property, building, information and communication technology assets are allocated across the Department. Business areas incurring these costs allocate the costs to specific activities and programs in line with the Department's full cost approach methodology.

Costs normally associated with the establishment and operation of governance frameworks designed to support the role of Executive Management are not attributed to individual specific works and are borne by the Department as a whole.

3.8 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.

With respect to goods and services tax, 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 or payables in the Statement of Financial Position.

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.

Unrecognised contractual commitments and contingencies are disclosed net of the amount of GST recoverable from, or payable to the ATO. If GST is not payable to, or recoverable from the ATO, the commitments and contingencies are disclosed on a gross basis.

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.

With respect to tax equivalents, the Department is liable to pay income tax equivalents to the Consolidated Account in relation to the commercial operations of the Building Management Division.

In determining its tax equivalent commitments, the Department utilises the 'Accounting Profits' model. 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.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Income tax equivalent payments are included in Payments to SA Government in the Statement of Comprehensive Income.

3.9 Events After the Reporting Period

Adjustments are made to amounts recognised in the financial statements where an event occurs after 30 June and before the date the financial statements are authorised for issue, where those events provide information about conditions that existed at 30 June and are material. Note disclosure is made about events between 30 June and the date the financial statements are authorised for issue where the events relate to a condition which arose after 30 June and which may have a material impact on the results of subsequent years.

3.10 Transferred Functions

Assets, liabilities and contributed capital transferred to or from the Department under government restructuring arrangements are reported in accordance with Accounting Policy Statements contained within Accounting Policy Framework II *General Purpose Financial Statements Framework*, Australian Accounting Standard AASB 1004 *Contributions* and Interpretation 1038 *Contributions made to wholly-owned public sector entities*.

Refer to Note 42 for details of controlled functions transferred to and from the Department during the year.

Administered Transfers

In 2014-15:

The Public Sector (Reorganisation of Public Sector Operations) Notice 2014 (dated 26 June 2014) declared that effective 1 July 2014 the transfer of employees and functions from the Department of Primary Industries and Regions SA (PIRSA) to the Department of Planning, Transport and Infrastructure.

As part of this transfer the Outback Communities Authority (OCA) and the South Australian Local Government Grants Commission (LGGC) would transfer effective from 1 July 2014 from PIRSA to the Department's administered items.

Refer to Accounting Policy Framework against Note 4 indicating that in accordance with amendments to Accounting Policy Framework II *General Purpose Financial Statements Framework* the Department will not be aggregating these entities in its administered financial statements, schedules or explanatory notes.

3.11 Income

Income is recognised to the extent that it is probable that the flow of economic benefits to the Department will occur and can be reliably measured.

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

The following are specific recognition criteria:

Fees and Charges

Revenues from the levying of fees or charges set in accordance with various legislative acts (eg. 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.

Sale of Goods and Services

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, where possible.

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Grants Received

Grant revenue is recognised as income at the time the Department obtains control over the grant funds or obtains the right to receive the grant funds. For grants with unconditional stipulations, control generally occurs when the Department has been formally advised that the grant has been approved, the agreement has been signed and the grant has been received. For grants with conditional stipulations, control passes at the time the stipulations are satisfied or met.

Commonwealth grant revenues are received directly from the Federal Government or via the Department of Treasury and Finance. These grants are usually subject to terms and conditions as set out in the contract, correspondence or legislation governing the provision of the grant.

Net Gain from Disposal of Non-Current Assets

Gains or losses from the disposal of non-current assets are recognised on a net basis on the face of the Statement of Comprehensive Income when control of the asset has passed to the buyer. When revalued assets are sold, with the exception of commercial properties, the revaluation surplus in equity in respect of the assets is transferred to retained earnings

Resources Received Free of Charge

Resources received free of charge may include assets (e.g. land, buildings or other property) contributed to the Department at no value or minimal value. Resources received free of charge are recorded as revenue in the Statement of Comprehensive Income at their fair value when control has passed to the Department. Contributions of services are recognised only when a fair value can be determined reliably and the services would have been purchased if they had not been donated.

Revenues from SA Government

Revenues from SA Government include monies appropriated to the Department under the *Appropriation Act* or other Acts. These appropriations are recognised as revenues when the Department obtains control over the funds. Control is generally obtained upon receipt of those funds. 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.

3.12 Expenses

Expenses are recognised to the extent that it is probable that the flow of economic benefits from the Department will occur and can be reliably measured.

Expenses have been aggregated 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.

The following are specific recognition criteria:

Employee Benefit Expenses

Employee benefit expenses are recognised when incurred and consist of wages and salaries, including amounts sacrificed, leave entitlements, employment on-costs such as payroll tax and superannuation, workers compensation payments, and other employee related expenses.

With respect to superannuation, the amount charged to the Statement of Comprehensive Income includes the contributions made by the Department to the superannuation plan in respect of current services provided by Departmental staff. The Department of Treasury and Finance centrally recognises the superannuation liability in the whole of government financial statements.

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Depreciation and Amortisation

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, non-current assets held-for-sale and works in progress are not depreciated.

The value of equipment assets under finance lease is amortised over the shorter of the lease term and the underlying asset’s useful life. 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.

Depreciation, amortisation for non-current assets are determined as follows:

<u>Asset Class</u>	<u>Depreciation Method</u>	<u>Estimated Useful Life</u>
Leased Assets:		
Computers and network printers	Straight Line	3 to 4 years
Buildings and Facilities:		
Buildings and facilities	Straight Line	3 to 146 years
Plant and Equipment:		
Plant and equipment	Straight Line	2 to 112 years
Buses	Diminishing Value	25 years
Tram and train rolling stock	Straight Line	10 to 39 years
Information technology	Straight Line	3 to 10 years
Network Assets:		
Roads (sealed surface)	Straight Line	19 to 29 years
Roads (sealed pavement)	Straight Line	40 to 58 years
Roads (sheeted)	Straight Line	15 years
Bridges and culverts	Straight Line	32 to 150 years
Metro rail lines track and structures	Straight Line	10 to 125 years
Bus track and structures	Straight Line	10 to 91 years
Other	Straight Line	4 to 100 years
Intangible Assets:		
Software	Straight Line	3 to 14 years

Grants and Subsidies Paid

For contributions payable, the contribution will be recognised as a liability and expense when the Department has a present obligation to pay the contribution and the expense recognition criteria are met.

Grants provided by the Department to other entities are generally unconditional in nature.

Borrowing Costs

In accordance with Accounting Policy Framework II: *General Purpose Financial Statements* APS 3.6, borrowing costs are recognised as expenses in the period in which they are incurred.

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Resources Provided Free of Charge

Resources provided free of charge are recorded as expenditure in the Statement of Comprehensive Income at their fair value in the expense line items to which they relate. For example, assets contributed by the Department to other entities at no value or minimal consideration are disclosed separately under 'Other Expenses' as donated assets.

Payments to SA Government

Payments to SA Government include payment for tax equivalents and regulatory fees received and paid to the Consolidated Account.

3.13 Current and Non-Current Classification

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

3.14 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.

Cash and Cash Equivalents

Cash and cash equivalents in the Statement of Financial Position and Statement of Cash Flows includes cash on hand and deposits at call that are readily converted to cash and are used in the day-to-day cash management function of the Department. Cash is measured at nominal value.

Administered cash is reported separately in the administered financial statements.

Receivables

Receivables include amounts receivable from goods and services, GST input tax credits recoverable, and other accruals.

Trade Receivables

Trade receivables arise in the normal course of providing goods and services to other agencies and to the public. Trade receivables are usually settled within 30 days after the issue of an invoice or from when the goods/services have been provided under a contractual arrangement.

If payment from a debtor has not been received within 90 days after the amount falls due, under the terms and conditions of the arrangement with the debtor, the Department may be able to charge interest at commercial rates until the whole amount of the debt is paid.

The collectability of receivables is reviewed on an ongoing basis. The Department determines an allowance for doubtful debts based on an annual review of the balance of trade receivables. The allowance for doubtful debts is raised when there is objective evidence that the Department will not be able to collect the debt. Bad debts are written off when identified.

Loan Receivables

In accordance with the requirements of Accounting Policy Framework IV *Financial Asset and Liability Framework*, the Department measures financial assets such as loan receivables at their historic cost, except interest free loans which are measured at the present value of expected repayments.

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Finance Lease Receivables

The Department has entered into a number of finance lease arrangements as lessor for the purpose of providing housing and accommodation. Receivables to be derived from these lease arrangements have been brought to account in the Statement of Financial Position in accordance with the requirements of Australian Accounting Standards *AASB 117 Leases*.

Inventories

Inventories include goods and other property held either for sale, use or for distribution in the ordinary course of business and excludes depreciable assets.

Inventories held for distribution at no or nominal considerations, are measured at cost and are adjusted where applicable for any loss of service potential. The basis used in assessing loss of service potential includes current replacement cost and technological or functional obsolescence. Inventories (other than those held for distribution at no or nominal consideration) are measured at the lower of cost or their net realisable value.

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.

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.

Profits on these contracts are brought to account on a percentage of completion basis as determined under current engineering estimates and in accordance with Australian Accounting Standard *AASB 111 Construction Contracts*. Where losses are foreseeable, such losses are provided in full based on current engineering estimates.

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

Non-Current Assets - Acquisition and Recognition

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 Accounting Policy Framework III *Asset Accounting Framework* 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.

In accordance with Accounting Policy Framework III *Asset Accounting Framework* APS 9.7 the Department has elected not to recognise in its Statement of Financial Position the value of land under water because of the inherent difficulty in the reliable measurement of all land within this category.

APS 9.6 specifies that land under roads acquired before 1 July 2008, is not to be recognised by the Department as an asset. However, any land under roads acquired after 1 July 2008 has been recognised by the Department in accordance with *AASB 1051 Land Under Roads*, paragraph 15, when the asset

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recognition criteria are 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.

The Department separately recognises the components of specific assets it owns or controls only when the fair value of the asset at the time of acquisition is greater than \$5 million for infrastructure assets and \$1 million for other assets.

Assets acquired and recognised by the Department 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 recorded at the value recorded by the transferor entity prior to the transfer.

Revaluation of Non-Current Assets

In accordance with Accounting Policy Framework III *Asset Accounting Framework* APS 3.1 and 3.13, 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 million and the estimated useful life is greater than three years.

The Department generally revalues its assets every three years and always within six years, depending on the nature or purpose for which that asset is held via appropriately qualified valuation professionals, or internal experts using external estimating organisations. All valuers are independent unless otherwise indicated. The Valuer-General is considered an independent valuer as the Valuer-General is independent of the other functions of the Department.

When depreciable non-current assets are revalued, the Department uses the gross method in accounting for most assets with the exception of 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.

If at any time the carrying amount of an asset materially differs from its fair value, the Department revalues 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 increments are credited directly to the Revaluation Surplus. If within an asset class, an increment reverses a revaluation decrement previously recognised as an expense in the Statement of Comprehensive Income within that class, the increment is recognised as revenue but only to the extent of the decrement previously recognised in this financial statement.

Revaluation decrements are offset against any previous Revaluation Surplus increment for a particular class of asset and any remaining balance is expensed.

When assets are sold or otherwise disposed of, with the exception of commercial properties, the revaluation increments relating to those assets are 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 Notes 28 to 33.

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Assets Acquired under Government Restructures or Other Changes in Administrative Arrangements

Former Australian National Rail Land, Buildings and Facilities continue to be progressively defined, valued and recorded in the Department's asset register as assets that are vested in or transferred to the Minister for Transport and Infrastructure.

Impairment

All non-current tangible and intangible assets are tested for indication of impairment at each reporting date. Where there is an indication of impairment the recoverable amount is estimated. The recoverable amount is determined as the higher of the asset's fair value less costs of disposal and depreciated replacement cost. An amount by which the asset's carrying amount exceeds the recoverable amount is recorded as an impairment loss. For revalued assets, an impairment loss is offset against the respective asset revaluation surplus. There were no impaired assets for 2014-15.

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.

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.

Non-Financial Assets

In determining fair value, the Department has taken into account the characteristic of the asset (eg 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.

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The carrying amount of non-financial assets with a fair value at the time of acquisition that was less than \$1 million or had an estimated useful life that was less than three years are deemed to approximate fair value.

Refer to Notes 28 to 34 for disclosure regarding fair value measurement techniques and inputs used to develop fair value measurements for non-financial assets.

Financial Assets and Liabilities

The Department does not recognise any financial assets or financial liabilities at fair value.

3.15 Liabilities

Liabilities 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 event.

Payables

Payables include creditors, accrued expenses, employment on-costs and Paid Parental Leave Scheme payable. All payables are measured at their nominal amount and are unsecured.

- *Creditors*

Creditors represent the amounts owing for goods and services received prior to the end of the reporting period that are unpaid where an invoice has been received. Creditors are normally settled within 30 days after the Department receives an invoice in accordance with Treasurer's Instruction 11 *Payment of Creditors Accounts*.

- *Accrued Expenses*

Accrued expenses represent amounts owed by the Department for goods and services provided by other entities during the period that are unpaid at the end of the reporting period and where an invoice has not been received.

- *Employment On-costs*

Employment on-costs include superannuation contributions and payroll tax with respect to outstanding liabilities for salaries and wages, long service leave, annual leave and skills and experience retention leave.

The Department also makes contributions to several SA 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 these obligations have been assumed by the respective superannuation schemes. The only payable outstanding at reporting date relates to any contributions due but not yet paid.

- *Paid Parental Leave Scheme Payable*

The Paid Parental Leave Scheme payable represents amounts which the Department has received from the Commonwealth Government to forward onto eligible employees via the Department's standard payroll processes. That is, the Department is acting as a conduit through which the payment to eligible employees is made on behalf of the Family Assistance Office.

Borrowings

Borrowings consist of loans and finance leases.

Loans are recognised when issued at the full amount received and carried at this value less any repayments until the loan is settled.

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Interest charges on loans and finance leases are expensed as 'borrowing costs' in the Statement of Comprehensive Income.

Leases

The Department has entered into finance leases and operating leases both as lessor and lessee and has recognised assets, liabilities, revenues and expenses associated with these business dealings in accordance with *AASB 117 Leases*.

Finance Leases

Finance leases, which transfer to the Department substantially all the risks and benefits/rewards incidental to ownership of the leased assets, are capitalised at the inception of the lease at the fair value of the leased asset or, if lower, at the present value of the minimum lease payments.

Minimum lease payments are allocated, between interest expense/borrowing costs and reduction of the lease liability, to each period during the lease term so as to produce a constant periodic rate of interest on the remaining balance of the liability.

Where there is no reasonable assurance that the Department will obtain ownership of the capitalised asset at the end of the lease term, the asset is amortised over the shorter of the lease term and its useful life.

Finance Leases – the Department as Lessor

- *Recreational Jetties*

The Department has entered into leases as lessor, in regards 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. Since the leases provide no material revenue to the Department, the leases have nil value. The underlying assets have no value recorded in the Financial Statements.

- *Government Employee Housing*

The Department provides housing services on a leasehold basis to government employees based in remote areas of the state. As lessor, the Department recognises finance lease receivables in relation to these properties at an amount equal to the net investment in the lease.

Finance lease interest income is recognised based on the periodic rate of return on that net investment. Lease payments from the lessee are applied against the gross investment in the lease to reduce both the principal and the unearned interest income.

Finance Leases – the Department as Lessee

- *Government Accommodation – Roma Mitchell Building*

The Department is responsible for the finance lease in relation to government office accommodation for Roma Mitchell House, North Terrace and has recognised assets and liabilities at the fair value of the leased property. Lease liabilities under these arrangements are classified as both current and non-current, with the minimum lease payments allocated between interest expense/borrowing costs and the reduction of lease liability for the period.

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The 40 year lease on Roma Mitchell House commenced in July 1987. Ownership of the building will transfer to the Department on payment of a nominal sum at the end of the lease. Under the terms and conditions of the lease agreement, the Department is also liable to pay contingent rentals based on the Adelaide Consumer Price Index.

- *Computer Hardware and Equipment*

The Department has entered into various lease arrangements as lessee with respect to the use of some of its computer hardware and equipment. Under the Australian Accounting Standards such agreements are treated as finance leases.

Operating Leases

Operating lease payments are recognised as an expense in the Statement of Comprehensive Income on a straight-line basis over the lease term. The straight-line basis is representative of the pattern of benefits derived from the leased assets.

- *Operating Leases – the Department as Lessor*

The Department leases commercial properties to external parties through operating leases. Income derived from these leases is recognised as rental income in the Statement of Comprehensive Income in the period in which it is earned, and is representative of the patterns of benefits derived from the leased assets.

- *Operating Leases – the Department as Lessee*

The Department has a number of operating lease agreements as lessee for land, motor vehicles, office equipment, other plant and commercial and residential accommodation. Operating lease payments are charged to the Statement of Comprehensive Income on a basis that is representative of the pattern of benefits derived from the leased assets.

- *Lease Incentives*

All incentives for the agreement of a new or renewed operating lease are recognised as an integral part of the net consideration agreed for the use of the leased asset. Incentives received are recognised as a lease incentive liability. The aggregate benefits of the lease incentives received are recorded as a reduction of rental expense over the lease term on a straight line basis. Incentives provided to sub-lessees are recognised as a lease incentive asset. This asset is amortized over the life of the lease and recognised as a reduction of rental revenue on a straight line basis. Lease incentives in the form of leasehold improvements that are not subject to a sub-lease are capitalised as an asset and depreciated over the remaining term of the lease or estimated useful life of the improvement, whichever is shorter.

Employee Benefits

These benefits accrue to employees as a result of services provided up to 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, Sick Leave and Skills and Experience Retention Leave.*

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

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- *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.

The estimated liability for long service leave is based on actuarial assumptions over 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. Expected future payments are discounted using market yields at the end of the reporting period on government bonds with durations that match, as closely as possible, the estimated future cash outflows.

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

- *Employee Benefit On-Costs*

Related on-costs of payroll tax and superannuation are shown separately under the item Payables in the Statement of Financial Position as employment on-costs.

Provisions

Provisions are recognised when the Department has a present obligation as a result of a past event and it is probable that an outflow of resources embodying economic benefit will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation.

Provisions are measured at the present value of management's best estimate of the expenditure required to settle the present obligations at reporting date.

Provisions have been reported to reflect workers compensation claims not settled and future remediation work required on land under the Ports Corp Business and Sale Agreement.

The workers compensation provision is an actuarial estimate of the outstanding liability as at the end of reporting date provided by a consulting actuary engaged by the Office for the Public Sector of the Department of Premier and Cabinet. 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.

The land remediation provision has been calculated on the basis of revised project manager estimates of the value of future remedial work required to meet agreed environmental standards. Given that the remaining work has been scheduled to be completed in 2017-18, these estimates are discounted at their net present value in accordance with the requirements of paragraph 45 of *AASB 137 Provisions, Contingent Liabilities and Contingent Assets*.

Other Liabilities

The Department receives monies in advance in the form of conditional grants to undertake specific infrastructure works in future periods (e.g. Commonwealth funds for Specific Projects). As these works are completed the amounts received are recognised as revenues in the Statement of Comprehensive Income. The balance of any unspent grant monies as at 30 June is recognised as a liability in the Statement of Financial Position.

The Department receives incentives from building owners in relation to leased accommodation, including accommodation occupied by other government agencies. The value of these incentives is recognised as a liability at the time the incentive is received, and the liability is amortised over the life of the relevant lease on a straight line basis.

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3.16 Unrecognised Contractual Commitments and Contingent Assets and Liabilities

Commitments include operating, capital and outsourcing arrangements arising from contractual or statutory sources and are measured at their nominal amount. (Refer to Note 43).

Contingent assets and liabilities are not recognised in the Statement of Financial Position, but are disclosed by way of a note, and if quantifiable, are measured at their nominal value. (Refer to Note 44).

Unrecognised contractual commitments and contingencies are disclosed net of the amount of GST recoverable from or payable to the Australian Taxation Office.

Department of Planning, Transport and Infrastructure
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Note 4: New and Revised Accounting Standards and Policies

Accounting Policy Framework

In accordance with amendments to Accounting Policy Framework II *General Purpose Financial Statements Framework*, effective for the year ended 30 June 2015, the South Australian Local Government Grants Commission and the Outback Communities Authority are not considered administered items of the Department. Accordingly, the Department will not aggregate these entities in its administered financial statements, schedules or explanatory notes. In 2013-14 the Department of Primary Industries and Regions SA included these entities within their aggregated administered financial statements.

