

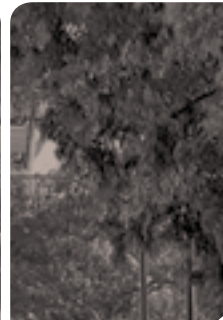
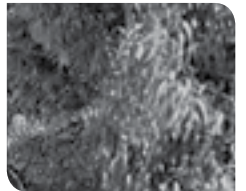
DEPARTMENT OF PLANNING, TRANSPORT AND INFRASTRUCTURE

ANNUAL REPORT 2013–14



Government of South Australia

Department of Planning,
Transport and Infrastructure



Prepared by the Department of Planning, Transport and Infrastructure, September 2014.

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

The Honourable Tony 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

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

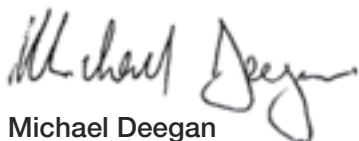
Dear Ministers

I am pleased to present the Annual Report of the Department of Planning, Transport and Infrastructure for the year ending 30 June 2014.

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

The Commissioner of Highways report under the provisions of the *Highways Act 1926* and the Rail Commissioner report under the provisions of the *Rail Commissioner Act 2009* are also incorporated into this report.

Yours sincerely



Michael Deegan
CHIEF EXECUTIVE
DEPARTMENT OF PLANNING, TRANSPORT AND INFRASTRUCTURE

26 September 2014

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 meet the requirements of the Act and to meet the policy objectives of the 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 report of the department as a report satisfying the requirements of the Act. 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.

A handwritten signature in black ink, appearing to read 'Michael Deegan', written in a cursive style.

Michael Deegan

COMMISSIONER OF HIGHWAYS

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Michael Deegan
CHIEF EXECUTIVE

September 2014

CE FOREWORD

There's a story about where South Australia is heading documented in this annual report.

It tells the story of a city being awakened, transforming into a more vibrant and relevant place for South Australians. Central to this is the redevelopment of Adelaide Oval into a 50 000 seat world-class sporting stadium, with more than half of patrons utilising public transport to get to there – many via an already iconic Riverbank Bridge. The Riverbank now provides a foundation for significant buildings, such as Stage One of the Adelaide Convention Centre Redevelopment and the new Royal Adelaide Hospital, to create transformational change along the Riverbank.

Looking to the Central Business District, we see the beginnings of urban rejuvenation starting in Leigh, Bank and Peel streets, driven by the works of the department to make them more people and business-friendly. On a larger scale, planning law reforms are unlocking billions in new building investment, supported by streamlined planning and design services that have been championed by our department.

We have what I consider to be the strongest *Integrated Transport and Land Use Plan* in Australia. This plan was widely supported and effectively tells our state's transport and land use story across the city and regions for the next 30 years.

The first steps towards delivering this plan have been taken via the South Road Superway and duplication of the Southern Expressway as well as the total rebuild of our passenger rail lines and electrification of the southern lines.

We've taken steps in the next part of our journey with the Torrens to Torrens and Darlington road projects together with the O-Bahn extension in their early stages.

Special mentions must go to the removal of a historic traffic bugbear with the Britannia Roundabout upgrade and completion of the much needed first stage of the Parks Community Centre redevelopment.

Valuable cycling projects, including the Port River and Amy Gillett bikeways and further Greenways work, together with events like the inaugural Tour de Nunga and the Velo-city Global Adelaide 2014 conference, gave bike riders more opportunities to ride and provided a global perspective to our efforts to become bike-friendly.

It is these types of improvements to infrastructure that can help us to achieve further gains in our already enviable livability ratings.

Keynote innovations included the launch of real-time traffic and public transport information and introduction of a monthly direct debit scheme for light vehicle registration renewals.

The Road Safety Action Plan 2013-2016 was released and set the roadmap towards our goal of zero deaths and serious injuries on our roads.

In the elite sporting space, South Australia was in fine form with 24 local athletes winning a total of 34 world championship medals across seven different sports.

My thanks go to our Ministers for their strong support and leadership that was so important for us to drive positive change and overcome significant challenges.

Looking over the past year, our department has certainly punched above its weight.

It is my firm intention that this trajectory of achievement will not only continue, but will track higher as we look to the future.



HIGHLIGHTS FOR 2013–14

CREATING A VIBRANT CITY

The department advanced several projects to revitalise Adelaide and attract more people to live, work, do business and recreate in the city.

- > The permanent closure of Leigh Street to through traffic, along with improved amenity and infrastructure such as seating and trees, helped attract more pedestrians and cyclists and stimulated significant business growth, particularly outdoor dining.
- > The community-led Peel Street placemaking project saw the establishment of seven new small licensed venues, which have generated an estimated \$2m in investment in the area and about 50 new jobs.
- > The Bank Street demonstration project, which introduced parklets into the streetscape, continued to foster business activity and a safer, more welcoming environment for pedestrians and cyclists, particularly after hours. The project is to be extended to the end of 2014 to maximise benefits.
- > The opening of Hub Adelaide provided a new shared space for young entrepreneurs and business owners to grow their businesses, exchange ideas and collaborate with industry and government. In 2013–14 it hosted 52 learning events and 97 community events and attracted 166 members.
- > The Experience Riverbank program, created around the Riverbank Bridge and the temporary Blue Hive venue, delivered 25 community events and activities showcasing local talent, products, businesses and community groups and attracting about 18 000 visitors.
- > The five-month community engagement process and competition entitled Open Ideas generated visionary designs for the redevelopment of the old Royal Adelaide Hospital, due to be vacated in 2016. Teams from 48 countries submitted 126 proposals, with three jury prizes and a People's Choice award for the finalists.
- > The former St Pauls function centre was remediated by the department and handed over to Arts SA for further fit out and transformation into a Creative Arts Centre.

MANAGEMENT OF MAJOR BUILDING PROJECTS

In 2013–14 the department managed 518 major building construction projects worth more than \$2.9b on behalf of other government agencies and completed three landmark projects in Adelaide:

- > the \$200m commonwealth funded South Australian Health and Medical Research Institute was completed in February 2014 to accommodate 600 scientists and clinicians (awarded a Leadership in Energy and Environmental Designs gold rating)
- > the Adelaide Oval, redeveloped as a world-class sporting and major event stadium with a seating capacity of 50 000 and completed in March 2014 at a cost of \$535m
- > the Riverbank Bridge linking the Adelaide Oval with the Adelaide Railway Station, trams, buses, the Adelaide Festival Centre and the central business district, completed in March 2014 at a cost of \$40m.

Seven other leading-edge projects were completed across the state:

- > the Tonsley Park Sustainable Industries Education Centre, an energy-efficient training facility built into the former Mitsubishi automotive factory at a cost of \$138m
- > the \$68.3m Whyalla Regional Cancer Centre, redeveloped to include an integrated mental health unit, new theatre suite and education areas, and awarded an Australian Institute of Building award for Professional Excellence

- > stage one of the Modbury Hospital redevelopment involving expansion of the emergency department at a cost of \$19.9m
- > redevelopment of the Berri Country General Hospital at a cost of \$41m to include a day procedure unit, operating theatre suite, renal dialysis unit and expanded emergency department
- > stage one of the \$28.6m Parks Community Centre redevelopment, which created new sport and recreational facilities, theatres and a children's centre
- > stage one of the \$10m Glenunga International High School redevelopment, resulting in a library resource centre, ten classrooms and international student amenities
- > refurbishment of learning areas, construction of a resource centre and upgrading of services at the Reynella East Child Parent Centre to Year 12 School at a cost of \$24.4m.

Ongoing construction projects managed by the department included the Adelaide Convention Centre redevelopment, with stage one (exhibition facilities) to be completed in December 2014, and construction of education, health and office accommodation projects.

NEW PUBLIC TRANSPORT SERVICES AND CHOICES

The introduction of real time passenger information gave Adelaide Metro customers the ability to track their bus, train or tram and know exactly when it arrives at their stop or station. Using Global Positioning System (GPS) technology installed as part of the Metrocard ticketing program, the information is accessible on smartphones, tablets and PCs via the Adelaide Metro website.

The rollout of the Metrocard system also enabled the introduction of four new ticketing products to attract more patrons and encourage greater use of public transport:

- > interpeak rates on Sundays and Public Holidays
- > extended free travel for Seniors before 7:01am and after 7pm on weekdays
- > a 28-day unlimited travel pass
- > a three-day visitor's pass.

With the re-opening of the Adelaide Oval and the introduction of regular AFL football to the venue, ticket holders were able to receive free public transport on all buses, trains and trams on game days. Initial results showed strong public support, with about 54 per cent of Oval patrons using public transport during the first half of the 2014 season.

Increased demand at new and expanded Park 'n' Ride facilities at Klemzig, Tea Tree Plaza and Dumas Street in Mount Barker prompted additional peak bus services along the O-Bahn and from Mount Barker. A new Park 'n' Ride facility was built at Clovelly Park to improve local access to public transport.

The O-Bahn City Access project received \$160m in funding to improve the busway access between Hackney Road and the cross-city priority bus lane. The benefits will be faster travel times for public transport patrons and less traffic congestion for inner city route users.

The new Free City Connector, combining the department-funded City Free bus service and Adelaide City Council's Adelaide Connector service, now runs more frequently and operates as two loops, the inner Central Business District and extended North Adelaide loop. Distinguished by its distinctive green livery, the service is operated under contract with the Minister for Transport and Infrastructure.

The department entered into a lease arrangement with Adelaide City Council to use the Franklin Street Bus Station and adjacent vacant land for interpeak stabling of buses to improve operational efficiency of the network.

RAIL REVITALISATION

The Rail Revitalisation program, the largest and most complex upgrade of Adelaide's rail network since the 1920s, moved into the final stages of delivering a modern, environmentally friendly and efficient train service.

- > New electric trains were added to the fleet.
- > New Seaford and Seaford Meadows stations opened as part of the Seaford Rail Extension.

The first electrified passenger services on the Seaford (formerly Noarlunga) line between Adelaide Railway Station and Seaford went into full operation following staged electrification works, extensive track upgrades, improved signalling and communications systems.

The electrified Tonsley line reopened in May 2014 after connection of the duplicated Seaford/Tonsley Junction. Diesel services continued to run on the line pending the delivery of more electric trains later in 2014.

The revitalisation also saw completion of:

- > the Goodwood Junction underpass, which takes the Seaford (formerly Noarlunga) line below the Belair and interstate lines
- > a more accessible Adelaide Showground Station at Wayville
- > a new pedestrian underpass at Marion Station
- > an architecturally-designed St Clair Station on the Outer Harbor Line.

SAFER, MORE EFFICIENT TRANSPORT NETWORK

The department wrapped up several major transport projects to improve road performance and safety for road users.

The \$842m South Road Superway, the state's most complex engineering road construction project to date, has resulted in more efficient freight transport, less peak hour traffic congestion and a safer driving experience. Extending from the Port River Expressway to Regency Road, the Superway is a crucial link in the larger road corridor connecting northern and southern industrial and residential growth areas.

Also completed were:

- > a \$3.2m transformation of the Britannia Roundabout in Norwood/Kensington with two central islands to improve traffic circulation and reduce the risk of crashes
- > safety upgrades on the Dukes Highway and the South Eastern Freeway involving the installation of safety barriers, wide centre-line treatment and audio tactile line markings, and removal of vegetation close to trafficked lanes
- > rehabilitation or resealing of approximately 570 lane kilometres of road across South Australia.

Another milestone was the launch of the Traffic SA website, providing the public with a single, reliable source of real-time information about traffic incidents, roadworks, road closures and planned events in Greater Adelaide.

The department released the *Road Safety Action Plan 2013–2016*, the next chapter in reducing serious road casualties by at least 30 per cent by 2020 as set out in *South Australia's Road Safety Strategy 2020*. The plan focuses on investing in safer roads, creating safer communities, encouraging safer behaviour, improving the licensing system, using new technologies and keeping communities better informed.

The department trialled an alternative methodology to assist Aboriginal people living in remote communities to progress through the Graduated Licensing Scheme; facilitated legislative change to enable a new driver licensing scheme for Anangu Pitjantjatara Yankunytjatjara (APY) and Maralinga Tjarutja (MT) Lands residents; and provided child restraints along with supporting education and technical advice to nine communities in the APY Lands.

The Black Spot and road safety infrastructure programs, which address locations with a heightened risk of crashes, funded over 150 small-scale infrastructure improvements across Adelaide and regional South Australia, including junction upgrades, traffic signal and equipment upgrades, safety barriers, shoulder sealing, unsealed road improvements, ferry refurbishment and delineation.

The department continued the transition to a national system of regulation across road, marine and rail.

- > Following implementation of new legislation, the National Heavy Vehicle Regulator became responsible for administering one consistent set of laws for all heavy vehicles, ensuring that South Australian operators can operate more easily across jurisdictions and take advantage of national education and safety initiatives.
- > The department continued to support day to day interaction with the domestic commercial vessel industry as delegated by the national maritime safety regulator, the Australian Maritime Safety Authority.

The refurbishment of the Vivonne Bay Jetty improved safety for recreational and professional fishers and created an additional attraction for the local community.

The department published a waterproof quick reference guide to the most important safety rules for the use of kayaks and canoes.

KEY INFRASTRUCTURE INVESTMENT

The department secured funding from the Commonwealth Government under its five-year Infrastructure Investment Programme (2014–15 to 2018–19) to support the following key projects in South Australia:

- > South Road upgrades, including \$448m for the Torrens Road to River Torrens upgrade and \$496m for the Darlington upgrade
- > \$4.5m for managed motorways of the South Eastern Freeway between Crafers and Stirling
- > \$16m for a new interchange on the South Eastern Freeway at Bald Hills Road east of Mount Barker
- > \$85m for road upgrades in the Anangu Pitjantjatjara Yankunytjatjara (APY) Lands and access to airstrips funded from the Regional Infrastructure Fund
- > \$232.1m for the Goodwood and Torrens junctions upgrades
- > \$50m to install Advanced Train Management System technology between Port Augusta and Whyalla.

The department received continued Commonwealth support for projects related to:

- > network maintenance – \$139.6m
- > Black Spot – \$40m
- > Roads to Recovery – \$188.9m, including an additional \$31.5m in 2015–16
- > Heavy Vehicle Safety and Productivity – \$14.95m
- > Bridge Renewal – \$21m allocated to local government
- > Funding for Local Roads, untied local road grants – \$198.2m.

FOCUS ON CYCLING AND WALKING

Work continued on the Outer Harbor Greenway linking Port Adelaide and the Lefevre Peninsula to the city via quiet local streets adjacent to the Outer Harbor Rail line. New features included the Birkenhead Bridge path, Semaphore Road path and signalised crossings at Semaphore, Woodville and Cheltenham roads. Once completed with a new crossing at David Terrace and South Road, the greenway will be a continuous route into the city for cyclists and pedestrians, whether travelling by bike or walking or riding to catch the train.

To complement the greenway, the department partnered with Renewal SA and the City of Port Adelaide Enfield Council to build a \$2.5m shared cycling/pedestrian loop path around the Port. The scenic 3.5km path, which crosses Birkenhead and Jervois bridges, aims to enliven the area and encourage active travel.

The Marino Rocks Greenway to the Adelaide Showground Station at Wayville was completed, with two new cycling/walking paths through Goodwood and Black Forest providing a shorter cycling route into the city and expanding pedestrian catchments for Clarence Park, Emerson and Goodwood stations.

The State Government provided funding and project resources through the department to support Velo-city Global Adelaide 2014, a four-day international cycling planning conference hosted by the City of Adelaide that attracted close to 700 delegates, including more than 550 experts from overseas.

Stage three of the Amy Gillett Bikeway connecting Charleston to Mount Torrens was finished, extending the popular bikeway seven kilometres in addition to the 10 km sections completed in 2010 and 2011.

Approximately 4000 primary school students in Years 4 to 7 took part in the Way2Go Bike Ed program, which teaches children about bicycle and road safety. Fifteen schools joined the program, bringing the number of participating schools to more than 100.

HIGH QUALITY SPORT AND ACTIVE RECREATION

The department, through the Office for Recreation and Sport (ORS) and the South Australian Sports Institute (SASI), delivered high-performance programs in canoe sprint, cycling, diving, hockey, netball, rowing, swimming, volleyball and water polo and provided scholarships to athletes in a range of other sports. In 2013–14, 64 SASI athletes were selected for national teams, with 24 athletes winning 34 world championship medals in seven sports.

The department actively promotes gender diversity in sport and in 2013–14 made significant progress by developing a women's sport network training program for emerging female leaders; hosting a national conference entitled *Governance, Diversity and Opportunity - Are you on Board?*; authoring 21 new profiles for Wikipedia's *List of South Australian Sportswomen*; and funding 25 women to undertake an Australian Institute of Company Directors course on Foundations of Directorship.

The inaugural Tour de Nunga was held, a cycling event designed to build leadership skills, improve capacity and increase cycling participation among young people in Aboriginal communities. The initiative provided a 12-month development program for eight potential community leaders who worked with their communities to develop cycling skills and nominated individuals to participate, including 46 from Adelaide and five from regional and remote communities.

The department also:

- > progressed multi-use sport and active recreation hubs at The Parks Community Centre, Port Augusta Central, Campbelltown Leisure Centre and Adelaide Shores, with \$40m in State Government funding toward the estimated \$70m total cost
- > led a 360° Review to examine the role of volunteer clubs and associations in building participation in sport and active recreation and the level of support and services they need and receive
- > distributed \$17m in grants to 957 organisations and individuals to provide high quality active recreation and sport facilities, programs and activities across the state
- > completed a \$3.3m upgrade of the State Hockey Centre to international standards, including a second pitch and lighting to meet broadcast specifications
- > furthered development of the former Ross Smith and Kilburn school sites under a Safe Communities, Healthy Neighbourhoods initiative to provide high-quality, safe places to play sport and recreate.

PLANNING FOR CHANGE, INVESTMENT AND GROWTH

The department continued to drive significant planning reforms and initiatives across the state.

- > By 30 June 2014 planning reforms in the City of Adelaide—among the most progressive in Australia—had helped unlock 65 potential development projects valued at \$3.4b and facilitated Development Assessment Commission approval of 32 projects worth \$1.13b since March 2012.
- > The Inner Metropolitan Growth Project—an initiative with inner metro councils to facilitate urban growth along key transit corridors adjacent the Park Lands and along routes into the city centre—led to the lodgement of two development projects valued at \$45m with the Development Assessment Commission and five projects taking up the department’s pre-lodgement assistance.
- > Following the introduction of the Small Venue Licence in Adelaide in early 2013, 40 potential small licensed venues were proposed. Twenty were assisted by the department’s case management service and were operational by 30 June 2014, including 17 new venues that have generated an estimated \$4.25m in investment and 119 new jobs in the central business district.
- > The *Playford Growth Area Structure Plan* resulted in the staged rezoning of land at Angle Vale, Playford North Extension and Virginia (increasing Adelaide’s residential land supply to 20 years). Key infrastructure agreements were reached between land owners, Playford Council and the State Government.
- > Following the passage of legislation and public consultation in 2013, an amendment to the *Planning Strategy for South Australia* formally recognised the special character of the Barossa Valley and McLaren Vale and identified character preservation areas for each district. The subsequent addendum to the strategy guides the local councils in aligning their development plans with the legislation.
- > Kangaroo Island’s development plan and region plan were amended and aligned with the *Kangaroo Island Structure Plan* to support and balance protection of primary production, expansion of tourism, development of more diverse living and accommodation options and protect the island’s natural assets. To support the changes, the Development Assessment Commission became the assessment authority for tourism development in the Coastal Conservation and Conservation Zone on the island.
- > Amendments to the Development Regulations 2008 improved safety of swimming pools by enabling council inspections of new swimming pools and required safety features.
- > The department also progressed the Affordable Homes program through the Office of the Coordinator-General, enabling 450 affordable housing projects in South Australia by streamlining development and planning approval processes.

STRATEGIC TRANSPORT AND LAND USE

One of the department's most challenging tasks was to prepare a draft *Integrated Transport and Land Use Plan* (ITLUP) to guide private, federal, state and local government decisions about improving, managing and sustaining the transport system for the next 30 years.

This involved extensive community engagement that sought ideas about how to shape our transport system to meet future needs and included 32 public events in urban, regional and remote communities, discussions with councils, the Local Government Association, Regional Development Australia, industry and advocacy groups. More than 2500 people attended the events and almost 1500 submissions and enquiries on the draft ITLUP were received. The ITLUP will be finalised and publicly released in 2014–15.

The department also:

- > released the *Regional Mining and Infrastructure Plan*, with a key outcome being the establishment of a Resource Infrastructure Taskforce
- > progressed the development of the Freight Strategy and Port Strategy for South Australia
- > published the *Functional Hierarchy for South Australia's Land Transport Network*, identifying corridors that are important for various transport modes and guiding the use of road and rail space to improve safety and efficiency for users.

MODERNISING LAND SERVICES AND INFORMATION

The department initiated a number of steps to streamline processes and improve efficiency for users:

- > customisation of the web-based South Australian Integrated Land Information System, to replace the current land administration system in 2014–15
- > the first stages in implementing a national electronic settlement and lodgement system for property transactions to shorten timeframes for processing transactions
- > the Registrar-General's Verification of Identity Policy, providing a framework for legal practitioners, conveyancers and mortgagees to verify the identity of a party to a conveyancing transaction
- > completion of the 2014–15 general valuation, incorporating remedial work for retail site values by the Valuer-General, who determines property values in South Australia each year for rating and taxing purposes.



ABOUT THE DEPARTMENT

THE DPTI STORY: WORKING TOGETHER TO CONNECT THE PEOPLE AND PLACES OF SOUTH AUSTRALIA.

The department works as part of our 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.

SPARK
respect
cultuReignition

SPARK
enjoyment
cultuReignition

SPARK
excellence
cultuReignition

SPARK
sty
cultuReignition

SPARK
collaboration
cultuReignition

THE DPTI 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.

DPTI 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.

DPTI VALUES

In July 2013 the department embarked on a significant engagement campaign to involve staff in developing our organisational culture and identifying agency values.

Close to 1000 staff members contributed their thoughts and ideas and helped shape the resulting common set of organisational values:

- > **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 capture what the department stands for and how our customers and stakeholders can expect to be treated. They also provide focus for improving the way we work together, how we operate within the South Australian community and the quality of our service.

The engagement process also identified the range of acceptable behaviours that are required of staff to support the values.

The values and behaviours were adopted throughout the department in 2013-14 to support our operating principles and alignment to the Public Sector Code of Ethics and the *Public Sector Act 2009*.



ORGANISATIONAL CHART

The following structure of the Department of Planning, Transport and Infrastructure was in place at 30 June 2014.

Ministers

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

Hon TONY 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

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

Groups and Divisions

Chief Executive
John Hanlon
Acting Chief Executive
Commissioner of Highways

Building Management
Judith Carr
Executive Director

Corporate and Strategic Services
Vacant
Group Executive Director

Infrastructure
Mark Elford
Acting Group Executive Director

Office for Recreation and Sport
Paul Anderson
Executive Director

Planning
Andrew McKeegan
Acting Deputy Chief Executive

Public Transport Services
Lino Di Lernia
Deputy Chief Executive

Transport Services
Andy Milazzo
Deputy Chief Executive

GROUP OPERATIONS

BUILDING MANAGEMENT

Building Management provides advisory and management services to other government agencies and the department in the construction, maintenance, replacement, refurbishment or disposal of buildings, office accommodation, government employee housing and road, rail and marine property. It promotes partnerships between government and industry to achieve sustainable and functional built environments and ensures that all activities are carried out efficiently, ethically and for lasting public benefit. It also directs the development of state strategic projects.

CORPORATE AND STRATEGIC SERVICES

The Corporate and Strategic Services group provides governance, advice, support, transaction and communication services to support the delivery of agency projects, initiatives and programs.

INFRASTRUCTURE

The Infrastructure division is responsible for prioritising and developing strategic infrastructure for the State and Commonwealth governments, coordinating infrastructure planning and facilitating timely delivery of key projects that achieve economic, social and environmental outcomes. It also oversees the provision of services for land administration and property transactions in South Australia including detailed land information and ownership data.

OFFICE FOR RECREATION AND SPORT

The Office for Recreation and Sport is responsible for the 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. It also provides strategic policy advice to the Minister for Racing on matters relating to the South Australian Racing industry.

PLANNING

The Planning division delivers integrated land-use, transport and infrastructure plans and fulfils its statutory roles to create places people want to work, live, invest in and enjoy. It is responsible for planning and development within the state, overseeing the assessment of the state's major developments and the implementation of the State Government's 30-year development plan, identifying future growth opportunities for and managing development investment in South Australia. It is also responsible for working with stakeholders to identify and unlock opportunities for Kangaroo Island's future, for state government policy and legislation regarding the local government system in South Australia and for promoting the value of excellent and effective design to ensure quality built and sustainable environments for South Australians.

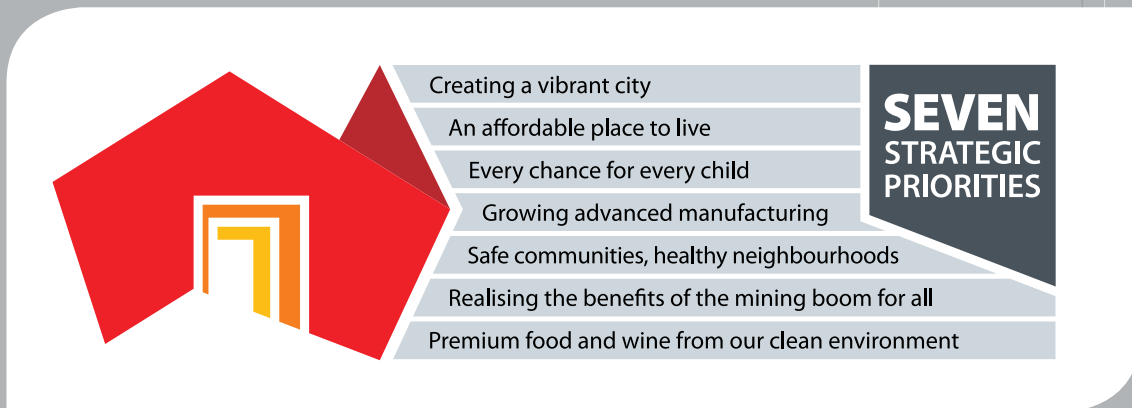
PUBLIC TRANSPORT SERVICES

Public Transport Services is responsible for the operation and regulation of the state's passenger transport network, including bus, train and tram services and the regulation of the state's taxi industry. This includes supporting the provision of regional and community passenger transport networks. The focus is on managing the delivery of the significant capital investment in public transport, including electrification of rail and initiatives to provide a safe, effective and customer-focused public transport network for all South Australians.

TRANSPORT SERVICES

Transport Services is responsible for regulating transport behaviour, developing and implementing road safety programs, administering motor vehicle registration and driver licensing legislation, managing and improving road and marine infrastructure and road traffic control. It aims to contribute to a transport system that is safe and secure, meets community expectations, makes a positive contribution to the economy and has minimal impact on the environment.





SEVEN STRATEGIC PRIORITIES

The State Government has developed seven priorities for South Australia's future. These priorities are areas where we can make the most difference to the lives of everyday working people and the future prosperity of our state.

These priorities are about:

- > giving our children every chance to achieve their potential in life
- > keeping our communities safe and our citizens healthy
- > building our reputation for premium food and wine
- > growing advanced manufacturing as the way for the future
- > realising the benefits of the mining boom for all
- > creating a vibrant city that energises and excites
- > keeping our high quality of life affordable for everyone.

The priorities recognise that South Australia works best when we have strong government working with strong business and a strong community behind us.

Through the priorities, the business of government will become characterised by:

- > innovation and enterprise
- > solutions that are economically, socially and ecologically sustainable
- > a respectful relationship between government and citizens with shared responsibility to the broader community.

The department makes a significant contribution to six of the strategic priorities.

PRIORITY 1: CREATING A VIBRANT CITY

The department has lead responsibility for this priority and implements a range of initiatives to encourage more people to live, work, visit, invest and spend time in the city:

- > improving public transport services through new and innovative services, technologies and products
- > planning reforms to streamline approval processes and encourage city investment
- > facilitating urban growth opportunities
- > major infrastructure investments to support economic development and underpin crucial precincts such as the Riverbank
- > placemaking, street activation and public realm projects
- > supporting cycling and walking programs and facilities
- > developing long-term strategic land-use, transport and infrastructure plans
- > supporting best practice urban and building design.

PRIORITY 2: SAFE COMMUNITIES, HEALTHY NEIGHBOURHOODS

In partnership with other agencies, the department makes a significant contribution to this priority:

- > improving safety and accessibility so that all South Australians can confidently use public transport services
- > enhancing health and community services through management of construction and redevelopment projects
- > initiatives improving the safety and efficiency of the road network as well as cycling and pedestrian networks
- > supporting recreation and sport programs, clubs, facilities and strategies
- > developing initiatives to improve wellbeing in Aboriginal communities
- > leading strategies and actions to reduce road casualties.

PRIORITY 3: AN AFFORDABLE PLACE TO LIVE

Projects and initiatives that contribute to this priority:

- > providing accessible public transport through affordable services, products, concessions and subsidies
- > supporting the provision of affordable housing via the Affordable Homes Program and by streamlining the planning system and land administration processes.

PRIORITY 4: EVERY CHANCE FOR EVERY CHILD

The department supports this priority through the delivery of education and health infrastructure via construction management of State Government buildings, refurbishments and fit-outs, including:

- > the \$3m Ingle Farm Children's Centre
- > the \$24.4m Reynella East Child Parent Centre to Year 12 School redevelopment
- > the \$2.9m Eden Hills Primary School redevelopment
- > the \$10m Glenunga International High School redevelopment stage one.

PRIORITY 5: REALISING THE BENEFITS OF THE MINING BOOM FOR ALL

The department supports this priority through:

- > the *Regional Mining and Infrastructure Plan* and establishment of a Resource Infrastructure Taskforce to prepare a business case for facilitation of a port solution
- > drafting of the port and freight strategies that recognise the needs of the mining sector.

PRIORITY 7: PREMIUM FOOD AND WINE FROM OUR CLEAN ENVIRONMENT

The department works to recognise and preserve South Australia's pristine foods and wine regions by:

- > preserving the Barossa Valley and McLaren Vale from urban sprawl through recognition of their special character and the delineation of character preservation districts
- > amending plans for Kangaroo Island to balance protection of primary production with sustainable development and initiatives to support business development for local producers of wool, honey, eggs, livestock, lamb and horticulture.



SOUTH AUSTRALIA'S STRATEGIC PLAN TARGETS

ACHIEVING THE OBJECTIVES OF SOUTH AUSTRALIA'S STRATEGIC PLAN

South Australia's Strategic Plan guides individuals, community organisations, governments and businesses to secure the wellbeing of all South Australians. The department has lead responsibility for eight targets and contributes to a range of targets related to:

- > our community
- > our prosperity
- > our environment
- > our health
- > our education
- > our ideas.

TARGET 1: URBAN SPACES

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

The department led significant investment in strategic projects to increase and improve open space and public realm across South Australia through:

- > creation of a Riverbank Precinct around the redeveloped Adelaide Oval, new Riverbank Bridge, redevelopment of the Adelaide Convention Centre and associated open spaces, launch of the Experience Riverbank program of community events and temporary Blue Hive venue
- > developer requirements intended to stimulate more activity and vibrant places for people in the City of Adelaide and around the Park Lands, and assessment processes to support better designed public realm
- > activation of side streets and placemaking projects in the central business district
- > Places for People and Open Space grants to help councils purchase and develop open space and improve their public realm
- > enhancement of sport and recreation facilities and establishment of community hubs such as The Parks Community Centre to provide better access to higher-quality public spaces.

TARGET 2: CYCLING

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

The department continued the rollout of the State Government's four-year \$12m Greenways and Cycle Paths program. Close to \$4m was spent to create safe, direct, continuous and attractive cycling and walking routes using a combination of dedicated paths, signalised arterial road crossings and treated suburban streets.

Highlights include:

- > construction of the Port Loop Path in Port Adelaide
- > progression of the Outer Harbor Greenway from Port Adelaide to the city
- > completion of the Marino Rocks Greenway to the Showground Station
- > completion of stage three of the Amy Gillett Bikeway to Mount Torrens
- > grants totalling \$760 000 to councils for cycling projects through the State Bicycle Fund and Black Spot program
- > 10 community grants, four local government partnerships and other initiatives to support more cycling for transport
- > delivery of Way2Go Bike Ed to about 4000 primary students
- > support for the Velo-city Global Adelaide 2014 conference
- > enhancements to the online Cycle Instead journey planner
- > new bike-friendly road rules allowing adults to ride on the footpath with children under 12, riders to enter a bike box at traffic lights where there is no bike lane and use of pedalecs
- > additional cycling facilities to enhance access and safety, including shared-use paths, green pavement marking at cyclist black spots and secure bike parking facilities at public transport stations
- > Free City Bikes available for day hire through the Adelaide Railway Station.

TARGET 4: TOURISM INDUSTRY

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

The Kangaroo Island Futures Authority:

- > progressed development of new tourism products and infrastructure improvements to support year-round tourism, such as a proposed \$30m Greg Norman golf course and a \$5m, 57 km walking trail showcasing local landscapes, produce, flora and fauna
- > developed a branding strategy in collaboration with tourism operators and local food, wine and arts groups.

The department, in conjunction with the Kangaroo Island Council, upgraded roads including Wedgewood Road, Hickmans Road, East West Road and a section of Rowland Hill Highway.

TARGET 6: ABORIGINAL WELLBEING

Improve the overall wellbeing of Aboriginal South Australians.

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

- > representation on a working group to develop the Anangu Pitjantjatjara Yankunytjatjara (APY) Lands regional procurement strategy
- > working with the Aboriginal Affairs and Reconciliation division of the Department of the Premier and Cabinet to coordinate the provision and maintenance of services and infrastructure on Aboriginal land-holding communities
- > providing public employee housing through the South Australian Government Employee Residential Properties program to government agencies with employees in regional and remote locations

- > 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
- > community events such as NAIDOC, Reconciliation Week, the Kardi Munaintya Tram and the Walpaara Anpa Awards to Year 10 Aboriginal students to assist with education and encourage future learning
- > internal Aboriginal employment through Yurangka Kari cadetships and Aboriginal Clerical Traineeships
- > the *Look at us now* documentary highlighting the department's Aboriginal engagement strategies that contribute to the Closing the Gap initiative, improvement of Aboriginal wellbeing and implementation of the department's *Reconciliation Action Plan 2014–2017*
- > the inaugural Tour de Nunga cycling event to develop cycling and leadership skills in Aboriginal communities
- > assisting Aboriginal mobility and access to aviation services such as the Royal Flying Doctor through the Remote Airstrip Upgrade program.

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.

It also:

- > offers access to flexible working arrangements
- > 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.

TARGET 21: GREATER SAFETY AT WORK

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

The department responded to an increase in the number of new workplace injury claims over the previous year, particularly musculoskeletal injuries related to falls, trips, slips, lifting and moving objects and repetitive movements.

Measures focusing 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
- > a program to review standard operating and job safety analysis procedures for hospital-based staff
- > asbestos awareness training for all government employees, including screening of a DVD describing asbestos-containing products for contractors involved in maintenance and repair of government buildings
- > liaison with other government agencies to develop and implement Asbestos Management Plans for their workplaces in accordance with the Work Health and Safety Regulations 2012.

The department also took the following measures to enhance rail safety:

- > new electrical safety rules and procedures and rail network access procedures to support the electrification of the Seaford and Tonsley lines, where workers operate in a mixed network of diesel and electrified lines
- > education programs to inform the community and emergency services providers about the electrified rail network
- > use of a train simulator to enhance driver training and plans to establish a practical training ground for operational and maintenance staff away from the live rail network
- > a rigorous program aimed to reduce the risk of Signals Passed at Danger (SPAD), which occurs when a train passes a red signal without permission, by improving training and procedures, resulting in a significant reduction in human error SPAD, with three incidents in 2013–14 compared to an average of 11 incidents a year over the past 12 years
- > the introduction of train protection systems on Seaford, Tonsley and Belair lines, to be operational in the second half of 2015
- > a Safety Wellbeing Day for department staff working in high risk areas, which was nominated for the Premier’s Safety Award.

TARGET 22: ROAD SAFETY

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

South Australia achieved its second lowest road toll since official record-keeping began in 1967, with 97 fatalities on the state’s roads in 2013 compared with 94 recorded in 2012, and the second lowest injury total since records were kept, with 790 serious injuries in 2013 compared to 761 in 2012.

Other milestones include:

- > funding under the Black Spot and Road Safety programs for more than 150 infrastructure works in Adelaide and regional South Australia
- > transition to the National Heavy Vehicle Regulator, which has safety benefits through a consistent, national approach
- > drafting of *A Functional Hierarchy for South Australia’s Land Transport Network* to guide the use of road and rail space to improve safety and efficiency
- > release of the *Road Safety Action Plan 2013–2016* and first-stage implementation of actions
- > changes to the Graduated Licensing Scheme to introduce night time and passenger restrictions for novice drivers and extend the provisional drivers licence period from two to three years
- > mandating of the Australian Standard for the fitment of bull bars on light vehicles to improve pedestrian safety
- > motorcycle safety infrastructure improvements
- > provision of child restraints and related education in remote Aboriginal communities
- > a Road Rules Refresher campaign to help road users update their knowledge

- > delivery of Way2Go Bike Ed to about 4000 primary students
- > a review of the Mandatory Alcohol Interlock Scheme with the Centre for Automotive Safety Research to further reduce the incidence of drink driving
- > provision of 17 safety-related community grants in partnership with the Motor Accident Commission.

TARGET 24: VOLUNTEERING

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

The department:

- > supported the Office for Recreation and Sport's 360° Review to increase awareness of and responsiveness to the needs of recreation and sport clubs and associations, which are largely facilitated by volunteers
- > worked with the volunteer group Friends of the One and All Sailing Ship Inc to support community events and self-funded sailing voyages
- > provided free public transport to volunteers with St John's, the African Women's Federation and Coast FM community radio working at events such as the Royal Adelaide Show, and for financially disadvantaged volunteers working at public hospitals.

TARGET 30: BOARDS AND COMMITTEES

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

At 30 June 2014 the department was responsible for the administration of 26 boards and committees. Of the total 194 members, 39 per cent were women, an increase of eight 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 per cent by 2014.

Of the 26 boards and committees administered by the department at 30 June 2014, five had no appointed Chair. Of the remaining 21 boards and committees, 24 per cent were chaired by women, which is equivalent to 2012–13.

TARGET 32: CUSTOMER AND CLIENT SATISFACTION WITH GOVERNMENT SERVICES

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

Milestones include:

- > preparations to replace land administration systems with the web-based South Australian Integrated Land Information System, which is designed to improve customer service and increase business efficiency
- > transition to National Electronic Conveyancing and the introduction of the Registrar-General's Verification of Identity Policy, which will streamline and shorten timeframes for processing land transactions
- > a reduction in public transport-related complaints compared to the previous year
- > a reduction in taxi-related complaints compared to the previous year
- > a direct debit scheme for light vehicle registration renewals
- > implementation of Compulsory Third Party reforms to introduce the Lifetime Support Scheme levy
- > updated driver licensing medical forms in response to feedback from the public and doctors to improve the management of fitness to drive assessment.

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's continued reform of South Australia's land-use planning system achieved several milestones, including:

- > extension of the department's pre-lodgement service and appointment of the Development Assessment Commission as decision maker for development in the City of Adelaide exceeding \$10m in value and developments over four storeys in inner metropolitan transit corridors and areas adjacent to the Park Lands
- > launch of a building rules assessment audit program following a successful trial
- > more timely assessments:
 - > 16 applications for building rules consent assessments completed within statutory timeframes
 - > 525 development assessment applications lodged, with 73 per cent processed within statutory timeframes
 - > 375 Crown Development applications lodged, with 57 per cent processed within statutory timeframes
 - > 2982 land divisions lodged, with 85 per cent processed within statutory timeframes
 - > management and progression of 22 Major Development proposals with a development value of \$15b
 - > approval of two Major Development proposals with a combined value of \$390m
 - > declaration of four new Major Development proposals with a combined value of \$6.544b
 - > assessment of 375 Crown Development applications encompassing government and public infrastructure applications.

TARGET 40: FOOD INDUSTRY

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

The Kangaroo Island Futures Authority:

- > progressed opportunities for Kangaroo Island businesses in wool, honey, eggs, livestock, lamb and horticulture, including the development of quality standards, codes of practice, market opportunities and business planning and mentoring
- > delivered an enhanced land-use management policy that supports sustainable development while protecting the island's natural resources.

TARGET 44: ABORIGINAL LANDS – NATIVE TITLE

Resolve 80 per cent of native title claims by 2020.

The department:

- > supported the Good Order Audit to help the Aboriginal Lands Trust (ALT) understand the extent of all valid interests in land under their administration and meet their statutory obligation to make available a register of ALT land holdings
- > began work on a Cadastral Framework to register formal property identifiers and property addresses for Aboriginal communities that will be visible through state and national public registers
- > continued land tenure searches to facilitate native title determination in South Australia by the Attorney-General's Department, which involves accessing historic records in the Land Register and associated mapping records, as well as use of Geographic Information System tools.

TARGET 50: PEOPLE WITH DISABILITY

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

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.

At 30 June 2014 the department had 51 employees who declared that they had a disability.

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 2014 the department had 15 female executives, which represents 22.1 per cent of its executive cohort.

TARGET 53: ABORIGINAL EMPLOYEES

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

At 30 June 2014 there were 61 Aboriginal employees working in the department, which represents 1.8 per cent of total employees.

The department also:

- > engaged seven trainee employees who identify as Aboriginal
- > undertook a campaign to recruit train drivers from Aboriginal and Torres Strait Islander communities
- > set a target aiming for 15 per cent of the workforce on all major State Government infrastructure projects to include local Aboriginal people, youth and unemployed.

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, in partnership with other government agencies, delivered a number of projects to prepare for a growing population:

- > social infrastructure projects such as construction and redevelopment of health, education and community facilities to meet increased service demand
- > major transport and infrastructure projects such as construction of the South Road Superway and duplicated Southern Expressway, as well as strategies such as the *Integrated Transport and Land Use Plan*, to accommodate the future needs of a more populous state
- > key public transport improvements and expansions such as the electrification of the Seaford and Tonsley lines to drive and meet growing demand
- > planning for urban growth areas such as the northern suburbs of Playford North, Virginia and Angle Vale and the inner metropolitan suburbs to ensure adequate housing, employment, services and facilities
- > proposals to improve utility services and infrastructure on Kangaroo Island to support the expansion of business, agriculture and tourism.

TARGET 59: GREENHOUSE GAS EMISSIONS REDUCTION

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

The department achieved and promoted a range of greenhouse gas emission reduction measures including:

- > upgrade works to 136 North Terrace (Roma Mitchell House), including installation of an automated building management system and controls to restrict energy use outside of business hours
- > upgrades in the owned office accommodation portfolio, including solar panel installations that fed approximately 1000kW of renewable energy into the grid
- > significant investment in the public transport network to increase patronage in Metropolitan Adelaide and reduce greenhouse gas emissions associated with private car use
- > the introduction of electric trains that use regenerative braking, which captures the energy generated by braking and makes it available for other trains, thereby reducing the overall power consumption on the network
- > continued purchase of Euro 5 enhanced environmentally friendly vehicles (EEV) for the Adelaide Metro fleet
- > the introduction of a new diesel-electric hybrid bus into the City Free service.

TARGET 60: ENERGY EFFICIENCY – DWELLINGS

Improve the energy efficiency of dwellings by 15 per cent by 2020.

The department purchased three newly constructed residential properties, all of which have energy efficient fixtures and fittings and are 6 Star rated under the National Construction Code, to accommodate government employees in Port Augusta.

- > delivery of various ‘5 Star Green Star’ equivalent building redevelopments including Modbury Hospital, Berri General Country Hospital and Tonsley Park Sustainable Industries Education Centre
- > air-conditioning plant upgrade and improvement works at Netley Commercial Park, 59 King William Street, 65 Conyningham Street in Glenside, Regency Park offices and the Department for Communities and Social Inclusion Mount Gambier office
- > installation of a T5 lighting system at 35 Frances Terrace in Kadina and 5 Whitehead Street in Whyalla
- > investigation of voltage optimisation devices, which regulate electricity voltages to lower levels, enabling savings to power use and extending the life of equipment, in government buildings.

TARGET 61: ENERGY EFFICIENCY – GOVERNMENT BUILDINGS

Improve the energy efficiency of government buildings by 30 per cent by 2020.

The department’s Building Management group contributed to the *Government Buildings Energy Strategy 2013-2020* through:

- > solar power generation, assistance and servicing of co-generators, implementation of building management systems for efficient energy usage and LED lighting solutions resulting in significant upgrades in schools and TAFE campuses
- > implementation of the South Australian Government Solar Panel policy across 200 project sites with a total of 1000 kilowatts (kW) of solar panels installed, which will reduce electricity consumption by 1000 kW annually
- > a program to identify peak demand electricity requirements to enable the review of actual and future energy demands of major owned sites; the peak demand levels were revised for 30 Wakefield Street, 200 Victoria Square, 136 North Terrace, 300 Richmond Road and 31 Flinders Street in Adelaide, resulting in substantial electricity cost savings

TARGET 63: USE OF PUBLIC TRANSPORT

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

The estimated metropolitan public transport patronage in 2013–14 was 6.6 per cent of total public transport and car use (source: Australian Bureau of Statistics), down from previous years due to major improvement works and service disruptions on the train network.

Patronage is expected to increase as these services come back on line, particularly the Seaford, Tonsley and Belair lines.

Other improvements and projects that are expected to increase public transport patronage are:

- > planning for the O-Bahn City Access project, which received \$160m in funding
- > new Park ‘n’ Ride facilities and additional peak bus services
- > introduction of a new Free City Connector service that runs more frequently than previous services

- > free public transport to the Adelaide Oval for ticket holders (about 54 per cent of people attending Adelaide Oval events used public transport in the first half of the 2014 season)
- > a new higher frequency tram service providing additional capacity during peak periods
- > real time passenger information allowing customers to track their bus, train or tram in real time
- > new Adelaide Metro ticketing products to attract new patrons to public transport as well as encourage greater use by existing patrons
- > improved safety through targeted policing by and increased presence of the SAPOL Transit Services Branch
- > installation of new, more accessible bus shelters across metropolitan Adelaide in partnership with local councils.

TARGET 67: ZERO WASTE

Reduce waste to landfill by 35 per cent by 2020.

The department contributed to the target by managing:

- > an increase in the number of government agencies adopting recycling and diversion strategies, resulting in an estimated 200 tonnes of waste per year being diverted from landfill in addition to the existing 800 tonne diversion
- > continued construction waste reporting by contractors for all projects over \$4m, which encourages recycling and reduces construction waste going to landfill
- > a zero waste program for Victoria Square buildings, including the State Administration Centre, Education Building, 30 Wakefield Street and Torrens Building, which has enabled successful recycling of food, plastics, batteries, paper, cardboard, packaging and fluorescent tubes.

TARGET 68: URBAN DEVELOPMENT

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

To advance this target the department undertook:

- > planning and infrastructure agreements to support the urban growth areas of Playford North, Virginia and Angle Vale
- > rezoning along key transit corridors adjacent the Park Lands and key routes linking the Central Business District (CBD) and inner metro councils, allowing for up to 7500 additional dwellings
- > rezoning of land at AAMI Stadium, West Lakes, to accommodate new mixed-use development and increased residential densities
- > rezoning at Tonsley Park to guide the redevelopment of the former Mitsubishi Motors site for employment activities, housing development and other uses near Clovelly Park station
- > continued planning reforms to unlock development and revitalise the City of Adelaide, resulting in 65 potential projects to the value of \$3.4b with approval by the Development Assessment Commission of 32 projects to the value of \$1.13b
- > reforms for development over four storeys leading to two inner metropolitan projects to the value of \$45m lodged with the Development Assessment Commission, and another five in the pre-lodgement process.