Accounting Standards

In accordance with the new AASB 1055 *Budgetary Reporting*, which became effective for the first time in 2014-15, the Department has:

- Included a comprehensive new note “Budgetary Reporting and Explanations of Major Variances” (refer Notes 47 and A30). These notes disclose, in respect of the Statement of Comprehensive Income and Investing Expenditure Summary for both controlled and administered amounts:
 - the Department’s original budget as published in Budget Paper 4 (classified on a basis that is consistent with the line items in the financial statements);
 - a comparison of the original budget information to actual results; and
 - explanations of major variances

In accordance with the new AASB 10 *Consolidated Financial Statements* and AASB 11 *Joint Arrangements*, which became effective for the first time in 2014-15, the Department has reviewed its control assessments (i.e. the Department’s involvement with the entity; protective and substantive rights; ability to direct major relevant activities etc) in accordance with AASB 10 and its classification assessments in accordance with AASB 11 and has concluded that there is no impact. The Department does not currently control another entity and does not have any joint arrangements within the scope of AASB 11.

The Department will continue to review its involvement and arrangements with entities it is connected with to determine the impact of AASB 10 and 11 for future years.

Accounting Standards Issued or Amended but not yet Effective

Except for AASB 2015-7 *Amendments to Australian Accounting Standards – Fair Value Disclosures of Not-for Profit Public Sector Entities* which the Department has early adopted, 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 2015. The Department has assessed the impact of the new and amended standards and interpretations and considers there will be no impact on the accounting policies or the financial statements of the Department.

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Note 5: Activities of the Department

In achieving its objectives, the Department provides a range of services classified into the following activities:

Activity 1 Land Use Planning

Administering the South Australian Planning and Development System, leading and presenting South Australia's strategic land use and development planning, and assessing applications for land use and development.

Activity 2 Road Safety

Provision of policy and investment advice, community information on road safety, and the provision of services on safe and sustainable road use and travel behaviour.

Activity 3 Recreation, Sport and Racing

Provision of strategic policy, programs, services, sporting infrastructure and elite sport pathways aimed at increasing participation, developing a sustainable sport and recreation sector and ensuring that all South Australians are able to enjoy lives enriched through participation in active recreation and sport.

This program also includes the provision of strategic policy advice to the Minister for Recreation and Sport on matters relating to the South Australian racing industry.

Activity 4 Office of Local Government

The Office of Local Government provides policy and other advice to the Minister for Local Government on:

- the constitution and operations of the local government system, in particular the legislative framework for councils' operation, including administered statutory authorities
- whole of government policy and legislative frameworks as they affect local government
- the constructive relationship between the state government, local councils and associated representative groups

Activity 5 Transport Operations

Provision of services to efficiently and effectively maintain the state's transport networks.

Activity 6 Infrastructure Planning, Policy and Operations

Provision and planning of effective and efficient state infrastructure.

The disaggregated disclosures schedules present expenses, income, assets and liabilities information attributable to each of the activities for the years ended 30 June 2014 and 30 June 2015.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 6: Employee Benefit Expenses

	2015	2014
	\$'000	\$'000
Salaries and wages	162,551	168,488
Board and committee fees (refer below)	578	504
Employment on-costs - superannuation	20,993	20,830
Employment on-costs - payroll	11,357	12,141
Annual leave	18,329	18,876
Long service leave	8,609	7,218
Workers compensation expenses	2,169	4,286
TVSPs payments (refer below)	14,629	10,929
Skills and Experience Retention Leave	1,123	1,129
Other employee related expenses	5,316	1,723
Total Employee Benefit Expenses	245,654	246,124

Targeted Voluntary Separation Packages (TVSPs)

	2015	2014
	\$'000	\$'000
Amounts paid during the reporting period to separated employees:		
TVSPs	14,629	10,929
Annual leave, LSL and SERL paid to those employees	11,812	4,120
	26,441	15,049
Recovery from the Department of Treasury and Finance	(2,261)	(11,237)
Net Cost to the Department	24,180	3,812

The number of employees who received a TVSP during the reporting period was 210 (91).

The Department expected to recover \$12.136 million in relation to TVSPs as at 30 June 2015.

The Department has been overpaid \$0.232 million in relation to TVSPs as at 30 June 2014.

In addition, there was executive termination payments of \$3.672 million (\$0.372 million) paid during the year.

The Department recovered \$3.435 million of executive termination payments from the Department of Treasury and Finance as at 30 June 2015.

The Department expects to recover \$0.237 million in relation to executive termination payments as at 30 June 2015.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Remuneration of Employees

	2015	2014
	Number	Number
The number of employees whose remuneration received or receivable falls within the following bands:		
\$141 500 - \$151 499	17	23
\$151 500 - \$161 499	23	29
\$161 500 - \$171 499	9	7
\$171 500 - \$181 499	2	11
\$181 500 - \$191 499	1	7
\$191 500 - \$201 499 (a)	5	8
\$201 500 - \$211 499 (e)	7	4
\$211 500 - \$221 499 (g)	11	5
\$221 500 - \$231 499 (g)	8	2
\$231 500 - \$241 499 (g)	8	2
\$241 500 - \$251 499 (g)	7	1
\$251 500 - \$261 499 (g)	12	3
\$261 500 - \$271 499 (f)	6	1
\$271 500 - \$281 499 (e)	6	1
\$281 500 - \$291 499 (e)	5	2
\$291 500 - \$301 499 (d)	5	4
\$301 500 - \$311 499 (g)	8	-
\$311 500 - \$321 499 (e)	5	2
\$321 500 - \$331 499 (c)	3	4
\$331 500 - \$341 499 (a)	1	2
\$341 500 - \$351 499 (b)	2	2
\$351 500 - \$361 499	-	1
\$361 500 - \$371 499 (d)	4	-
\$381 500 - \$391 499 (e)	6	1
\$411 500 - \$421 499	-	2
\$441 500 - \$451 499 (b)	2	-
\$451 500 - \$461 499 (a)	1	-
\$461 500 - \$471 499 (b)	2	-
\$481 500 - \$491 499 (a)	1	-
\$491 500 - \$501 499 (b)	2	-
\$501 500 - \$511 499 (a)	1	-
\$511 500 - \$521 499 (a)	1	-
\$751 500 - \$761 499 (a)	1	-
\$851 500 - \$861 499	-	1
Total Number of Employees	172	125

The table includes all employees who received remuneration equal to or greater than the base executive remuneration level during the year. The executive base level remuneration rate for 2014-15 is the same as the 2013-14 rate (ie there has been no increase in executive remuneration since 1 July 2013).

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. The total remuneration received by these employees for the year was \$43.0 million (\$25.8 million).

- (a) Includes TVSP, executive termination payment for one employee
- (b) Includes TVSP, executive termination payment for two employees

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

- (c) Includes TVSP, executive termination payment for three employees
- (d) Includes TVSP, executive termination payment for four employees
- (e) Includes TVSP, executive termination payment for five employees
- (f) Includes TVSP, executive termination payment for six employees
- (g) Includes TVSP, executive termination payment for seven employees

At 30 June 2015 the Department had 46 (67) number of Executive.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Remuneration of Board and Committee Members

Members that received remuneration for membership during the year ended 30 June 2015 were:

Passenger Transport Standards Committee

BASSHAM I G
BIRCH C P
BURTON G R
GOULD J
HANLON S A
HEMMING B E (retired 31/12/14)
KING B
KING D M (retired 1/7/14)
MADAN V
MCKENZIE J D B
O'DEA M
OPIE A L
PARRY- JONES K
PEARCE F W E (retired 11/11/14)
POTTS D G
TIDDY J M
TIDEMAN J

Development Assessment Commission

BRANFORD C J (appointed 9/4/15) *
BROWN D L (retired 31/3/15) *
BYRT E M (retired 31/3/15) *
CRAFTER S J (appointed 9/4/15) *
DUNGEY P J (appointed 9/4/15) *
DYER H (appointed 9/4/15) *
FOGARTY S M *
FORD A J (retired 31/3/15) *
LEYDON M L (retired 31/3/15) *
LOVEDAY G M (retired 31/3/15) *
MUTTON D R (appointed 9/4/15) *
O'LOUGHLIN D A (appointed 9/4/15) *
WIGG C A (retired 31/3/15) *

Building Advisory Committee (abolished 30/4/15)

FENNELL B
HARMER P J
ROCCISANO I
ROWLAND K L

**Boxing and Martial Arts Advisory Committee
(abolished 31/8/14)**

ARTYM U F
FERRAUTO T
LEONDARIS J
LEOW M
MCDONALD S F
OSBORNE R J
WONG Y L A

Audit and Risk Committee

BENGER K (appointed 1 April 2011)
HARRIS M (retired 8 October 2014)
JOHNSON C (appointed 14 August 2014)
POWELL D (appointed 8 December 2014)

**Kangaroo Island Futures Authority Advisory Board
(abolished 30/6/15)**

BATES J A
HARMAN J M
JEFFREYS M J
WICKHAM C L

**Building Rules Assessment Committee
(abolished 30/4/15)**

CAPETANAKIS G
FRISBY D K
MAZZAROLO J A
PAYNE J M
ROBINSON D A
SANDS R V
SLOAN D W
TAYLOR A J

Development Policy Advisory Committee

BARONE M
CANNY M J
DITTER S L S *
FILBY S M
GAGETTI R L
HOOPER S P
HOUGH D
KLOBAS M J
VINCENT C

**Expert Panel on Planning Reform
(abolished 31/12/14)**

BOUJENKO N
FOGARTY S M *
HAINS S C
HAYES B R M
MARAS T S

Local Heritage Advisory Committee

DITTER S L S *
HARRY D B
LEADBETER P D
SCHULZ J
WIGG C A *

Inner Metropolitan Development Assessment Commission

BRANFORD C J (appointed 9/4/15) *
BROWN D L (retired 31/3/15) *
BURMAN B S (appointed 1/7/14)
BYRT E M (retired 31/3/15) *
CRAFTER S J (appointed 9/4/15) *
DUNGEY P J (appointed 9/4/15) *
DYER H (appointed 9/4/15) *
FOGARTY S M (appointed 1/7/14) *
FORD A J (retired 31/3/15) *
GILL C A (appointed 1/7/14)
HODGSON J D (appointed 28/1/15)
LEYDON M L (retired 31/3/15) *
LLEWELLYN-SMITH M J (retired 31/3/15)
LOVEDAY G M (retired 31/3/15) *
MUTTON D R (appointed 9/4/15) *
NEWMAN J R (appointed 1/7/14)
O'LOUGHLIN D A (appointed 9/4/15) *
WIGG C A (retired 31/3/15) *

Boundary Adjustment Facilitation Panel

WAGSTAFF M (retired 31/12/14)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

	2015	2014
The number of members whose remuneration received/receivable falls within the following bands:	Number	Number
\$1 - \$9 999	57	63
\$10 000 - \$19 999	13	1
\$20 000 - \$29 999	2	7
\$30 000 - \$39 999	5	1
\$40 000 - \$49 999	-	1
\$50 000 - \$59 999	1	2
\$60 000 - \$69 999	1	-
Total Number of Members	79	75

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 \$0.677 million (\$0.585 million).

Unless otherwise disclosed, transactions between committee members and the Department are on conditions no more favourable than those that it is reasonable to expect the entity would have adopted if dealing with the related party at arm's length in the same circumstances.

* Member serves on more than one board or committee

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 7: Supplies and Services

	2015	2014
	\$'000	\$'000
Supplies and Services		
Bus service contracts	195,153	193,381
Rail Commissioner salary reimbursements	55,268	56,310
Major infrastructure maintenance contracts	52,124	53,556
Other service contracts	84,188	89,578
Consultants	354	336
Operating leases	155,944	147,932
Property expenses	109,881	113,590
Plant, equipment and vehicle expenses	10,679	9,173
Information technology	7,788	10,190
Materials and other purchases	25,523	31,065
Utilities	32,615	30,895
Insurance	5,605	5,763
Legal services	2,055	2,202
Commissions - transaction processing	2,522	2,545
Auditor's remuneration (refer Note 12)	1,081	984
Administrative costs	6,966	7,129
Payment to Service SA - registration and licensing collection	31,633	31,677
Other	33,286	40,189
Total Supplies and Services	812,665	826,495

Consultancies

**The number and dollar amount of consultancies
paid/payable**

that fell within the following bands:	No.	2015		2014	
		\$'000	No.	\$'000	
Below \$10 000	3	14	7	29	
Above \$10 000	13	350	11	307	
Total Paid / Payable to the Consultants Engaged	16	364	18	336	

During the year ended 30 June 2015, the Department spent \$0.364 million (\$0.336 million) on consultancies. Operating expenditure of \$0.354 million (\$0.336 million) is reflected in the Statement of Comprehensive Income and \$0.010 million is capital expenditure.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 8: Depreciation and Amortisation Expense

	2015	2014
	\$'000	\$'000
Depreciation:		
Network assets	259,539	229,984
Plant and equipment	59,073	60,293
Buildings and facilities	50,061	37,554
Total Depreciation	368,673	327,831
Amortisation:		
Leased assets	1,864	1,771
Intangibles assets	5,601	6,626
Total Amortisation	7,465	8,397
Total Depreciation and Amortisation Expense	376,138	336,228

Change in Depreciation Due to a Revision of Accounting Estimate

In 2014-15 the Department reassessed the useful life of some of its assets. This review resulted in a decrease of \$7.690 million in depreciation expense for the 2014-15 year relative to the amount that would have been expensed based on the previous estimate of the useful life. The revision is expected to result in a decrease of \$11.115 million in depreciation expense for 2015-16.

Note 9: Grants and Subsidies

	2015	2014
	\$'000	\$'000
Grants and Subsidies		
Recurrent grants:		
Contribution for policing services	38,519	37,580
Transport Subsidy Scheme	10,164	10,535
Grants to local councils	3,484	11,562
Transport concessions	4,355	4,636
Grants by Office for Recreation and Sport	21,491	23,485
Other	4,883	4,776
Capital Grants:		
Grants to local councils	2,049	1,652
Total Grants and Subsidies	84,945	94,226

Note 10: Borrowing Costs

	2015	2014
	\$'000	\$'000
Interest paid/payable on Borrowing Costs:		
Finance charges on finance leases	1,117	1,290
Total Borrowing Costs	1,117	1,290

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 11: Other Expenses

	2015	2014
	\$'000	\$'000
Other Expenses		
Rates, taxes and levies	8,446	10,614
Donated assets	2,573	16,308
Bad and doubtful debts expense	99	528
Write-off of an asset	850	37
Indentured Ports **	13,036	13,925
Site remediation	259	9,183
Write-off of works in progress *	-	55,832
Payment to National Heavy Vehicle Regulator – State Contribution	13,648	-
Other	421	580
Total Other Expenses	39,332	107,007

* In 2014 consistent with Accounting Standard requirements, changes in funding arrangements and project commencement dates resulted in the write-off of expenditure from capital projects. These amounts relate to the Gawler Railway Line and expenditures incurred under the Northern Expressway Project.

** This relates to unused amounts that are returned to the Consolidated Account.

Note 12: Auditor's Remuneration

	2015	2014
	\$'000	\$'000
Audit fees paid/payable to the Auditor-General's Department relating to the audit of the financial statements	1,081	984
Total Audit Fees	1,081	984

Other Services

No other services were provided by the Auditor-General's Department.

Auditor's remuneration costs are recognised in the Statement of Comprehensive Income and included in the balance of Supplies and Services (refer to Note 7).

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 13: Fees and Charges

	2015	2014
	\$'000	\$'000
Fees and Charges		
Drivers licence fees	46,393	44,553
Metrotickets	88,012	81,299
Motor registrations	402,546	388,392
Marine related fees and charges	24,085	25,491
Land services fees	15,018	15,123
Other fees and charges	22,406	25,579
Total Fees and Charges	598,460	580,437

Road Safety

In accordance with the *Highways Act 1926*, \$7.732 million (\$7.426 million) being one-sixth of driver's licence collections and \$0.943 million (\$0.919 million) being 1/100th of Heavy Vehicle Registrations, was applied towards funding transport safety related initiatives under the Road Safety activity.

Note 14: Commonwealth Revenues

	2015	2014
	\$'000	\$'000
Commonwealth Revenues		
Commonwealth grants received via DTF *	130,243	71,936
National Land Transport Act 2014 **	2,893	3,844
Other Commonwealth revenues ***	404	1,852
Total Commonwealth Revenues	133,540	77,632

* Commonwealth grants received from the DTF represent mainly *Nation Building Program (National Land Transport) Act 2014* and *Interstate Road Transport Act 1985* funding.

Funding provided by the Commonwealth Government was reduced by \$3.0 million (\$9.8 million) for cost savings relating to the Northern Expressway project which were due to be refunded to the Commonwealth.

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

*** Other Commonwealth revenue includes the Australian Sports Commission and Indigenous Sports Programmes.

Note 15: Sales of Goods and Services

	2015	2014
	\$'000	\$'000
Sale of Goods and Services		
Maintenance services	101,670	99,687
Other sale of goods	8,187	9,290
Other sale of services	35,679	36,085
Total Sale of Goods and Services	145,536	145,062

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 16: Rental Income

	2015	2014
	\$'000	\$'000
Rental Income		
Government accommodation	204,242	203,286
Property rents and recoveries	3,952	3,345
Other lease income	5,700	5,691
Total Rental Income	213,894	212,322

Note 17: Grants and Subsidies

	2015	2014
	\$'000	\$'000
Grants and Subsidies		
Concessional passenger income	60,482	58,083
Grants received by Office for Recreation and Sport	760	572
Other	1,041	1,047
Total Grants and Subsidies	62,283	59,702

Concessional Passenger Income

This represents fare concession receipts to fund concessional travel provided to pensioners, the unemployed and students on passenger transport in metropolitan and regional areas.

Note 18: Interest

	2015	2014
	\$'000	\$'000
Interest	2,334	2,421
Total Interest	2,334	2,421

The interest relates predominantly to the Rail Transport Facilitation, Community Road Safety, Boating Administration Working Account, Facilities (Marine) and Commonwealth Funding Received for Specific Project funds.

Note 19: Commissions Received

	2015	2014
	\$'000	\$'000
Commissions received	37	40
Total Commissions Received	37	40

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 20: Net Gain (Loss) from Disposal of Non-Current Assets

	2015	2014
	\$'000	\$'000
Net gain (loss) from the disposal of non current assets received/receivable:		
Land, Buildings and Facilities:		
Proceeds from disposal	4,122	390
Net book value of assets disposed	(2,635)	(617)
Net gain (loss) from disposal of land, buildings and facilities	1,487	(227)
Plant and Equipment:		
Proceeds from disposal	549	798
Net book value of assets disposed	(1,315)	(1,329)
Net gain (loss) from disposal of plant and equipment	(766)	(531)
Network Assets:		
Proceeds from disposal	-	-
Net book value of assets disposed	-	(369)
Net gain (loss) from disposal of network assets	-	(369)
Non-Current Assets Held for Sale:		
Proceeds from disposal	46,929	44,314
Net book value of assets disposed	(43,291)	(49,937)
Costs incurred to facilitate disposal	(168)	(357)
Net gain (loss) from disposal of non-current assets held for sale	3,470	(5,980)
Intangibles:		
Proceeds from disposal	-	-
Net book value of assets disposed	(33)	-
Costs incurred to facilitate disposal	-	-
Net gain (loss) from disposal of non-current assets held for sale	(33)	-
Total Assets:		
Proceeds from disposal	51,600	45,502
Net book value of assets disposed	(47,274)	(52,252)
Costs incurred to facilitate disposal	(168)	(357)
Total net gain (loss) from disposal of non-current assets	4,158	(7,107)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 21: Resources Received Free of Charge

	2015	2014
	\$'000	\$'000
Resources received/receivable free of charge:		
Land, buildings and facilities	7,015	3,332
Plant and equipment	52	10
Total Resources Received Free of Charge	7,067	3,342

This represents assets received by the Department for no consideration and recognised at fair value.

Note 22: Other Income

	2015	2014
	\$'000	\$'000
Other Income		
Recoveries and contributions *	873,768	9,577
Reimbursement works and external project contributions	15,957	24,095
Intra government transfers	22,108	25,384
Sundry income	95	79
Total Other Income	911,928	59,135

* Includes once off transfer from the Motor Accident Commission to the Highways Fund in 2014-15 for future investment in road safety improvements (\$852.9 million).