TARGET 83: SPORT AND RECREATION

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

The department, through the Office for Recreation and Sport:

- > distributed \$17m to 957 community-based recipients through nine grant programs
- > provided 302 athlete scholarships and support services to elite, emerging and country athletes in Olympic, Paralympic and Commonwealth Games sports
- > delivered 130 training and development opportunities on diverse topics including elite coaching, sport integrity, child protection and financial management
- > managed 122 community participation programs, including Essentials for Coaching Children for beginner coaches and Sports Bites to introduce target groups to a variety of sport experiences
- > managed 22 strategic industry networks across various domains, including SA Trail Network, Sport Integrity, Elite Sport, Local Government, Safe Fair and Inclusive Sport, Boxing and Martial Arts and local sport and recreation clubs
- > maintained the STARCLUB on-line resource, which supports more than 1600 South Australian local clubs and associations
- > managed a team of seven STARCLUB Field Officers to support local clubs and associations in partnership with regional councils
- > promoted gender diversity amongst sport organisations to improve governance and organisational performance and delivered development opportunities for women in sport administration including:
 - > Australian Institute of Company Directors Foundations of Directorship course
 - > Developing Women Leaders course
 - > Women's Sport Network
- > completed the \$3.3m upgrade of the State Hockey Centre to international standard
- > progressed development of the former Ross Smith and Kilburn school sites under the Safe Communities, Healthy Neighbourhoods Taskforce.



FUTURE DIRECTIONS - DPTI PRIORITIES

DELIVER A MODERN, SAFE, ACCESSIBLE AND RELIABLE PUBLIC TRANSPORT NETWORK

- > Begin works on the O-Bahn City Access project to improve bus flow into the city centre via a tunnel and connect with the cross-city bus priority lane, reducing travel times for passengers and congestion at key intersections.
- > Trial a new double-decker bus with more seating capacity than standard and articulated buses on Adelaide Hills routes.
- > Use GPS data from the Metrocard system to optimise real-time passenger information and journey planning for public transport, and improve performance monitoring of the bus network to enable more responsive and accurate planning for future services.
- > Continue to reduce fare evasion across the network by installing Automatic Passenger Counting systems on some trams and new electric railcars.
- > Introduce legislative amendments to the *Passenger Transport Act 1994* to better support special events services and in some cases, cost recovery of public transport costs.
- > Investigate, in cooperation with UniSA, development of a new inner city bus depot at a vacant site on Currie Street opposite the Clarendon Street depot.
- > Begin the process of planning and property acquisitions to secure a future rail corridor between Seaford and Aldinga.

MAKE ADELAIDE A MORE VIBRANT CITY WITH A CONTINUED FOCUS ON CYCLING AND WALKING

- > Establish two trial 'bicycle boulevards' on low-traffic streets through Norwood and Prospect to connect the suburbs with existing cycling lanes in Adelaide.
- > Finalise South Australia's Cycling Strategy to help double the number of people cycling in the State by 2020, as set out in *South Australia's Strategic Plan*.
- > Continue to deliver planning and other initiatives to attract and keep more people living, working, investing and spending time in the city.

MAINTAIN THE TRANSPORT NETWORK AND ENSURE IT MEETS THE NEEDS OF ALL USERS

- > Complete intersection upgrades at Magill and Glynburn roads, South and Richmond roads, South and Daws roads, and North East and Sudholz roads to improve traffic flow and reduce the number and severity of casualty crashes.
- > Complete airstrip works at Amata, Murpatja, Mimili, Umuwa, Ernabella, Oak Valley, Kingoonya and Marree through the Remote Airstrip Upgrade program to improve access by the Royal Flying Doctor Service and other emergency services to remote communities and people travelling in remote areas.

- > Commence construction of two River Murray metal-hulled ferries to improve community access, tourism and movement of freight.
- > Introduce the option of a six-month registration period for recreational boating vessels.

PROVIDE THE INFRASTRUCTURE TO HELP REGIONAL SOUTH AUSTRALIA REACH ITS SOCIAL AND ECONOMIC POTENTIAL.

- > Begin a joint State Government and Commonwealth initiative to upgrade the 210 km main access road into the Anangu Pitjantjatara Yankunytjatjara (APY) Lands between Stuart Highway and Pukatja to provide a range of community benefits and support national and state Aboriginal affairs policy objectives.
- > Construct a 2.5 km Penola Southern Bypass in the South East between Robe Road and Riddoch Highway (south) as part of the Rural Freight Improvement program to provide a faster, more direct freight route for industries around Penola and to support the Limestone Coast economy.
- > Continue to upgrade the Port Bonython Jetty by refurbishing two mooring points to ensure continued safe and efficient operations.
- > Assist Mitsubishi, through the provision of land, to build a diesel import and storage facility at Port Bonython.
- > Continue to pursue funding through Infrastructure Australia and the Department of Infrastructure and Regional Development for the proposed upgrade and sealing of the Strzelecki Track to support outback communities and economic growth in the oil, gas and other regional sectors.

- > Progress, through the Kangaroo Island Futures Authority, the delivery of:
 - > improved infrastructure, products and services to support year-round tourism, business growth and investment opportunities
 - > a whole-of-island community housing model that meets the needs of residents
 - > a governance model to support effective and efficient government service delivery to the island.

CONTINUE CONSTRUCTION OF A NON-STOP NORTH/SOUTH CORRIDOR FROM GAWLER TO OLD NOARLUNGA TO SUPPORT ECONOMIC DEVELOPMENT.

- > Complete the planning study for the development of South Road between Anzac Highway and Darlington.
- > Complete and open the duplicated 18.5 km Southern Expressway as a two-way, multi-lane expressway between Bedford Park and Old Noarlunga.
- > Upgrade a 3.7 km section of South Road between Torrens Road and the River Torrens and a 2.3 km section between the Southern Expressway and Ayliffes Road at Darlington to provide crucial free-flowing road links in the north-south corridor.
- > Undertake property acquisitions to support the Torrens Road to River Torrens and Darlington upgrades.

WORK WITH SA POLICE TO DELIVER SAFER ROADS AND CHANGE RISKY BEHAVIOUR

- > Complete the transition to the National Heavy Vehicle Regulator to bring together the national heavy vehicle regulatory reforms for all heavy vehicles over 4.5 tonnes.

- > Implement actions from the *Road Safety Action Plan 2013–2016*:
 - > passenger and night time driving restrictions to protect young drivers
 - > development of legislation to enhance the motorcycle licensing scheme
 - > continued investment in motorcycle safety infrastructure and strategies to encourage the take-up of advanced motorcycle safety systems
 - > working with the community to deliver safe, consistent and acceptable speed limits in the Adelaide Hills Council area.
- > Develop the 'Residents Win' Community Road Safety grants program to fund local road safety projects in partnership with schools, councils and community groups.
- > Double the participation in Way2Go Bike Ed to more than 8000 primary school students in approximately 100 schools across the state.
- > Work towards abolishing mandatory medical testing of drivers aged 70 years and over who have no medical conditions and hold only a car licence.
- > Progress the development of the Freight Strategy and Port Strategy for South Australia.
- > Assist the Expert Panel on Planning Reform to release its options paper for consultation and final recommendations report to government on South Australia's 20-year-old planning system.
- > Review *The 30-Year Plan for Greater Adelaide* to provide a framework to drive investment, population growth and behaviour change in Adelaide with focus on urban renewal and recent initiatives such as the ITLUP.
- > Progress urban renewal in line with the proposed *Housing and Urban Development (Administrative Arrangements) (Urban Renewal) Amendment Act 2013*.
- > Develop guidelines to support good design for medium density residential development in consultation with industry and the community.
- > Work with the Adelaide City Council, the Adelaide Park Lands Authority, the inner metro councils and the community on a new vision for the Park Lands as Adelaide's Urban Park. The State Government's Park Lands Investment project will commit \$20m over four years for delivery of demonstration projects.

PROVIDE STRATEGIC LAND USE AND TRANSPORT PLANNING AND DEVELOPMENT FUNCTIONS SUPPORTING GOVERNMENT POLICY AND STRATEGIC OBJECTIVES

- > Finalise the *Integrated Transport and Land Use Plan* (ITLUP) and deliver high priority initiatives.
- > Update the *Strategic Infrastructure Plan for South Australia* to reflect the ITLUP.
- > Prepare a Regional and Remote Transport Strategy in conjunction with the Northern Territory, Western Australian, Queensland and Commonwealth governments.
- > Support the Resources Infrastructure Taskforce to implement the *Regional Mining and Infrastructure Plan*.
- > Implement planning and development approval processes for the remaining affordable housing projects under the Affordable Housing Stimulus Program delivered by the State Coordinator-General.
- > Amend local government legislation to improve local government accountability, governance and elections and to achieve a more consistent and contemporary legislative framework for the sector.
- > Make the 2015 National Construction Code available online in order to increase industry awareness and compliance.

SUPPORT SPORT AND RECREATION THROUGH THE DEVELOPMENT OF POLICY, PROGRAMS AND RESOURCES AND THE PROMOTION OF PHYSICAL ACTIVITY

- > Prepare South Australian Sports Institute (SASI) athletes to win medals at international benchmark events such as Olympic, Paralympic and Commonwealth Games and annual World Championships.
- > Implement a sport voucher system for South Australian primary school children to receive annual discounts for membership in sporting clubs.
- > Implement a new governance structure for the management of the South Australian Trails Network, including the establishment of an industry-led trails group.
- > Implement a new delivery system for the South Australian VACSWIM program.
- > Progress options identified in the Utilities Review to improve the sustainability of sport and recreation organisations.

PROVIDE EFFICIENT AND EFFECTIVE CORPORATE AND ACROSS GOVERNMENT SERVICES

- > Achieve space efficiency and cost savings through strategic portfolio management and more collaborative government office accommodation workplace models.
- > Develop a refined model of portfolio management for government employee residential properties that optimises tenancy outcomes for agencies and employees by accessing regional supplier networks and housing markets.
- > Deliver Across Government Facilities Management Arrangements, including:
 - > procurement and transitioning of new facilities management contractors to commence across government service provision in Metropolitan Adelaide
 - > compliance auditing of translucent roof sheeting on 480 Department for Education and Child Development facilities and commence infrastructure enhancements to meet quality standards for early childhood education facilities.
- > Support the \$1.85b new Royal Adelaide Hospital by bringing infrastructure delivery expertise to the role of Project Director under the agreement with the SA Health Partnership.
- > Implement the South Australian Integrated Land Information System.
- > Continue to implement national electronic conveyancing—a new settlement and lodgement system for property transactions—with legislative changes to support priority notices reform.

- > Operate the functions of the Survey Advisory Committee through the Surveyors Board of South Australia to oversee registration and licensing of surveyors and surveying in South Australia.
- > Implement the Cadastral Framework for the registration of formal property identifiers and property addresses for Aboriginal communities.
- > Assist the implementation of the National Geodetic Datum of Australia GDA2020 program in South Australia by establishing 10 Global Navigation Satellite System reference stations in the State.
- > Enhance EzyReg account functionality with smart phone applications to include online demerit point lookup, driver history and a streamlined change of address service.
- > Deliver single receipting for Service SA to improve efficiencies in the receipting and posting of funds.
- > Support the Department of Treasury and Finance Asset Sales program for commercial buildings.
- > Finalise and issue to the State Emergency Management Committee the Earthquake Inquiries Taskforce recommendations for improving the state's preparedness for an earthquake emergency.
- > Enter into an Agreement to Lease office accommodation and courts facilities under the Courts Precinct Urban Renewal project.
- > Formalise ownership and operational responsibilities for the Riverbank Bridge with key stakeholders.
- > Complete landscape improvements related to the Adelaide Oval redevelopment.
- > Progress government building construction projects by:
 - > completing capital investment program projects at Mount Gambier Hospital, Port Lincoln Country General Hospital, Salisbury Command Fire Station, Adelaide High School, Brighton Secondary School, North Eastern Community Mental Health Centre, Mount Gambier Prison Accommodation Unit Addition and James Nash House
 - > starting new projects at Enfield Memorial Park Mausoleum, Flinders Medical Centre Neonatal Unit, Henley Beach Police Station, Ambulance Stations at Northfield, Noarlunga and Seaford, and Adelaide City High School
 - > continuing redevelopment of the Adelaide Convention Centre and Lyell McEwin Hospital and upgrades of the Women's and Children's Hospital and Northfield Prisons infrastructure.



APPENDICES

LEGISLATION

As at 30 June 2014 the department was responsible for administering the following legislation:

Minister for Transport and Infrastructure

- > *Adelaide Oval Redevelopment and Management Act 2011*
- > *Adelaide Railway Station Development Act 1984*
- > *Aerodrome Fees Act 1998*
- > *Air Navigation Act 1937*
- > *Air Transport (Route Licensing—Passenger Services) Act 2002*
- > *Alice Springs to Darwin Railway Act 1997*
- > *AustralAsia Railway (Third Party Access) Act 1999*
- > *Civil Aviation (Carriers' Liability) Act 1962*
- > *Commissioner of Public Works Incorporation Act 1917*
- > *General Tramways Act 1884*
- > *Geographical Names Act 1991*
- > *Golden Grove (Indenture Ratification) Act 1984*
- > *Harbors and Navigation Act 1993*
- > *Heavy Vehicle National Law (South Australia) Act 2013*
- > *Highways Act 1926*
- > *Marine Safety (Domestic Commercial Vessel) National Law (Application) Act 2013*
- > *Maritime Services (Access) Act 2000*
- > *Metropolitan Adelaide Road Widening Plan Act 1972*
- > *Mile End Underpass Act 2005*
- > *Mobil Lubricating Oil Refinery (Indenture) Act 1976*
- > **Morphett Street Bridge Act 1964*
- > *Motor Vehicles Act 1959*
- > *National Soldiers Memorial Act 1949*
- > *Non-Metropolitan Railways (Transfer) Act 1997*
- > *North Haven Development Act 1972*
- > *North Haven (Miscellaneous Provisions) Act 1986*
- > *Oil Refinery (Hundred of Noarlunga) Indenture Act 1958*
- > *Passenger Transport Act 1994*
- > *Proof of Sunrise and Sunset Act 1923*

- > *Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987*
- > *Public Employees Housing Act 1987*
- > *Rail Commissioner Act 2009*
- > *Rail Safety National Law (South Australia) Act 2012*
- > *Rail Transport Facilitation Fund Act 2001*
- > *Railways (Operations and Access) Act 1997*
- > *Railways (Transfer Agreement) Act 1975*
- > *Roads (Opening and Closing) Act 1991*
- > *Road Traffic Act 1961*
- > *South Australian Ports (Bulk Handling Facilities) Act 1996*
- > *South Australian Ports (Disposal of Maritime Assets) Act 2000*
- > **Steamtown Peterborough (Vesting of Property) Act 1986*
- > *Survey Act 1992*
- > **Tarcoola to Alice Springs Railway Agreement Act 1974*
- > *Terrorism (Surface Transport Security) Act 2011*
- > *Valuation of Land Act 1971*
- > *Victoria Square Act 2005*
- > *West Lakes Development Act 1969*

** Denotes Act of limited application*

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*
- > *Development Act 1993*
- > *Linear Parks Act 2006*
- > *Private Parking Areas Act 1986*
- > *West Beach Recreation Reserve Act 1987*

Minister for Housing and Urban Development

- > *Architectural Practice Act 2009*
- > *Housing and Urban Development (Administrative Arrangements) 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 of Fruit Act 1923*
- > *Real Property Act 1886*
- > *Real Property (Registration of Titles) Act 1945*
- > *Registration of Deeds Act 1935*
- > *Stock Mortgages and Wool Liens Act 1924*
- > *Strata Titles Act 1988*
- > *Worker's Liens Act 1893*

Legislation committed to other ministers - Administered by the department

- > *Crown Land Management Act 2009* (Minister for Sustainability, Environment and Conservation)

BOARDS AND COMMITTEES

As at 30 June 2014 the department provided administrative support to the following:

Minister for Transport and Infrastructure

- > Accident Towing Roster Review Committee
- > Boating Facility Advisory Committee
- > Government Office Accommodation Committee
- > *Motor Vehicles Act 1959* Review Committee
- > Passenger Transport Standards Committee
- > Port Adelaide Container Terminal Monitoring Panel
- > Premier's Taxi Council
- > Public Employees Housing Advisory Committee
- > Survey Advisory Committee

Minister for Planning

- > Adelaide Cemeteries Authority Board
- > Adelaide Cemeteries Authority Heritage and Monument Board
- > Building Advisory Committee
- > Building Fire Safety Committee
- > Building Rules Assessment Committee
- > Development Assessment Commission
- > Development Policy Advisory Committee
- > Expert Panel on Planning Reform
- > Inner Metropolitan Development Assessment Committee
- > Local Heritage Advisory Committee

Minister for Recreation and Sport

- > Boxing and Martial Arts Advisory Committee

Minster for Local Government

- > Andamooka Town Management Committee
- > Boundary Adjustment Facilitation Panel
- > Outback Communities Authority
- > Premier's Local Government Forum
- > SA Local Government Grants Commission

Deputy Premier

- > Kangaroo Island Futures Authority Advisory Committee

FRAUD

There were 12 instances of fraud confirmed during the year, with ten instances involving fraudulent South Australian Transport Subsidy Scheme (SATSS) claims and two instances of deliberate falsification of records.

In addition to the review of controls, processes and increased compliance measures, the department continues to undertake data interrogation, matching drivers to vouchers and GPS records.

This has resulted in a significant decrease on previous years in instances of fraud involving the SATSS. The communication of outcomes through the Taxi Council of South Australia (TCSA) and the South Australian Police (SAPOL) has further supported an increased industry awareness of the penalties and the department's ongoing focus on identifying misuse.

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*, provide a rigorous internal control environment. The framework is embedded in the department's governance and decision making processes.

WHISTLEBLOWERS PROTECTION ACT 1993

The department has an appointed responsible officer for the purposes of the *Whistleblowers Protection Act 1993* (WP Act), pursuant to section 7 of the *Public Sector Act 2009*.

There were no disclosures of public interest information to the responsible officer under the WP Act during the 2013–14 financial 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.

Continuous improvement of the framework occurred during 2013–14 to reflect legislative and Machinery of Government changes to meet the needs of the department.

EMPLOYEE NUMBERS, GENDER AND STATUS

Total number of employees		
Persons		3482
Full-time equivalents (FTEs)		3350.5
Gender	% Persons	% FTEs
Male	69.5	70.9
Female	30.5	29.1
Number of persons during the 2013–14 financial year		
Separated from the agency		440
Recruited to the agency		341
Number of persons at 30 June 2014		
On leave without pay		83

NUMBER OF EMPLOYEES BY SALARY BRACKET

Salary bracket	Male	Female	Total
\$0 - \$54 799	453	243	696
\$54 800 - \$69 699	770	370	1140
\$69 700 - \$89 199	793	301	1094
\$89 200 - \$112 599	344	135	479
\$112 600 +	59	14	73
Total	2419	1063	3482

Note: Salary details relate to pre-tax income excluding superannuation and FBT. Non-executive employees on salary sacrifice arrangements are shown as pre-sacrifice values. Executive employees are shown according to the value of the financial benefits component of their Total Remuneration Package Value excluding superannuation. Non-financial benefits and allowances are excluded for all employees. The salary brackets have been constructed as an approximation for the level of responsibility, and are based on the current remuneration structures of the Public Sector Act 2009 Administrative Services Stream with consideration of the Operational, Professional, Technical and Executive Streams.

The following tables refer only to employees who were 'active' or on leave with pay (including executive level employees) as at the end of the last pay period in the 2013–14 financial year.

STATUS OF EMPLOYEES IN CURRENT POSITION

Full-time equivalents (FTEs)	Ongoing	Short-term contract	Long-term contract	Other (casual)	Total
Male	2125.9	130.3	109.6	10.5	2376.3
Female	832.3	87.3	40.8	13.8	974.2
Total	2958.2	217.6	150.4	24.3	3350.5
Persons	Ongoing	Short-term contract	Long-term contract	Other (casual)	Total
Male	2138	131	110	40	2419
Female	903	90	41	29	1063
Total	3041	221	151	69	3482

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	0	1	0	0	0	1
SAES	0	0	0	0	53	14	0	0	53	14
Total	0	0	0	0	53	15	0	0	53	15

AVERAGE LEAVE IN DAYS PER FULL-TIME EQUIVALENT EMPLOYEE

Leave type	2010-11	2011-12	2012-13	2013-14
Sick leave	8.6	8.0	8.8	8.9
Family carer's leave	1.1	1.0	1.2	1.2
Miscellaneous special leave	0.6	0.6	0.5	0.5

NUMBER OF ABORIGINAL AND/OR TORRES STRAIT ISLANDER EMPLOYEES BY SALARY BRACKET

Salary bracket	Aboriginal employees	Total employees	% Aboriginal employees	% Target*
\$0 - \$54 799	40	696	5.8	2.0
\$54 800 - \$69 699	12	1140	1.1	2.0
\$69 700 - \$89 199	7	1094	0.6	2.0
\$89 200 - \$112 599	2	479	0.4	2.0
\$112 600 +	0	73	0.0	2.0
Total	61	3482	1.8	2.0

* Source: Target from South Australia's Strategic Plan.

Note: An Aboriginal and/or Torres Strait Islander is someone who:

- > is of Australian Aboriginal and/or Torres Strait Islander descent
- > identifies as an Aboriginal and/or Torres Strait Islander
- > is accepted as such by the community in which they live or have lived.

NUMBER OF EMPLOYEES BY AGE BRACKET AND GENDER

Age bracket	Male	Female	Total	% of total	% 2014 workforce benchmark*
15-19	6	14	20	0.6	5.5
20-24	51	54	105	3.0	9.7
25-29	153	105	258	7.4	11.2
30-34	185	145	330	9.5	10.7
35-39	233	146	379	10.9	9.6
40-44	255	137	392	11.3	11.4
45-49	317	140	457	13.1	11.1
50-54	416	117	533	15.3	11.4
55-59	446	130	576	16.5	9.1
60-64	266	60	326	9.4	6.7
65+	91	15	106	3.0	3.6
Total	2419	1063	3482	100.0	100.0

* Source: Australian Bureau of Statistics Australian Demographic Statistics, Catalogue No 6291.0.55.001, Labour Force (ST LM8) by sex, age, state, marital status – employed – total from Feb78 Supertable, South Australia at November 2013.

CULTURAL AND LINGUISTIC DIVERSITY

	Male	Female	Total	% of agency	% of SA community*
Number of employees born overseas	386	157	543	15.6	22.1
Number of employees who speak language(s) other than English at home	213	100	313	9.0	14.4

* Source: Benchmarks from Australian Bureau of Statistics Publication Basic Community Profile (SA) Catalogue No. 2001.0, 2011 census.

Note: Employees self identify and therefore not all employees with cultural or linguistic diversity may be reflected.

NUMBER OF EMPLOYEES WITH DISABILITIES (ACCORDING TO COMMONWEALTH DDA DEFINITION)

Male	Female	Total	% of agency
35	16	51	1.5

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

TYPES OF DISABILITY (WHERE SPECIFIED)

Disability	Male	Female	Total	% of agency
Disability requiring workplace adaptation	35	16	51	1.5
Physical	17	9	26	0.7
Intellectual	2	5	7	0.2
Sensory	7	9	16	0.5
Psychological/psychiatric	1	5	6	0.2

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

VOLUNTARY FLEXIBLE WORKING ARRANGEMENTS BY GENDER

	Male	Female	Total
Purchased leave	12	16	28
Flexitime	1411	869	2280
Compressed weeks	58	3	61
Part-time	88	254	342
Job share	0	3	3
Working from home	29	26	55

Note: An employee may be utilising more than one flexible working arrangement at the same time.

PERFORMANCE MANAGEMENT

Employees with a documented review of performance	% total workforce
Within the 12 months as at 30 June 2014	78.9
Older than 12 months	17.6
No review	3.5

LEADERSHIP AND MANAGEMENT DEVELOPMENT EXPENDITURE IN 2013-14

Training and development	Total expenditure \$	% of total salary expenditure
Total training and development	12 176 168	3.6
Total leadership and management development	2 609 945	0.8

ACCREDITED TRAINING PACKAGES BY CLASSIFICATION

The following table refers to employees who were enrolled in an accredited training package or who attained a qualification or statement of attainment during 2013–14 and who were 'active' or on leave with pay as at the end of last pay period in 2013–14.

Classification	Number achieving a qualification linked to an accredited training package
ASO1	6
ASO2	53
ASO3	61
ASO4	86
ASO5	79
ASO6	61
ASO7	35
ASO8	26
INF	3
IWS	25
MAS3	14
MIN	5
OCI1	1
OPS2	3
OPS3	2
OPS4	9
OPS5	1
OPS6	4
OPS7	2
PC01	4
PO1	11
PO2	18
PO3	19
PO4	21
PO5	4
PS01	5
PSE	6
PSM	1
SAES	12
SNT0	2
STAN	2
STT1	22
TGO1	1
TGO2	3
TGO3	4
TGO4	7
TGO5	4
TOMS	15
TRA	4
TS03	1
WME	9
WMF	1
WMM	1
WTB	1

EQUAL EMPLOYMENT OPPORTUNITY PROGRAMS

The department employed people through the following public sector-wide equal employment opportunity programs during 2013–14:

- > 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).

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 Australia Strategic Plan Target 21: Greater Safety at Work*.

Safety is a fundamental business principle and the health and safety of our workers is a key priority for the department. The department is committed to continuously improving its Work, Health and Safety and Injury Management (WHS) systems through communication, training, consultation with workers, scheduled audits, regular monitoring of performance and an annual review of the system.

The Chief Executive and the Executive direct reports, monitor and review the department's WHS system through regular discussions and reports that are provided on a quarterly basis. Throughout the year, the department continued its program aimed at defining WHS principles, values and behaviours to support continuous improvement of departmental safety performance.

The department has continued to focus on improving the clarity around, and understanding of, the requirements for identifying hazards, managing safety risks and managing injured workers. Training courses were provided to strengthen the knowledge of managers and employees in these areas, and policies were reviewed and updated to incorporate audit findings in key risk areas such as hazardous chemicals.

Regular consultation and communication on WHS continued through quarterly meetings of the whole-of-department Work, Health, Safety and Welfare Consultation and Communication Committee and the Consultative Forum, which includes members from employee representative organisations. The department's intranet is reviewed regularly and updated with current information about WHS, tools for hazard and incident management and reporting. Regular WHS news updates are disseminated throughout the department at least once a month.

WORK, HEALTH AND SAFETY PROSECUTIONS, NOTICES AND CORRECTIVE ACTION TAKEN

Number of notifiable incidents pursuant to <i>Work Health and Safety Act 2012</i> (WHS Act), part 3	12
Number of notices served pursuant to WHS Act, s. 90, s. 191 and s. 195 (provisional improvement, improvement and prohibition notices)	3
Number of prosecutions pursuant to WHS Act, part 2, division 5	0
Number of enforceable undertakings pursuant to WHS Act, part 11	0

During 2013–14 a number of incidents were notified to SafeWork SA pursuant to part 3 of the *Work Health and Safety Act 2012*.

Of the incidents reported, five (including two involving contractors) at departmental worksites required further investigation by the department to improve safety compliance. Of the other seven incidents, six were dangerous occurrences with no injuries and one was a personal illness.

Three improvement notices were served during the year: one related to the prevention of falls from heights; another to meaningful consultation in the election process of Health and Safety Representatives; and the third to Health and Safety Representatives accessing appropriate information. All incidents and two of the improvement notices were investigated and closed out through remedial actions. The remaining improvement notice is under review.

**AGENCY GROSS WORKERS' COMPENSATION EXPENDITURE FOR 2013-14
 COMPARED WITH 2012-13**

Expenditure	2013–14 (\$m)	2012–13 (\$m)	Variation (\$m) + (-)	% Change + (-)
Income maintenance	\$1.23	\$0.98	+ \$0.25	+ 25.51
Lump sum settlements redemptions - s. 42	\$0.52	\$0.44	+ \$0.08	+ 18.18
Lump sum settlements permanent disability – s. 43	\$0.35	\$0.40	- \$0.05	- 12.50
Medical/hospital costs combined	\$0.98	\$0.80	+ \$0.18	+ 22.50
Other	\$0.30	\$0.20	+ \$0.10	+ 50.00
Total claims expenditure	\$3.38	\$2.82	+ \$0.56	+ 19.86

Note: Agency Gross Workers' Compensation Expenditure before third party recoveries.

Gross workers' compensation expenditure in 2013–14 increased from the previous year, mainly due to an increase in income maintenance payments. This increase reflects the amount of time off work required by workers to recover, particularly in relation to body stressing injuries.

MEETING SAFETY PERFORMANCE TARGETS: PERFORMANCE AGAINST SAFETY AND WELLBEING IN THE PUBLIC SECTOR STRATEGY TARGETS (INCLUDING RAIL COMMISSIONER)

During 2013–14 the department reported and monitored performance against targets in the *Safety and Wellbeing in the Public Sector 2010–2015 Strategy*. The following data is based on the entities which were part of the department as at 30 June 2014.

	Base: 2009–10	Performance: 12 months to end of June 2014 *			Final target
	Numbers or %	Actual	Notional Quarterly Target**	Variation	Numbers or %
1. Workplace fatalities	0	0	0	0	0
2. New workplace injury claims	165	150	132	18 unfavourable	124
3. New workplace injury claims frequency rate	29.33%	26.60%	23.46%	3.14% unfavourable	22.00%
4. Lost Time Injury (LTI) frequency rate ***	12.44%	11.88%	9.95%	1.93% unfavourable	9.33%
5. New psychological injury claims frequency rate	4.14%	2.12%	3.31%	1.19% favourable	3.10%
6. Rehabilitation and return to work					
a. Early assessment within 2 days	60.61%	79.59%	80.00%	0.41% unfavourable	80.00%
b. Early intervention within 5 days	88.89%	96.88%	90.00%	6.88% favourable	90.00%
c. LTI have 10 business days or less lost time	68.06%	45.83%	60.00%	14.17% unfavourable	60.00%
7. Claim determination					
a. New claims not yet determined, assessed for provisional liability in 7 days	5.48%	96.61%	100.00%	3.39% unfavourable	100.00%
b. Claims determined in 10 business days	75.30%	59.44%	75.00%	15.56% unfavourable	75.00%
c. Claims still to be determined after 3 months	10.84%	18.18%	3.00%	15.18% unfavourable	3.00%
8. Income maintenance payments for recent injuries					
a. 2012-13 injuries (at 24 months development)		\$609 037.26	\$435 906.49	\$173 130.77 unfavourable	Below previous 2 years average
b. 2013-14 injuries (at 12 months development)		\$401 596.39	\$235 972.34	\$165 624.05 unfavourable	Below previous 2 years average

Notes:

* Except for Target 8, which is YTD. For Targets 5, 6c, 7b and 7c, performance is measured up to the previous quarter to allow reporting lag.

** Based on cumulative reduction from base at a constant quarterly figure.

*** Lost Time Injury frequency rate is the injury frequency rate for new lost-time injury/disease for each one million hours worked. This frequency rate is calculated for benchmarking and is used by the WorkCover Corporation.

CONTRACTUAL ARRANGEMENTS

The contractual arrangements entered into by the department during 2013–14 that exceed \$4m and continue beyond one year, including ongoing contracts, are as follows:

Project description	Successful tender(s)	Year of completion
Supply and Installation of wire rope safety barrier on RN 7800 Dukes Hwy in South Australia	Associated Services Enterprise Pty Ltd	2014
Design of the Riverbank Precinct Pedestrian Bridge	Aurecon Australia Pty Ltd	2014
Design and construction of the signaling and communications systems for the Adelaide Metropolitan Passenger Rail Network (AMPRN)	Westinghouse Rail Systems Australia Limited (Invensys)	2014
Construction of the Riverbank Precinct Pedestrian Bridge	McConnell Dowell Constructors (Aust) Pty Ltd	2014
Bituminous surfacing (crumb rubber) and pavement marking of various roads in South Australia	Fulton Hogan Pty Ltd	2014
Pavement rehabilitation of various roads in the metropolitan Adelaide region	Bitumax Pty Ltd T/A Boral Asphalt (SA)	2014
Bituminous surfacing (micro surfacing) and pavement marking of various roads in Northern and Western and Eastern regions	Downer EDI Works	2014
Provision of transport services for the City of Whyalla	Des's Transport	2014
Supply, removal and installation of steel beam safety barrier on various roads in South Australia (2 years)	Mike Mason Fencing Pty Ltd	2014
Campbelltown R-12 School redevelopment - general building contractor	Mossop Group Pty Ltd T/A Mossop Construction + Interiors	2014
Salisbury Command Fire Station new work - general building contractor	Romaldi Constructions Pty Ltd	2014
Manufacture, delivery, testing and commissioning of 25kV electric multiple units (EMUs)	Bombardier Transportation Aust Pty Ltd	2015
Across Government Facilities Management Arrangements (AGFMA)	Spotless Facilities Services Pty Ltd	2015
Design and construction of electrification infrastructure for the AMPRN (Major Works) (remainder of network)	Laing O'Rourke Australia Construction Pty Ltd	2015
Supply and installation of fencing at various locations on the rail corridor	Bluedog Fences Australia Pty Ltd Broadview Fencing Pty Ltd Coleman's Fencing (Australia) Pty Ltd	2015
Sale of advertising rights on tram and train fleet	APN Outdoor (Trading) Pty Ltd	2015
Provision of security and passenger management services for the Adelaide train and tram network	Wilson Security	2015
Rail maintenance agreement (DMUs)	Bombardier Transportation Australia	2015
Bituminous surfacing and pavement marking of various roads in Northern and Western region	Bitumax Pty Ltd t/as Boral Asphalt SA	2015

Provision of planning and concept design services for the South Road planning study, Anzac Highway to Southern Expressway	Sinclair Knight Merz	2015
South Coast District Hospital Health Care Precinct addition - general building contractor	Tagara Builders Pty Ltd	2015
Eastern Fleurieu R-12 School Strathalbyn Campus redevelopment - general building contractor	Weir Constructions Pty Ltd	2015
Northfield Prisons infrastructure upgrade - general building contractor, package 3	Mossop Group Pty Ltd T/A Mossop Construction + Interiors	2015
Salisbury East High School Arts facility redevelopment - general building contractor	Pascale Construction Pty Ltd	2015
Mount Gambier Prison accommodation unit addition - managing contractor	Mossop Group Pty Ltd T/A Mossop Construction + Interiors	2015
Routine maintenance of roads in the metropolitan North region	Fulton Hogan Construction Pty Ltd	2016
Maintenance and operation of the SA Aquatic and Leisure Centre	YMCA Aquatic and Events Services Ltd, Victoria YMCA	2016
Supply and delivery of asphalt (1+1)	Fulton Hogan Pty Ltd	2016
Intelligent print imaging and pre postal services	Fuji Xerox Business Force Pty Ltd	2016
Design and construction of the South Road Superway	John Holland/Leed Engineering/MacMahon	2017
Design and construction of the Southern Expressway Duplication	Boulderstone ABI Group Joint Venture	2017
Manufacture and supply of number plates	Licensys Pty Ltd	2017
Pavement marking of roads in Eastern region	Workforce Road Services	2017
Pavement marking of roads in the metropolitan Adelaide region	Workforce Road Services	2017
Pavement marking of roads in Northern and Western region	Workforce Road Services	2017
Rust rectification of the Adelaide Metro bus fleet (panel agreement)	All Transport Industries / North East Bus Repair	2017
Operation of the Vehicular Ferry crossing the River Murray at Mannum	Radell Services Pty Ltd	2017
Provision of print management services	Finsbury Green Pty Ltd	2017
Routine maintenance of sealed roads in the Eyre Flinders area	Downer EDI Works	2018
Routine maintenance of sealed roads in the Riverland Mallee area	Downer EDI Works	2018
Routine maintenance of sealed roads in the Mid North area	Downer EDI Works	2018
Bus replacement contract	Scania	2018
Provision of bus passenger transport services for the Adelaide Metro network	Australian Transit Enterprises Transfield Services Transit Systems Pty Ltd	2019
Provision of a land administration system	Salmat	2019

Provision of passenger transport services in the City of Mount Gambier	BusLink SA	2021
Rail maintenance agreement (EMUs)	Bombardier Transportation Australia	2024
Provision of passenger transport services in the Mid Murray, Coorong, Karoonda and Southern Mallee District Council areas	Australian Transit Enterprises Pty Ltd	2024
Provision of passenger transport services in the City of Port Pirie	DavKent Pty Ltd	2024

CONSULTANCIES

The following tables display the department's use of consultants and the nature of work undertaken during 2013–14.

Value below \$10 000

Consultant	Purpose of consultancy	Total \$
Various	Various	28 660
Subtotal	7	28 660

Value \$10 000 - \$50 000

Consultant	Purpose of consultancy	Total \$
Ramindjeri Heritage Associates	Engagement of Aboriginal cultural representatives	11 135
SA Centre for Economic Studies	Economic consulting Port Adelaide	11 905
Rider Levett Bucknall	AGFMA - Management fee schedule and rates benchmarking	13 628
BDO Australia Limited	Combat Sports review	17 700
PSI Asia Pacific	Probity advice – DMU railcar negotiations project	18 838
Rider Levett Bucknall	AGFMA - Country Service Provider cost model and report	19 693
Ernst & Young	AGFMA – Development of Health Implementation Benefits framework	27 173
Rider Levett Bucknall	Health and Spotless management fee	28 537
Deloitte	Stage 1 and 2 professional services for the Economic and Social Value of Sport and Recreation study	40 088
Sub total	9	188 697

Value above \$50 000

Consultant	Purpose of consultancy	Total \$
BDO Australia Limited	Project services organisational review	50 943
CMA Consulting	Train and tram enterprise agreements	67 548
Sub total	2	118 491
Total	18	335 848

OVERSEAS TRAVEL

The following is a summary of overseas travel undertaken by the department's staff in 2013–14. Total cost to the department includes flights, accommodation, conference fees, salary and on-costs.

Number of Employees	Destination/s	Reasons for travel	Total cost to Agency \$ (in whole dollars)
1	Austria	Attendance: Chair of Freight Transport Technical Committee, World Road Association*	5 716
1	Belgium	Attendance: Member of Earthworks and Unpaved Roads Technical Committee, World Road Association*	4 605
1	Brazil	Attendance: VIII International Forum on Elite Sport	5 044
1	Canada	Attendance: Annual Registrars of Title Conference 2013	11 853
1	Canada	Speaker: 2014 Mass Appraisal Symposium	9 658
1	China	Study tour: Chinese rail manufacturing facilities	8 295
1	China and Singapore	Accompany Minister for Planning. Research: Urban renewal initiatives, urban planning frameworks, tour public realm activation projects and world class buildings	16 920
1	Japan	Speaker: 20th Intelligent Transport Systems World Conference	3 922
2	Malaysia and China	Site Visit: Double Decker bus procurement and product evaluation	12 160
1	Mexico	Attendance: Member of Risk Management Technical Committee, World Road Association*	7 673
1	Morocco	Attendance: Member of Earthworks and Unpaved Roads Technical Committee, World Road Association*	5 246
1	Netherlands	Attendance: Intertraffic Trade Fair	2 000
1	Netherlands	Attendance: International Hockey Federation Hockey World Cup / Hockey Australia coaches study tour	6 950
1	Netherlands, Poland	Attendance: World Championships and pre competition training camps - Australian Men's U23 Beach Volleyball team	3 340
1	Singapore	Research: Urban renewal initiatives, urban planning frameworks, tour public realm activation projects and world class buildings	5 216
1	Singapore	Attendance: World Architecture Festival 2013. Review Singapore design, planning and development processes, guidelines and systems	8 860

1	South Korea	Speaker: Ecomobility 2013 Suwon Congress	6 977
1	Spain	Attendance: Trampoline World Cup with SASI athletes	6 630
1	Spain and Italy	Attendance: Australian Road Research Board (ARRB) Pathfinder meeting and as member of Risk Management Technical Committee, World Road Association*	11 511
1	Switzerland	Attendance: Chair of Freight Transport Technical Committee, World Road Association*	6 409
1	Switzerland	Attendance: Rowing World Championships	7 348
1	United Arab Emirates	Attendance: International Road Federation World meeting and exhibition	11 598
1	United States of America	Attendance: United States Transportation Board's 4th International Conference on Roundabouts	6 359
1	United States of America	Attendance: Collaborative SA Public Sector Transformative Leadership program - University of Texas	6 710
1	Uruguay	Attendance: Chair of Freight Transport Technical Committee, World Road Association*	7 733
Total			188 733

Note: *The department has three employees representing Australia (through Austroads) on three of the 17 World Road Association Technical Committees.

ACCOUNT PAYMENT PERFORMANCE 2013–14

Treasurer's Instruction 11 Payment of Creditors' Accounts requires public authorities to report to the Under Treasurer on the extent to which creditors' accounts are paid by the due date on a monthly basis.

Particulars	Number of accounts paid	Percentage of accounts paid (by number)	Value in \$ of accounts paid	Percentage of accounts paid (by value)
Paid by due date*	238 191	92%	\$3 141 451 164	96%
Paid late, within 30 days of due date**	14 272	6%	\$90 551 312	3%
Paid late, more than 30 days from due date***	6 325	2%	\$31 694 820	1%

Notes on analysis/explanation of account payment performance:

* The due date is defined under section 11.7.3 of Treasurer's Instruction 11 Payment of Creditors' Accounts; 'paid by due date' means within 30 days.

** Paid late, but paid within 30 days of due date means within 30 to 60 days.

*** Paid more than 30 days from due date means greater than 60 days.

Additional notes:

- > Figures are based on data provided by Shared Services SA.
- > Nil interest paid on late payments.

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 charter.

The department directly contributed to the enhancement of South Australia's public realm in 2013–14 through the following initiatives.

SOUTH AUSTRALIAN GOVERNMENT ARCHITECT AND ODASA

ODASA supports the Government Architect's role as 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 Riverbank Precinct, the Bowden redevelopment and the Tonsley master plan were the most significant state projects in 2013–14 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 to 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 on the design merit of proposals assessed by the Commission. Development in the City of Adelaide and 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 \$10m in the city and over five 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.

OPEN IDEAS – ROYAL ADELAIDE HOSPITAL SITE

The Royal Adelaide Hospital site engagement process was launched in July 2013. Titled ‘Open Ideas’, the process was led by ODASA, working in partnership with Renewal SA. Open Ideas explored many possibilities for the site and captured a broad range of the best ideas through a two-stage design competition.

The project provided significant opportunity to engage the community in the planning, design and development process, connecting their values and ambition for the site with those that negotiate, regulate and develop it.

Six design teams were shortlisted from 126 entries from 48 countries by an independent expert Jury Panel. The entries are being used to develop an ongoing strategic framework for the site.

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 2013–14, seven Places for People grants totalling \$2.8m were provided to local government.

Since 2002 around \$30.2m has been made available for 239 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.

The redevelopment of the Adelaide Oval, Adelaide Convention Centre and construction of the Riverbank Bridge showcase good urban design practice and achieved positive outcomes for government and the community.

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 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.

GREENING OF GOVERNMENT OPERATIONS

The *Greening of Government Operations (GoGO) Action Plan* approved by Cabinet in February 2006 provides the framework for South Australian Government agencies to progress greening programs.

The *DPTI Green Plan* is the department's response to the GoGO Action Plan and provides a framework to support the delivery of our services in a sustainable manner. The following are highlights of the department's GoGO achievements for 2013–14.

PRIORITY AREA 1 – ENERGY MANAGEMENT

The department's building portfolio energy use for 2013–14 was 89 906 gigajoules (GJ), which comprises 64 732 GJ in electricity and 25 174 GJ in gas. This is less than the energy use for 2012–13 and 55.64 per cent of the 2000–01 baseline year, and tracking at 74.18 per cent of the current portfolio target of 121 197 GJ.

Equivalent greenhouse gas emissions for 2013–14 are 12 537 tonnes (t), or 34.48 per cent of the 2000–01 baseline year, and tracking at 45.98 per cent of the current portfolio target of 27 266 t.

Agencies that have engaged the department's Building Management Facilities Services to implement their energy efficiency strategies have achieved estimated energy efficiencies of 15 to 20 per cent on average. Annual savings are estimated at over \$500 000.

Of the government occupied leased office area (greater than 2000m²) in the Adelaide Central Business District, 77.86 per cent, or 266 000 m², has National Australian Built Environment Ratings System (NABERS) Energy ratings as follows:

5.0 Star NABERS Energy	33.35%
4.5 Star NABERS Energy	29.05%
4.0 Star NABERS Energy	21.72%
3.5 Star NABERS Energy	7.88%
3.0 Star NABERS Energy	0.78%
2.0 Star NABERS Energy	1.94%

Buildings rated 4 Star and above have increased from 61 per cent in 2012–13 to 83 per cent in 2013–14.

The Building Management System and lighting replacement at 136 North Terrace (Roma Mitchell House) Adelaide, reduced energy consumption by 22 per cent.

Completion of a program across 200 project sites in response to the State Government's Solar Panel policy, resulting in the installation of a total of 1000 kilowatts (kW) of solar panels, which will reduce electricity consumption by 100 kW annually.

A trial of road lighting management systems is being undertaken with a view to installation on the South Road Superway. This will potentially provide up to 40 per cent savings in energy.

The replacement of 65 krypton traffic lanterns by LED lanterns will result in an annual energy saving of approximately \$6800 and an estimated greenhouse gas emission reduction of 22 t of CO₂ equivalent per year.

PRIORITY AREA 2 – WATER CONSERVATION AND WASTEWATER MANAGEMENT

During the summer of 2013–14 a third of the water used on the Southern Expressway Duplication project came from recycled sources.

Water Sensitive Urban Design has been incorporated into the South Road Superway project, with construction of a swale system underneath the bridge structure and a wetland to improve water quality.

The department assisted with the recent review and simplification of government's Water Efficient Outlets in Government Buildings policy, which it implements through the Across Government Facilities Management Arrangements (AGFMA) and through all capital investment program building construction projects.

Water savings opportunities are negotiated with private sector building owners for new and renewed leases.

The First Creek Wetland project in the Adelaide Botanic Gardens has successfully achieved its key objective of reducing reliance on potable water by capturing a portion of the stormwater from First Creek, storing it in the adjacent aquifer and re-using the harvested water during summer for irrigation in the Botanic Gardens.

PRIORITY AREA 3 – WASTE MANAGEMENT

Most areas of the department use 50 to 100 per cent recycled and AF Certified standard copy paper in printers.

Further advancement in e-business systems continues to reduce paper usage in the department. This includes electronic tendering by the department's Contracting and Procurement directorate wherever feasible.

There has been an increase in the number of agencies that have adopted the waste management strategies of recycling and diversion from landfill offered by the department's Building Management Facilities Service. Along with the department's Sturt Depot, other agencies include South Australia Police, South Australian Research and Development Institute and the Department for Manufacturing, Innovation, Trade, Resources and Energy. It is estimated that 200 t of waste in addition to the existing 800 t will be diverted from landfill in a full year.

PRIORITY AREA 4 – BUILT FACILITIES (GREEN BUILDING MANAGEMENT)

The South Australian Health and Medical Research Institute building on North Terrace achieved a gold rating using the US Green Building Council's Leadership in Energy and Environmental Designs (LEED) rating tool.

All capital investment program building construction projects over \$4m are designed in accordance with the department's guide note *Ecologically Sustainable Development - Planning, Design and Delivery*, which addresses the requirements of the *Government Buildings Energy Strategy 2013–2020*. The associated sustainable procurement practices have been applied to an extensive program of more than 60 major building construction projects valued at over \$1b delivered during 2013–14.