Note 23: Revenues from (Payments to) SA Government

	2015	2014
	\$'000	\$'000
Revenues from SA Government:		
Appropriations from Consolidated Account pursuant to the <i>Appropriation Act</i>	308,408	263,768
Appropriations from the Governor's Appropriation Fund	50,000	50,165
Transfers from contingency provisions	10,827	22,081
Total Revenues from SA Government	369,235	336,014
Payments to SA Government:		
Local government and income tax equivalent payments (Refer Note 3.8)	4,202	410
Other payments to Consolidated Account *	75,775	6,298
Total Payments to SA Government	79,977	6,708

* Includes in 2015 mainly the transfer of proceeds from the sale of 60 Wakefield Street, Netley Commercial Park and 21 Divett and 11 Penny place properties.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 24: Cash and Cash Equivalents

	2015	2014
	\$'000	\$'000
Deposits at call with the Treasurer	1,422,554	435,919
Deposits with SAFA	1,042	436
Imprest Account	106	101
Other	71	72
Total Cash and Cash Equivalents	1,423,773	436,528

Deposits at call with the Treasurer

Includes once off transfer from the Motor Accident Commission to the Highways Fund in 2014-15 for future investment in road safety improvements (\$852.9 million).

Other

Includes petty cash floats, cashiers' floats and other cash on hand.

Interest Rate Risk

Cash and cash equivalents are both interest and non-interest bearing. Deposits at call and with the Treasurer earn a floating interest rate, based on daily bank deposit rates. The carrying amount of cash and cash equivalents represents fair value.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 25: Receivables

	2015	2014
	\$'000	\$'000
Current:		
Receivables	87,761	145,582
Allowance for doubtful debts	(1,334)	(2,680)
Finance lease receivables	737	659
Loan receivables	138	-
GST input tax recoverable	5,196	8,383
Accrued revenues	41,958	38,331
Lease incentives	865	328
Total Current Receivables	135,321	190,603
Non-Current:		
Receivables	2,335	2,305
Finance lease receivables	6,233	6,635
Loan receivables	2,117	2,476
Lease incentives	-	67
Total Non-Current Receivables	10,685	11,483
Total Receivables	146,006	202,086

Movement in the allowance for doubtful debts

The allowance for doubtful debts (allowance for impairment loss) is recognised when there is objective evidence that a receivable is impaired. An allowance for an impairment loss has been recognised in 'Other Expenses' in the Statement of Comprehensive Income for specific debtors where such evidence exists.

Movements in the allowance for doubtful debts (impairment loss):	2015	2014
	\$'000	\$'000
Carrying amount at 1 July	2,680	2,573
Increase in the provision	99	528
Amounts written off	(1,445)	(421)
Carrying amount at 30 June	1,334	2,680

Bad and doubtful debts

The Department has recognised a bad and doubtful debts expense of \$0.099 million (\$0.528 million) in the Statement of Comprehensive Income.

Interest Rate and Credit Risk

Receivables are raised for all goods and services provided for which payment has not been received. Receivables are normally settled within 30 days or from when goods or services have been provided under a contractual agreement. Receivables and accrued revenues are non-interest bearing.

Other than as recognised in the allowance for doubtful debts, 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.

(a) Categorisation and maturity analysis of financial instruments - refer Note 41.

(b) Ageing analysis of financial assets - refer Note 41.

(c) Risk exposure information – refer Note 41.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 26: Inventories

	2015	2014
	\$'000	\$'000
Current - held for distribution at no or nominal consideration		
Road making material and stores at cost	4,975	4,735
Rail material and stores at cost	7,051	7,442
Total inventories held for distribution at no or nominal consideration	12,026	12,177
Current - other than those held for distribution at no or nominal consideration:		
Metrotickets at cost	741	791
Total inventories other than those held for distribution at no or nominal consideration	741	791
Total Current Inventories	12,767	12,968

Note 27: Other Assets

	2015	2014
	\$'000	\$'000
Current:		
Prepayments	21,384	13,476
Lease Incentives	4,713	4,592
Total Current Other Assets	26,097	18,068
Non Current Assets:		
Lease Incentives	21,067	23,398
Prepayments	653	73
Total Non-Current Other Assets	21,720	23,471
Total Other Assets	47,817	41,539

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 28: Non-Current Assets Classified as Held for Sale

	2015	2014
	\$'000	\$'000
Non-Current Assets Classified as Held for Sale:		
Land, buildings and facilities	142,298	37,524
Total Non-Current Assets Classified as Held for Sale	142,298	37,524

The Department has identified \$142.298 million (\$37.524 million) of 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-currents 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 29 to 31. They are presented separately from the other assets in the Statement of Financial Position and are not subject to depreciation.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 29: Land, Buildings and Facilities

	2015	2014
	\$'000	\$'000
Land:		
Land at fair value	1,212,029	1,246,071
Total Land	1,212,029	1,246,071
Land Under Roads:		
Land under roads at cost	20,451	18,528
Total Land Under Roads	20,451	18,528
Land for Current Projects:		
Land for current projects at cost *	120,157	68,361
Total Land for Current Projects	120,157	68,361
Buildings and Facilities:		
Buildings and facilities at fair value	2,010,888	2,053,536
Accumulated depreciation at 30 June	486,777	441,388
Total Buildings and Facilities	1,524,111	1,612,148
Land, Buildings and Improvements Under Lease:		
Buildings and improvements under lease at fair value	31,849	27,626
Land under lease at fair value	4,250	-
Accumulated amortisation at 30 June	-	901
Total Land, Buildings and Improvements Under Lease	36,099	26,725
Total Land, Buildings and Facilities	2,912,847	2,971,833

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

Department of Planning, Transport and Infrastructure
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For the year ended 30 June 2015

RECONCILIATION OF LAND, BUILDINGS AND FACILITIES

The following table shows the movement of Land, Buildings and Facilities during 2014-15

	Land	Land Under	Land for	Buildings &	Land, Buildings	Total
	\$'000	Roads	Current Projects	Facilities	& Improvements	\$'000
	\$'000	\$'000	\$'000	\$'000	Under Lease	\$'000
Carrying amount at 1 July	1,249,894	17,817	69,671	1,610,572	26,725	2,974,679
Prior period - error correction - 2012-13	(2,187)	629	40	18	-	(1,500)
Prior period - error correction - 2013-14	(1,636)	82	(1,350)	1,558	-	(1,346)
Adjusted opening balance	1,246,071	18,528	68,361	1,612,148	26,725	2,971,833
Reclassification to/from assets held for sale	(42,276)	-	-	(105,789)	-	(148,065)
Additions	7,122	-	49,111	15,056	-	71,289
Transfer from works in progress	-	-	-	41,281	337	41,618
Disposals	(2,466)	-	-	(169)	-	(2,635)
Donated assets	(674)	-	-	(503)	-	(1,177)
Resources received free of charge	6,582	-	433	-	-	7,015
Write offs	(512)	-	-	-	-	(512)
Revaluation increment	1,529	-	-	13,319	9,965	24,813
Depreciation and amortisation	-	-	-	(50,061)	(928)	(50,989)
Transfers due to reclassification of assets	(3,347)	1,923	2,252	(828)	-	-
Other movements	-	-	-	(343)	-	(343)
Carrying amount at 30 June	1,212,029	20,451	120,157	1,524,111	36,099	2,912,847

Depreciation of Land, Buildings and Facilities

Total depreciation associated with land, buildings and facilities for the year ended 30 June 2015 was \$50.989 million (\$38.553 million). This amount has been reported within the Statement of Comprehensive Income as operating expenditure of the Department.

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Valuation of Land, Buildings and Facilities

For non specialised land, buildings and facilities the valuers 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 adjustment for factors specific to the land, buildings and facilities being valued, such as size and location.

For specialised buildings and facilities the valuers 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.

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						
Land	Government Employee Housing	30 June 2015	Valuer-General	1	2	Market
	Government Agency Accommodation	30 June 2015	Opteon Property Group / Valuer-General	3	2	Market
	Ex Australian National Railways Land	1 July 2012	Valuer-General	3	2	Market
	Metro Rail Stations, Yards and Corridors **	1 July 2011	Propell National Valuers	3 - 5	2	Market
	Marine Land	1 July 2014	Valuer-General	3	2	Market
	Bus Depot Land	1 July 2014	Maloney Field Services	3	2	Market
	Future Road Construction *	1 July 2014	Valuer-General	3	2	Market
	Recreation and Sport Land	1 July 2012	Liquid Pacific Holdings Pty Ltd	3	2	Market
	Other Departmental Land (Bus Interchanges)	1 July 2014	Valuer-General	3	2	Market
Land Under Roads	Land Under Roads	NA	Not applicable	NA	NA	NA

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Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach	
Land for Current Projects	Land for Current Projects	Not required under policy	Not applicable	NA	NA	NA	
Buildings and Facilities							
Buildings and Facilities	Marine Related	1 July 2013	Liquid Pacific Holdings Pty Ltd	3	3	Cost	
	Metro Rail Stations and Yards**	1 July 2011	Propell National Valuers	3 - 5	3	Cost	
	Ex Australian National Railways	1 July 2013	Valuer-General	3	3	Cost	
	Bus Depots	1 July 2014	Maloney Field Services	3	3	Cost	
	Tram Depot **	1 July 2011	Propell National Valuers	3 - 5	3	Cost	
	Recreation and Sport Infrastructure	1 July 2012	Liquid Pacific Holdings Pty Ltd	3	3	Cost	
	Residential Buildings						
	Government Employee Housing	30 June 2015	Valuer-General	1	2	Market	
	Future Road Construction	1 July 2013	Valuer-General	3	2	Market	
	Commercial Buildings						
	Government Agency Accommodation	30 June 2015	Opteon Property Group / Valuer-General	3	2	Market	
	Future Road Construction	1 July 2013	Liquid Pacific Holdings Pty Ltd	3	3	Cost	
	Depots	30 June 2013	Valuer-General	3	2	Market	
Land, Buildings and Improvements Under Lease	Land, Buildings and Improvements Under Lease	30 June 2015	Opteon Property Group / Valuer General	3	2	Market	

* During the year some parcels of land categorised as Land for Current Projects were transferred to Land for Future Road Construction

** Revaluation of public transport assets has been split to occur between 2014 – 2016 within APF requirements. They will be revalued thereafter on a 3 year rolling basis

Department of Planning, Transport and Infrastructure
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Note 30: Plant and Equipment

	2015	2014
	\$'000	\$'000
Plant and Equipment:		
Plant and equipment (at fair value)	1,788,362	1,634,000
Information technology (IT)	20,090	19,244
IT under lease	5,224	5,442
	1,813,676	1,658,686
Accumulated Depreciation:		
Accumulated depreciation - Plant and equipment	1,048,149	897,402
Accumulated depreciation - Information technology (IT)	13,926	12,694
Accumulated depreciation - IT under lease	3,417	3,596
	1,065,492	913,692
Total Plant and Equipment	748,184	744,994

RECONCILIATION OF PLANT AND EQUIPMENT

The following table shows the movement of Plant and Equipment during 2014-15

	Plant and Equipment \$'000	Information Technology \$'000	IT Under Lease \$'000	Total \$'000
Carrying amount at 1 July	737,183	6,825	1,709	745,717
Prior period - error correction - 2012-13	12	(304)	137	(155)
Prior period - error correction - 2013-14	(597)	29	-	(568)
Adjusted opening balance	736,598	6,550	1,846	744,994
Additions	12,991	419	898	14,308
Transfer to/from works in progress	163,338	1,731	-	165,069
Disposals	(1,315)	-	-	(1,315)
Resources received free of charge	52	-	-	52
Write offs	(3)	(335)	-	(338)
Revaluation decrement	(114,463)	-	-	(114,463)
Depreciation and amortisation	(56,873)	(2,200)	(936)	(60,009)
Transfers due to reclassification of assets	(113)	-	-	(113)
Other movements	1	(1)	(1)	(1)
Carrying amount at 30 June	740,213	6,164	1,807	748,184

Depreciation of Plant and Equipment

Total depreciation associated with plant and equipment for the year ended 30 June 2015 was \$60.009 million (\$61.503 million). This amount has been reported within the Statement of Comprehensive Income as operating expenditure of the Department.

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Valuation of Plant and Equipment

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

For specialised plant and equipment, the valuers 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.

Timing of 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 2012	Liquid Pacific Holdings Pty Ltd	3	3	Cost
	Tram and Train Rolling Stock	1 July 2014	Australian Valuation Solutions	3	3	Cost
	Bus Depots	1 July 2014	Australian Valuation Solutions	3	3	Cost
	Rail	1 July 2014	Australian Valuation Solutions	3	3	Cost
	Tall Ships/Patrol Boats *	1 July 2014	Markwell Risk Mgt Services / Peter McDonalds	3	3	Cost
	Ferries (including Modules)	1 July 2013	Graysasset Services	3	2	Market
	Aids to Navigation	1 July 2013	Liquid Pacific Holdings Pty Ltd	3	3	Cost
	Heavy Plant	1 July 2013	Graysasset Services	3	2	Market
	Bus Shelters	1 July 2014	Aon Risk Solutions	3	3	Cost
	Metro-ticket System	NA	First valuation applicable 2015-16	3	3	Cost

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Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach
<i>Plant and Equipment</i>	Recreation and Sport	1 July 2012	Liquid Pacific Holdings Pty Ltd	3	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
<i>IT Under Lease</i>	IT Under Lease	NA	Not applicable	NA	NA	NA

* Patrol Boats valuation was done by a suitable, qualified and experienced officer of the Department

Department of Planning, Transport and Infrastructure
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Note 31: Network Assets

	2015	2014
	\$'000	\$'000
Network Assets:		
Network assets (deemed fair value)	24,349,863	23,317,915
Rail and bus track (deemed fair value)	2,717,017	2,678,760
	<hr/>	<hr/>
	27,066,880	25,996,675
Accumulated Depreciation:		
Accumulated depreciation - Network	6,369,542	5,965,581
Accumulated depreciation - Rail and bus track	642,727	598,684
	<hr/>	<hr/>
	7,012,269	6,564,265
Total Network Assets	<hr/>	<hr/>
	20,054,611	19,432,410

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
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RECONCILIATION OF NETWORK ASSETS

The following table shows the movement of Network Assets during 2014-15

	Roads	Structures	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July	15,239,594	2,113,663	2,082,795	19,436,052
Prior period - error correction - 2012-13	(126)	1,554	-	1,428
Prior period - error correction - 2013-14	(12)	(2,339)	(2,719)	(5,070)
Adjusted opening balance	<u>15,239,456</u>	<u>2,112,878</u>	<u>2,080,076</u>	<u>19,432,410</u>
Transfers from works in progress	516,902	75,083	38,061	630,046
Donated assets	(1,396)	-	-	(1,396)
Revaluation increment	188,625	64,353	-	252,978
Other	-	-	(1)	(1)
Depreciation and amortisation	(174,123)	(41,457)	(43,959)	(259,539)
Transfers due to reclassification of assets	-	-	113	113
Carrying amount at 30 June	<u>15,769,464</u>	<u>2,210,857</u>	<u>2,074,290</u>	<u>20,054,611</u>

Department of Planning, Transport and Infrastructure
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Valuation of Road Network Assets

With the exception of earthworks and the pavement sub-base which are not subject to depreciation, all road network assets are valued at written down replacement cost by senior professional engineers with the knowledge and expertise in that particular area and 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.

Road network assets are revalued every three years with indexing applied during intervening years to roads and structures. Indexing is applied using the Australian Bureau of Statistics' Road and Bridge Construction Price Index for South Australia as at 1 July.

Approval has been granted by the Treasurer for a variation to the requirements of Accounting Policy Framework III clause 3.7, which requires an independent valuation appraisal be performed at least every 6 years. The variation enables the Department to value its road network assets using an internally developed revaluation methodology, with inputs for the key areas being provided by independent industry experts.

In the model used for valuation, the road network is segmented into sections that have similar engineering and functional characteristics. Each segment is then characterised by a representative stereotype. Replacement unit rates, useful lives and non-depreciating sub-base percentages are calculated for each of these stereotypes and then applied to the surfacing/pavement area of the segments.

Valuation of Rail and Bus Network Assets

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

Timing of Network Asset Revaluations

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

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Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input Level	Fair Value Approach
Network Assets						
Roads	Road Pavements, Road Surface and Ancillary Items	1 July 2012	Mick Lorenz, BE (Civil)*	3	3	Cost
	Earthworks	1 July 2012	Mick Lorenz, BE (Civil)*	3	3	Cost
Structures	Bridges / Culverts	1 July 2012	Tony Nobbs, BEng (Civil), Meng Sc*	3	3	Cost
	Ferry Landings	1 July 2012	Tony Nobbs, BEng (Civil), Meng Sc*	3	3	Cost
	Drainage	1 July 2014	Xylem Water Solution	3	3	Cost
	Weighbridges and Weigh Slabs	1 July 2014	Aquenta Consulting	3	3	Cost
Rail and Bus Track	Busway Interchanges	1 July 2013	Aquenta Consulting	3	3	Cost
	Busway Track and Structures	1 July 2012	Tony Nobbs, BEng (Civil), Meng Sc*	3	3	Cost
	Metro Tram Line **	1 July 2011	Propell National Valuers	3 - 5	3	Cost
	Metro Rail Lines Track and Structures **	1 July 2011	Propell National Valuers	3 - 5	3	Cost

* Valuation performed by suitably qualified officers of the Department

** Revaluation of public transport assets has been split to occur between 2014- 2016 within APF requirements. They will be revalued thereafter on a 3 year rolling basis

Department of Planning, Transport and Infrastructure
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Note 32: Capital Works in Progress

	2015	2014
	\$'000	\$'000
Capital Works in Progress		
Land, buildings and facilities	39,994	31,241
Road network	231,333	636,580
Plant, equipment and intangibles	33,285	124,315
Rail and bus track	35,288	42,631
Total Capital Works in Progress	339,900	834,767

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RECONCILIATION OF CAPITAL WORKS IN PROGRESS

The following table shows the movement of Capital Works in Progress during 2014-15

	Road Network	Plant and Equipment/Intangibles	Land, Buildings & Facilities	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July	636,964	126,331	31,241	43,581	838,117
Prior period - error correction - 2012-13	(311)	(1,079)	-	-	(1,390)
Prior period - error correction - 2013-14	(73)	(937)	-	(950)	(1,960)
Adjusted opening balance	636,580	124,315	31,241	42,631	834,767
Additions	187,947	93,122	50,449	30,766	362,284
Transfer to capital	(591,985)	(183,440)	(41,618)	(38,061)	(855,104)
Transfer to operating	(1,209)	(712)	(78)	(48)	(2,047)
Carrying amount at 30 June	231,333	33,285	39,994	35,288	339,900

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*.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
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Note 33: Intangible Assets

	2015	2014
	\$'000	\$'000
Software:		
Computer software	84,187	73,410
Accumulated amortisation	46,787	53,043
Total Intangible Assets	37,400	20,367

RECONCILIATION OF INTANGIBLE ASSETS

The following table shows the movement of Intangible Assets during 2014-15

	2015
	\$'000
Carrying amount at 1 July	20,371
Prior period - error correction - 2012-13	(4)
Adjusted opening balance	<u>20,367</u>
Additions	4,296
Transfers from works in progress	18,371
Disposals	(33)
Amortisation	(5,601)
Carrying amount at 30 June	<u>37,400</u>

Amortisation of Intangibles

Total amortisation associated with intangibles for the year ended 30 June 2015 was \$5.601 million (\$6.702 million). This amount has been reported within the Statement of Comprehensive Income as operating expenditure of the Department.

Valuation of Intangible Assets

Intangible assets are measured at cost and following initial recognition, are carried at cost less any accumulated amortisation. The acquisition or internal development of software is only capitalised when the expenditure meets the definition criteria and can be reliably measured in accordance with AASB 138 *Intangible Assets* and with the guidance provided in APF III *Asset Accounting Framework* and when the amount of expenditure is greater than or equal to \$10 000. Costs associated with the development or implementation of software applications that do not meet the criteria for asset recognition are expensed.

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

Department of Planning, Transport and Infrastructure
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Note 34: Fair Value Measurement

Fair Value Hierarchy

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.

Further detail regarding the fair value hierarchy and specific examples are included in Note 3.14 "Fair Value Measurement".

Fair value measurements recognised in the Statement of Financial Position are categorised into the following levels at 30 June 2015.