The AGFMA manage maintenance and minor works jobs valued in the order of \$210m per year and provide opportunity to improve environmental performance across a range of areas, including conserving resources (energy, water, waste management, material selection) and user amenity (heating, ventilation, air conditioning, lighting). SA Health has now transitioned into the AGFMA, providing greater opportunity for improved performance.

PRIORITY AREA 5 – TRAVEL AND FLEET MANAGEMENT

Twenty per cent of buses in the Adelaide Metro bus fleet use compressed natural gas, 48 per cent use B20 and 32 per cent use B5 biodiesel blend; 33 per cent are enhanced environmentally friendly vehicle (EEV) compliant.

There are now two diesel-electric hybrid buses in the fleet.

Use of alternative travel modes, including bicycles, car pooling, public transport and low emission vehicles, continue to be promoted to staff.

PRIORITY AREA 6 – GREEN PROCUREMENT

In order to better integrate sustainability issues into procurement across the department the Sustainable Procurement Working Group has prepared a draft Corporate Sustainable Procurement Policy.

It is planned to apply the Infrastructure Sustainability Council of Australia's Infrastructure Sustainability (IS) rating tool on the South Road projects. The IS rating includes targets for a range of sustainability areas, including reducing energy use and greenhouse emissions, water use and waste.

PRIORITY AREA 7 – HUMAN RESOURCES

A number of environmental training sessions were organised for department staff, with relevant environmental articles included in the weekly newsletter, *This Week in Building Management*.

Information on the Greening of Government Operations (GoGO) framework is available to all staff on the department's intranet, with articles on environmental sustainability issues placed on the site throughout the year by the GoGO Working Group.

The GoGO Working Group has developed a proposed standard clause for inclusion of environmental requirements in position descriptions.

PRIORITY AREA 8 – ADMINISTRATIVE POLICIES AND GUIDELINES

Environmental policies and guide notes are embedded in the department's Building Project Information Management System and Project Management process. Further environmental guidelines and a management plan are being developed, along with improved access to the documents among staff.

The department's Building and Construction Project Prequalification System has a component relating to environmental competencies in its prequalification criteria.

ENERGY EFFICIENCY ACTION PLAN

Agencies are required to report their performance against annual energy efficiency targets under the government's *Energy Efficiency Action Plan*. The plan defines energy efficiency measures for new buildings and major refurbishment projects and incorporates energy efficiency practices into maintenance programs and procurement policies. The plan includes the *South Australia Strategic Plan Target 61: Energy Efficiency – government buildings*, which aims to improve the energy efficiency of government buildings by 30 per cent by 2020 with a milestone of 25 per cent by 2014.

PERFORMANCE AGAINST ANNUAL ENERGY EFFICIENCY TARGETS

	Energy use (GJ) ¹	GHG emissions ²	Business measure (MJ/m ²) ³
Base year 2000/2001⁴			
Facilities – electricity	130 053	34 724	
Facilities – gas	31 542	1 631	
Total energy – facilities	161 595	36 355	
2013–14 energy–facilities (DPTI as landlord consumption – base building)			
Facilities – electricity	37 716	6 496	287.77
Facilities – gas	24 782	1 364	223.34
Total energy – facilities	62 498	7 860	
2013–14 energy – facilities (DPTI as occupier consumption)			
Facilities – electricity	27 016	4 653	287.51
Facilities – gas	392	24	11.57
Total energy – facilities	27 408	4 677	
2013–14 portfolio result			
Facilities – electricity	64 732	11 149	287.66
Facilities – gas	25 174	1 388	173.79
Total energy – facilities	89 906	12 537	
Portfolio target for 2014–25 per cent milestone⁵			
Facilities – electricity	97 540	26 043	
Facilities – gas	23 657	1 223	
Total energy – facilities	121 197	27 266	
Final portfolio target for 2020⁶			
Facilities – electricity	91 037	24 307	
Facilities – gas	22 079	1 142	
Total energy – facilities	113 116	25 449	

Notes:

1. Energy use data will be expressed in gigajoules (GJ) and will be the sum of all fuel types used in each agency (i.e. electricity, natural gas, bottled gas, etc.) for that period. This data will have been collected at a site level and aggregated up to agency level by the portfolio Reference Group member.

2. Many portfolios are pursuing a 'triple bottom line' reporting approach. It is therefore an optional extra that portfolios may wish to include Greenhouse Gas Emissions (in CO₂) as a means of quantifying a significant aspect of environmental performance. Greenhouse gas coefficients differ for fuel types. Please contact Energy Division, Department of State Development to obtain these coefficients for South Australia.
3. Business measures are also known as normalisation factors. A key performance indicator for energy efficiency is energy intensity, i.e. the energy consumed per unit of a given business measure. While some business measures are the number of employees (FTEs) or number of buildings, the preferred measure is the square metres of floor area of a building. The energy intensity therefore becomes the energy used per unit defined by the business measure such as MJ/m² or MJ/FTE.
4. It is acknowledged that portfolio structures change over time. Therefore the portfolio baseline will be adjusted if necessary to represent the structure of the portfolio in the given reporting period.
5. The portfolio target for the current year is based on an agreed methodology and can be obtained through the portfolio Reference Group member.
6. The portfolio target in 2020 should equal a 30 per cent energy efficiency improvement from the base year 2000-01.

Additional notes:

1. DPTI reports on consumption of energy for:
 - > base building consumption (not tenant consumption) as manager of the whole-of-government commercial property portfolio
 - > sites occupied by DPTI employees (predominantly offices but also some industrial facilities).
2. Assumptions have been made to project full financial year expenditure and energy use due to incomplete invoicing received to date.
3. The data reflects the following changes that have occurred in the reporting year:
 - > sale of a number of properties
 - > improvement in the quality of data capture
 - > the number and size of DPTI facilities and staff numbers fluctuates from year to year which contributes to variations in consumption. This is normalised through the Business Measure of consumption in MJ/m².
4. While consumption data was available in the 2000–01 base year, business measure calculations for the base year were not available and comparative analysis for the 2014 and 2020 targets cannot be provided.
5. DPTI is continuously improving its data collection processes and calculation methodology.

SIGNIFICANT ENERGY MANAGEMENT ACHIEVEMENTS FOR 2013-14

The department promoted application of energy efficiency in government buildings and provided a range of energy efficiency solutions, including:

- > delivery of the South Australian Health and Medical Research Institute, which received a Gold rating using the US Green Building Council's Leadership in Energy and Environmental Designs (LEED) rating tool
- > solar power generation, co-generators, building management systems for efficient energy usage and implementation of LED lighting solutions, resulting in significant upgrades for school and TAFE campuses
- > implementation of the State Government's Solar Panel policy across 200 project sites, with the installation of a total of 1000 kilowatts (kW) of solar panels, which will reduce electricity consumption by 100 kW annually
- > delivery of various '5 Star Green Star' equivalent building redevelopments, including at Modbury Hospital, Berri General Country Hospital and the Tonsley Park Sustainable Industries Education Centre
- > investigating use of voltage optimisation devices in government buildings to regulate electricity voltages to lower levels, enable savings to power use and extend the life of equipment.

OTHER ACHIEVEMENTS AGAINST THE ENERGY EFFICIENCY ACTION PLAN

Various process initiatives have been achieved, including:

- > upgrade works to 136 North Terrace (Roma Mitchell House), Adelaide, including installation of an automated building management system, replacement of the pneumatic controls to restrict energy use outside of business hours for air-conditioning plant, equipment, hot water and lighting and the trialling of a pilot study reviewing demand management (by utilising the new building management systems control system) to help identify energy consumption
- > instigating a program to identify peak demand electricity requirements which will enable the review of actual and future energy demands of major government owned sites; during 2013–14 the peak demand levels were revised for: 30 Wakefield Street, Adelaide; 200 Victoria Square, Adelaide; 136 North Terrace, Adelaide; Netley Commercial Park, Netley; and 31 Flinders Street, Adelaide, resulting in substantial electricity cost savings
- > air-conditioning plant upgrade or improvement works to: Buildings 5 and 8 at Netley Commercial Park, Netley; 59 King William Street, Adelaide; 65 Conyngham Street, Glenside; Regency Park offices; and the Department for Communities and Social Inclusion Mount Gambier office
- > installation and replacement of T5 lighting systems at: 35 Frances Terrace, Kadina; 37 Dauncey Street, Kingscote; and 5 Whitehead Street, Whyalla
- > solar panel installation program at the Morgan Dockyard.

DISABILITY ACTION AND INCLUSION

The department is currently developing a new Disability Action and Inclusion Plan (DAIP), which will supersede *Promoting Independence – Disability Action Plans for South Australia*. Disability champions have been nominated and a steering committee has been formed to commence the development of the plan. In addition, there will be extensive consultation with the Transport Accessibility Advisory Group, which meets regularly with representatives from South Australian peak groups for people with disability, their advocates and carers. All components will then be merged into a meaningful master DAIP that will consider current strategic and corporate plans.

As detailed in the *Commonwealth Disability Discrimination Act 1992* (DD Act) and the *South Australian Equal Opportunity Act 1984* (EO Act), the department is committed to ensuring accessibility to all its services and facilities and recognising the rights of people with disabilities to have the same opportunities as other community members to access and participate in all facets of community life. The methodology involves moving from a compliance-based approach to a more integrated, authentic approach to ensure access for everyone. The department's progress in this commitment in line with the *National Disability Strategy 2010–2020* is detailed below.

INCLUSIVE AND ACCESSIBLE COMMUNITIES

Outcome: People with disability live in accessible and well designed communities with opportunity for full inclusion in social, economic, sporting and cultural life.

Policy direction: Increased participation of people with disability, their families and carers in the social, cultural, recreational and sporting life of the community

In 2013–14 the department:

- > provided 22 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
- > worked with the sport sector, up-skilling local clubs and coaches to create sustainable sport and active recreation environments in which participation opportunities are inclusive for all
- > engaged with the Australian Paralympic Committee (SA Branch) to develop entry level opportunities and skill development sessions for people with a disability into athletics, swimming and table tennis
- > provided \$180 000 to six state sporting organisations for people with a disability to provide leadership, policies and services to their membership
- > funded an additional nine disability-specific projects totaling \$257 235 through the Sport and Recreation Development and Inclusion program
- > partnered with Inclusive Sport SA on components of the development of an inclusive indoor community sporting facility at the former Ross Smith school site which will include general design and operational guidelines for the development of fully inclusive sporting facilities
- > reopened The Parks Community Centre after a \$28.7m refurbishment of recreation and sport facilities designed to cater for a wide range of community needs, including people with a disability.

Policy direction: Improved accessibility of the built and natural environment through planning and regulatory systems, maximising the participation and inclusion of every member of the community

The department refurbished the Adelaide Railway Station to address legislative compliance, public safety amenity and access issues; works included the installation of escalators and stairs at the southern end of the main hall and the upgrade and expansion of public toilet facilities including additional accessible toilets compliant with the DD Act.

Policy direction: Improved provision of accessible and well designed housing with choice for people with disability about where they live

The National Construction Code and development plans incorporate all on-site construction requirements into a single code comprising the Building Code of Australia (Volumes 1 and 2) and the Plumbing Code of Australia (Volume 3). The code regulates new development to meet accessibility requirements.

Policy direction: A public, private and community transport system that is accessible for the whole community

Facilities and services

Projects to upgrade public transport facilities to meet accessibility requirements that were completed or nearing completion in the 2013–14 financial year include:

- > large real-time passenger information screens, new and/or extended parking, CCTV, lighting and general refurbishment of Klemzig, Paradise and Modbury bus interchanges
- > new Seaford and Seaford Meadows railway stations, which are fully accessible and include accessible parking and integrated bus services
- > new St Clair and Adelaide Showground railway stations
- > refurbishments to improve accessibility at Marion, Broadmeadows, Parafield, Ascot Park and Lonsdale railway stations
- > LCD real-time passenger information displays at various locations
- > lighting upgrades at various locations
- > accessible solutions at Nurlutta railway station platforms
- > installation of tactile ground surface indicators, platform resurfacing and pedestrian crossings at various locations
- > refurbishment of the Currie Street Adelaide Metro InfoCentre.

These projects not only provide better access for people with disabilities, but also benefit the elderly, carers with prams, young children, people with English as a second language and bicycle users.

Railway stations

Improvements aimed at providing a continuous accessible path of travel from boarding station to alighting station involved:

- > raising of platforms for minimal step onto the vehicle, lengthening of some platforms, re-surfacing of platforms and tactile ground surface indicators to aid people who are blind or vision impaired
- > shelters with accessible seating, allocated spaces and other accessible features
- > lighting
- > CCTV
- > pedestrian crossings (either at-grade or grade separated)
- > access paths, including manoeuvring areas, rest areas, ramps, fencing, hand and kerb rails, lifts and stairs
- > public information systems (both audio and visual), hearing augmentation, signage, emergency alarms.

Ongoing refurbishments have been made to government owned and leased properties to address accessibility requirements, with construction projects for new and refurbished infrastructure having requirements for design reviews at 30 per cent, 70 per cent and 100 per cent. This process, along with station specifications and standard drawings, supports the finished product providing access for everyone.

Bus shelters

The four-year bus shelter grants program to replace and build new bus shelters across the public transport network has enabled local government across South Australia to replace or upgrade bus shelters to be compliant with the DD Act. Since 2010, 729 grants have been issued for shelters; 674 were installed by 30 June 2014 while the remaining 55 will be installed by the end 2014.

Taxis

The taxi industry provides transport to people with disabilities via 100 wheelchair accessible vehicles (access taxis). This is an increase of nearly 45 per cent since 2006–07, with the State Government setting special service provision conditions and performance based payments for access taxis.

South Australians with permanent disabilities are able to apply for transport assistance under the South Australian Transport Subsidy Scheme and the Plus One Free Companion card, which provides free travel to a companion/carer accompanying a person who cannot travel independently due to physical mobility, cognitive, sensory or communication impairments.

Public transport services

Approximately 87 per cent of the Adelaide Metro bus fleet is accessible. The annual bus replacement program introduces on average approximately 25 new buses into the bus fleet each year to replace existing buses which reach the end of their service life or compulsory retirement age (25 years).

In regional areas, all new service contracts for the provision of regular passenger transport services require all vehicles to be fully accessible, with space for at least one wheelchair or mobility aid.

New electric railcars being introduced to the network are fully accessible and feature automated on-board announcements that are visually relayed, allocated spaces for passengers with physical disabilities, priority seating, flashing backlit door buttons with Braille, as well as safety CCTV, high capacity air conditioning, double leaf saloon doors and passenger emergency intercoms at each doorway.

Information on services and programs

All online and printed material is accessible to all users, with information and instructional material on the Metrocard ticketing system and public transport available in a range of formats to ensure accessibility and inclusiveness.

Adelaide Metro was updated to include a Live Chat facility providing additional services for the deaf, hearing and/or speech impaired community.

In partnership with the Department for Communities and Social Inclusion Interpreting and Translating Centre, the department provides assistance to customers from culturally or linguistically diverse backgrounds, with Adelaide Metro InfoCentre staff trained to identify the potential need for interpreter services.

Large format screens have replaced LED signs at key railway stations and bus interchanges to provide highly visible real-time arrival information along with voice announcement and hearing induction loops. Touch kiosks at the Adelaide Railway Station communicate travel information visually, audibly and by Braille.

A long-line public address system across the Adelaide Metro rail network provides service disruption information at railway stations.

Central to the upgrade of the Adelaide Metro InfoCentre was an open plan design to increase maneuverability for customers using mobility aides and displays redesigned to allow ready access to timetables and other printed material.

The Adelaide Metro website and mobile website now provide real-time arrival information for all bus, train and tram services across the network, presenting vehicle arrival times in a simple, easy to use format, reducing the need for customers to rely on printed timetables.

Adelaide Metro has also freely released its timetable data to third party developers, which has generated a number of real-time mobile phone applications. Adelaide Metro will continue to proactively identify opportunities to work with developers on applications to increase the accessibility of public transport for all users.

Consultation with people with disabilities

The Transport Accessibility Advisory Group (TAAG) consists of representatives drawn from the peak bodies and/or consumer representatives from recognised areas of disability (physical, sensory, intellectual, psychiatric, neurological, mental health, developmental and learning disabilities). TAAG regularly convenes on matters relating to the implementation, operation and evaluation of services, facilities and infrastructure initiatives in the broadest context, and provides input into the design, delivery and continuous improvement of our services and infrastructure.

Advice and input from members addresses 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.

TAAG comprises representatives from:

- > Disability Advocacy and Complaints Service of SA Inc
- > Physical Disability Australia
- > Deaf Australia
- > Guide Dogs SA/NT
- > The Royal Society for the Blind (SA)
- > Local Government Association of SA
- > South Australian Council on Intellectual Disability
- > Spina Bifida and Hydrocephalus Association of SA Inc
- > Paraplegic and Quadriplegic Association of SA Inc
- > COTA SA
- > Cara
- > South Australian Multicultural and Ethnic Affairs Commission (SAMEAC).

RIGHTS PROTECTION, JUSTICE AND LEGISLATION

Outcome: People with disability have their rights promoted, upheld and protected.

Policy direction: Increased awareness and acceptance of the rights of people with disability

The department has a well established induction program which includes disability awareness training and a range of resources for employees. In many cases, frontline staff training includes presentation by peak disability organisations.

ECONOMIC SECURITY

Outcome: People with disability, their families and carers have economic security, enabling them to plan for the future and exercise choice and control over their lives.

Policy direction: Increased access to employment opportunities as a key to improve economic security and personal wellbeing for people with disability, their families and carers

The department actively provides opportunities to people with disabilities through its recruitment processes, presenting all vacancies up to and including the ASO4 level to the Disability Employment Register.

The department's intranet provides a range of information about working with people with a disability, highlighting our 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.

PERSONAL AND COMMUNITY SUPPORT

Outcome: People with disability, their families and carers have access to a range of supports to assist them to live independently and actively engage in their communities.

Policy direction: The role of families and carers to be acknowledged and supported

The department has policies and programs that support families and carers including flexible work arrangements, flexible application of leave and the establishment of the family rooms.

Disability access and translation services are high priority, along with training and development for all staff as part of induction. In addition, more targeted training and resources are available to frontline staff, including training and development presentations by peak disability organisations.

REPORTS FROM THE REGISTRAR OF MOTOR VEHICLES

REVENUE COLLECTED UNDER THE *MOTOR VEHICLES ACT 1959* AND BY ADMINISTRATIVE ARRANGEMENT

	2012-13 \$ million	2013-14 \$ million
Registration charges	355.15	377.38
Drivers licence fees	62.99	44.55
Sundries and commissions	21.60	21.81
Special plates	6.24	6.37
General plates	4.48	4.60
Total revenue	450.46	454.71

Note: Sundries include revenue for Rider Safe, Examiners Courses, Tow Trucks, Driver Intervention, Sale of Information, Administration Fees on Federal Registration and Alcohol Interlock Admin Subsidy. Commissions include Motor Accident Commission, Emergency Services and Courts.

REVENUE COLLECTED UNDER THE *MOTOR VEHICLES ACT 1959* AND DISPERSED TO OTHER AGENCIES

	2012-13 \$ million	2013-14 \$ million
Stamp duty (inc Hospital Fund)	214.46	224.11
Third party insurance	630.62	523.75
Federal registrations	9.40	9.37
Emergency services levy	31.68	33.03
Total revenue	886.16	790.26

VEHICLES REGISTERED AS AT 30 JUNE 2014

Vehicles by type	2013	2014	% +/- change
Cars	732 355	726 657	-0.78
Station wagons	271 956	286 974	5.52
Panel vans	35 403	35 454	0.14
Utilities	139 193	145 967	4.87
Trucks	42 659	42 170	-1.15
Prime movers	7 847	8 111	3.36
Other commercial	12 821	12 862	0.32
Commercial trailers	28 784	29 751	3.36
Buses	4 164	4 144	-0.48
Tractors	30 966	30 852	-0.37
Motorcycles	43 550	45 026	3.39
Caravans	41 585	42 883	3.12
Trailers	249 637	254 135	1.80
Others	15 513	15 612	0.64
Total vehicles	1 656 433	1 680 598	1.46

DRIVERS LICENCES REGISTERED AS AT 30 JUNE 2014

Class	Common terms	2013	2014	% +/- change
C	Car	1 008 586	1 017 210	0.86
LR	Light rigid truck	26 072	27 798	6.62
MR	Medium rigid truck	40 896	41 153	0.63
HR	Heavy rigid truck	59 817	60 151	0.56
HC	Heavy combination	38 728	37 998	-1.88
MC	Multi trailer combination	10 469	11 048	5.53
R	Full motor bike licence	156 564	157 624	0.68
R 'Date'	Size restricted motor bike	17 001	17 681	4.00
Total licence holders		1 185 641	1 196 568	0.92

Note: Total licence holders includes licence types Learner, P1, P2, Probationary and Full. Drivers can have multiple classes of licence ie 'C' and 'R', therefore the total licence holders will not equal the sum of the classes.

RIGHTS OF REVIEW AND APPEAL

Section 98Z of the *Motor Vehicles Act 1959*, 'Rights of Review and Appeal', enables a person aggrieved by certain decisions of the Registrar of Motor Vehicles to apply for an internal review of the decision. If a person is dissatisfied with the outcome of a review, section 98ZA provides the person with a right of appeal to the District Court.

REVIEWS AND APPEALS UNDER S98Z OF THE *MOTOR VEHICLES ACT 1959*

	2012–13	2013–14
Total number received	52	29
Confirmed	39	19
Varied	6	2
Set aside	0	1
Court Appeal	1	1
Not eligible to seek review	0	5
Application withdrawn	4	0
Pending	2	1

E-COMMERCE

In 2013–14, 1.72m registration and licensing payments were made online over the internet, an increase of approximately 2.38 per cent on 2012–13.

Registration renewals are the most common transaction. In 2013–14, 3.4m registration renewals were paid: 1.5m (43.58 per cent) were paid online; 234 000 (6.8 per cent) were made by telephone; and 353 000 (10.26 per cent) were completed by a smart phone.

Payment by direct debit was introduced for registration renewals in December 2013 and approximately six per cent of renewals per week are paid that way.

Australia Post, the second most popular way of paying registration renewals, facilitated 633 445 registration renewals in 2013–14, a decrease of 3.11 per cent.

Service SA customer service centres facilitated 579 063 registration renewals, a decrease of approximately 7.39 per cent on 2012–13.

In 2013–14 more than 315 000 licences were renewed with 132 000 renewed on-line.

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* (the Act).

OPERATION AND ADMINISTRATION OF THE ACT IN 2013–14

Adelaide-Port Augusta was the only route subject to a Route Service Licence during the financial year 2013–14.

This route remains marginally viable and is licensed in accordance with section 5(3) of 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 the period.

Sharp Airlines’ route service licence expired on 31 December 2013. Section 5(8)(b) of the Act allows for an extension not exceeding three years and up to a total of six years of the route licence declaration. On 30 November 2013 the Minister for Transport and Infrastructure approved the extension of the existing declaration of the Adelaide-Port Augusta and Sharp Airlines’ route service licence for the period 1 January 2014 to 31 December 2016.

The declaration was Gazetted on 19 December 2013 and advertised in local and national press on 20 December 2013 in accordance with section 5(11)(e) of the Act.

On 4 November 2013 Sharp Airlines gave notice to the Minister’s Authorised Officer, as required under condition 3 of its route service licence, of its intention to cancel 17 return services during the period 23 December 2013–3 January 2014 due to lack of demand. The Minister’s Authorised Officer recommended to the Minister for Transport and Infrastructure that no action under condition 8 of the route service licence to cause Sharp Airlines to reverse the decision was warranted and the cancellations went ahead.

REPORTING AGAINST THE *PASSENGER TRANSPORT ACT 1994*

PATRONAGE IN METROPOLITAN ADELAIDE

The department administers the *Passenger Transport Act 1994* (the 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.

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

The department operates all metropolitan rail and tram services through the Rail Commissioner entity, which has accreditation under the 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 facilitates access to transport for people who are transport disadvantaged. It is jointly funded by the Home and Community Care program managed through the Department for Communities and Social Inclusion.

In 2013–14 metropolitan public transport patronage changed as follows:

- > initial boardings on the public transport system increased by 3.8 per cent
- > transfer boardings on the public transport system decreased by 1.4 per cent
- > total patronage, including initial boardings and transfers, increased by 2.7 per cent across the Adelaide Metro network, totalling 63 312 184 million.

Adelaide Metro boardings 2013-14

Initial boardings by mode (millions)

Year	Bus	Tram	Train	Total initial boardings*
2013–14	39.957	2.288	8.230	50.475

Initial boardings by passenger type (millions)

Year	Regular	Concession	Student	Seniors	Free events	Special passes	Total initial boardings*
2013–14	16.403	17.463	8.683	6.965	.230	.731	50.475

Initial boardings by ticket type (millions)

Year	Singletrip	Daytrip	Multitrip	Metro Card	Total initial boardings*
2013–14	7.000	.965	.539	41.971	50.475

Note: *Reflects initial boardings - not total patronage.

SPECIAL EVENT SERVICES

The department continued to make special passenger transport arrangements for a range of events, including the Royal Adelaide Show, New Year's Eve celebrations, Clipsal 500, WOMADelaide, Santos Tour Down Under, Credit Union Christmas Pageant, City-Bay Fun Run and ANZAC Day.

Public transport support continued to be provided for all major events at the Adelaide Entertainment Centre, Hindmarsh Stadium and Morphettville Racecourse.

In addition, public transport support was provided to facilitate access to major international events, such as the Royal Visit by the Duke and Duchess of Cambridge to Playford in April 2014 and special express services to AAMI Stadium for the Bon Jovi concert in December 2013.

To support the operation, passenger transport needs are assessed and a range of additional services, temporary bus route changes, additional bus stops, bus parking zones and taxi stands, as well as strategically increased capacity, may be provided.

Following the redevelopment of Adelaide Oval and the return of AFL football to this venue, a detailed public transport plan was developed to encourage patrons to use public transport to events. The plan includes bus, train and tram services and takes advantage of the services already available across the network. In addition, dedicated bus, train and tram services, operating as Adelaide Oval Footy Express services, supplement the Adelaide Metro network.

Based on the successful model used at AAMI Stadium, holders of footy tickets, including members, season tickets or daily tickets, are eligible for free public transport on the day of the game. Patrons are required to show their ticket to receive free public transport using either general Adelaide Metro services or the dedicated Adelaide Oval Footy Express services.

During the first half of the 2014 season, approximately 54 per cent of patrons attending Adelaide Oval used public transport; this compares to approximately 23.3 per cent of the crowd previously carried to AAMI Stadium.

ADELAIDE FREE SERVICES

In January 2014 a new free City Connector service was introduced in the CBD and North Adelaide 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.

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

Integrated transport services operate in the Coorong District Council, Karoonda East, Murray District Council, Southern Mallee District Council, Mid-Murray District Council, Southern Yorke Peninsula, Tatiara, Eastern Riverland, Upper North, Mid North and Mount Barker. Special (medical) services also operate in a number of regions that provide accessible door-to-door services for people unable to access conventional public transport to travel to medical appointments. These services operate in the Murray Mallee, Yorke Peninsula, Upper North and Mid North.

Following ongoing negotiation with the Department for Communities and Social Inclusion, the Department for Education and Child Development, the District Council of Kangaroo Island and the Kangaroo Island Futures Authority, agreement was reached to commence detailed planning for the introduction of regular public transport services on Kangaroo Island. Services commenced under a new service contract in February 2014.

Based on data provided by country bus operators, country bus patronage in 2013–14 was 949 317, compared to 909 372 in 2012–13, an increase of 4.39 per cent.

PROVINCIAL CITY BUS SERVICES

Regular passenger services operate in South Australia's provincial cities of Port Lincoln, Whyalla, Port Augusta, Port Pirie, Murray Bridge and Mount Gambier.

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

Based on data provided by provincial city bus operators, patronage in 2013–14 was 498 239, compared to 457 240 in 2012–13, an increase of 8.97 per cent.

ALTERNATE SERVICES DURING MAJOR RAIL PROJECTS

Substitute bus services provided during Rail Revitalisation program works were contracted to Adelaide Metro providers to minimise disruption to customers while rail lines were closed.

Bus substitute services continued to be provided for customers who would normally use the Tonsley line until the line re-opening in May 2014. The Noarlunga and Belair lines remained closed until July 2013 (Belair) and December 2013 (Noarlunga). During this time full bus substitute services were operated to ensure passengers had access to continued public transport service. The extended Seaford line opened in February 2014.

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 2013–14 financial year.

Feedback	2012–13	2013–14
Commendations	814	759
Suggestions	950	978
Complaints		
Service changes and service quality	7 749	7 435
Punctuality	5 061	3 279
Fares and ticketing	1 373	1 339
Passenger comfort	1 392	944
Other	564	184
Total complaints	16 139	13 181

Feedback on taxi and small passenger vehicle 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 2013–14.

Feedback	2012–13	2013–14
Commendations	7	4
Complaints	639	559

Waiting times

The taxi centralised booking services reported that the average waiting time for general taxis in metropolitan Adelaide in 2013–14 was 9.26 minutes during the day (6 am to 6 pm), which represents a minor increase compared to 9.21 minutes in 2012–13. At night (6 pm to 6 am) the waiting time was 9.47 minutes, which is a minor increase compared to 9.20 minutes in 2012–13. These 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 1008 general licenses in metropolitan Adelaide in 2013–14.

Access taxis

For the 2013–14 financial year:

- > 78.89 per cent of access taxi passengers were picked up within 10 minutes, a small decrease compared to 79.83 per cent in 2012–13
- > 87.41 per cent of access taxi passengers were picked up within 15 minutes, a minor decrease compared to 87.86 per cent in 2012–13
- > 97.92 per cent of access taxi passengers were picked up within 30 minutes, a minor decrease compared to 97.97 per cent in 2012–13.

Access taxi performance remained stable from 2012–13 to 2013–14.

Previous DPTI annual reports utilised 13 minutes as the indicator for reporting access taxi pick up times. However, indicators of 10, 15 and 30 minutes will be used from 2013–14 for consistency with overall taxi reporting.

There are 100 general taxi licenses with special conditions (access taxis). This represents 9.0 per cent of the total taxi fleet.

Passenger Transport Standards Committee

The Passenger Transport Standards Committee (PTSC) is a statutory committee established under the Act and is 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 2013–14 the PTSC met on 82 occasions and considered 228 matters, including:

- > 121 accreditation applications
- > 105 disciplinary matters
- > two vehicle-related matters.

Of the 105 disciplinary matters, the PTSC:

- > suspended the accreditation of 27 accredited persons for a period of time
- > revoked the accreditation of 11 accredited persons and disqualified them for a period of time
- > permanently disqualified four persons from holding accreditation under the Act.

The remaining accredited persons were either 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 adalaidemetro.com.au, as well as the Adelaide Metro Infoline and InfoCentres.

South Australians with permanent disabilities are able to apply for transport assistance under 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 physical mobility, cognitive, sensory or communication impairments. Companion/carers accompanying Plus One Free Companion card holders on Adelaide Metro bus, train or tram services travel 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 Transport Accessibility Advisory Group (TAAG), which meets regularly with representatives from South Australian peak groups for people with disability, their advocates and carers. TAAG consults on matters relating to the implementation, operation and evaluation of services, facilities and infrastructure initiatives in the broadest context.

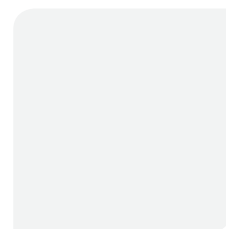
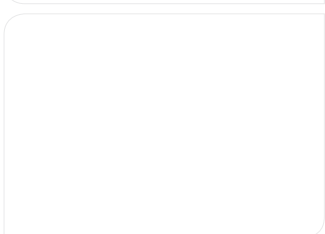
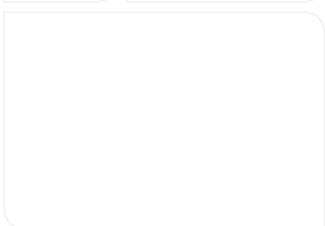
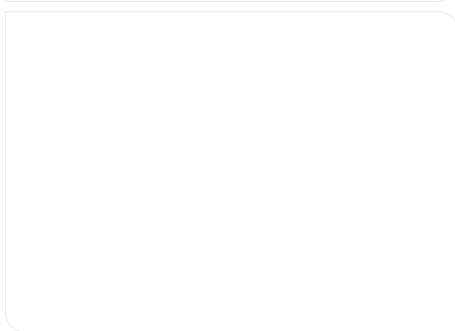
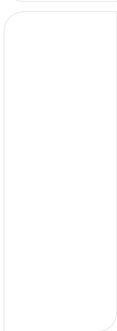
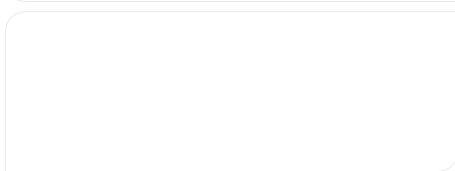
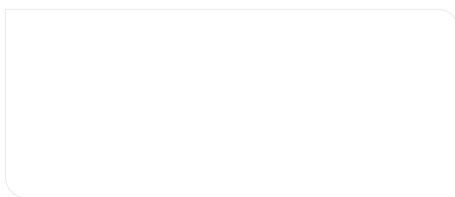
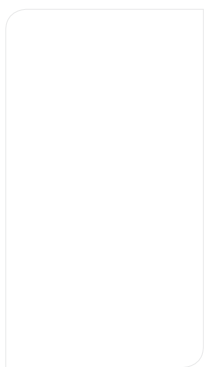
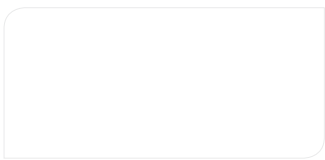
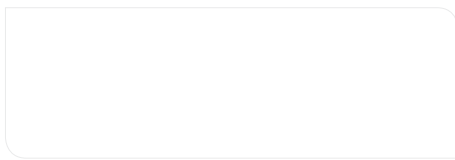
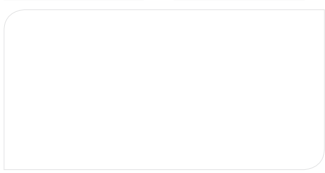
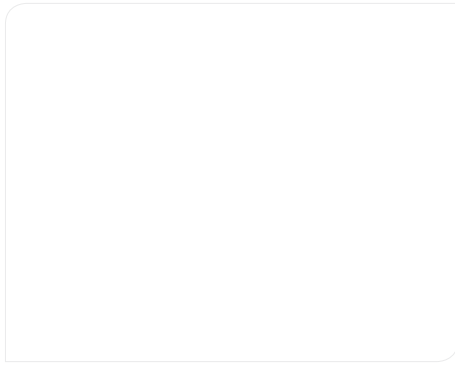
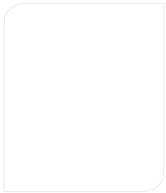
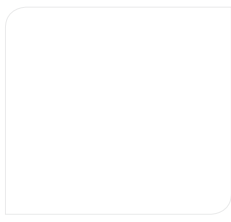
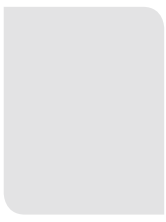
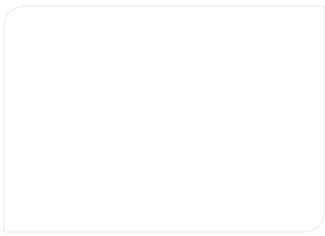
Advice and input from members addresses a wide range of matters, including:

- > 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, Physical Disability Australia 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 TAAG is greatly valued and provides input to inform and enable the department to reflect the principles of the *Carers Charter*.

FINANCIAL STATEMENTS



For Official Use Only



Government of South Australia
Auditor-General's Department

Our ref: A14/030

26 September 2014

Mr M Deegan
Rail Commissioner
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Dear Mr Deegan

**The audit of the Rail Commissioner
or the year ended 30 June 2014**

The audit of the Rail Commissioner for the year ended 30 June 2014 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.

Returned herewith are the financial statements of the Rail Commissioner together with the IAR, which is unmodified.

Finally, I would like to express my appreciation to the management and staff of the Rail Commissioner in providing assistance to my officers in the conduct of the annual audit.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S O'Neill', with a horizontal line underneath.

S O'Neill
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 2014. The financial report comprises:

- a Statement of Comprehensive Income for the year ended 30 June 2014
- a Statement of Financial Position as at 30 June 2014
- a Statement of Changes in Equity for the year ended 30 June 2014
- a Statement of Cash Flows for the year ended 30 June 2014
- 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 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 2014, 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.

A handwritten signature in black ink, appearing to read 'S O'Neill', followed by a period.

S O'Neill
AUDITOR-GENERAL
26 September 2014

CERTIFICATION OF THE FINANCIAL STATEMENTS

We certify that the Rail Commissioner financial statements for the year ended 30 June 2014:

- 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 2014 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

24 September 2014



Bill Cagialis
Chief Finance Officer

24 September 2014



**Government
of South Australia**

Rail Commissioner

**FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2014**

Rail Commissioner Financial Statements 2013-14

Statement of Comprehensive Income for the year ended 30 June 2014

	Note	2014 \$'000	2013 \$'000
Expenses			
Employee benefits expenses	4	56,310	51,871
Total Expenses		56,310	51,871
Income			
Revenue from DPTI for Employee expenses	6	56,310	51,871
Total Income		56,310	51,871
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.

2014

Rail Commissioner Financial Statements 2013-14

Statement of Financial Position as at 30 June 2014

	Note	2014 \$'000	2013 \$'000
Current Assets			
Receivables	7	12,143	11,406
Total Current Assets		<u>12,143</u>	<u>11,406</u>
Non-Current Assets			
Receivables	7	17,107	16,330
Total Non-Current Assets		<u>17,107</u>	<u>16,330</u>
Total Assets		<u>29,250</u>	<u>27,736</u>
Current Liabilities			
Payables	8	1,449	1,108
Employee benefits	9	9,759	9,572
Provisions	10	935	726
Total Current Liabilities		<u>12,143</u>	<u>11,406</u>
Non-Current Liabilities			
Payables	8	1,212	1,197
Employee benefits	9	12,099	12,127
Provisions	10	3,796	3,006
Total Non-Current Liabilities		<u>17,107</u>	<u>16,330</u>
Total Liabilities		<u>29,250</u>	<u>27,736</u>
Net Assets		<u>-</u>	<u>-</u>
Equity			
Retained earnings		-	-
Total Equity		<u>-</u>	<u>-</u>

The Total Equity is attributable to the SA Government as owner.

Commitments for expenditure
Contingent assets and liabilities

13
14

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

Rail Commissioner Financial Statements 2013-14

Statement of Changes in Equity for the year ended 30 June 2014

	Note	Retained Earnings \$'000	Total \$'000
Balance at 30 June 2012		-	-
Net result for 2011-12	12	-	-
Total comprehensive result for 2011-12		-	-
Balance at 30 June 2013		-	-
Net result for 2012-13		-	-
Total comprehensive result for 2012-13		-	-
Balance at 30 June 2014		-	-

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

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

Rail Commissioner Financial Statements 2013-14

Statement of Cash Flows for the year ended 30 June 2014

	Note	2014 \$'000	2013 \$'000
Cash flows from Operating Activities			
Cash Outflows			
Employee benefit payments		(54,796)	(48,290)
Cash used in operations		<u>(54,796)</u>	<u>(48,290)</u>
Cash Inflows			
Revenue received from DPTI for employee expenses		54,796	48,290
Cash generated from operations		<u>54,796</u>	<u>48,290</u>
Net cash provided by operating activities	15(b)	<u>-</u>	<u>-</u>
Cash flows from Financing Activities			
Transfer of cash to DPTI		-	-
Net cash provided by financing activities		<u>-</u>	<u>-</u>
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	15(a)	<u>-</u>	<u>-</u>

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

Note Index
for the year ended 30 June 2014

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Rail Commissioner Financial Statements 2013-14

Notes to the Financial Statements (continued) Year Ended 30 June 2014

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;

Rail Commissioner Financial Statements 2013-14

Notes to the Financial Statements (continued) Year Ended 30 June 2014

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.

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 2014.

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.

Rail Commissioner Financial Statements 2013-14

Notes to the Financial Statements (continued) Year Ended 30 June 2014

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.

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.

Rail Commissioner Financial Statements 2013-14

Notes to the Financial Statements (continued)
Year Ended 30 June 2014

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 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 in 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.

Rail Commissioner Financial Statements 2013-14

Notes to the Financial Statements (continued) Year Ended 30 June 2014

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.

l) 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 2014 there are no unrecognised contractual commitments or any contingent assets and liabilities.

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.

Note 3 New and Revised Accounting Standards and Policies

The Rail Commissioner did not voluntarily change any of its accounting policies during 2013-14.

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.

Rail Commissioner Financial Statements 2013-14

**Notes to the Financial Statements (continued)
for the year ended 30 June 2014**

Note 4 - Employee benefits expenses

	2014 \$'000	2013 \$'000
Salaries and wages	39,760	37,912
TVSPs	1,857	-
Long service leave	1,226	2,218
Annual leave	3,712	3,835
Skills and experience retention leave	204	270
Block book off	1,144	860
Retiring and death gratuity	4	4
Workers compensation	1,407	209
Employment on-costs - superannuation	4,336	4,102
Employment on-costs - payroll tax	2,660	2,461
	56,310	51,871

Total employee benefits costs

Reported employee benefits expense are for employees employed by the Rail Commissioner.

Targeted Voluntary Separation Packages (TVSPs)

	2014 \$'000	2013 \$'000
Amounts paid during the reporting period to separated employees	1,857	-
TVSPs	604	-
Annual leave and long service leave paid to those employees	(1,857)	-
Recovery from the DTF through DPTI	604	-
	604	-

The number of employees who received a TVSP during the financial year was 14 (nil).

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

Remuneration Band \$	No. of Employees	No. of Employees
138,000 - 141,499*	n/a	3
141,500 - 151,499	11	3
151,500 - 161,499	5	-
161,500 - 171,499	4	1
181,500 - 191,499	1	-
291,500 - 301,499 **	1	-
311,500 - 321,499 **	1	-
331,500 - 341,499 **	1	-
	24	7

* This band has been included for the purposes of reporting comparative figures based on the executive base level remuneration rate for 2012-13.

** 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 24 employees (7 employees) was \$4.2 million (\$1.0 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.

Rail Commissioner Financial Statements 2013-14

Notes to the Financial Statements (continued)
for the year ended 30 June 2014

Note 5 - Supplies and services

Auditor's Remuneration

Audit fees paid / payable to the Auditor-General's Department relating to the audit of financial statements.

Audit fees relating to the audit of the financial statements are reported in the DPTI financial statements.

	2014	2013
	\$'000	\$'000
Revenue from DPTI for employee expenses	56,310	51,871
Total revenues from the provision of services	56,310	51,871

	2014	2013
	\$'000	\$'000
Note 7 - Receivables		
Current		
Employee benefits receivable from DPTI	9,759	9,572
Workers compensation receivable from DPTI	935	726
Oncosts related to employee benefits	1,425	1,085
Workers compensation recoveries	24	23
Total current receivables	12,143	11,406

Non-current		
Employee benefits receivable from DPTI	12,099	12,127
Workers compensation receivable from DPTI	3,796	3,006
Oncosts related to employee benefits	1,122	1,119
Workers compensation recoveries	90	78
Total non-current receivables	17,107	16,330
Total receivables	29,250	27,736

	2014	2013
	\$'000	\$'000
Note 8 - Payables		
Current:		
Accrued employment on-costs	1,425	1,085
Workers compensation	24	23
Total current payables	1,449	1,108
Non-Current:		
Employment on-costs	1,122	1,119
Workers compensation	90	78
Total non-current payables	1,212	1,197
Total payables	2,661	2,305

Rail Commissioner Financial Statements 2013-14

Notes to the Financial Statements (continued) for the year ended 30 June 2014

	2014 \$'000	2013 \$'000
Note 9 - Employee benefits		
Current:		
Annual leave	5,100	5,006
Long service leave	1,313	1,012
Block book off	1,496	1,266
Skills and experience retention leave	371	270
Retiring and death gratuity	87	89
	8,367	7,643
Total current employee benefits provisions	1,392	1,929
Accrued wages and salaries		
	9,759	9,572
Total current employee benefits		
Non-current:		
Retiring and death gratuity	5	5
Long service leave	12,094	12,122
	12,099	12,127
Total non-current employee benefits		
	21,858	21,699
Total employee benefits		
	2014	2013
Note 10 - Provisions	\$'000	\$'000
Current:		
Workers compensation claims	935	726
	935	726
Total current provisions		
Non-current:		
Workers compensation claims	3,796	3,006
	3,796	3,006
Total non-current provisions		
Total:		
Workers compensation claims	4,731	3,732
	4,731	3,732
Total provisions		

Note 10(a) - Reconciliation of Provisions movements

	Workers Comp. Claims \$'000	Total \$'000
Carrying amount at 30 June 2012	3,617	3,617
Recognised provisions in 2012-13	324	324
less payments made in 2012-13	(209)	(209)
Movement	115	115
	3,732	3,732
Carrying amount at 30 June 2013		
Recognised provisions in 2013-14	2,406	2,406
less payments made in 2013-14	(1,407)	(1,407)
Movement	999	999
	4,731	4,731
Carrying amount at 30 June 2014		

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 2014. The Rail Commissioner is funded for the liability by DPTI.

Rail Commissioner Financial Statements 2013-14

Notes to the Financial Statements (continued) for the year ended 30 June 2014

Note 12 - Adjustments to Equity

Accrued Salaries

A review of accruals identified wages accruals in relation to Rail Commissioner were not recognised.

	2014	2013	2012
	\$'000	\$'000	\$'001
Accrued wages and salaries	-	(1,292)	(635)
Employee benefits receivable from DPTI	-	1,292	635
Total error correction	-	-	-

Due to the funding arrangements with DPTI there was no impact on net result or equity arising from these errors.

Note 13 - Commitments

The Rail Commissioner's has no commitments as at 30 June 2014.

Note 14 - Contingent assets and liabilities

As at 30 June 2014 the Rail Commissioner has no contingent assets or liabilities.

Note 15 - Cashflow Reconciliation

(a) Reconciliation of cash and cash equivalents at the end of the reporting period:

	2014	2013
	\$'000	\$'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

	2014	2013
	\$'000	\$'000
Movements in assets and liabilities:		
Increase/(decrease) in receivables	1,514	3,581
(Increase)/decrease in payables	(356)	(306)
(Increase)/ decrease in employee benefits	(159)	(3,160)
(Increase)/decrease in provisions	(999)	(115)
Net cost of providing services	-	-

Note 16 - Events after the reporting period

There were no events after balance date.



Our ref: A14/177

29 September 2014

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

**The audit of the Department of Planning, Transport and Infrastructure
for the year ended 30 June 2014**

The audit of the accounts of the Department of Planning, Transport and Infrastructure for the year ended 30 June 2014 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:

- accounts payable
- management of credit cards
- payroll
- bus contract payments
- grants and subsidies
- registration and licence fees
- metrocard revenue
- other revenue
- accounts receivable
- bank reconciliations
- risk management
- Commonwealth certificates
- management of machinery of government changes
- fixed assets including:
 - network assets
 - land, buildings and facilities
 - plant and equipment
 - capital works in progress
 - office and rental properties
- review of business units.

For Official Use Only

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

During the year a number of audit management letters were forwarded to the Department detailing findings and recommendations from the audit. The findings and recommendations relate to weaknesses noted in financial systems and processes and associated internal controls, and improvements needed in these areas. Consistent with prior years, responses to the letters and matters raised were received and will be followed up in the 2014-15 annual audit of the Department.

My Annual Report to Parliament includes a summary of the matters raised with the Department and responses received, and indicates those matters that were assessed as not meeting a sufficient standard of financial management, accounting and control.

Returned herewith are the financial statements of the Department of Planning, Transport and Infrastructure together with the Independent Audit Report, which is unmodified.