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

Fair Value Measurements

	2015	Level 2	Level 3
	\$'000	\$'000	\$'000
Recurring Fair Value Measurements			
Buildings and facilities (note 29)	1,524,111	209,707	1,314,404
Land, buildings and improvements under lease (note 29)	36,099	36,099	-
Plant and equipment (note 30)	740,213	37,256	702,957
Network assets (note 31)	17,980,321	-	17,980,321
Rail and bus track (note 31)	2,074,290	-	2,074,290
Total Recurring Fair Value Measurements	22,355,034	283,062	22,071,972

Non- Recurring Fair Value Measurements

Land, buildings and facilities held for sale (note 28)	142,298	142,298	-
Total Non-Recurring Fair Value Measurements	142,298	142,298	-

Total	22,497,332	425,360	22,071,972
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	2014	Level 2	Level 3
	\$'000	\$'000	\$'000
Recurring fair value measurements			
Buildings and facilities (note 29)	1,612,148	310,039	1,302,109
Land, buildings and improvements under lease (note 29)	26,725	26,725	-
Plant and equipment (note 30)	736,598	33,828	702,770
Network assets (note 31)	17,352,334	-	17,352,334
Rail and bus track (note 31)	2,080,076	-	2,080,076
Total Recurring Fair Value Measurements	21,807,881	370,592	21,437,289

Non- Recurring Fair Value Measurements

Land, buildings and facilities held for sale (note 28)	37,524	37,524	-
Total Non-Recurring Fair Value Measurements	37,524	37,524	-

Total	21,845,405	408,116	21,437,289
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Valuation Techniques and Inputs

Valuation techniques used to derive Level 2 and 3 fair values are detailed in Notes 28 - 33. There were no changes in valuation techniques during 2015.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
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Reconciliation of Level 3 Fair Value Measurements as at 30 June 2015

	Buildings and Facilities ⁽¹⁾	Plant and Equipment ⁽¹⁾	Network Assets	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying Amount at 1 July	1,300,533	702,697	17,353,257	2,082,795	21,439,282
Prior Period Error Correction 2012-13	18	12	1,428	-	1,458
Prior Period Error Correction 2013-14	1,558	61	(2,351)	(2,719)	(3,451)
Adjusted opening balance	1,302,109	702,770	17,352,334	2,080,076	21,437,289
Additions	7,288	11,803	-	-	19,091
Transfer from works in progress	41,281	156,745	591,985	38,061	828,072
Disposals ⁽²⁾	(169)	(603)	-	-	(772)
Donated assets	(503)	-	(1,396)	-	(1,899)
Resources received free of charge	-	52	-	-	52
Write offs	-	(3)	-	-	(3)
Revaluation increment (decrement) ⁽³⁾	8,436	(116,213)	252,978	-	145,201
Depreciation and amortisation	(43,412)	(52,443)	(215,580)	(43,959)	(355,394)
Transfers due to reclassification of assets at same Fair Value level	(815)	(34)	-	34	(815)
Transfer into Level 3	204	884	-	79	1,167
Transfer out of Level 3	(13)	-	-	-	(13)
Other Movements	(2)	(1)	-	(1)	(4)
Carrying amount as at 30 June	1,314,404	702,957	17,980,321	2,074,290	22,071,972

(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	(169)	(479)	-	-	(648)
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Department of Planning, Transport and Infrastructure
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Reconciliation of Level 3 Fair Value Measurements as at 30 June 2014

	Buildings and Facilities ⁽¹⁾ \$'000	Plant and Equipment ⁽¹⁾ \$'000	Network Assets \$'000	Rail and Bus Track \$'000	Total \$'000
Carrying Amount at 1 July	715,026	668,615	16,362,852	1,205,795	18,952,288
Prior Period Error Correction 2011-12	(384)	-	(46)	(3,444)	(3,874)
Prior Period Error Correction 2012-13	(39)	6,474	360	-	6,795
Adjusted opening balance	714,603	675,089	16,363,166	1,202,351	18,955,209
Additions	28,385	16,778	-	-	45,163
Transfer from works in progress	565,345	65,361	881,114	909,587	2,421,407
Disposals ⁽²⁾	(296)	(1,054)	(369)	-	(1,719)
Donated assets	(13,250)	(66)	(2,748)	-	(16,064)
Resources received free of charge	3,309	10	-	-	3,319
Write offs	-	(36)	-	-	(36)
Revaluation increment (decrement) ⁽³⁾	31,209	754	308,834	3,693	344,490
Depreciation and amortisation	(28,169)	(53,730)	(196,739)	(33,245)	(311,883)
Transfers due to reclassification of assets at same Fair Value level	(603)	(409)	-	409	(603)
Other Movements	-	-	(1)	-	(1)
Carrying amount as at 30 June	1,300,533	702,697	17,353,257	2,082,795	21,439,282
Prior Period Error Correction 2012-13	18	12	1,428	-	1,458
Prior Period Error Correction 2013-14	1,558	61	(2,351)	(2,719)	(3,451)
Adjusted closing balance 30 June	1,302,109	702,770	17,352,334	2,080,076	21,437,289

(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 (296) (838) (369) - (1,503)

Department of Planning, Transport and Infrastructure
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Transfers In and Out of Level 3

The Department's policy is to recognise transfers into and out of fair value hierarchy levels as at the beginning to the reporting period. Asset transfers in and out of Level 3 are transactional transfers due to changes in the classification of assets.

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Note 35: Payables

	2015	2014
	\$'000	\$'000
Current:		
Creditors	42,630	23,633
Accrued expenses	73,147	111,502
Rail Commissioner (Federally Awarded Employees)	12,476	12,119
Employment on-costs	4,044	4,284
Lease incentives	1,745	43
Other	14	59
Total Current Payables	134,056	151,640
Non-Current:		
Employment on-costs	5,940	6,637
Rail Commissioner (Federally Awarded Employees)	17,334	17,017
Lease incentives	-	264
Total Non-Current Payables	23,274	23,918
Total Payables	157,330	175,558

Interest Rate and Credit Risk

Creditors and accruals are raised for all amounts unpaid. Creditors are normally settled within 30 days. 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.

Employment On-costs

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 2014 (40%) to 2015 (37%) and the average factor for the calculation of employer superannuation cost on-cost has remained at the 2014 rate of 10.3%. These rates are used in the employment on-cost calculation.

The net financial effect of the changes in the current financial year is a decrease in the employment on-cost of \$237,000. The estimated impact on 2016 and 2017 is not expected to be materially different to the impact in 2015.

(a) Categorisation of financial instruments and maturity analysis of payables - refer Note 41.

(b) Risk exposure information - refer Note 41.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 36: Borrowings

	2015	2014
	\$'000	\$'000
Current:		
Borrowings (1)		
Balance as at 1 July	483	447
Transfers	38	36
Balance as at 30 June	521	483
Obligations under finance leases and plant hire contracts (2)		
Balance as at 1 July	1,729	1,726
Prior period error	-	57
Adjusted balance as at 1 July	1,729	1,783
Net decrease in lease liabilities due to:		
New leases	322	251
Transfers	1,518	1,497
Repayments	(1,837)	(1,802)
Balance as at 30 June	1,732	1,729
Total Current Borrowings	2,253	2,212
Non Current		
Borrowings (1)		
Balance as at 1 July	1,324	1,806
Transfers	(75)	(36)
Repayments	(446)	(446)
Balance as at 30 June	803	1,324
Obligations under finance leases and plant hire contracts (2)		
Balance as at 1 July	14,659	15,611
Prior period error	-	47
Adjusted balance as at 1 July	14,659	15,658
Net decrease in lease liabilities due to:		
New leases	577	498
Transfers	(1,518)	(1,497)
Balance as at 30 June	13,718	14,659
Total Non Current Borrowings	14,521	15,983
Total Borrowings	16,774	18,195

(1) These borrowings represent loans relating to the Office for Recreation and Sport. The borrowings consist of two loans at fixed interest rates of 7.99% and 7.34% and have maturity dates of 2017 and 2018 respectively.

(2) Secured by the asset leased.

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

Department of Planning, Transport and Infrastructure
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Assets Pledged as Security		2015	2014
		\$'000	\$'000
The carrying amount of non current assets pledged as security are:			
	Note		
Leased land and buildings:			
Buildings and improvements under lease	29	36,099	26,725
Leased plant and equipment:			
Computer and office equipment	30	1,807	1,846
Total Assets Pledged as Security		37,906	28,571

(a) Categorisation of financial instruments and maturity analysis of borrowings - refer Note 41.

(b) Risk exposure information - refer Note 41.

(c) Defaults and breaches - there were no defaults or breaches on any of the above liabilities throughout the year.

Department of Planning, Transport and Infrastructure
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Note 37: Employee Benefits

	2015	2014
	\$'000	\$'000
Current:		
Annual leave	20,128	21,278
Long service leave	6,637	7,160
Skills and Experience Retention Leave	1,808	1,690
Accrued salaries and wages	9,305	827
Total Current Employee Benefits	37,878	30,955
Non-Current:		
Long service leave	66,376	71,602
Total Non-Current Employee Benefits	66,376	71,602
Total Employee Benefits	104,254	102,557

The total current and non-current employee liability (i.e. aggregate employee benefit plus related on-costs) for 2015 is \$41.930 million (\$35.239 million) and \$72.316 million (\$78.239 million) respectively.

Annual Leave

Annual leave is classified as a current liability as employees are expected to take all annual leave within the year of entitlement.

Long Service Leave

AASB 119 contains the calculation methodology for long service leave liability. The actuarial assessment performed by the Department of Treasury and Finance has provided a set level basis for the measurement of long service leave.

AASB 119 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 decreased from 3.5% (2014) to 3.0% (2015).

The overall decrease to the reported long service leave liability is due to long service leave payments of \$11.278 million (\$3.337 million) to employees who received a Targeted Voluntary Separation Package, partially offset by an increase in the long service leave liability of \$2.161 million (\$1.352 million) and employee benefit on-cost expense of \$193 000 (\$125 000) as a result of a decrease in the bond yield. The impact on future periods is impracticable to estimate as the long service leave liability is calculated using a number of assumptions – a key assumption is the long-term discount rate.

The actuarial assessment performed by the Department of Treasury and Finance left the salary inflation rate at 4% for long service leave liability and revised the salary inflation rate down by 1% from 2014 (4%) to 2015 (3%) for annual leave and skills, experience and retention leave liability.

The net financial effect of the changes in the current financial year is a decrease in the annual leave and skills, experience and retention leave liability of \$213 000 and employee benefit on cost expense by \$34 000. The estimated impact on 2016 and 2017 is \$264 000 and \$282 000 respectively.

Department of Planning, Transport and Infrastructure
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Note 38: Provisions

	2015	2014
	\$'000	\$'000
Current:		
Provision for workers compensation	1,662	1,572
Site remediation	7,840	7,801
Other provisions (SA Government)	56	-
Total Current Provisions	9,558	9,373
Non-Current:		
Site remediation	8,098	8,002
Provision for workers compensation	5,532	6,271
Total Non-Current Provisions	13,630	14,273
Total Provisions	23,188	23,646

Reconciliation of Workers Compensation

The following table shows the movement of the workers compensation provision:

Carrying amount as at 1 July	7,843	6,718
Increase in provision due to revision of estimates	2,169	4,286
Reductions resulting from payments	(2,818)	(3,161)
Carrying Amount at 30 June	7,194	7,843

Reconciliation of Site Remediation

The following table shows the movement of the site remediation provision:

Carrying amount as at 1 July	15,803	6,652
Increase in provision due to revision of estimates	259	9,183
Reductions resulting from payments	(124)	(32)
Carrying Amount at 30 June	15,938	15,803

Reconciliation of Other Provisions

The following table shows the movement of other provisions:

Carrying amount as at 1 July	-	299
Increase in provision due to revision of estimates	56	154
Reductions resulting from payments	-	(453)
Carrying Amount at 30 June	56	-

Department of Planning, Transport and Infrastructure
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Note 39: Other Liabilities

	2015	2014
	\$'000	\$'000
Current:		
Deferred income	22,701	29,176
Other	332	180
Lease Incentives	5,927	5,434
Total Current Other Liabilities	28,960	34,790
Non-Current:		
Lease Incentives	25,821	29,367
Other	23	-
Total Non-Current Other Liabilities	25,844	29,367
Total Other Liabilities	54,804	64,157

Deferred income (SA Government) in 2014-15 primarily consists of revenue received in advance on capital works performed by Building Management on behalf of Government agencies.

Commonwealth funding received for specific projects (formerly AusLink Advance Account for Specific Projects Fund) includes Commonwealth Grants received in relation to the Accelerated Sturt Highway Package and the AusLink Strategic Regional Roads Programme. On 30 June 2006, the Department received a conditional, interest bearing, Commonwealth grant of \$100 million, which has been disclosed as deferred income in accordance with APF V and APS 4.12. As at reporting date, the remaining balance is \$0.477 million (\$0.470 million).

Department of Planning, Transport and Infrastructure
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Note 40: Prior Period Adjustments - Adjustments to Equity

	2015 \$'000	2014 \$'000
Reinstatement of Opening Balances		
Adjustments against Retained Earnings:		
Work in progress adjustment - error correction	(3,350)	(5,176)
Asset recognition - error correction	(10,046)	(16,973)
Other adjustment - error correction	(1,656)	3,452
Total Adjustments against Retained Earnings	(15,052)	(18,697)
Adjustments against Asset Revaluation Surplus:		
Asset revaluation - error correction	2,230	-
Total Adjustments against Asset Revaluation Surplus	2,230	-
Total Adjustments to Equity	(12,822)	(18,697)

The table above represents total adjustments to equity identified in each year. Adjustments totalling \$12.822 million (\$18.697 million) were identified in the year ended 30 June 2015 which affect the year ended 30 June 2014 and prior years.

RESTATEMENT OF OPENING BALANCES

Adjustments against Retained Earnings

Work in progress adjustment – error correction

A review of completed projects by the Department in the year ended 30 June 2015 identified costs of \$3.350 million which were recognised within the capital works in progress asset balance at 30 June 2014 which did not meet the Department's asset recognition criteria. Recognising these costs within the balance of capital works in progress instead of as expenses in the year ended 30 June 2014 or a prior period is an error which was corrected in the current year by an adjustment to retained earnings. The impact on the financial statements for 2013-14 is summarised below:

	2014 \$'000	2013 \$'000	Total \$'000
Work in progress adjustment - error correction			
Network Assets - work in progress	(1,023)	(311)	(1,334)
Plant and equipment - work in progress	(937)	(1,079)	(2,016)
Total work in progress adjustment	(1,960)	(1,390)	(3,350)

Department of Planning, Transport and Infrastructure
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Asset Recognition – error correction

Asset reconciliation and stock take procedures in 2014-15 identified assets totalling \$10.046 million which were not recognised or incorrectly recognised in prior years. This value is summarised below by asset class:

	2014	2013	Total
	\$'000	\$'000	\$'000
Asset recognition - error correction			
Network Assets	(5,070)	1,427	(3,643)
Land, buildings and facilities	(1,170)	(3,906)	(5,076)
Plant and equipment	(568)	(155)	(723)
Intangible assets	-	(4)	(4)
Non-current assets classified as held for sale	(600)	-	(600)
Total asset recognition - error correction	(7,408)	(2,638)	(10,046)

Other Adjustments – error correction

	2014	2013	Total
	\$'000	\$'000	\$'000
Other adjustments - error correction			
Inventories	(749)	(166)	(915)
Payables	(390)	-	(390)
Borrowings	-	(104)	(104)
Receivables	(139)	(108)	(247)
Total other adjustments error correction	(1,278)	(378)	(1,656)

Adjustments against Asset Revaluation Surplus

Asset Revaluation – error correction

An adjustment was made to the revaluation surplus account in 2014-15 of \$2.230 million. The adjustment is mainly attributed to the revaluation of buildings and facilities.

	2014	2013	Total
	\$'000	\$'000	\$'000
Asset revaluation - error correction			
Land, buildings and facilities	(176)	2,406	2,230
Total asset recognition - error correction	(176)	2,406	2,230

Department of Planning, Transport and Infrastructure
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Note 41: Financial Instruments

41.1 – Financial risk management

The Department has developed a Risk Management policy and associated Framework in accordance with the *Risk Management Policy Statement* issued by the Premier and Treasurer and the principles established in the *Australian Standard Risk Management Principles and Guidelines*. This policy and framework set out the tailored approach to identify and manage risk within the Department.

The Department is exposed to financial risk – liquidity risk, credit risk and market risk. There have been no changes in risk exposure since the last reporting date.

41.2 - Categorisation of financial instruments

Details of the significant accounting policies 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 Note 3.

Refer Note 41.3 for the carrying amounts of each category of financial assets and liabilities. The Department does not recognise any financial assets or financial liabilities at fair value.

The carrying amount of cash and cash equivalents represents fair value. Cash is available at call and is recorded at cost.

The carrying amount less impairment provisions of receivables and payables is a reasonable approximation of fair value due to the short term nature of these.

Finance leases are recorded at amounts equal to the lower of the fair value of the leased asset or the present value of the minimum lease payments using a government borrowing rate. Lease payments are made in accordance with the schedules determined at the inception of each lease.

Borrowings (excluding finance leases) are recognised at cost. The borrowings consist of two loans at fixed interest rates of 7.99% and 7.34% and have maturity dates of 2017 and 2018 respectively.

41.3 – 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. The Department settles undisputed accounts within 30 days from the date of the invoice or date the invoice is first received. In the event of a dispute, payment is made 30 days from resolution.

In relation to this risk, the Department's exposure is considered to be minimal based on past experience and current assessment of risk. The carrying amount recorded in note 41.3 represent the Department's maximum exposure.

The following table discloses the carrying amount of each category of financial instrument held by the Department including the contractual maturity analysis for financial assets and liabilities (i.e. liquidity risk). Cash flows realised from financial assets reflect management's expectation as to the timing of realisation. Actual timing may differ from that disclosed. The timing of cash flows presented in the table to settle financial liabilities reflects the earliest contractual settlement dates.

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Table 41.3 – Categorisation and maturity analysis of financial assets and liabilities

Category of financial asset and financial liability	Notes	Carrying amount \$'000	Contractual Maturities			
			Less than 1 year \$'000	1-5 years \$'000	More than 5 years \$'000	
2015						
Financial assets						
Cash and cash equivalents:	Cash and cash equivalent	24	1,423,773	1,423,773	-	-
Loans and receivables:	Receivables ^{(1) (2)}	25	132,975	128,523	2,412	2,040
	Finance lease receivable	25,43	7,685	865	3,186	3,634
Total financial assets			1,564,433	1,553,161	5,598	5,674
Financial Liabilities						
Financial liabilities at cost:	Payables ⁽¹⁾	35	145,592	128,258	17,334	-
	Borrowings	36	1,324	521	803	-
	Finance lease payable	36,43	20,617	2,629	7,863	10,125
Total financial liabilities			167,533	131,408	26,000	10,125
2014						
Financial assets						
Cash and cash equivalents:	Cash and cash equivalent	24	436,528	436,528	-	-
Loans and receivables:	Receivables ⁽¹⁾	25	186,014	181,233	2,741	2,040
	Finance lease receivable	25,43	8,401	837	3,101	4,463
Total financial assets			630,943	618,598	5,842	6,503
Financial Liabilities						
Financial liabilities at cost:	Payables ⁽¹⁾	35	164,330	147,313	17,017	-
	Borrowings	36	1,807	483	1,324	-
	Finance lease payable	36,43	22,490	2,742	7,935	11,813
Total financial liabilities			188,627	150,538	26,276	11,813

(1) Receivable and payable amounts disclosed exclude amounts relating to statutory receivables and payables

(2) Receivables amount disclosed here excludes prepayments

Department of Planning, Transport and Infrastructure
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41.4 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 minimal concentration of credit risk. The Department has credit management policies and procedures in place to ensure business transactions continue to occur with customers with appropriate credit history. Allowances for impairment of financial assets are calculated on past experience and current and expected changes in client credit rating. Other than receivables there is no evidence to indicate that financial assets are impaired. The carrying amount of financial assets as detailed in note 41.3 represents the Department's maximum exposure to credit risk.

The following table discloses the ageing of financial assets that are past due but not impaired and impaired financial assets.

Table 41.4 – Ageing analysis of financial assets

	Carrying amount \$'000	Not past due and not impaired \$'000	Past due but not impaired			Impaired financial assets \$'000
			Overdue for less than 30 days \$'000	Overdue for 30-60 days \$'000	Overdue for more than 60 days \$'000	
2015						
Cash and cash equivalent	1,423,773	1,423,773	-	-	-	-
Receivables ⁽¹⁾	132,975	112,467	6,300	3,204	9,671	1,333
Finance lease receivables	7,685	7,685	-	-	-	-
Total Financial Assets	1,564,433	1,543,925	6,300	3,204	9,671	1,333
2014						
Cash and cash equivalent	436,528	436,528	-	-	-	-
Receivables ⁽¹⁾	186,014	153,858	17,611	1,934	9,931	2,680
Finance lease receivables	8,401	8,401	-	-	-	-
Total Financial Assets	630,943	598,787	17,611	1,934	9,931	2,680

(1) Receivable and payable amounts disclosed exclude amounts relating to statutory receivable and payables

41.5 Market risk

Market risk for the Department is primarily through interest rate risk. The Department's exposure to interest rate risk is measured with reference to the level interest and non-interest bearing assets and liabilities held at reporting date.