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



S O'Neill
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 2014. The financial report comprises:

- a Statement of Comprehensive Income for the year ended 30 June 2014
- a Statement of Financial Position as at 30 June 2014
- a Statement of Changes in Equity for the year ended 30 June 2014
- a Statement of Cash Flows for the year ended 30 June 2014
- Disaggregated Disclosures - Expenses and Income for the year ended 30 June 2014
- Disaggregated Disclosures - Assets and Liabilities as at 30 June 2014
- a Statement of Administered Comprehensive Income for the year ended 30 June 2014
- a Statement of Administered Financial Position as at 30 June 2014
- a Statement of Administered Changes in Equity for the year ended 30 June 2014
- a Statement of Administered Cash Flows for the year ended 30 June 2014
- a Schedule of Expenses and Income attributable to administered activities for the year ended 30 June 2014
- notes, comprising a summary of significant accounting policies and other explanatory information
- a Certificate from the Chief Executive and the Chief Financial 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 2014, 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.



S O'Neill
AUDITOR-GENERAL
29 September 2014

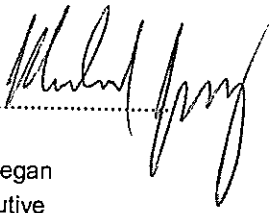
Department of Planning, Transport and Infrastructure CERTIFICATION OF THE FINANCIAL STATEMENTS

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
- present a true and fair view of the financial position of the Department of Planning, Transport and Infrastructure as at 30 June 2014 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 have been effective throughout the reporting period.

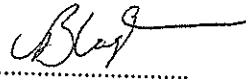
Signed.....



Michael Deegan
Chief Executive

19 September 2014

Signed.....



Bill Cagialis
Chief Finance Officer

19 September 2014

Department of Planning, Transport and Infrastructure

Financial Statements

for the year ended 30 June 2014

Department of Planning, Transport and Infrastructure
STATEMENT OF COMPREHENSIVE INCOME
for the year ended 30 June 2014

	Note No	2014 \$'000	2013 \$'000
EXPENSES			
Employee benefit expenses	6	246,124	219,756
Supplies and services	7	826,495	827,676
Depreciation and amortisation expense	8	336,228	320,163
Grants and subsidies	9	94,226	83,026
Borrowing costs	10	1,290	1,361
Other expenses	11	107,007	113,459
Total Expenses		1,611,370	1,565,441
INCOME			
Fees and charges	13	580,437	565,220
Commonwealth revenues	14	77,632	112,453
Sale of goods and services	15	145,062	142,350
Rental income	16	212,322	213,777
Grants and subsidies	17	59,702	57,668
Interest	18	2,421	5,692
Commissions received	19	40	98
Net Loss from the disposal of non-current assets	20	(7,107)	(5,734)
Resources received free of charge	21	3,342	546
Other income	22	59,135	48,995
Total Income		1,132,986	1,141,065
NET REVENUE FROM / (COST OF) PROVIDING SERVICES		(478,384)	(424,376)
REVENUES FROM (PAYMENTS TO) SA GOVERNMENT:			
Revenues from SA Government	23	336,014	428,293
Payments to SA Government	23	(6,708)	(3,611)
Net Revenues from (payments to) SA Government		329,306	424,682
Net Result		(149,078)	306
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		340,902	712,081
TOTAL COMPREHENSIVE RESULT		191,824	712,387

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 2014

	Note No	2014 \$'000	2013 \$'000	2012 \$'000
ASSETS:				
CURRENT ASSETS:				
Cash and cash equivalents	24	398,911	532,232	694,978
Receivables	25	228,032	305,097	301,057
Inventories	26	13,883	13,077	10,981
Other assets	27	18,504	46,083	74,136
Non-current assets classified as held for sale	28	38,124	78,399	19,284
Total Current Assets		697,454	974,888	1,100,436
NON-CURRENT ASSETS:				
Receivables	25	11,483	10,732	10,530
Other assets	27	23,471	23,700	26,697
Land, buildings and facilities	29	2,974,679	2,369,533	2,611,040
Plant and equipment	30	745,717	729,914	687,430
Network assets	31	19,436,052	17,565,517	16,790,309
Capital works in progress	32	838,117	2,458,383	1,580,834
Intangible assets	33	20,371	21,491	26,120
Total Non-Current Assets		24,049,890	23,179,270	21,732,960
Total Assets		24,747,344	24,154,158	22,833,396
LIABILITIES:				
CURRENT LIABILITIES:				
Payables	35	151,250	244,344	262,515
Borrowings	36	2,155	2,173	2,162
Employee benefits	37	30,955	29,333	27,184
Provisions	38	9,373	5,499	8,863
Other liabilities	39	34,790	23,629	35,466
Total Current Liabilities		228,523	304,978	336,190
NON-CURRENT LIABILITIES:				
Payables	35	23,918	23,071	22,075
Borrowings	36	15,936	17,417	18,834
Employee benefits	37	71,602	69,609	72,081
Provisions	38	14,273	8,170	8,979
Other liabilities	39	29,367	30,413	33,838
Total Non-Current Liabilities		155,096	148,680	155,807
Total Liabilities		383,619	453,658	491,997
NET ASSETS		24,363,725	23,700,500	22,341,399
EQUITY:				
Retained earnings		7,301,840	7,449,471	7,441,986
Asset revaluation surplus		14,413,073	14,075,469	13,387,869
Contributed capital		2,648,812	2,175,560	1,511,544
Total Equity		24,363,725	23,700,500	22,341,399

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 2014

	Note No	Contributed Capital \$'000	Asset Revaluation Surplus \$'000	Retained Earnings \$'000	Total Equity \$'000
Balance at 30 June 2012		1,511,544	13,387,414	7,450,848	22,349,806
Prior Period - error corrections identified in 2013-14	40	-	-	(5,970)	(5,970)
Prior Period - error corrections identified in 2012-13	40	-	455	(2,892)	(2,437)
Restated Balance at 30 June 2012		1,511,544	13,387,869	7,441,986	22,341,399
Net result for 2012-13		-	-	306	306
Gain (loss) on Revaluation of Property during 2012-13		-	(50,031)	-	(50,031)
Gain (loss) on Revaluation of Network Assets during 2012-13		-	772,830	-	772,830
Gain (loss) on Revaluation of Plant and Equipment during 2012-13		-	(10,718)	-	(10,718)
Total Comprehensive Result for 2012-13		-	712,081	306	712,387
Transfer between equity components					
Equity transfer on asset disposals		-	(24,481)	24,481	-
Other		-	-	5	5
Transactions with SA Government as Owner					
Net Assets Transferred out as a Result of an Administrative Restructure		-	-	(2,874)	(2,874)
Equity Contribution Received		683,249	-	-	683,249
Dividends Paid		-	-	(1,706)	(1,706)
Equity Contribution Repaid		(19,233)	-	-	(19,233)
Balance at 30 June 2013		2,175,560	14,075,469	7,462,198	23,713,227
Prior Period - error correction	40	-	-	(12,727)	(12,727)
Restated Balance at 30 June 2013		2,175,560	14,075,469	7,449,471	23,700,500
Net result for 2013-14					
Gain (loss) on Revaluation of Property during 2013-14		-	-	(149,078)	(149,078)
Gain (loss) on Revaluation of Network Assets during 2013-14		-	37,694	-	37,694
Gain (loss) on Revaluation of Plant and Equipment during 2013-14		-	312,527	-	312,527
Total Comprehensive Result for 2013-14		-	(9,319)	-	(9,319)
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 in as a Result of an Administrative Restructure	42	-	-	(144)	(144)
Equity Contribution Received		483,627	-	-	483,627
Dividends Paid		-	-	-	-
Equity Contribution Repaid		(10,375)	-	(1,706)	(1,706)
Balance at 30 June 2014		2,648,812	14,413,073	7,301,840	24,363,725

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 2014

	Note No	2014 \$'000 Inflows (Outflows)	2013 \$'000 Inflows (Outflows)
CASH FLOWS FROM OPERATING ACTIVITIES:			
CASH OUTFLOWS:			
Employee benefit payments		(241,384)	(220,590)
Payments for supplies and services		(1,157,625)	(1,046,724)
Payments of grants and subsidies		(94,249)	(82,926)
Interest paid		(1,307)	(1,344)
Construction work payments		(768,052)	(819,266)
GST paid to the ATO		(120,358)	(115,850)
Lease incentives		(4,544)	(2,426)
Other payments		(37,118)	(47,381)
Cash used in Operations		(2,424,637)	(2,336,507)
CASH INFLOWS:			
Fees and charges		577,898	565,752
Receipts from Commonwealth		77,330	111,703
Rental income		329,441	275,501
Sale of goods and services		357,133	327,320
Grants and subsidies		59,314	58,227
Interest received		2,744	6,070
Commissions		40	98
Construction work reimbursements		650,970	593,189
GST received from the ATO		246,746	260,969
Lease incentives		4,876	1,158
Other receipts		76,820	63,198
Cash generated from Operations		2,383,312	2,263,185
CASH FLOWS FROM SA GOVERNMENT:			
Receipts from SA Government		336,014	428,293
Payments to SA Government		(7,007)	(7,863)
Cash Generated from SA Government		329,007	420,430
Net Cash provided by (used in) Operating Activities	45	287,682	347,108
CASH FLOWS FROM INVESTING ACTIVITIES			
CASH OUTFLOWS:			
Purchase of property, plant and equipment		(375,534)	(339,453)
Purchase of network assets		(560,885)	(856,757)
Cash Used in Investing Activities		(936,419)	(1,196,210)
CASH INFLOWS:			
Proceeds from sale of property, plant and equipment		45,502	26,032
Cash generated from Investing Activities		45,502	26,032
Net Cash provided by (used in) Investing Activities		(890,917)	(1,170,178)
CASH FLOWS FROM FINANCING ACTIVITIES:			
CASH OUTFLOWS:			
Payment of dividend to SA Government		(1,706)	(1,706)
Residential housing loan advancements		(32)	(336)
Repayment of borrowings		(446)	(412)
Repayment of finance leases		(1,802)	(1,851)
Equity contribution repaid		(10,375)	(19,233)
Cash Used in Financing Activities		(14,361)	(23,538)
CASH INFLOWS:			
Equity contributions received		483,627	683,249
Principal repayments residential housing		648	613
Cash generated from Financing Activities		484,275	683,862
Net Cash provided by (used in) Financing Activities		469,914	660,324
NET (DECREASE) / INCREASE IN CASH AND CASH EQUIVALENTS		(133,321)	(162,746)
CASH AND CASH EQUIVALENTS AT 1 JULY		532,232	694,978
CASH AND CASH EQUIVALENTS AT 30 JUNE	24	398,911	532,232

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - EXPENSES AND INCOME
For the Year Ended 30 June 2014

	Land Use Planning		Infrastructure, Planning, Policy and Operations		Land Services		Road Safety	
	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000
EXPENSES:								
Employee benefit expenses	18,779	15,168	137,985	123,003	26,565	24,875	6,937	7,474
Supplies and services	8,245	9,202	396,157	398,063	18,330	16,517	8,272	11,154
Depreciation and amortisation expense	5	2	232,644	221,321	846	1,281	1,292	1,308
Grants and subsidies	9,427	1,271	6,555	4,132	-	-	39,543	38,973
Borrowing costs	1	-	1,065	1,097	3	3	-	-
Other expenses	38	220	106,075	111,430	127	92	98	85
Total Expenses	36,495	25,863	880,481	859,046	45,871	42,768	56,142	58,994
INCOME:								
Fees and charges	5,160	4,855	42,617	40,085	15,123	15,924	2,609	2,486
Commonwealth revenues	1,330	-	71,058	106,971	-	-	3,765	4,755
Sale of goods and services	924	993	121,483	110,665	14,117	12,881	-	-
Rental income	-	-	212,010	213,318	-	-	-	-
Grants and subsidies	1,000	1,000	46	1,058	-	-	-	-
Interest	-	25	1,965	5,101	-	-	318	354
Commissions received	-	-	40	44	-	-	-	-
Net gain (loss) from disposal of non-current assets	-	-	(5,862)	(3,468)	-	-	-	-
Resources received free of charge	-	-	10	546	-	-	-	-
Other income	6,924	2,652	27,249	35,098	24	50	-	-
Total Income	15,338	9,525	470,616	509,418	29,264	28,855	6,692	7,595
NET REVENUE FROM (COST OF) PROVIDING SERVICES	(21,157)	(16,338)	(409,865)	(349,628)	(16,607)	(13,913)	(49,450)	(51,399)

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - EXPENSES AND INCOME
For the Year Ended 30 June 2014

	Public Transport Services		Driver, Licensing and Vehicle Regulations, Standards and Inspections		Recreation, Sport and Racing		TOTAL	
	2014	2013	2014	2013	2014	2013	2014	2013
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
EXPENSES:								
Employee benefit expenses	35,832	30,518	11,052	10,640	8,974	8,078	246,124	219,756
Supplies and services	346,599	348,069	43,712	35,782	5,180	8,889	826,495	827,676
Depreciation and amortisation expense	93,558	88,462	1,612	1,650	6,271	6,139	336,228	320,163
Grants and subsidies	15,174	14,881	34	33	23,493	23,736	94,226	83,026
Borrowing costs	20	-	1	-	200	261	1,290	1,361
Other expenses	461	1,394	43	55	165	183	107,007	113,459
Total Expenses	491,644	483,324	56,454	48,160	44,283	47,286	1,611,370	1,565,441
INCOME:								
Fees and charges	84,130	75,807	430,789	426,058	9	5	580,437	565,220
Commonwealth revenues	1,000	233	-	-	479	494	77,632	112,453
Sale of goods and services	7,680	14,904	349	346	509	2,561	145,062	142,350
Rental income	219	312	-	-	93	147	212,322	213,777
Grants and subsidies	58,084	55,062	-	-	572	548	59,702	57,668
Interest	129	210	7	-	2	2	2,421	5,692
Commissions received	-	-	-	-	-	54	40	98
Net gain (loss) from disposal of non-current assets	(1,067)	(2,266)	(221)	-	43	-	(7,107)	(5,734)
Resources received free of charge	-	-	-	-	3,332	-	3,342	546
Other income	7,828	5,247	12,679	-	4,431	5,948	59,135	48,995
Total Income	158,003	149,509	443,603	426,404	9,470	9,759	1,132,986	1,141,065
NET REVENUE FROM (COST OF) PROVIDING SERVICES	(333,641)	(333,815)	387,149	378,244	(34,813)	(37,527)	(478,384)	(424,376)

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - ASSETS AND LIABILITIES
as at 30 June 2014

	Land Use Planning		Infrastructure Planning, Policy and Operations		Land Services	
	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000
ASSETS:						
Cash and cash equivalents	-	-	-	-	-	-
Receivables	-	581	186,700	271,724	762	437
Inventories	-	-	5,142	5,777	1	1
Other assets	18	-	40,347	68,386	233	171
Non-current assets classified as held for sale	-	-	38,124	78,399	-	-
Land, buildings and facilities	26	-	2,584,559	1,989,024	477	423
Plant and equipment	189	229	534,977	516,073	167	359
Network assets	-	-	19,436,052	17,565,517	-	-
Capital works in progress	115	60	805,830	2,408,457	10,821	8,163
Intangible assets	228	262	4,958	2,566	289	784
Total Assets	576	1,132	23,636,689	22,905,923	12,750	10,338
LIABILITIES:						
Payables	1,219	687	151,317	234,311	2,833	3,678
Borrowings	-	-	16,091	17,338	-	-
Employee benefits	4,838	4,102	38,100	38,284	9,722	13,005
Provisions	-	-	17,285	8,378	621	476
Other liabilities	17	-	58,003	50,036	-	-
Total Liabilities	6,074	4,789	280,796	348,347	13,176	17,159

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - ASSETS AND LIABILITIES
as at 30 June 2014

	Road Safety		Public Transport Services		Driver, Licensing and Vehicle Regulations, Standards and Inspections	
	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000
ASSETS:						
Cash and cash equivalents	-	-	-	-	-	-
Receivables	-	-	12,394	4,866	37,861	35,819
Inventories	-	-	8,739	7,292	1	1
Other assets	5	-	1,268	1,063	19	-
Non-current assets classified as held for sale	-	-	-	-	-	-
Land, buildings and facilities	597	381	127,843	115,680	-	-
Plant and equipment	2,699	3,437	206,237	208,288	-	-
Network assets	-	-	-	-	-	-
Capital works in progress	3,330	7,275	16,633	33,725	92	-
Intangible assets	1,394	2,112	3,884	5,390	9,618	10,377
Total Assets	8,025	13,205	376,998	376,304	47,591	46,197
LIABILITIES:						
Payables	236	172	17,381	26,247	409	320
Borrowings	-	-	-	-	-	-
Employee benefits	1,400	1,089	34,103	30,742	2,450	2,031
Provisions	-	-	5,058	4,082	71	-
Other liabilities	-	-	5,988	3,866	-	-
Total Liabilities	1,636	1,261	62,530	64,937	2,930	2,351

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - ASSETS AND LIABILITIES
as at 30 June 2014

	Recreation, Sport and Racing		General / Not Attributable		TOTAL	
	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000
ASSETS:						
Cash and cash equivalents	-	-	398,911	532,232	398,911	532,232
Receivables	199	455	1,599	1,947	239,515	315,829
Inventories	-	6	-	-	13,883	13,077
Other assets	85	163	-	-	41,975	69,783
Non-current assets classified as held for sale	-	-	-	-	38,124	78,399
Land, buildings and facilities	261,177	264,025	-	-	2,974,679	2,369,533
Plant and equipment	1,448	1,528	-	-	745,717	729,914
Network assets	-	-	-	-	19,436,052	17,565,517
Capital works in progress	1,296	703	-	-	838,117	2,458,383
Intangible assets	-	-	-	-	20,371	21,491
Total Assets	264,205	266,880	400,510	534,179	24,747,344	24,154,158
LIABILITIES:						
Payables	1,773	2,000	-	-	175,168	267,415
Borrowings	2,000	2,252	-	-	18,091	19,590
Employee benefits	1,859	1,918	10,085	7,771	102,557	98,942
Provisions	152	240	459	493	23,646	13,669
Other liabilities	78	109	71	31	64,157	54,042
Total Liabilities	5,862	6,519	10,615	8,295	383,619	453,658

Department of Planning, Transport and Infrastructure
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

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Department of Planning, Transport and Infrastructure
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Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

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

The Department of Planning, Transport and Infrastructure (DPTI) 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 lands title, and the State's land use and development planning for all South Australians.

Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

Note 2: Departmental Organisation

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

The offices and divisions of the Department as at 30 June 2014 are:

- Planning
- Public Transport Services
- Transport Services
- Corporate and Strategic Services
- Office for Recreation and Sport
- Building Management
- Infrastructure

Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

Note 3: Summary of Significant Accounting Policies

3.1 Statement of Compliance

The Department of Planning, Transport and Infrastructure 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.

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 2014. 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 have been selected and applied to ensure 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 statement:

- 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 (as reported in the Statement of Comprehensive Income);
- 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 twelve month operating cycle with amounts presented in Australian currency.

Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

The accounting policies set below have been applied in preparing the financial statements for the year ended 30 June 2014 and the comparative information presented.

3.3 Reporting Entity

The Department for Planning, Transport and Infrastructure 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. Transactions and balances relating to administered items are not recognised in this Departmental financial statement.

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 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.

3.5 Rounding

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

3.6 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.

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

3.7 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.

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.

3.8 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.

3.9 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 the functions transferred to and from the Department during the year.

3.10 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.

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

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.

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 on 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, 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 (i.e. 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.

3.11 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.

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

The following are specific recognition criteria:

Employee Benefit Expenses

Employee benefit expenses include all costs related to employment of Departmental staff. These costs 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.

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	3 to 116 years
Buses	Diminishing value	25 years
Tram and train rolling stock	Straight Line	10 to 35 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

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

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 and are recognised as expenses in the period in which they are paid.

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.

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.

3.12 Current and non-current classification

Assets and liabilities are classified as either current or non-current in nature. Assets and liabilities that will 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.

3.13 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.

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

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 calculated as that amount of specific trade receivables where 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.

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 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.

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

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 recognition criteria are met.

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 3 years.

The Department generally revalues its assets every three years and always within five 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.

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

When assets are sold or otherwise disposed of, 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.

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. 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 2013-14.

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, but for illustration purposes an example would be shares in companies listed on the Australian Stock Exchange.
- 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, financially feasible).

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

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

The carrying amount of non-financial assets with a 'fair value at the time of acquisition that was less than \$1 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

3.14 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 and employment on-costs. 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.

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.

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

Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

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* and the *Government Leasing Guidelines* as issued by the Department of Treasury and Finance.

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 rentals 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.

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.

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

- *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 and *Government Leasing Guidelines*, 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 twelve months and is measured at the undiscounted amounts expected to be paid.

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

- *Long Service Leave*

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

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

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, amounts provided for and payable under the Tax Equivalent Regime (TER) 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 Public Sector Workforce Relations Division 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 provision for TER payments is based on the income tax expense payable at the current companies' income tax rate of 30 %. (Refer to Note 3.7).

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 2016-17, 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.

3.15 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).

Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

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.

Note 4: New and Revised Accounting Standards and Policies

Changes to accounting policies

In accordance with the new AASB 13 *Fair Value Measurement*, which became effective for the first time in 2013-14, the Department has:

- reviewed its fair value valuation techniques (both internal estimates and independent valuation appraisal) for non-financial assets to ensure they are consistent with the standard.

Previously, the Department has used the cost approach or the market approach to determine fair value. The Department will continue to measure its non-financial assets using either the cost or market approach. The application of AASB 13 has not had a material impact on the fair value measurements; and

- included additional disclosures where required to assist users in assessing the valuation techniques and inputs used to ascertain fair value measurements used for asset and liability measurements.

Fair value hierarchy and other information are provided in Notes 28 to 34.

Accounting standards issued or amended but not yet effective

Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet effective, have not been adopted by the Department for the reporting period ending 30 June 2014. The Department has assessed the impact of the new and amended standards and interpretations and considers that these amendments are not expected to have an impact on the Department's report.

Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

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 Infrastructure Planning, Policy and Operations**
Provision and planning of effective and efficient state infrastructure including building and transportation systems.
- Activity 3 Land Services**
Provision of statutory services and information to the community in relation to land titling, survey, valuation and advice on land administration issues, and the development of specialist land administration policy.
- Activity 4 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 5 Public Transport Services**
Provision of efficient, equitable and accessible public transport services in metropolitan Adelaide and assisting regional councils and communities to deliver diverse passenger transport services to meet local needs.
- Activity 6 Driver Licensing and Vehicle Regulations, Standards and Inspections**
Contribute to the regulation of driver and vehicle access to the transport network.
- Activity 7 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.

The disaggregated disclosures schedules present expenses, income, assets and liabilities information attributable to each of the activities for the years ended 30 June 2013 and 30 June 2014.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 6: Employee Benefit Expenses

	2014	2013
	\$'000	\$'000
Salaries and wages	168,488	155,337
Board and committee fees (refer below)	504	457
Employment on-costs (1)	32,971	31,057
Annual leave	18,876	16,960
Long service leave	7,218	5,276
Workers compensation expenses	4,286	2,950
TVSPs payments (refer below)	10,929	3,271
Skills and Experience Retention Leave	1,129	1,706
Other employee related expenses	1,723	2,742
Total Employee Benefit Expenses	246,124	219,756

(1) Employment on-costs are made up of Superannuation of \$20.830 million (\$19.466 million) and Payroll Tax of \$12.141 million (\$11.591 million).

Targeted Voluntary Separation Packages (TVSPs)

	2014	2013
	\$'000	\$'000
Amounts paid to these employees:		
TVSPs	10,929	3,271
Annual leave and LSL paid during the reporting period	4,120	1,023
	15,049	4,294
Recovery from the Department of Treasury and Finance	(11,237)	(3,279)
Net Cost to Agency	3,812	1,015

The number of employees who received a TVSP during the reporting period was 91 (29).