Interest revenue from interest bearing assets is calculated using the Common Public Sector Interest Rate (CPSIR) and/or other rates as determined by the Treasurer.

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.

Foreign Currency 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. The forward cover aims to hedge against losses arising from any foreign currency price fluctuations at the date of settlement.

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Sensitivity disclosure analysis

A sensitivity analysis has not been undertaken for the interest rate risk of the Department as it has been determined that the impact on profit and loss or total equity from fluctuations in interest rates is immaterial.

Note 42: Transferred Functions

No controlled functions transferred to and from the Department during the year.

Note 43: Unrecognised Contractual Commitments

Capital Commitments	2015 \$'000	2014 \$'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	379,048	474,596
Later than one year but no later than five years	323,466	131,618
Later than five years	-	-
Total Capital Commitments	702,514	606,214

The Department's capital commitments are predominantly for aggregate capital expenditure on construction projects relating to road networks, the purchase of new public transport vehicles 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.

Remuneration Commitments	2015 \$'000	2014 \$'000
Commitments for the payment of salaries and other remuneration under fixed-term employment contracts in existence at the reporting date but not recognised as liabilities are payable as follows:		
Within one year	17,746	24,040
Later than one year but no later than five years	19,735	28,424
Total Remuneration Commitments	37,481	52,464

Amounts disclosed include commitments arising from executive and other service contracts. The Department does not offer fixed term remuneration contracts greater than five years.

Other Commitments	2015 \$'000	2014 \$'000
Within one year	261,572	286,371
Later than one year but no later than five years	737,024	992,528
Later than five years	20,993	81,035
Total Other Commitments	1,019,589	1,359,934

The Department's other commitments include major service and supply contracts for road maintenance, ferry operations and bus and rail transport services. It also includes the outsourced facilities management contract which it manages on behalf of Government. These costs are reimbursable from other agencies.

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Operating Lease Commitments as Lessee	2015	2014
	\$'000	\$'000
Commitments under operating leases at the reporting date but not recognised as liabilities in the financial report, are payable as follows:		
Within one year	155,369	150,528
Later than one year but no later than five years	405,494	418,262
Later than five years	204,447	270,598
Total Operating Lease Commitments as Lessee	765,310	839,388

Representing:		
Cancellable operating leases	12,032	13,507
Non-cancellable operating leases	753,278	825,881
Total Operating Lease Commitments as Lessee	765,310	839,388

Commitments for minimum lease payments in relation to non-cancellable operating leases are payable as follows:

Within one year	148,466	142,804
Later than one year but no later than five years	400,532	412,782
Later than five years	204,280	270,295
Total Non-cancellable Operating Lease Commitments as Lessee	753,278	825,881

The Department's operating lease commitments as lessee are for land, motor vehicles, office equipment, other plant and equipment and commercial and residential accommodation.

Commercial accommodation leases are non cancellable with terms ranging from 1 to 15 years. Rental is payable in advance with no contingent rental provisions. Residential accommodation leases are cancellable with varying terms and have no option to renew.

Motor vehicle leases are cancellable, rentals are paid monthly in arrears and no contingent rental provisions exist within the agreement. Motor vehicle lease terms may be for 3 years (or 60 000 kms whichever comes first) or 5 years (or 100 000 kms whichever comes first).

Operating Lease Commitments as Sub-lessor	2015	2014
	\$'000	\$'000
Commitments under operating subleases at the reporting date but not recognised as receivable in the financial report, are as follows:		
Within one year	131,468	126,999
Later than one year but no later than five years	337,922	356,797
Later than five years	170,814	238,948
Total Operating Lease Commitments as Sub-lessor	640,204	722,744

The Department leases a number of properties from private landlords and sub-lets these properties to various tenants. The Department is therefore a sub-lessor of these properties.

Operating Lease Commitments as Lessor	2015	2014
	\$'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	24,140	25,560
Later than one year but no later than five years	24,094	31,669
Later than five years	6,134	3,168
Total Operating Lease Commitments as Lessor	54,368	60,397

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The Department's operating lease commitments as lessor are for commercial and residential properties and access rights to State owned land sites. Commercial accommodation leases are non-cancellable with terms ranging from 1 to 15 years. Rental is receivable in advance.

Leases as lessor from the Office for Recreation and Sport are non-cancellable leases of sporting venues and office accommodation leased to various sporting organisations. The leases have terms ranging from 1 to 25 years with some having a right of renewal.

Finance Lease Commitments as Lessee	2015	2014
	\$'000	\$'000
Future minimum lease payments under finance leases and hire purchase contracts together with the present value of net minimum lease payments are as follows:		
Within one year	2,629	2,742
Later than one year but no longer than five years	7,863	7,935
Later than five years	10,125	11,813
Minimum lease payments	20,617	22,490
Future finance lease charges	(5,167)	(6,102)
Total Finance Lease Commitments as Lessee (Recognised as a Liability)	15,450	16,388

The present value of finance lease payable is as follows:

Within one year	1,732	1,729
Later than one year but no longer than five years	5,294	5,076
Later than five years	8,424	9,583
Present Value of Finance Lease	15,450	16,388

Representing:

Current	1,732	1,729
Non-current	13,718	14,659
Total included in Borrowings	15,450	16,388

The Department's finance leases as lessee relate to government accommodation and computer hardware and software.

The Department's computer and network printer equipment leases are non-cancellable with terms of three to four years. Each lease contains three options at the conclusion of the current term being: return equipment, extend the lease at fair market value or purchase the equipment at fair market value. In all cases the Department chooses to exercise its right to return the equipment. The weighted average interest rate implicit in the lease is 10.54% (13.33%).

The lease for Roma Mitchell House is non-cancellable, for a term of 40 years due to expire 2027. At the end of the lease term, the building becomes part of the Department's owned portfolio. Rent is payable monthly, in advance. A contingent rental provision exists, in which an amount is expensed after taking into account the principal reduction and interest expense from the monthly lease payment. This contingent rental expense was \$2.450 million in the year ended 30 June 2015 (\$2.401 million).

The lease payment changes each year in accordance with CPI. The weighted average interest rate implicit in the lease in the year ended 30 June 2015 is 5.52% (5.52%).

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Finance Lease Commitments as Lessor	2015	2014
	\$'000	\$'000
Finance lease receivables contracted for at the reporting date are as follows:		
Within one year	865	837
Later than one year but no longer than five years	3,186	3,101
Later than five years	3,634	4,463
Minimum lease payments	7,685	8,401
Unearned finance income	(715)	(1,107)
Total Finance Lease Commitments as Lessor (Recognised as an Asset)	6,970	7,294

The present value of finance lease receivable is as follows:

Within one year	737	659
Later than one year but no longer than five years	2,810	2,553
Later than five years	3,423	4,082
Present Value of Finance Lease	6,970	7,294

Representing:

Current	737	659
Non-current	6,233	6,635
Total included in Receivables	6,970	7,294

The Department's finance leases as lessor represents recreational jetties and residential properties (ie government employee housing). As the finance leases for recreational jetties provide no material revenues, amounts associated with these leases have not been recognised (refer note 3.15).

Residential property finance leases where the Department is the lessor are non-cancellable, for a term of 20 years. At the end of the lease term, the asset belongs to the lessee. Rent is paid one month in advance and there are no contingent rental provisions. The interest rate for the June 2015 quarter implicit in the lease is 1.94 percent (2.55 percent).

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Note 44: Contingent Assets and Liabilities

At 30 June 2015, 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
- a number of in principle agreements with various property owners to purchase their property. If the property owners purchase a replacement investment property within 12 months with the same ownership, the Department is obligated to pay additional compensation.

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

The Department believes that the extent of these contingent liabilities cannot be reliably measured at balance date.

The Department may be awarded the reimbursements of costs for some cases which are still subject to litigation.

The Department had a possible obligation and entitlement to funds relating to a third party incident involving marine equipment.

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Note 45: Cash Flow Reconciliation

	2015	2014
	\$'000	\$'000
Reconciliation of Cash and Cash Equivalents - Cash at 30 June as per:		
Statement of Cash Flows	1,423,773	436,528
Statement of Financial Position	1,423,773	436,528
Reconciliation of Net Cash provided by (used in) operating activities to net revenue (cost of) / from providing services:		
Net cash provided by operating activities	1,226,932	324,863
Revenues from SA Government	(369,235)	(336,014)
Payments to SA Government	79,977	6,708
Add (less): Non-Cash Items:		
Net gain (loss) on sale or disposal of non-current assets	4,158	(7,107)
Depreciation/amortisation expense of non-current assets	(376,138)	(336,228)
Assets written off	(850)	(37)
Assets donated	(2,573)	(16,308)
Resources received free of charge	7,067	3,342
Expensing of works in progress	-	(55,832)
Movements in Assets and Liabilities:		
Increase (Decrease) in receivables	(56,084)	(115,243)
Increase (Decrease) in inventories	(201)	806
Increase (Decrease) in other assets	(2,210)	94
(Increase) Decrease in payables and provisions	888	66,302
(Increase) Decrease in employee benefits	(1,698)	(3,615)
(Increase) Decrease in other liabilities	9,353	(10,115)
Net Revenue (Cost of) / from Providing Services	519,386	(478,384)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 46: Transactions with SA Government

The following table discloses revenues, expenses, financial assets and liabilities where the counterparty/transaction is with an entity within the SA Government as at the reporting date, classified according to their nature.

Note		SA Government		Non-SA Government		Total	
		2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000
	EXPENSES						
6	Employee benefits expenses	11,357	12,141	234,297	233,983	245,654	246,124
7	Supplies and services						
	Bus service contracts	-	-	195,153	193,381	195,153	193,381
	Rail Commissioner salary reimbursements	55,268	56,310	-	-	55,268	56,310
	Major infrastructure maintenance contracts	-	-	52,124	53,556	52,124	53,556
	Other service contracts	3,258	3,541	80,930	86,037	84,188	89,578
	Consultants	-	-	354	336	354	336
	Operating leases	6,828	5,419	149,116	142,513	155,944	147,932
	Property expenses	456	414	109,425	113,176	109,881	113,590
	Plant, equipment and vehicle expenses	5,633	4,685	5,046	4,488	10,679	9,173
	Information technology	1,910	2,657	5,878	7,533	7,788	10,190
	Materials and other purchases	-	-	25,523	31,065	25,523	31,065
	Utilities	6,647	3,866	25,968	27,029	32,615	30,895
	Insurance	5,341	5,763	264	-	5,605	5,763
	Legal services	2,055	2,067	-	135	2,055	2,202
	Commissions - transaction processing	-	-	2,522	2,545	2,522	2,545
	Auditor's remuneration	1,081	984	-	-	1,081	984
	Administrative costs	-	-	6,966	7,129	6,966	7,129
	Payment to Service SA - registration and licensing collection	31,633	31,677	-	-	31,633	31,677
	Other	16,712	18,518	16,574	21,671	33,286	40,189
8	Depreciation and amortisation expense	-	-	376,138	336,228	376,138	336,228

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

		SA Government		Non-SA Government		Total	
		2015	2014	2015	2014	2015	2014
Note		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
20	Net loss from disposal of non-current assets	-	(527)	-	7,634	-	7,107
9	Grants and subsidies						
	Recurrent Grants						
	Contribution for policing services	38,519	37,580	-	-	38,519	37,580
	Transport Subsidy Scheme	-	-	10,164	10,535	10,164	10,535
	Grants to local councils	-	-	3,484	11,562	3,484	11,562
	Transport concessions	-	-	4,355	4,636	4,355	4,636
	Grants by Office for Recreation and Sport	-	-	21,491	23,485	21,491	23,485
	Other	854	1,117	4,029	3,659	4,883	4,776
	Capital Grants						
	Grants to local councils	-	-	2,049	1,652	2,049	1,652
10	Borrowing costs	1,117	1,290	-	-	1,117	1,290
11	Other Expenses						
	Rates, taxes and levies	5,552	6,992	2,894	3,622	8,446	10,614
	Donated assets	1,395	2,748	1,178	13,560	2,573	16,308
	Bad and doubtful debts expense	-	-	99	528	99	528
	Write-off of an asset	-	-	850	37	850	37
	Indentured Ports	13,036	13,925	-	-	13,036	13,925
	Site remediation	-	-	259	9,183	259	9,183
	Write-off of works in progress	-	-	-	55,832	-	55,832
	Payment to National Heavy Vehicle Regulator – State Contribution	-	-	13,648	-	13,648	-
	Other	-	-	421	580	421	580
23	Payments to SA Government	79,977	6,708	-	-	79,977	6,708
	TOTAL EXPENSES	288,629	217,875	1,351,199	1,407,310	1,639,828	1,625,185

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note		SA Government		Non-SA Government		Total	
		2015	2014	2015	2014	2015	2014
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
	INCOME						
13	Fees and charges						
	Drivers licence fees	-	-	46,393	44,553	46,393	44,553
	Metro tickets	-	-	88,012	81,299	88,012	81,299
	Motor registrations	2,809	2,754	399,737	385,638	402,546	388,392
	Marine related fees and charges	-	-	24,085	25,491	24,085	25,491
	Land services fees	8,803	9,187	6,215	5,936	15,018	15,123
	Other fees and charges	265	95	22,141	25,484	22,406	25,579
14	Commonwealth revenues						
	Commonwealth grants received via DTF	130,243	71,936	-	-	130,243	71,936
	National Land Transport Act 2014	-	-	2,893	3,844	2,893	3,844
	Other Commonwealth revenues	-	-	404	1,852	404	1,852
15	Sale of goods and services						
	Maintenance services	101,670	99,687	-	-	101,670	99,687
	Other sale of goods	28	956	8,159	8,334	8,187	9,290
	Other sale of services	11,632	12,873	24,047	23,212	35,679	36,085
16	Rental Income						
	Government accommodation	204,242	203,286	-	-	204,242	203,286
	Property rents and recoveries	-	-	3,952	3,345	3,952	3,345
	Other lease income	318	290	5,382	5,401	5,700	5,691
17	Grants and subsidies income						
	Concessional passenger income	60,482	57,745	-	338	60,482	58,083
	Grants received by Office for Recreation and Sport	-	-	760	572	760	572
	Other	1,041	1,047	-	-	1,041	1,047
18	Interest	2,203	2,319	131	102	2,334	2,421
19	Commissions received	37	40	-	-	37	40
20	Net gain from disposal of non-current assets	6	-	4,152	-	4,158	-

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

		SA Government		Non-SA Government		Total	
		2015	2014	2015	2014	2015	2014
Note		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
21	Resources received free of charge						
	Land, buildings and facilities	6,414	-	601	3,332	7,015	3,332
	Plant and equipment	-	-	52	10	52	10
22	Other income						
	Recoveries and contributions	854,071	1,338	19,697	8,239	873,768	9,577
	Reimbursement works and external project contributions	1,066	12,657	14,891	11,438	15,957	24,095
	Intra government transfers	22,108	25,384	-	-	22,108	25,384
	Sundry income	-	-	95	79	95	79
23	Revenues from SA Government	369,235	336,014	-	-	369,235	336,014
	TOTAL INCOME	1,776,673	837,608	671,799	638,499	2,448,472	1,476,107

	FINANCIAL ASSETS						
25	Receivables						
	Receivables	50,692	105,734	39,404	42,153	90,096	147,887
	Allowance for doubtful debts	(93)	(59)	(1,241)	(2,621)	(1,334)	(2,680)
	Finance lease receivables	6,118	6,442	852	852	6,970	7,294
	GST input tax recoverable	-	-	5,196	8,383	5,196	8,383
	Accrued revenues	32,225	29,750	9,733	8,581	41,958	38,331
	Lease incentives	-	-	865	395	865	395
	Loan receivables	151	-	2,104	2,476	2,255	2,476
27	Other Assets						
	Prepayments	369	1,076	21,668	12,473	22,037	13,549
	Lease Incentives	25,780	27,990	-	-	25,780	27,990
	TOTAL FINANCIAL ASSETS	115,242	170,933	78,581	72,692	193,823	243,625

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

		SA Government		Non-SA Government		Total	
		2015	2014	2015	2014	2015	2014
Note		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
	FINANCIAL LIABILITIES						
35	Payables						
	Creditors	8,475	650	34,155	22,983	42,630	23,633
	Accrued expenses	39,677	57,575	33,470	53,927	73,147	111,502
	Rail Commissioner (Federally Awarded Employees)	29,810	29,136	-	-	29,810	29,136
	Employment on-costs	9,984	10,921	-	-	9,984	10,921
	Lease incentives	1,745	307	-	-	1,745	307
	Other	-	-	14	59	14	59
36	Borrowings						
	Borrowings	-	-	1,324	1,807	1,324	1,807
	Obligations under finance leases	14,700	14,401	750	1,987	15,450	16,388
39	Other liabilities						
	Deferred income	10,054	18,674	12,647	10,502	22,701	29,176
	Other	10	25	345	155	355	180
	Lease Incentives	-	-	31,748	34,801	31,748	34,801
	TOTAL FINANCIAL LIABILITIES	114,455	131,689	114,453	126,221	228,908	257,910

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 47: Budgetary reporting and explanations of major variances between budget and actual amounts

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.

		Original Budget (1) 2015 \$'000	Actual 2015 \$'000	Variance \$'000
STATEMENT OF COMPREHENSIVE INCOME				
EXPENSES				
Employee benefit expenses		296,957	245,654	(51,303)
Supplies and services	a	724,189	812,665	88,476
Depreciation and amortisation expense		393,727	376,138	(17,589)
Grants and subsidies		95,300	84,945	(10,355)
Borrowing costs		3,863	1,117	(2,746)
Other expenses		15,915	39,332	23,417
Total Expenses		1,529,951	1,559,851	29,900
INCOME				
Fees and charges		575,809	598,460	22,651
Commonwealth revenues		153,095	133,540	(19,555)
Sale of goods and services		165,342	145,536	(19,806)
Rental income		199,591	213,894	14,303
Grants and subsidies		64,643	62,283	(2,360)
Interest		3,962	2,334	(1,628)
Commissions received		-	37	37
Net gain from the disposal of non-current assets		300	4,158	3,858
Resources received free of charge		735	7,067	6,332
Other income	b	60,142	911,928	851,786
Total Income		1,223,619	2,079,237	855,618
NET REVENUE FROM / (COST OF) PROVIDING SERVICES				
		(306,332)	519,386	825,718
REVENUES FROM (PAYMENTS TO) SA GOVERNMENT:				
Revenues from SA Government	c	313,824	369,235	55,411
Payments to SA Government	d	(6,111)	(79,977)	(73,866)
Net Revenues from (payments to) SA Government		307,713	289,258	(18,455)
Net Result		1,381	808,644	807,263
OTHER COMPREHENSIVE INCOME				
<i>Items that will not be reclassified to net result</i>				
Changes in property, network assets and equipment asset revaluation surplus	e	40,761	163,328	122,567
TOTAL COMPREHENSIVE RESULT		42,142	971,972	929,830

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

- (1) The budget process is not subject to audit. Budget information refers to the amounts presented to Parliament in the original budgeted financial statements in respect of the reporting period (2014-15 Budget Paper 4). These original budgeted amounts have been presented and classified on a basis that is consistent with line items in the financial statements. However these amounts have not been adjusted to reflect revised budgets or administrative restructures, machinery of government changes.
- a) Supplies and Services were higher than original budget largely due to: Rail Commissioner expenses being included in the budget as employee benefits expenses and reported as supplies and services for the Financial Statements due to the accounting treatment of the Rail Commissioner as a separate entity; and utilisation of supplies and services expenditure rather than the budgeted employee benefit expenses to deliver the operations and maintenance of the rail network.
- b) Other income was higher than original budget mainly due to a once-off transfer from the Motor Accident Commission to the Highways Fund in 2014-15 for future investment in road safety improvements (\$852.9 million).
- c) Revenues from SA Government were higher than original budget mainly due to the receipt of additional working capital for the Department's operating account.
- d) Payments to SA Government were higher than original budget due to a transfer of proceeds from sale of Netley Commercial Park, 60 Wakefield St, 21 Divett and 11 Penny place properties.
- e) Changes in property, network assets and plant and equipment asset revaluation surplus is higher than original budget due to revaluation of network, and plant and equipment assets being higher than expected.

INVESTING EXPENDITURE SUMMARY

		Original Budget (1)	Actual	Variance
		2015	2015	
	Note	\$'000	\$'000	\$'000
Investing Expenditure Summary				
Total new projects	f	106,780	46,961	(59,819)
Total existing projects	g	403,869	318,543	(85,326)
Total annual programs		82,525	84,088	1,563
Total investing expenditure		593,174	449,592	(143,582)

- (1) The budget process is not subject to audit. Budget information refers to the amounts presented to Parliament in the original budgeted financial statements in respect of the reporting period (2014-15 Budget Paper 4). These amounts have not been adjusted to reflect revised budgets or administrative restructures, machinery of government changes.
- f) Total new projects investing expenditure was lower than original budget largely due to reprofiling of budgets caused by complex planning issues, project design, compulsory land acquisitions and subsequent planning approvals, which includes works on the O'Bahn extension, Darlington upgrade and Strategic Route Review projects.
- g) Total existing projects investing expenditure was lower than original budget largely due to delays in the land acquisition process and reprofiling of various project delivery schedules, which includes North-South Corridor Initiatives and Torrens to Torrens South Road Upgrade project.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 48: Indentured Ports

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 returned to the Consolidated Account. Assets associated with these ports include land and facilities at Port Bonython, Ardrossan and Whyalla.

The amount paid to the consolidated account in the year ended 30 June 2015 totalled \$25.937 million. This represents unused cargo and harbour services charges of \$13.925 million collected in the year ended 30 June 2014 but not paid to DTF as at 30 June 2014 and \$12.012 million of unused charges collected during the year ended 30 June 2015.

A further \$1.024 million remains payable to the consolidated account representing outstanding unused cargo and harbour service charges collected during the year ended 30 June 2015 but not paid to DTF as at 30 June 2015.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 49: Rail Transport Facilitation Fund

The *Rail Transport Facilitation Fund Act 2001*, which established the Rail Transport Facilitation Fund was proclaimed in December 2001. Approval was given for the creation of the Rail Transport Facilitation Fund on 20 September 2002. Net income derived from the sale or leasing of railway assets and net income derived by the State from rail facilitation projects is to be paid into the Fund.

	2015	2014
	\$'000	\$'000
Inflows:		
Receipts into the Fund	7,879	6,972
Total Inflows	7,879	6,972
Outflows:		
Payments from the Fund	(3,858)	(3,519)
Total Outflows	(3,858)	(3,519)
Net (Deficit) /Surplus	4,021	3,453
Fund Balance		
Balance at 1 July	51,170	47,717
Net (deficit) /surplus	4,021	3,453
Balance at 30 June	55,191	51,170

Receipts into the Fund

The receipts into the Fund in the year ended 30 June 2015 result predominantly from \$1.193 million (\$1.173 million) interest, \$0.999 million (\$0.126 million) sale of land, plant and equipment, \$4.980 million (\$4.960 million) rental and property income and \$0.700 million (\$0.700 million) appropriation from DTF for the Port River Expressway - Stage 3 (Rail).

Payments from the Fund

The payments from the Fund in the year ended 30 June 2015 result predominantly from money being spent on non-metropolitan passenger rail services projects.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 50: Community Road Safety Fund

The Community Road Safety Fund has been operative since 1 July 2003, and is currently funded by an appropriation from DTF. These funds are utilised for the purposes of road safety initiatives, including a payment to the South Australia Police of \$38.3 million (\$37.4 million) for safety related policing expenditure. The appropriation for the year ended 30 June 2015 was \$81.021 million (\$81.021 million).

	2015	2014
	\$'000	\$'000
Inflows:		
Receipts into the Fund	81,399	81,339
Total Inflows	81,399	81,339
Outflows:		
Payments from the Fund	(81,772)	(81,555)
Prior period - error correction - 2013-14	-	8,994
Total Outflows	(81,772)	(72,561)
Net (Deficit) /Surplus	(373)	8,778
Fund Balance		
Balance at 1 July	12,386	3,608
Net (deficit) /surplus	(373)	8,778
Balance at 30 June	12,013	12,386

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 51: Commonwealth Funding Received for Specific Projects

The Commonwealth Funding Received for Specific Projects Account includes Commonwealth Grants received in relation to specific projects including the Accelerated Sturt Highway Package.

Receipts into the Account

In 2014-15 the fund includes Sturt Highway interest \$0.008 million, South Road Superway interest \$0.041 million and Gawler modernisation interest \$0.002 million.

Payments from the Account

In 2014-15 \$0.003 million was expended on the Sturt Highway.

	2015	2014
	\$'000	\$'000
Inflows:		
Receipts into the Fund	51	60
Total Inflows	51	60
Outflows:		
Payments from the Fund	(3)	(235)
Total Outflows	(3)	(235)
Net (Deficit) /Surplus	48	(175)
Fund Balance		
Balance at 1 July	2,385	2,560
Net (deficit) /surplus	48	(175)
Balance at 30 June	2,433	2,385

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2015

Note 52: After Balance Date Events

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

Department of Planning, Transport and Infrastructure

Financial Statements - Administered

for the year ended 30 June 2015

Department of Planning, Transport and Infrastructure
STATEMENT OF ADMINISTERED COMPREHENSIVE INCOME
for the year ended 30 June 2015

	Note	2015	2014
	No	\$'000	\$'000
EXPENSES			
Employee benefit expenses	A7	483	913
Supplies and services	A8	6,427	5,955
Grants and subsidies	A9	21,623	28,710
Disbursements on behalf of third parties	A10	917,907	819,804
Borrowing costs		79	95
Payments to Consolidated Account	A11	176,358	155,415
Total Expenses		1,122,877	1,010,892
INCOME			
Revenues from SA Government	A13	10,057	15,578
Fees and charges	A14	202,227	172,923
Collections on behalf of third parties	A15	911,794	808,423
Grants and subsidies	A16	3,612	3,634
Interest revenue	A17	540	597
Other income		234	246
Total Income		1,128,464	1,001,401
Net Result		5,587	(9,491)
OTHER COMPREHENSIVE INCOME			
<i>Items that will not be reclassified to net result</i>			
Changes in revaluation surplus		-	-
TOTAL COMPREHENSIVE RESULT		5,587	(9,491)

Department of Planning, Transport and Infrastructure
STATEMENT OF ADMINISTERED FINANCIAL POSITION
as at 30 June 2015

	Note	2015	2014
	No	\$'000	\$'000
ASSETS:			
CURRENT ASSETS:			
Cash and cash equivalents	A18	62,931	44,229
Receivables	A19	371	2,915
Total Current Assets		63,302	47,144
NON-CURRENT ASSETS:			
Receivables	A19	665	953
Land	A20	16,398	16,398
Total Non-Current Assets		17,063	17,351
Total Assets		80,365	64,495
LIABILITIES:			
CURRENT LIABILITIES:			
Payables	A22	39,688	29,304
Borrowings	A23	288	271
Provisions	A24	461	-
Other liabilities	A25	2,345	2,636
Total Current Liabilities		42,782	32,211
NON-CURRENT LIABILITIES:			
Borrowings	A23	665	953
Total Non-Current Liabilities		665	953
Total Liabilities		43,447	33,164
NET ASSETS		36,918	31,331
EQUITY:			
Equity	A26	36,918	31,331
Total Equity		36,918	31,331
Contingent assets and liabilities	A36		
Unrecognised contractual commitments	A37		

Department of Planning, Transport and Infrastructure
STATEMENT OF ADMINISTERED CHANGES IN EQUITY
for the year ended 30 June 2015

	Note No	Revaluation Surplus \$'000	Retained Earnings \$'000	Total Equity \$'000
Balance at 30 June 2013		3,106	35,296	38,402
Error corrections identified in 2013-14		(30)	80	50
Error corrections identified in 2014-15		-	6,810	6,810
Restated Balance at 30 June 2013		3,076	42,186	45,262
Net result for 2013-14		-	(9,491)	(9,491)
Total comprehensive result for 2013-14		-	(9,491)	(9,491)
Balance at 30 June 2014		3,076	32,695	35,771
Prior Period - error correction		-	(4,440)	(4,440)
Restated Balance at 30 June 2014	A26	3,076	28,255	31,331
Net result for 2014-15		-	5,587	5,587
Total comprehensive result for 2014-15		-	5,587	5,587
Balance at 30 June 2015	A26	3,076	33,842	36,918

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

Department of Planning, Transport and Infrastructure
STATEMENT OF ADMINISTERED CASH FLOWS
as at 30 June 2015

	Notes	2015 \$'000 Inflows (Outflows)	2014 \$'000 Inflows (Outflows)
CASHFLOWS FROM OPERATING ACTIVITIES:			
CASH OUTFLOWS:			
Employee benefit costs		(477)	(913)
Supplies and services		(5,787)	(5,922)
Grants and subsidies		(9,932)	(39,394)
Disbursements on behalf of third parties		(919,399)	(868,532)
Payments to Consolidated Account		(176,358)	(155,415)
Total cash outflows		(1,111,953)	(1,070,176)
CASH INFLOWS:			
Receipts from SA Government		10,057	15,578
Receipts from fees and charges		204,496	175,673
Collection on behalf of third parties		911,794	808,419
Grants and subsidies		3,611	3,622
Interest		542	609
Other income		234	246
Total cash inflows		1,130,734	1,004,147
Net cash inflows (outflows) from Operating Activities	A28	18,781	(66,029)
CASHFLOWS FROM INVESTING ACTIVITIES:			
CASH INFLOWS:			
Proceeds from sale of land		-	80
Total cash inflows		-	80
Net cash inflows (outflows) from Investing Activities		-	80
CASHFLOWS FROM FINANCING ACTIVITIES:			
CASH OUTFLOWS:			
Repayment of loans - SA Government		(350)	(350)
Total cash outflows		(350)	(350)
CASH INFLOWS:			
Repayment of loans - Local Government		271	255
Total cash inflows		271	255
Net cash inflows (outflows) from Financing Activities		(79)	(95)
NET INCREASE (DECREASE) IN CASH HELD		18,702	(66,044)
CASH AT 1 JULY		44,229	110,273
CASH AT 30 JUNE	A18	62,931	44,229

Department of Planning, Transport and Infrastructure
SCHEDULE OF EXPENSES AND INCOME ATTRIBUTABLE TO ADMINISTERED ACTIVITIES
for the year ended 30 June 2015

(Activities - refer to note A5)	Land Use Planning		Infrastructure Planning, Policy and Operations		Transport Operations		Recreation, Sport and Racing		Total	Total
	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
EXPENSES:										
Employee benefit expenses	290	-	193	453	-	243	-	217	483	913
Supplies and services	2,893	2,445	3,534	3,494	-	16	-	-	6,427	5,955
Grants and subsidies	15,419	22,505	2,484	2,485	-	-	3,720	3,720	21,623	28,710
Disbursements on behalf of third parties	-	-	-	-	917,907	819,804	-	-	917,907	819,804
Borrowing costs	-	-	79	95	-	-	-	-	79	95
Payments to Consolidated Account	-	-	176,358	155,415	-	-	-	-	176,358	155,415
Total Expenses	18,602	24,950	182,648	161,942	917,907	820,063	3,720	3,937	1,122,877	1,010,892
INCOME:										
Revenues from SA Government	1,120	942	2,824	2,751	6,113	11,646	-	239	10,057	15,578
Fees and charges	23,228	19,060	178,999	153,863	-	-	-	-	202,227	172,923
Collections on behalf of third parties	-	-	-	-	911,794	808,423	-	-	911,794	808,423
Grants and subsidies	-	-	-	-	-	-	3,612	3,634	3,612	3,634
Interest revenue	315	317	225	280	-	-	-	-	540	597
Other income	17	40	217	206	-	-	-	-	234	246
Total Income	24,680	20,359	182,265	157,100	917,907	820,069	3,612	3,873	1,128,464	1,001,401
Net Result	6,078	(4,591)	(383)	(4,842)	-	6	(108)	(64)	5,587	(9,491)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2015

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

A1: Objectives of the Department

The objectives of the Department, outlined in Note 1 for controlled items, apply equally to the Administered Financial Statements.

A2: Department Organisation

The organisational structure of the Department outlined in Note 2 for controlled items, applies to both the Departmental and the Administered Financial Statements.

A3: Summary of Significant Accounting Policies

The policies of the Department outlined in Note 3 for controlled items, apply equally to the Administered Financial Statements.

The amount of GST payable/receivable incurred by the Department in relation to administered functions is recognised in the Statement of Financial Position for controlled items.

A4: Changes in Accounting Policies

The changes in accounting policies outlined in Note 4 for controlled items, apply equally to the Administered Financial Statements. With respect to specific policies no changes have been noted for administered functions.

A5: Activities of the Department

The activities of the Department are outlined in Note 5 for controlled items. Activity 1: Land Use Planning, Activity 3: Recreation, Sport and Racing, Activity 5: Transport Planning and Activity 6: Infrastructure Planning, Policy and Operations apply to the Administered Financial Statements.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
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A6: Administered Items of the Department

The Administered Items of the Department as at 30 June 2015 comprised the following:

- Asbestos Program
- Contractors Deposits
- Flinders Ports – Land Tax Equivalent
- Heritage Program
- Lincoln Cove Marina
- Metropolitan (Woodville, Henley and Grange) Drainage Scheme
- Passenger Transport Research and Development Fund
- Planning and Development Fund
- Planning fees
- Real Property Act Assurance Fund
- Real Property Act Trust Accounts
- Recreation and Sport Fund
- Registrar-General and Surveyor-General Statutory Act Revenues
- Registration and Licensing collections and disbursements
 - Emergency Services Levy
 - Expiations
 - Hospital Fund
 - Lifetime Support Scheme
 - Motor Accident Commission
 - Stamp duties
- South-Western Suburbs Drainage Scheme
- Special Act Salaries (Minister and Valuer-General)
- Sport and Recreation Fund
- Unclaimed salaries and wages
- Victims of Crime Levies
- West Beach Trust (trading as Adelaide Shores) – Tax Equivalent Regime
- Workers Liens Trust Account

A7: Employee Benefit Expenses

	2015	2014
	\$'000	\$'000
Minister and Valuer-General salaries*	483	913
Total Employee benefit expenses	483	913

*Employee benefit expenses are specific to the Minister and the Valuer-General for 2015. The former Minister for Transport Services and the Minister for Sport and Recreation were also included in 2014.

Commitments for the payment of salaries and other remuneration under fixed-term employment contracts in existence at the reporting date but not recognised as liabilities are payable within one year \$160,000 (\$160,000) and later than one year but no later than 5 years \$291,000 (\$476,000).

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
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A8: Supplies and Services

	2015	2014
	\$'000	\$'000
Project Expenditure	3,444	3,414
Professional and Technical Services	913	891
Planning Fees	1,358	1,175
Other ⁽¹⁾	712	475
Total Supplies and Services	6,427	5,955

(1) Includes audit fees paid/payable to the Auditor-General (refer Note A12)

A9: Grants and Subsidies

	2015	2014
	\$'000	\$'000
Office for Recreation and Sport grants	3,720	3,720
Planning and Development Fund grant payments	14,622	21,710
West Beach Trust Tax equivalent reimbursements	797	800
Lincoln Cove Marina (Transfer to DTF)	126	122
Land Tax Equivalent - Flinders Ports (Transfer to DTF)	2,358	2,358
Total Grants and Subsidies	21,623	28,710

A10: Disbursements on Behalf of Third Parties

	2015	2014
	\$'000	\$'000
Stamp Duties - Department of Treasury and Finance	156,046	156,871
Hospital Fund - Department of Treasury and Finance	67,830	67,242
Emergency Services Levy - SA Fire & Emergency Services Commission	47,579	44,412
Expiation Notices - Fines Enforcement Unit	483	309
Compulsory Third Party Insurance - Motor Accident Commission	477,774	523,755
Refunds	16,746	14,847
Federal Registrations	9,291	9,369
Lifetime Support Scheme - Lifetime Support Authority	141,079	2,263
Other	1,079	736
Total Disbursements on Behalf of Third Parties	917,907	819,804

A11: Payments to Consolidated Account

	2015	2014
	\$'000	\$'000
Payments to Consolidated Account *	176,358	155,415
Total Payments to Consolidated Account	176,358	155,415

* Payments made into the Consolidated Account pursuant to the *Real Property Act 1886*

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2015

A12: Auditor's Remuneration

	2015	2014
	\$'000	\$'000
Auditor's Remuneration - Planning and Development Fund	24	29
Total Auditor's Remuneration	24	29

Other Services

No other services were provided by the Auditor-General's Department.

A13: Revenues from SA Government

	2015	2014
	\$'000	\$'000
Revenues from SA Government:		
Appropriations from the Consolidated Account pursuant to the <i>Appropriations Act</i> *	9,652	14,671
Special Acts	405	907
Total Revenues from SA Government	10,057	15,578

* Includes \$6.113 million (\$11.381 million) to fund remissions provided on emergency services levy charges.

A14: Fees and Charges

	2015	2014
	\$'000	\$'000
Regulatory Fees - Land Services	176,640	151,531
Regulatory Fees - Planning	23,229	19,034
Land Tax Equivalent - Flinders Ports	2,358	2,358
Total Fees and Charges	202,227	172,923

A15: Collections on Behalf of Third Parties

	2015	2014
	\$'000	\$'000
Stamp Duties - Department of Treasury and Finance	156,046	156,871
Hospital Fund - Department of Treasury and Finance	67,830	67,242
Emergency Services Levy - SA Fire & Emergency Services Commission	41,467	33,031
Expiation Notices - Fines Enforcement Unit	483	309
Compulsory Third Party Insurance - Motor Accident Commission	477,774	523,755
Refunds	16,746	14,847
Federal Registrations	9,291	9,369
Lifetime Support Scheme - Lifetime Support Authority	141,079	2,263
Other	1,078	736
Total Collections on Behalf of Third Parties	911,794	808,423

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2015

A16: Grants and Subsidies

	2015	2014
	\$'000	\$'000
Office for Recreation and Sport grants received	3,612	3,634
Total Grants and Subsidies	3,612	3,634

A17: Interest Revenue

	2015	2014
	\$'000	\$'000
Interest Revenue	540	597
Total Interest Revenue	540	597

A18: Cash and Cash Equivalents

	2015	2014
	\$'000	\$'000
Deposits at call*	62,931	44,229
Total Cash and Cash Equivalents	62,931	44,229

* The Department of Planning, Transport and Infrastructure Administered cash includes cash collected by DPC on behalf of DPTI through various payment channels managed by DPC including Bizgate and Australia Post.

A19: Receivables

	2015	2014
	\$'000	\$'000
Current:		
Receivables	307	2,617
Accrued Revenues	64	298
Total Current Receivables	371	2,915
Non-Current:		
Receivables	665	953
Total Non-Current Receivables	665	953
Total Receivables	1,036	3,868

(a) Maturity analysis of receivables – refer to Note A27

(b) Categorisation of financial instruments and risk exposure information – refer to Note A27

A20: Land

	2015	2014
	\$'000	\$'000
Land:		
Land at Fair Value	16,398	16,398
Total Land	16,398	16,398

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2015

Reconciliation of Land

The following table shows the movement of Land during 2014-15.

	2015
	\$'000
Carrying amount at 1 July	11,235
Prior period - error correction - 2012-13	9,630
Prior period - error correction - 2013-14	(4,467)
Adjusted opening balance	16,398
Additions	-
Disposals	-
Revaluations	-
Carrying amount at 30 June	16,398

Land was reviewed and revalued to fair value using the market approach at 1 July 2012. The valuation was performed by the Valuer-General. The valuer arrived at fair value based on recent market transactions for similar land in the area, taking into account size, location, zoning and restricted use.

Prior Period Error Correction

A prior period correction of \$9.630 million has been made to the opening balance of land and equity as at 1 July 2012. Thirty four land parcels have been identified that were not previously recognised in the financial statements.

A prior period correction of \$4.467 million has been made to the opening balance of land and equity as at 1 July 2013. This relates to the transfer of Craighburn Farm open space reserve land to the Minister for Sustainability Environment and Conservation.

A21: Fair Value Measurement

Fair Value Hierarchy

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.

Fair value measurements recognised in the Statement of Administered Financial Position are categorised into the following levels at 30 June 2015.

The Department had no Administered recurring or non-recurring fair value measurements categorised into Level 1 or Level 3.

Fair Value Measurements at 30 June 2015

	Level 2	2015
	\$'000	\$'000
Recurring Fair Value Measurements		
Land (Note A20)	16,398	16,398
Total Recurring Fair Value Measurements	16,398	16,398

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2015

Fair value measurements at 30 June 2014

	Level 2	2014
	\$'000	\$'000
Recurring Fair Value Measurements		
Land (Note A20)	16,398	16,398
Total Recurring Fair Value Measurements	16,398	16,398

Valuation Techniques and Inputs

Valuation techniques used to derive Level 2 fair values are detailed in Note A20. There were no changes in valuation techniques during 2014-2015.

A22: Payables

	2015	2014
	\$'000	\$'000
Current:		
Creditors	9,868	11,221
Accrued Expenses	29,820	18,083
Total Current Payables	39,688	29,304
Total Payables	39,688	29,304

The Department of Planning, Transport and Infrastructure Administered creditors includes \$68,000 (\$62,000) comprising employee benefits \$62,000 (\$56,000) and employment on-costs \$6,000 (\$6,000).

- (a) Categorisation of financial instruments and maturity analysis of payables – refer to Note A27
- (b) Risk exposure information – refer Note A27

A23: Borrowings

	2015	2014
	\$'000	\$'000
Balance as at 1 July	1,224	1,479
Add Increases in debt due to Interest	79	95
Less Repayments:		
Woodville, Henley and Grange Drainage Scheme	(36)	(36)
South West Suburbs Drainage Scheme	(314)	(314)
Balance as at 30 June	953	1,224
Current	288	271
Non-Current	665	953
Total Borrowings	953	1,224

- (a) Categorisation of financial instruments and maturity analysis of borrowings – refer to Note A27
- (b) Risk exposure information – refer Note A27
- (c) Defaults and breaches – there were no defaults or breaches on any of the above liabilities throughout the year.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2015

A24: Provisions

	2015 \$'000	2014 \$'000
Current:		
Survey Plan Royalties	461	-
Total current provisions	461	-
Total non-current provisions	-	-
Total provisions	461	-

Reconciliation of Survey Plan Royalties

Carrying amount 1 July:	-	-
Addition to the current year	461	-
Carrying amount at 30 June:	461	-

The provision is an estimate of retrospective royalty fees payable on survey plans under the Copyright Act.

A25: Other liabilities

	2015 \$'000	2014 \$'000
Current:		
Deferred income	2,345	2,636
Total current other liabilities	2,345	2,636
Total other liabilities	2,345	2,636

Prior Period Error Correction

Deferred income consists of revenue received in advance for land division fees. A prior period error correction of \$2.793 million has been made to the Opening Balance of Revenue Received in Advance. Land division fees payable by applicants prior to the issue of the Certificate of Approval by the Development Assessment Commission have previously been recognised as revenue upon receipt. Monies received as at 30 June where a Certificate of Approval is yet to be issued are recognised as an unearned revenue liability. Revenue Received in Advance has been recognised in 2014-15 as a prior period error correction.

A26: Equity

	2015 \$'000	2014 \$'000
Equity	36,918	31,331
Total Equity	36,918	31,331
Equity		
Balance at 1 July	31,331	38,452
Prior period error correction 2012-13	-	6,810
Prior period error correction 2013-14	-	(4,440)
Restated balance at 1 July	31,331	40,822
Net Result	5,587	(9,491)
Balance at 30 June	36,918	31,331

Refer to Note A25 Other Liabilities and Note A20 Land for prior period error corrections.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2015

A27: Financial Instruments

A27.1 Categorisation of financial instruments

The financial instruments/financial risk management terms, conditions and accounting policies of the Department, outlined in Note 41 for controlled terms, apply equally to the Administered Financial Statements.

Credit Risk

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. The Department measures credit risk on a fair value basis and monitors risk on a regular basis.

The Department has minimal concentration of credit risk. The Department has policies and procedures in place to ensure that transactions occur with customers with appropriate credit history.

A27.2 Maturity analysis of financial assets and liabilities

	Carrying Amount (\$'000)	Contract Maturities		
		< 1 year (\$'000)	1-5 years (\$'000)	> 5 years (\$'000)
2015				
Financial Assets				
Cash and cash equivalents	62,931	62,931	-	-
Receivables	83	83	-	-
Receivables - Interest Bearing	953	288	665	-
Total Financial Assets	63,967	63,302	665	-
Financial liabilities				
Payables	39,688	39,688	-	-
Borrowings	953	288	665	-
Total Financial Liabilities	40,641	39,976	665	-
2014				
Financial assets				
Cash and cash equivalents	44,229	44,229	-	-
Receivables	2,644	2,644	-	-
Receivables - Interest Bearing	1,224	271	953	-
Total Financial Assets	48,097	47,144	953	-
Financial Liabilities				
Payables	29,304	29,304	-	-
Borrowings	1,224	271	953	-
Total Financial Liabilities	30,528	29,575	953	-

Liquidity risk

Liquidity risk arises where the Department is unable to meet its financial obligations as they fall due. The continued existence of the Department is dependent on State Government policy and on continuing appropriations by Parliament for the Department's administration and programs. The Department settles

Department of Planning, Transport and Infrastructure
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undisputed accounts within 30 days from the date of the invoice or date the invoice is first received. In the event of a dispute, payment is made 30 days from resolution.

The Department's exposure to liquidity risk is insignificant based on past experience and current assessment of risk.

The carrying amount of financial liabilities represents the Department's maximum exposure to liquidity risk.

Market risk

Market risk for the Department is primarily through interest rate risk. 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 loan.

A28: Cash Flow Reconciliation

	2015	2014
	\$'000	\$'000
Reconciliation of Cash - Cash at 30 June:		
Statement of Cash flows	62,931	44,229
Statement of Financial Position	62,931	44,229
Reconciliation of Net Cash Inflows (outflows) from Operating Activities to Net Result:		
Net cash inflows (outflows) from operating activities	18,781	(66,029)
Non-cash items:		
Capitalised Interest	(79)	(95)
Assets donated	-	-
Movements in assets and liabilities:		
Increase / (decrease) in receivables	(2,832)	(3,158)
Increase / (decrease) in payables and borrowings	(10,113)	59,634
(Increase) / decrease in provisions	(461)	-
(Increase) / decrease in other liabilities	291	157
Net Result	5,587	(9,491)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2015

A29: Transactions with SA Government

The following table discloses revenues, expenses, financial assets and liabilities where the counterparty/transaction is with an entity within the SA Government as the reporting date, classified according to their nature.

Note		SA Government		Non-SA Government		Total	
		2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000
	EXPENSES						
A7	Employee benefit expense	-	-	483	913	483	913
A8	Supplies and Services						
	Project Expenditure	826	2,781	2,618	633	3,444	3,414
	Professional and Technical Services	913	891	-	-	913	891
	Planning Fees	-	-	1,358	1,175	1,358	1,175
	Other (excludes Auditor's Remuneration)	623	24	65	422	688	446
A9	Grants and Subsidies						
	Office for Recreation and Sport grants	3,720	3,720	-	-	3,720	3,720
	Planning and Development Fund grant payments	4,116	10,912	10,506	10,798	14,622	21,710
	West Beach Trust Tax equivalent reimbursements	797	800	-	-	797	800
	Lincoln Cove Marina (Transfer to DTF)	126	122	-	-	126	122
	Land Tax Equivalent - Flinders Ports (Transfer to DTF)	2,358	2,358	-	-	2,358	2,358
A10	Disbursements on Behalf of Third Parties						
	Stamp Duties - Department of Treasury and Finance	156,046	156,871	-	-	156,046	156,871
	Hospital Fund - Department of Treasury and Finance	67,830	67,242	-	-	67,830	67,242
	Emergency Services Levy - SA Fire & Emergency Services Commission	47,579	44,412	-	-	47,579	44,412
	Expiation Notices - Fines Enforcement Unit	483	309	-	-	483	309
	Compulsory Third Party Insurance - Motor Accident Commission	477,774	523,755	-	-	477,774	523,755
	Refunds	-	-	16,746	14,847	16,746	14,847
	Federal Registrations	-	-	9,291	9,369	9,291	9,369
	Lifetime Support Scheme Levy - Lifetime Support Authority	141,079	2,263	-	-	141,079	2,263
	Other	1,079	736	-	-	1,079	736
N/A	Borrowing Costs	79	95	-	-	79	95

Department of Planning, Transport and Infrastructure
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Note		SA Government		Non-SA Government		Total	
		2015	2014	2015	2014	2015	2014
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
A11	Payments to Consolidated Account	176,358	155,415	-	-	176,358	155,415
A12	Auditor's Remuneration	24	29	-	-	24	29
N/A	Other Expenses	-	-	-	-	-	-
	TOTAL EXPENSES	1,081,810	972,735	41,067	38,157	1,122,877	1,010,892
	INCOME						
A13	Revenues from SA Government	10,057	15,578	-	-	10,057	15,578
A14	Fees and Charges						
	Regulatory Fees - Land Services	667	-	175,973	151,531	176,640	151,531
	Regulatory Fees - Planning	468	-	22,761	19,034	23,229	19,034
	Land Tax Equivalent - Flinders Ports	-	-	2,358	2,358	2,358	2,358
A15	Collection on Behalf of Third Parties						
	Stamp Duties - Department of Treasury and Finance	156,046	156,871	-	-	156,046	156,871
	Hospital Fund - Department of Treasury and Finance	67,830	67,242	-	-	67,830	67,242
	Emergency Services Levy - SA Fire & Emergency Services Commission	41,467	33,031	-	-	41,467	33,031
	Expiation Notices - Fines Enforcement Unit	483	309	-	-	483	309
	Compulsory Third Party Insurance - Motor Accident Commission	477,774	523,755	-	-	477,774	523,755
	Refunds	-	-	16,746	14,847	16,746	14,847
	Federal Registrations	-	-	9,291	9,369	9,291	9,369
	Lifetime Support Scheme - Lifetime Support Authority	141,079	2,263	-	-	141,079	2,263
	Other	217	736	861	-	1,078	736
A16	Grants and Subsidies						
	Office for Recreation and Sport grants received	-	-	3,612	3,634	3,612	3,634
A17	Interest Revenue	461	502	79	95	540	597
N/A	Other Income	44	246	190	-	234	246
	TOTAL INCOME	896,593	800,533	231,871	200,868	1,128,464	1,001,401

Department of Planning, Transport and Infrastructure
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		SA Government		Non-SA Government		Total	
		2015	2014	2015	2014	2015	2014
Note		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
	FINANCIAL ASSETS						
A19	Receivables						
	Receivables	19	48	953	3,522	972	3,570
	Accrued Revenues	4	262	60	36	64	298
	TOTAL FINANCIAL ASSETS	23	310	1,013	3,558	1,036	3,868
	FINANCIAL LIABILITIES						
A22	Payables						
	Creditors	6,802	8,658	3,066	2,563	9,868	11,221
	Accrued Expenses	-	45	29,820	18,038	29,820	18,083
A23	Borrowings	953	1,224	-	-	953	1,224
A24	Provisions	-	-	461	-	461	-
A25	Other Liabilities	305	131	2,040	2,505	2,345	2,636
	TOTAL FINANCIAL LIABILITIES	8,060	10,058	35,387	23,106	43,447	33,164

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
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A30: Budgetary Reporting and Explanations of major variances between budget and actual amounts

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.

		Original Budget ⁽¹⁾ 2015 \$'000	Actual 2015 \$'000	Variance \$'000
STATEMENT OF COMPREHENSIVE INCOME				
EXPENSES				
Employee benefit expenses		425	483	58
Supplies and services		6,265	6,427	162
Grants and subsidies		21,384	21,623	239
Disbursements on behalf of third parties	a	844,263	917,907	73,644
Borrowing costs		121	79	(42)
Payments to Consolidated Account		183,791	176,358	(7,433)
Total Expenses		1,056,249	1,122,877	66,628
INCOME				
Revenues from SA Government		9,389	10,057	668
Fees and charges		206,185	202,227	(3,958)
Collections on behalf of third parties	b	839,023	911,794	72,771
Grants and subsidies		3,720	3,612	(108)
Interest revenue		1,096	540	(556)
Other income		27	234	207
Total Income		1,059,440	1,128,464	69,024
Net Result		3,191	5,587	2,396
OTHER COMPREHENSIVE INCOME				
<i>Items that will not be reclassified to net result</i>				
Changes in revaluation surplus		-	-	-
TOTAL COMPREHENSIVE RESULT		3,191	5,587	2,396

- (1) The budget process is not subject to audit. Budget information refers to the amounts presented to Parliament in the original budgeted financial statements in respect of the reporting period (2014-15 Budget Paper 4). These original budgeted amounts have been presented and classified on a basis that is consistent with line items in the financial statements. However these amounts have not been adjusted to reflect revised budgets or administrative restructures, machinery of government changes.
- a) Disbursements on behalf of third parties were higher than original budget predominantly due to the introduction of the Lifetime Support Scheme Levy applied to all South Australian motor vehicle registrations, effective 1 July 2014.
- b) Collections on behalf of third parties were higher than original budget predominantly due to the introduction of the Lifetime Support Scheme Levy applied to all South Australian motor vehicle registrations, effective 1 July 2014.

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For the year ended 30 June 2015

A31: Victims of Crime Levies

In accordance with the *Expiation of Offences Act 1996*, and on behalf of the Attorney-General's Department, the Department collects victims of crime levies from expiation notices issued.

	2015 \$'000	2014 \$'000
Balance at 1 July	17	17
Levies collected during the year	218	140
Less amount paid to Attorney-General's Department	(218)	(140)
Amount payable to Attorney-General's Department	17	17

A32: Passenger Transport Research and Development Fund

Pursuant to Section 62 of the *Passenger Transport Act 1994*, the Public Transport Division of the Department administers, on behalf of the Minister for Transport and Infrastructure, the Passenger Transport Research and Development Fund (an interest bearing deposit account).

The fund may be applied by the Minister for Transport and Infrastructure for:

- The purpose of carrying out research into the taxi-cab industry;
- The purpose of promoting the taxi-cab industry; and/or
- Any other purpose considered by the Minister to be beneficial to the travelling public, in the interests of the passengers transport industry, and an appropriate application of money standing to the credit of the Fund.

	2015 \$'000	2014 \$'000
Inflows:		
Receipts into the Fund	-	-
Total Inflows	-	-
Outflows:		
Payments from the Fund	-	2
Total Outflows	-	2
Net Surplus/Deficit	-	(2)
Fund Balance		
Balance at 1 July	11	13
Net Surplus/Deficit	-	(2)
Balance at 30 June	11	11

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2015

A33: West Beach Trust (Tax Equivalent Regime)

Pursuant to the *West Beach Recreation Reserve Act 1987*, the Department reimburses West Beach Trust for payments it makes under the tax equivalent regime in recognition of non-profit making activities undertaken on behalf of the Government. Conversely, the Department receives government appropriation to fund these payments. This fund is administered on behalf of the Minister for Planning.

	2015	2014
	\$'000	\$'000
Inflows:		
Receipts into the Fund	839	656
Total Inflows	839	656
Outflows:		
Payments from the Fund	797	800
Total Outflows	797	800
Net Surplus/Deficit	42	(144)
Fund Balance		
Balance at 1 July	895	1,039
Net Surplus/Deficit	42	(144)
Balance at 30 June	937	895

A34: Recreation and Sport Fund

The Recreation and Sport Fund was established by section 17 of the *Soccer Football Pools Act 1981*. The Act has since been repealed. The continued existence of the fund is attributable to section 16A of the *State Lotteries Act 1966*. The use of the funds is governed by the above legislation which states that the funds may be used for recreation and sport purposes. This fund is administered on behalf of the Minister for Recreation and Sport.

	2015	2014
	\$'000	\$'000
Inflows:		
Receipts into the Fund	111	134
Total Inflows	111	134
Outflows:		
Payments from the Fund	220	220
Total Outflows	220	220
Net Surplus/Deficit	(109)	(86)
Fund Balance		
Balance at 1 July	1,548	1,634
Net Surplus/Deficit	(109)	(86)
Balance at 30 June	1,439	1,548

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2015

A35: Sport and Recreation Fund

The Sport and Recreation Fund was established by section 73A of the *Gaming Machines Act 1992*. The funding is used to fund the Active Club and Move It! grants programs, the State Facilities Fund and grant administration costs. The use of these funds is governed by the above legislation which states that they may be used for recreation and sport purposes. This fund is administered on behalf of the Minister for Recreation and Sport.

	2015	2014
	\$'000	\$'000
Inflows:		
Receipts into the Fund	3,500	3,500
Total Inflows	3,500	3,500
Outflows:		
Payments from the Fund	3,500	3,500
Total Outflows	3,500	3,500
Net Deficit	-	-
Fund Balance		
Balance at 1 July	3,322	3,322
Net Deficit	-	-
Balance at 30 June	3,322	3,322

A36: Contingent Asset and Liabilities

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

A37: Unrecognised contractual commitments

	2015	2014
	\$'000	\$'000
Grant Commitments:		
Within one year	725	791
Later than one year but not later than five years	-	-
Later than five years	-	-
Total Unrecognised Contractual Commitments	725	791

A38: Transfer payments

	2015	2014
	\$'000	\$'000
Transfer payments to SA Government Entities:		
Department of Treasury and Finance	402,718	382,008
South Australian Fire and Emergency Services Commission	47,579	44,412
Fines Enforcement Unit	483	309
Lifetime Support Authority	141,079	2,263
Motor Accident Commission	477,774	523,755
Other	12,098	19,893

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2015

Transfer payment to Federal Government Entities:		
Department of Infrastructure and Regional Development	9,291	9,369
Transfer payment to local government:		
Councils	10,569	10,856
Transfer payment to non-SA Government Entities:		
Other	20,724	17,019
Total Transfer Payments	1,122,315	1,009,884

A39: After balance date events

The Department is not aware of any event occurring after balance date.



Our ref: A15/030

24 September 2015

Mr M Deegan
Rail Commissioner
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Dear Mr Deegan

**The audit of the Rail Commissioner
for the year ended 30 June 2015**

The audit of the accounts of the Rail Commissioner for the year ended 30 June 2015 has been completed.

The scope of the audit covered the principal areas of the financial operations of the Rail Commissioner and included the test review of systems and processes and internal controls and financial transactions.

The audit coverage and its conduct is directed to meeting statutory audit responsibilities under the *Public Finance and Audit Act 1987* and also the requirements of Australian Auditing Standards.

In essence, three important outcomes result from the annual audit process, notably the issue:

- of the Independent Auditor's Report (IAR) on the integrity of the Rail Commissioner financial statements
- during the year or at the time of financial statement preparation and audit or close thereto, of an audit management letter advising of deficiencies/weaknesses in areas of governance, financial system and process and control and financial reporting, together with recommendations for improvement in controls
- of the opinion on the controls exercised by your agency.

In this regard, returned herewith are the financial statements of the Rail Commissioner together with the IAR, which is unmodified.

For Official Use Only

In addition, an audit management letter will be forwarded shortly to you. The letter will include the controls opinion and provide details of matters arising from the overall audit and will indicate, if applicable, those matters assessed as not meeting a sufficient standard of governance and financial control.

Finally, I would like to express my appreciation to the management and staff of the Rail Commissioner and the Department for Planning, Transport and Infrastructure in providing assistance during the year to my officers in the conduct of the annual audit.

Yours sincerely

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

Andrew Richardson
Auditor-General

enc



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To the Rail Commissioner

As required by section 31(1)(b) of the *Public Finance and Audit Act 1987*, I have audited the accompanying financial report of the Rail Commissioner for the financial year ended 30 June 2015. The financial report comprises:

- a Statement of Comprehensive Income for the year ended 30 June 2015
- a Statement of Financial Position as at 30 June 2015
- a Statement of Changes in Equity for the year ended 30 June 2015
- a Statement of Cash Flows for the year ended 30 June 2015
- notes, comprising a summary of significant accounting policies and other explanatory information
- a Certificate from the Rail Commissioner and the Chief Finance Officer.

The Rail Commissioner's Responsibility for the Financial Report

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

Auditor's Responsibility

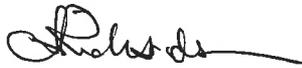
My responsibility is to express an opinion on the financial report based on the audit. The audit was conducted in accordance with the requirements of the *Public Finance and Audit Act 1987* and Australian Auditing Standards. The auditing standards require that the auditor comply with relevant ethical requirements and that the auditor plan and perform the audit to obtain reasonable assurance about whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation of the financial report that gives a true and fair view in order to design audit procedures that are appropriate in the circumstances. An audit also includes evaluating the appropriateness of the accounting policies used and the reasonableness of accounting estimates made by the Rail Commissioner, as well as the overall presentation of the financial report.

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

Opinion

In my opinion, the financial report gives a true and fair view of the financial position of the Rail Commissioner as at 30 June 2015, its financial performance and its cash flows for the year then ended in accordance with the Treasurer's Instructions promulgated under the provisions of the *Public Finance and Audit Act 1987* and Australian Accounting Standards.



Andrew Richardson
Auditor-General
24 September 2015

CERTIFICATION OF THE FINANCIAL STATEMENTS

We certify that the Rail Commissioner financial statements for the year ended 30 June 2015:

- comply with relevant Treasurer's instructions issued under section 41 of the *Public Finance and Audit Act 1987*, and relevant Australian accounting standards;
- are in accordance with the accounts and records of the Rail Commissioner; and
- present a true and fair view of the financial position of the Rail Commissioner as at 30 June 2015 and the results of its operation and cash flows for the financial year.

We certify that the internal controls employed by the Rail Commissioner for the financial year over its financial reporting and its preparation of the general purpose financial statements have been effective throughout the reporting period.



Michael Deegan
Rail Commissioner

18 September 2015



Bill Cagialis
Chief Finance Officer

18 September 2015



FINANCIAL STATEMENTS

FOR THE YEAR ENDED 30 JUNE 2015

**Statement of Comprehensive Income
for the year ended 30 June 2015**

	Note	2015 \$'000	2014 \$'000
Expenses			
Employee benefits expenses	4	55,268	57,075
Total Expenses		55,268	57,075
Income			
Revenue from DPTI for Employee expenses	6	55,268	57,075
Total Income		55,268	57,075
Net cost of providing services		-	-
Total Comprehensive result		-	-

The net result and comprehensive result are attributable to the SA Government as owner.

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

**Statement of Financial Position
as at 30 June 2015**

	Note	2015 \$'000	2014 \$'000
Current Assets			
Receivables	7	12,512	12,143
Total Current Assets		12,512	12,143
Non-Current Assets			
Receivables	7	17,434	17,107
Total Non-Current Assets		17,434	17,107
Total Assets		29,946	29,250
Current Liabilities			
Payables	8	1,491	1,449
Employee benefits	9	9,926	9,759
Provisions	10	1,095	935
Total Current Liabilities		12,512	12,143
Non-Current Liabilities			
Payables	8	1,242	1,212
Employee benefits	9	12,732	12,099
Provisions	10	3,460	3,796
Total Non-Current Liabilities		17,434	17,107
Total Liabilities		29,946	29,250
Net Assets		-	-
Equity			
Retained earnings		-	-
Total Equity		-	-

The Total Equity is attributable to the SA Government as owner.

Commitments for expenditure	12
Contingent assets and liabilities	13

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

**Statement of Changes in Equity
for the year ended 30 June 2015**

	Note	Retained Earnings \$'000	Total \$'000
Balance at 30 June 2013		-	-
Net result for 2013-14		-	-
Total comprehensive result for 2013-14		-	-
Balance at 30 June 2014		-	-
Net result for 2014-15		-	-
Total comprehensive result for 2014-15		-	-
Balance at 30 June 2015		-	-

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

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

**Statement of Cash Flows
for the year ended 30 June 2015**

	Note	2015 \$'000	2014 \$'000
Cash flows from Operating Activities			
Cash Outflows			
Employee benefit payments		(54,573)	(55,561)
Cash used in operations		(54,573)	(55,561)
Cash Inflows			
Revenue received from DPTI for employee expenses		54,573	55,561
Cash generated from operations		54,573	55,561
Net cash provided by operating activities	14(b)	-	-
Cash flows from Financing Activities			
Transfer of cash to DPTI		-	-
Net cash provided by financing activities		-	-
Net (decrease) in cash and cash equivalents		-	-
Cash and cash equivalents at the beginning of the period		-	-
Cash and cash equivalents at the end of the period	14(a)	-	-

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

Note Index
for the year ended 30 June 2015

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Notes to the Financial Statements (continued)
Year Ended 30 June 2015

Note 1 Objectives of the Rail Commissioner

The Rail Commissioner was established as a body corporate by the *Rail Commissioner Act 2009*. The *Rail Commissioner Act 2009* provided that the Rail Commissioner's principal activity was to operate passenger transport services, an activity that continued to be the primary focus until 30 June 2011.

As part of the restructure of the State Government's public transport functions, Cabinet approved the transfer of all assets, contracts, rights and liabilities from the Rail Commissioner to the Department of Planning, Transport, and Infrastructure (DPTI), effective 1 July 2011. Under this arrangement, the Rail Commissioner will exist for the purposes of employing operational staff employed under Federal Awards.

Note 2 Summary of Significant Accounting Policies

a) Statement of compliance

The Rail Commissioner has prepared the Financial Statements in compliance with section 23 of the *Public Finance and Audit Act 1987*.

The financial statements are general purpose financial statements. The accounts have been prepared in accordance with relevant Australian Accounting Standards and comply with Treasurer's Instructions and Accounting Policy Statements promulgated under the provision of the *Public Finance and Audit Act 1987*.

The Rail Commissioner has applied Australian Accounting Standards that are applicable to not-for-profit entities as the Rail Commissioner is a not-for-profit-entity.

b) Basis of preparation

The preparation of the financial statements requires:

- the use of certain accounting estimates and requires management to exercise its judgment in the process of applying the Rail Commissioner's accounting policies. The areas involving high degrees of judgment or where assumptions and estimates are significant to the financial statements are outlined in the applicable notes;
- accounting policies are selected and applied in a manner which ensures that the resulting financial information satisfies the concepts of relevance and reliability, thereby ensuring that the substance of the underlying transactions or other events are reported; and
- compliance with Accounting Policy Statements issued pursuant to section 41 of the *Public Finance and Audit Act 1987*. In the interest of public accountability and transparency the Accounting Policy Statements require the following note disclosures, that have been included in these financial statements:
 - a) revenues, expenses, financial assets and liabilities where the counterparty/transaction is with an entity within the SA Government as at reporting date, classified according to their nature. A threshold of \$100,000 for separate identification of these items applies;
 - b) expenses incurred as a result of engaging consultants;
 - c) employee targeted voluntary separation package information;
 - d) employees whose normal remuneration is equal to or greater than the base executive remuneration level (within \$10,000 bandwidths) and the aggregate of remuneration paid or payable or otherwise made available, directly or indirectly by the entity to those employees;

The Rail Commissioner's Statement of Comprehensive Income, Statement of Financial Position and Statement of Changes in Equity have been prepared on an accrual basis and are in accordance with historical cost convention, except for certain assets that were valued in accordance with the valuation policy applicable.

The Statement of Cash Flows has been prepared on a cash basis.

Notes to the Financial Statements (continued)
Year Ended 30 June 2015

The financial statements have been prepared on a 12 month operating cycle and presented in Australian currency.

The accounting policies set out below have been applied in preparing the financial statements for the year ended 30 June 2015.

c) Reporting entity

The financial statements cover the Rail Commissioner as an individual reporting entity. The Rail Commissioner is a body corporate pursuant to the *Rail Commissioner Act 2009*.

d) Comparative information

The presentation and classification of items in the financial statements are consistent with prior periods except where specific accounting standards and/or accounting policy statements has required a change or where prior period errors are corrected.

Where presentation or classification of items in the financial statements have been amended. Comparative figures have been adjusted unless impracticable. Where retrospective application of changes to accounting policies and recognition of errors has occurred, relevant comparative amounts have also been amended

The restated comparative amounts do not replace the original financial statements for the preceding period.

e) Rounding

All amounts in the financial statements and accompanying notes have been rounded to the nearest thousand dollars (\$'000).

f) Taxation

The Rail Commissioner is not subject to income tax. The Rail Commissioner is liable for payroll tax and fringe benefits tax.

Payroll tax expense for Federal Award employees is reported in employee expenses.

g) Events after the reporting period

Adjustments are made to amounts recognised in the financial statements, where an event occurs after 30 June and before the date the financial statements are authorised for issue, where those events provide information about conditions that existed at 30 June.

Note disclosure is made about events between 30 June and the date the financial statements are authorised for issue where the events relate to a condition which arose after 30 June and which may have a material impact on the results of subsequent years.

h) Income and Expenses

Income and expenses are recognised to the extent that it is probable that the flow of economic benefits to or from the entity will occur and can be reliably measured.

Income and expenses have been aggregated 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.

The notes accompanying the financial statements disclose income and expenses where the counterparty/transaction is with an entity within the SA Government as at the reporting date, classified according to their nature.

Notes to the Financial Statements (continued)
Year Ended 30 June 2015

Income

Revenue reflects the reimbursement from DPTI to fund employee benefits expenses of employees employed by the Rail Commissioner.

Expenses

Expenses reflect employee benefits expenses and superannuation. These are recognised as per the criteria below.

Employee benefits expenses

Employee benefit expenses include all costs related to employment including wages and salaries, non-monetary benefits and leave entitlements. These are recognised when incurred.

Superannuation

The amount charged to the Statement of Comprehensive Income represents the contributions made by the Rail Commissioner to the superannuation plan in respect of current services of current Rail Commissioner staff. The Department of Treasury and Finance centrally recognises the superannuation liability in the Whole of Government Financial Statements.

i) Current and Non-Current Classification

Assets and liabilities are characterised as either current or non-current in nature. The Rail Commissioner has a clearly identifiable operating cycle of twelve months. Assets and liabilities that are sold, consumed or realised as part of the normal operating cycle have been classified as current assets or current liabilities. All other assets and liabilities are classified as non-current.

j) 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.

Receivables

Receivables include amounts receivable from DPTI for employee related liabilities and workers compensation provisions.

k) Liabilities

Liabilities 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.

Employee Benefits

These benefits accrue for employees as a result of services provided up to the reporting date that remain unpaid. Non-current employee benefits are measured at present value and current employee benefits are measured at nominal amounts.

Salaries, wages, annual leave, block book off, skills and experience retention leave and sick leave

Liability for salaries and wages are measured as the amount unpaid at the reporting date at remuneration rates current at reporting date.

The annual leave liability, block book off and skills and experience retention is expected to be payable within twelve months and is measured at the undiscounted amount expected to be paid. In the unusual event where salary and wages, annual leave and skills and experience retention leave liability are payable later than 12 months, the liability will be measured at present value.

No provision has been made for sick leave as all sick leave is non-vesting and the average sick leave

Notes to the Financial Statements (continued)
Year Ended 30 June 2015

taken in future years by employees is estimated to be less than the annual entitlement of 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 the reporting period using the projected unit credit method.

The estimated liability for long service leave is based on actuarial assumptions over 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. Expected future payments are discounted using market yields at the end of the reporting period on government bonds with durations that match, as closely as possible, the estimated future cash outflows.

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

Provisions

Provisions are recognised when the Rail Commissioner has a present obligation as a result of a past event, it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation.

Provisions are measured at the present value of management's best estimate of the expenditure required to settle the present obligation at the Statement of Financial Position date. If the effect of the time value of money is material, provisions are discounted for the time value of money and the risks specific to the liability.

Payables

Payables include creditors, accrued expenses, GST payable and employment on-costs.

Creditors represent the amounts owing for goods and services received prior to the end of the reporting period that are unpaid at the end of the reporting period. Creditors include all unpaid invoices received relating to the normal operations of the Rail Commissioner.

Accrued expenses represent goods and services provided by other parties during the period that are unpaid at the end of the reporting period and where an invoice has not been received.

All payables are measured at their nominal amount and are normally settled within 30 days from the date of the invoice or date the invoice is first received.

Employment on-costs include superannuation contributions and payroll tax with respect to outstanding liabilities for salaries and wages, long service leave and annual leave.

The Rail Commissioner 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 liability outstanding at reporting date relates to any contributions due but not yet paid.

I) Unrecognised contractual commitments and contingent assets and liabilities

Commitments include those operating, capital and outsourcing commitments arising from contractual or statutory sources and are disclosed at their nominal value.

Contingent assets and contingent liabilities are not recognised in the Statement of Financial Position, but are disclosed by way of a note and, if quantifiable, are measured at nominal value.

As at 30 June 2015 there are no unrecognised contractual commitments or any contingent assets and liabilities.

Notes to the Financial Statements (continued)
Year Ended 30 June 2015

m) Insurance

The Rail Commissioner risks and liabilities are insured by DPTI's insurance arrangements through South Australian Government Financing Authority (SAICORP) a division of SAFA.

n) Budgetary Reporting

The budget for the Rail Commissioner is published as part of DPTI's budget and is not separately identified; accordingly this amending standard and the new budgetary reporting standard (AASB1055) will not apply.

Note 3 New and Revised Accounting Standards and Policies

The Rail Commissioner did not voluntarily change any of its accounting policies during 2014-15.

The Rail Commissioner has assessed the impact of new or revised accounting standards not yet applicable and does not expect these to have a material impact.

**Notes to the Financial Statements (continued)
for the year ended 30 June 2015**

Note 4 - Employee benefits expenses

	2015	2014
	\$'000	\$'000
Salaries and wages	39,699	39,760
TVSPs	443	1,857
Long service leave	1,506	1,226
Annual leave	3,758	3,712
Skills and experience retention leave	255	204
Block book off	1,118	1,144
Retiring and death gratuity	-	4
Workers compensation	1,819	2,172
Employment on-costs - superannuation	4,242	4,336
Employment on-costs - payroll tax	2,428	2,660
Total employee benefits costs	55,268	57,075

Reported employee benefits expense are for employees employed by the Rail Commissioner.

Comparatives

The 2014 comparative information for Workers compensation has been amended to include payments made in 2013-14 for Rail Commissioner employees that were not previously recognised.

The following adjustments were made to the comparative information:

	2014	2014
	Reported	Adjusted
	\$'000	\$'000
Employee benefits expense	56,310	57,075

Targeted Voluntary Separation Packages (TVSPs)

	2015	2014
	\$'000	\$'000
Amounts paid during the reporting period to separated employees		
TVSPs	443	1,857
Annual leave, skills and experience retention leave and long service leave paid to those employees	276	604
Recoverable from DPTI	(443)	(1,857)
	276	604

The number of employees who received a TSVP during the financial year was 7 (14).

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

Remuneration Band \$	No. of Employees	No. of Employees
141,500 - 151,499	7	11
151,500 - 161,499	9	5
161,500 - 171,499	3	4
171,500 - 181,499	2	-
181,500 - 191,499	1	1
231,500 - 241,499	1	-
291,500 - 301,499 *	-	1
311,500 - 321,499 *	-	1
331,500 - 341,499 *	-	1
	23	24

* Includes 1 employee who received a TVSP and accumulated leave payments on resignation.

The table includes all employees who received remuneration equal to or greater than the base executive remuneration level during the year. The total remuneration for the 23 employees (24 employees) was \$3.7 million (\$4.2 million) and reflects all costs of employment including salaries and wages, superannuation contributions, salary sacrifice benefits and fringe benefits tax paid or payable in respect of these benefits.

Remuneration of board and committee members

No person held the position of board member for the Rail Commissioner during the financial year.

**Notes to the Financial Statements (continued)
for the year ended 30 June 2015**
Note 5 - Supplies and services
Auditor's Remuneration

Audit fees relating to the audit of the financial statements are reported in the DPTI financial statements.

Note 6 - Revenues from the provision of services

	2015	2014
	\$'000	\$'000
Revenue from DPTI for employee expenses	55,268	57,075
Total revenues from the provision of services	55,268	57,075

Comparatives

The 2014 comparative information for Revenue from DPTI for employee expenses has been amended to include payments made in 2013-14 for Rail Commissioner employees that were not previously recognised.

The following adjustments were made to the comparative information:

	2014	2014
	Reported	Adjusted
	\$'000	\$'000
Revenue from the provision of services	56,310	57,075

Note 7 - Receivables

	2015	2014
	\$'000	\$'000
Current		
Employee benefits receivable from DPTI	9,926	9,759
Workers compensation receivable from DPTI	1,095	935
Oncosts related to employee benefits	1,455	1,425
Workers compensation recoveries	36	24
Total current receivables	12,512	12,143
Non-current		
Employee benefits receivable from DPTI	12,732	12,099
Workers compensation receivable from DPTI	3,460	3,796
Oncosts related to employee benefits	1,142	1,122
Workers compensation recoveries	100	90
Total non-current receivables	17,434	17,107
Total receivables	29,946	29,250

Note 8 - Payables

	2015	2014
	\$'000	\$'000
Current:		
Accrued employment on-costs	1,455	1,425
Workers compensation	36	24
Total current payables	1,491	1,449
Non-Current:		
Employment on-costs	1,142	1,122
Workers compensation	100	90
Total non-current payables	1,242	1,212
Total payables	2,733	2,661

**Notes to the Financial Statements (continued)
for the year ended 30 June 2015**

Note 9 - Employee benefits	2015	2014
	\$'000	\$'000
Current:		
Annual leave	4,956	5,100
Long service leave	1,341	1,313
Block book off	1,616	1,496
Skills and experience retention leave	450	371
Retiring and death gratuity	5	87
Total current employee benefits provisions	8,368	8,367
Accrued wages and salaries	1,558	1,392
Total current employee benefits	9,926	9,759
Non-current:		
Retiring and death gratuity	-	5
Long service leave	12,732	12,094
Total non-current employee benefits	12,732	12,099
Total employee benefits	22,658	21,858

The actuarial assessment performed by the Department of Treasury and Finance left the salary inflation rate at 4 % for long service leave liability and revised the salary inflation rate down by 1% from 2014 (4%) to 2015 (3%) for annual leave and skills, experience and retention leave liability.

The net financial effect of the changes in the current financial year is a decrease in the annual leave and skills, experience and retention leave liability and block book off of \$68,000 and employee benefit expense by \$68,000.

Note 10 - Provisions	2015	2014
	\$'000	\$'000
Current:		
Workers compensation claims	1,095	935
Total current provisions	1,095	935
Non-current:		
Workers compensation claims	3,460	3,796
Total non-current provisions	3,460	3,796
Total:		
Workers compensation claims	4,555	4,731
Total provisions	4,555	4,731

Note 10(a) - Reconciliation of Provisions movements

	Workers Comp. Claims \$'000	Total \$'000
Carrying amount at 30 June 2013	3,732	3,732
Recognised provisions in 2013-14	3,171	3,171
less payments made in 2013-14	(2,172)	(2,172)
Carrying amount at 30 June 2014	4,731	4,731
Recognised provisions in 2014-15	1,643	1,643
less payments made in 2014-15	(1,819)	(1,819)
Carrying amount at 30 June 2015	4,555	4,555

Workers Compensation

This liability reflects unsettled workers compensation claims. The workers compensation provision is based on an actuarial assessment of outstanding claims provided by the Department of the Premier and Cabinet as at 30 June 2015. The Rail Commissioner is funded for the liability by DPTI.

**Notes to the Financial Statements (continued)
for the year ended 30 June 2015**

Note 11: Transactions with SA Government

The following table discloses revenues, expenses, financial assets and liabilities where the counterparty/transaction is with an entity within the SA Government as at the reporting date, classified according to their nature.

Note	SA Government		Non-SA Government		Total	
	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000	2015 \$'000	2014 \$'000
	Expense					
4	2,428	2,660	52,840	54,415	55,268	57,075
	2,428	2,660	52,840	54,415	55,268	57,075
	Income					
6	55,268	57,075	-	-	55,268	57,075
	55,268	57,075	-	-	55,268	57,075
	Financial Assets					
7	29,946	29,250	-	-	29,946	29,250
	29,946	29,250	-	-	29,946	29,250
	Financial Liabilities					
8	1,191	1,134	1,542	1,527	2,733	2,661
9	-	-	22,658	21,858	22,658	21,858
10	-	-	4,555	4,731	4,555	4,731
	1,191	1,134	28,755	28,116	29,946	29,250

**Notes to the Financial Statements (continued)
for the year ended 30 June 2015**

Note 12 - Commitments

The Rail Commissioner's has no commitments as at 30 June 2015.

Note 13 - Contingent assets and liabilities

As at 30 June 2015 the Rail Commissioner has no contingent assets or liabilities.

Note 14 - Cashflow Reconciliation

(a) Reconciliation of cash and cash equivalents at the end of the reporting period:

	2015 \$'000	2014 \$'000
Cash and cash equivalents disclosed in the Statement of Financial Position	-	-
Balance as per the Statement of Cash Flows	-	-

(b) Reconciliation of net cash provided by operating activities to net cost of providing services

	2015 \$'000	2014 \$'000
Movements in assets and liabilities:		
Increase/(decrease) in receivables	696	1,514
(Increase)/decrease in payables	(72)	(356)
(Increase)/ decrease in employee benefits	(800)	(159)
(Increase)/decrease in provisions	176	(999)
Net cost of providing services	-	-

Note 15 - Events after the reporting period

There were no events after balance date.