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

In addition there was an executive termination payment of \$0.372 million paid during the year.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Remuneration of Employees

	2014	2013
The number of employees whose remuneration received or receivable falls within the following bands:	Number	Number
\$138 000 - \$141 499 *	NA	11
\$141 500 - \$151 499	23	28
\$151 500 - \$161 499	29	17
\$161 500 - \$171 499	7	13
\$171 500 - \$181 499	11	6
\$181 500 - \$191 499	7	10
\$191 500 - \$201 499	8	9
\$201 500 - \$211 499	4	6
\$211 500 - \$221 499	5	4
\$221 500 - \$231 499	2	1
\$231 500 - \$241 499	2	2
\$241 500 - \$251 499	1	1
\$251 500 - \$261 499	3	1
\$261 500 - \$271 499 **	1	-
\$271 500 - \$281 499	1	1
\$281 500 - \$291 499 ***	2	-
\$291 500 - \$301 499 ***	4	1
\$311 500 - \$321 499 ***	2	1
\$321 500 - \$331 499 ***	4	2
\$331 500 - \$341 499 ***	2	1
\$341 500 - \$351 499 **	2	-
\$351 500 - \$361 499 **	1	-
\$381 500 - \$391 499 **	1	1
\$411 500 - \$421 499 ***	2	-
\$431 500 - \$441 499	-	1
\$451 500 - \$461 499	-	1
\$851 500 - \$861 499 ****	1	-
Total Number of Employees	125	118

* This band has been included for the purposes of reporting comparative figures based on the executive base level remuneration rate for 2012-13.

The table includes all employees who received remuneration equal to or greater than the base executive remuneration level during the year. Remuneration of employees reflects all costs of employment including salaries and wages, payments in lieu of leave, superannuation contributions, salary sacrifice benefits and fringe benefits and any fringe benefits tax paid or payable in respect of those benefits. The total remuneration received by these employees for the year was \$25.8 million (\$21.5 million).

** Includes TVSP for one employee

*** Includes TVSP for two employees

**** This band includes payment to a former employee of the Department who received an executive termination payment and leave entitlements.

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

Remuneration of Board and Committee Members

Members that received remuneration for membership during the 2013-14 financial year were:

Passenger Transport Standards Committee

BASSHAM I G
JOHNSTON K T (retired 29/7/2013)
KING B
KING D M
MCKENZIE J D B
PEARCE F W E
TIDDY J M
TIDEMAN J
GOULD J
BIRCH C P
O'DEA M
BURTON G R
PARRY- JONES K
MADAN V
HANLON S A
HEMMING B E
OPIE A L

Development Assessment Commission

FOGARTY S M **
FORD A J
BROWN D L
BYRT E M
LLEWELLYN-SMITH M J (appointed 20/7/2013)
LEYDON M L
LOVEDAY G M
WIGG C A **

Building Advisory Committee

CORB Y B P (retired 31/10/2013)
HARMER P J
SANDS R V (retired 31/10/2013) **
FENNELL B (appointed 1/11/2013)
ROCCISANO I (appointed 1/11/2013)
ROWLAND K L (appointed 1/11/2013)

Boxing and Martial Arts Advisory Committee

ALEXANDER A
FERRAUTO T
LEONDARIS J
LEOW M
MCDONALD S F
OSBORNE R J
ROBERTSON T L
WONG Y L A

Boundary Adjustment Facilitation Panel *

ALDRIDGE G M
MAITLAND J W
WAGSTAFF M

South Australian Boating Facility Advisory Committee

PAYZE R J

Building Rules Assessment Committee

CAPETANAKIS G (appointed 18/11/2013)
DOUFLIAS B (retired 31/8/2013)
MAZZAROLO J A (appointed 18/11/2013)
POUPOULAS D P **
ROBINSON D A
SANDS R V (appointed 18/11/2013) **
TAYLOR A J (appointed 18/11/2013)

Development Policy Advisory Committee

BARONE M
CANNY M J (appointed 11/8/2013)
DITTER S L S (appointed 11/8/2013) **
FILBY S M
GAGETTI R L
HOOPER S P
HOUGH D (appointed 11/8/2013)
KLOBAS M J
MAVRINAC G R (retired 10/08/2013)
MUZYK C A (retired 10/08/2013)
POUPOULAS D P (retired 10/08/2013) **
VINCENT C

Kangaroo Island Futures Authority Advisory Board

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

Expert Panel on Planning Reform

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

Local Heritage Advisory Committee

DITTER S L S (appointed 30/8/2013) **
HARRY D B
KEYNES M A (appointed 30/8/2013)
LEADBETER P D
LEYDON G J
SCHULZ J
WIGG C A **

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

	2014	2013
	Number	Number
The number of members whose remuneration received/receivable falls within the following bands:		
\$1 - \$9 999	61	55
\$10 000 - \$19 999	1	8
\$20 000 - \$29 999	7	4
\$30 000 - \$39 999	1	2
\$40 000 - \$49 999	1	1
\$50 000 - \$59 999	2	-
Total Number of Members	73	70

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 \$0.582 million (\$0.521 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.

* Effective from 1 August 2013 this board was transferred from the Department of Premier and Cabinet.

** Member serves on more than one board or committee

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 7: Supplies and Services

	2014	2013
	\$'000	\$'000
Supplies and Services		
Bus and rail service contracts	193,381	179,026
Rail Commissioner salary reimbursements	56,310	51,871
Major infrastructure maintenance contracts	53,556	51,727
Other service contracts	89,578	98,475
Consultants	336	986
Operating leases	147,932	147,559
Property expenses	113,590	102,152
Plant, equipment and vehicle expenses	9,173	13,264
Information technology	10,190	10,054
Materials and other purchases	31,065	31,823
Utilities	30,895	31,508
Insurance	5,763	6,173
Legal services	2,202	1,667
Commissions - transaction processing	2,545	2,678
Auditor's remuneration (refer Note 12)	984	883
Administrative costs	7,129	7,046
Payment to Service SA - registration and licensing collection	31,677	22,819
Other	40,189	67,965
Total Supplies and Services	826,495	827,676

Consultancies

The number and dollar amount of consultancies paid/payable that fell within the following bands:				
	No.	2014 \$'000	No.	2013 \$'000
Below \$10 000	7	29	3	21
\$10 000 - \$50 000	9	189	9	245
Above \$50 000	2	118	7	720
Total Paid / Payable to the Consultants Engaged	18	336	19	986

During 2013-14, the Department spent \$0.336 million (\$0.986 million) on consultancies. Operating expenditure of \$0.336 million (\$0.986 million) is reflected in the Statement of Comprehensive Income.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 8: Depreciation and Amortisation Expense

	2014	2013
	\$'000	\$'000
Depreciation:		
Network assets	229,984	213,222
Plant and equipment	60,293	62,733
Buildings and facilities	37,554	35,655
Total Depreciation	327,831	311,610
Amortisation:		
Leased assets	1,771	1,695
Intangibles assets	6,626	6,858
Total Amortisation	8,397	8,553
Total Depreciation and Amortisation Expense	336,228	320,163

Change in Depreciation Due to a Revision of Accounting Estimate

In 2013-14 the Department reassessed the useful life of some of its assets. This review resulted in a decrease of \$5.919 million in depreciation expense for the 2013-14 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 \$6.191 million depreciation expense for 2014-15.

Note 9: Grants and Subsidies

	2014	2013
	\$'000	\$'000
Grants and Subsidies		
Recurrent grants:		
Contribution for policing services	37,580	36,664
Transport Subsidy Scheme	10,535	10,281
Grants to local councils	11,474	6,988
Transport concessions	4,636	4,600
Grants by Office for Recreation and Sport	23,485	20,503
Other	4,864	3,849
Capital Grants:		
Grants to local councils	1,652	141
Total Grants and Subsidies	94,226	83,026

Note 10: Borrowing Costs

	2014	2013
	\$'000	\$'000
Interest paid/payable on Borrowing Costs:		
Interest and guarantee fees	-	19
Finance charges on finance leases	1,290	1,342
Total Borrowing Costs	1,290	1,361

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 11: Other Expenses

	2014	2013
	\$'000	\$'000
Other Expenses		
Rates, taxes and levies	10,614	12,897
Donated assets	16,308	87,212
Bad and doubtful debts expense	528	384
Write-off of an asset	37	497
Indentured Ports payable to DTF	13,925	11,776
Site remediation *	9,183	(7)
Write-off of works in progress **	55,832	-
Other	580	700
Total Other Expenses	107,007	113,459

* Relates to an increase in the provision for environmental remediation of commercial port land at Inner Harbour and Port Pirie, which were previously operated by the South Australian Ports Corporation.

** Consistent with Accounting Standard requirements, changes in funding arrangements and project commencement dates have 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.

Note 12: Auditor's Remuneration

	2014	2013
	\$'000	\$'000
Audit fees paid/payable to the Auditor-General's Department relating to the audit of the financial statements	984	883
Total Audit Fees	984	883

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

Note 13: Fees and Charges

	2014	2013
	\$'000	\$'000
Fees and Charges		
Drivers licence fees	44,553	62,993
Metrotickets	81,299	75,381
Motor registrations	388,392	365,045
Marine related fees and charges	25,491	23,228
Land services fees	15,123	15,924
Other fees and charges	25,579	22,649
Total Fees and Charges	580,437	565,220

Road Safety

In accordance with the *Highways Act 1926*, \$7.426 million (\$10.499 million) being one-sixth of driver's licence collections and \$0.919 million (\$0.877 million) being 1/100th of Heavy Vehicle Registrations, was applied towards funding transport safety related initiatives under the Road Safety and Driver Licensing and Vehicle Registrations, Standards and Inspections activities.

Note 14: Commonwealth Revenues

	2014	2013
	\$'000	\$'000
Commonwealth Revenues		
Commonwealth grants received via DTF *	71,936	108,198
Nation Building Program (National Land Transport) Act 2009 **	3,844	3,375
Other Commonwealth revenues ***	1,852	880
Total Commonwealth Revenues	77,632	112,453

* Commonwealth grants received from the DTF represent mainly *Nation Building Program (National Land Transport) Act 2009* and *Interstate Road Transport Act 1985* funding.

Funding provided by the Commonwealth Government was reduced by \$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 2009* represents the Sturt Highway advance and Roads to Recovery funding.

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

Note 15: Sales of Goods and Services

	2014	2013
	\$'000	\$'000
Sale of Goods and Services		
Maintenance services	99,687	89,458
Other sale of goods	9,290	15,748
Other sale of services	36,085	37,144
Total Sale of Goods and Services	145,062	142,350

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 16: Rental Income

	2014	2013
	\$'000	\$'000
Rental Income		
Government accommodation	203,286	204,156
Property rents and recoveries	3,345	3,733
Other lease income	5,691	5,888
Total Rental Income	212,322	213,777

Note 17: Grants and Subsidies

	2014	2013
	\$'000	\$'000
Grants and Subsidies		
Concessional passenger income	58,083	55,062
Specific purpose grants	-	1,031
Grants received by Office for Recreation and Sport	572	549
Other	1,047	1,026
Total Grants and Subsidies	59,702	57,668

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

	2014	2013
	\$'000	\$'000
Interest	2,421	5,692
Total Interest	2,421	5,692

Note 19: Commissions Received

	2014	2013
	\$'000	\$'000
Commissions received	40	98
Total Commissions Received	40	98

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

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

	2014	2013
	\$'000	\$'000
Net gain (loss) from the disposal of non current assets received/receivable:		
Land, Buildings and Facilities:		
Proceeds from disposal	390	1,966
Net book value of assets disposed	(617)	(2,321)
Net gain (loss) from disposal of land, buildings and facilities	(227)	(355)
Plant and Equipment:		
Proceeds from disposal	798	153
Net book value of assets disposed	(1,329)	(799)
Net gain (loss) from disposal of plant and equipment	(531)	(646)
Network Assets:		
Proceeds from disposal	-	-
Net book value of assets disposed	(369)	(3,110)
Net gain (loss) from disposal of network assets	(369)	(3,110)
Non-Current Assets Held for Sale:		
Proceeds from disposal	44,314	23,913
Net book value of assets disposed	(49,937)	(24,984)
Costs incurred to facilitate disposal	(357)	(552)
Net gain (loss) from disposal of non-current assets held for sale	(5,980)	(1,623)
Total Assets:		
Proceeds from disposal	45,502	26,032
Net book value of assets disposed	(52,252)	(31,214)
Costs incurred to facilitate disposal	(357)	(552)
Total net gain (loss) from disposal of non-current assets	(7,107)	(5,734)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 21: Resources Received Free of Charge

	2014	2013
	\$'000	\$'000
Resources received/receivable free of charge:		
Land, buildings and facilities	3,332	351
Plant and equipment	10	195
Total Resources Received Free of Charge	3,342	546

This represents assets received by the Department for no consideration and recognised at fair value.

Note 22: Other Income

	2014	2013
	\$'000	\$'000
Other Income		
Recoveries and contributions	9,577	9,961
Reimbursement works and external project contributions	24,095	22,694
Intra government transfers	25,384	16,284
Sundry income	79	56
Total Other Income	59,135	48,995

Note 23: Revenues from (Payments to) SA Government

	2014	2013
	\$'000	\$'000
Revenues from SA Government:		
Appropriations from Consolidated Account pursuant to the <i>Appropriation Act</i>	263,768	271,260
Appropriations from the Governor's Appropriation Fund	50,165	135,216
Transfers from contingency provisions	22,081	21,817
Total Revenues from SA Government	336,014	428,293
Payments to SA Government:		
Local government and income tax equivalent payments (Refer Note 3.7)	410	2,245
Other payments to Consolidated Account	6,298	1,366
Total Payments to SA Government	6,708	3,611

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 24: Cash and Cash Equivalents

	2014	2013	2012
	\$'000	\$'000	\$'000
Deposits at call with the Treasurer	398,738	530,992	693,731
Deposits with the Treasurer (Accrual Appropriation)	-	1,061	1,061
Imprest Account	101	110	108
Other	72	69	78
Total Cash and Cash Equivalents	398,911	532,232	694,978

Deposits with the Treasurer (Accrual Appropriation)

Includes funds held in the Accrual Appropriation Excess Funds Account. The balance of these funds is not available for general use, i.e. funds can only be used in accordance with the Treasurer's/Under Treasurer's approval. In 2014 the account balance was transferred to Deposits at Call as agreed with the Department of Treasury and Finance.

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

Note 25: Receivables

	2014	2013	2012
	\$'000	\$'000	\$'000
Current:			
Receivables	145,830	212,981	231,225
Allowance for doubtful debts	(2,680)	(2,573)	(2,051)
Finance lease receivables	659	647	605
GST input tax recoverable	8,383	9,751	8,898
Accrued revenues *	75,512	83,555	59,782
Lease incentives	328	736	2,562
Other	-	-	36
Total Current Receivables	228,032	305,097	301,057
Non-Current:			
Receivables	2,305	685	202
Finance lease receivables	6,635	7,262	7,581
Loan receivables	2,476	2,040	1,900
Lease incentives	67	745	847
Total Non-Current Receivables	11,483	10,732	10,530
Total Receivables	239,515	315,829	311,587

* This amount includes \$37.181 million (\$35.819 million) relating to TRUMPS collections yet to be received by the Department.

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):	2014	2013	2012
	\$'000	\$'000	\$'000
Carrying amount at 1 July	2,573	2,051	1,506
Provision acquired through restructure	-	-	39
Increase in the provision	528	781	891
Amounts written off	(421)	(259)	(385)
Carrying amount at 30 June	2,680	2,573	2,051

Bad and doubtful debts

The Department has recognised a bad and doubtful debts expense of \$0.528 million (\$0.384 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) Maturity analysis of receivables - refer Note 41.

(b) Categorisation of financial instruments and risk exposure information - refer Note 41.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 26: Inventories

	2014	2013	2012
	\$'000	\$'000	\$'000
Current - held for distribution at no or nominal consideration			
Road making material and stores at cost	4,901	5,544	6,091
Rail material and stores at cost	8,191	7,395	4,654
Total inventories held for distribution at no or nominal consideration	13,092	12,939	10,745
Current - other than those held for distribution at no or nominal consideration:			
Metrotickets at cost	791	138	236
Total inventories other than those held for distribution at no or nominal consideration	791	138	236
Total Current Inventories	13,883	13,077	10,981

Note 27: Other Assets

	2014	2013	2012
	\$'000	\$'000	\$'000
Current:			
Prepayments	13,912	41,788	70,026
Lease Incentives	4,592	4,295	4,110
Total Current Other Assets	18,504	46,083	74,136
Non Current Assets:			
Lease Incentives	23,398	23,601	26,586
Prepayments	73	99	111
Total Non-Current Other Assets	23,471	23,700	26,697
Total Other Assets	41,975	69,783	100,833

**Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements**

Note 28: Non-Current Assets Classified as Held for Sale

	2014	2013	2012
	\$'000	\$'000	\$'000
Non-Current Assets Classified as Held for Sale:			
Land, buildings and facilities	38,124	78,399	19,284
Total Non-Current Assets Classified as Held for Sale	38,124	78,399	19,284

The Department has identified \$38.124 million (\$78.399 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

Note 29: Land, Buildings and Facilities

	2014	2013	2012
	\$'000	\$'000	\$'000
Land:			
Land at fair value	1,249,894	1,218,191	1,283,679
Total Land	1,249,894	1,218,191	1,283,679
Land Under Roads:			
Land under roads at fair value	17,817	14,879	186
Total Land Under Roads	17,817	14,879	186
Land for Current Projects:			
Land for current projects at fair value	24,101	25,187	21,237
Land for current projects at cost	45,570	59,033	90,279
Total Land for Current Projects	69,671	84,220	111,516
Buildings and Facilities:			
Buildings and facilities at fair value	2,052,287	1,473,188	1,732,720
Accumulated depreciation at 30 June	441,715	446,905	546,173
Total Buildings and Facilities	1,610,572	1,026,283	1,186,547
Buildings and Improvements Under Lease:			
Buildings and improvements under lease (deemed fair value)	27,626	27,346	29,798
Accumulated amortisation at 30 June	901	1,386	686
Total Buildings and Improvements Under Lease	26,725	25,960	29,112
Total Land, Buildings and Facilities	2,974,679	2,369,533	2,611,040

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

RECONCILIATION OF LAND, BUILDINGS AND FACILITIES

The following table shows the movement of Land, Buildings and Facilities during 2013-14

	Land at Fair Value \$'000	Land under roads at fair value \$'000	Land for Current Projects \$'000	Buildings & Facilities \$'000	Buildings & Improvements Under Lease \$'000	Total \$'000
Carrying amount at 1 July	1,218,920	186	111,453	1,026,706	25,960	2,383,225
Prior period - error correction - 2011-12	77	-	-	(385)	-	(308)
Prior period - error correction - 2012-13	(806)	14,693	(27,233)	(38)	-	(13,384)
Adjusted opening balance	1,218,191	14,879	84,220	1,026,283	25,960	2,369,533
Reclassification to/from assets held for sale	(3,984)	-	-	(5,678)	-	(9,662)
Additions	1,955	-	21,260	32,291	-	55,506
Transfer from works in progress	-	-	-	569,290	1,666	570,956
Disposals	(321)	-	-	(296)	-	(617)
Resources received free of charge	-	-	23	3,309	-	3,332
Revaluation increment	786	-	-	36,908	-	37,694
Depreciation and amortisation	-	-	-	(37,652)	(901)	(38,553)
Transfers due to reclassification of assets	33,284	2,937	(35,618)	(603)	-	-
Donated assets	(16)	-	(215)	(13,250)	-	(13,481)
Other movements	(1)	1	1	(30)	-	(29)
Carrying amount at 30 June	1,249,894	17,817	69,671	1,610,572	26,725	2,974,679

Depreciation of Land, Buildings and Facilities

Total depreciation associated with land, buildings and facilities for 2013-14 was \$38.553 million (\$36.445 million). Of this amount, \$38.455 million (\$36.355 million) has been reported within the Statement of Comprehensive Income as operating expenditure of the Department. The remaining \$98 000 (\$90 000) relates to capital projects that have been reflected within the value of the Department's assets as at 30 June 2014.

Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

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 at Fair Value	Government Employee Housing	30 June 2014	Valuer-General	1	2	Market
	Government Agency Accommodation	30 June 2014	m3property strategists	2	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	2	Market
	Marine Land	1 July 2011	Valuer-General	3	2	Market
	Bus Depot Land	1 July 2011	Propell National Valuers	3	2	Market
	Future Road Construction **	1 July 2011	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 2011	Valuer-General	3	2	Market
	Land Under Roads	Land Under Roads	NA	Not applicable	3	3

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

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	3	Historic Cost	
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	3	Cost	
	Ex Australian National Railways	1 July 2013	Valuer-General	3	3	Cost	
	Bus Depots	1 July 2011	Propell National Valuers	3	3	Cost	
	Tram Depot	1 July 2011	Propell National Valuers	3	3	Cost	
	Recreation and Sport Infrastructure	1 July 2012	Liquid Pacific Holdings Pty Ltd	3	3	Cost	
	Residential Buildings						
	Government Employee Housing	30 June 2014	Valuer-General	1	2	Market	
	Future Road Construction	1 July 2011	Valuer-General	3	2	Market	
	Commercial Buildings						
Government Agency Accommodation*	30 June 2014	m3property strategists	2	2	Market		
Future Road Construction	1 July 2013	Liquid Pacific Holdings Pty Ltd	3	3	Market		
Depots	30 June 2013	Valuer-General	3	2	Market		
Buildings and Improvements Under Lease	Buildings and Improvements Under Lease	30 June 2013	McGees	2	2	Market	

*Conducted on a biannual rolling basis

** During the year some parcels of land categorised as Land for Current Projects (input level 3) were transferred to Land for Future Road Construction

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 30: Plant and Equipment

	2014	2013	2012
	\$'000	\$'000	\$'000
Plant and Equipment:			
Plant and equipment (at fair value)	1,636,174	1,580,963	1,500,562
Information technology (IT)	19,113	19,040	11,204
IT under lease	5,258	4,795	4,921
	1,660,545	1,604,798	1,516,687
Accumulated Depreciation:			
Accumulated depreciation - Plant and equipment	898,991	861,043	817,618
Accumulated depreciation - Information technology (IT)	12,288	10,877	8,699
Accumulated depreciation - IT under lease	3,549	2,964	2,940
	914,828	874,884	829,257
Total Plant and Equipment	745,717	729,914	687,430

RECONCILIATION OF PLANT AND EQUIPMENT

The following table shows the movement of Plant and Equipment during 2013-14

	Plant and Equipment	Information Technology	IT Under Lease	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July	713,446	8,091	1,831	723,368
Prior period - error correction - 2011-12	-	(19)	-	(19)
Prior period - error correction - 2012-13	6,474	91	-	6,565
Adjusted opening balance	719,920	8,163	1,831	729,914
Additions	18,007	394	749	19,150
Transfer to/from works in progress	68,414	711	-	69,125
Disposals	(1,134)	-	-	(1,134)
Resources received free of charge	10	-	-	10
Write offs	(37)	-	-	(37)
Revaluation decrement	(9,319)	-	-	(9,319)
Depreciation and amortisation	(58,190)	(2,443)	(870)	(61,503)
Transfers due to reclassification of assets	(409)	-	-	(409)
Donated assets	(79)	-	-	(79)
Other movements	-	-	(1)	(1)
Carrying amount at 30 June	737,183	6,825	1,709	745,717

Depreciation of Plant and Equipment

Total depreciation associated with plant and equipment for 2013-14 was \$61.503 million (\$64.064 million). Of this amount, \$61.163 million (\$63.728 million) has been reported within the Statement of Comprehensive Income as operating expenditure of the Department. The remaining \$340 000 (\$336 000) relates to capital projects that have been reflected within the value of the Department's assets as at 30 June 2014.

Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

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 2011	Propell National Valuers	3	3	Cost
	Bus Depots	1 July 2011	Propell National Valuers	3	3	Cost
	Rail	1 July 2011	Propell National Valuers	3	2	Market
	Tall Ships/Patrol Boats	1 July 2011	Artemis Marine/Aquenta Consulting	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	NA	applicable 2014-15	3	3	Cost
	Metro-ticket System	NA	applicable 2015-16	3	3	Cost

**Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements**

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach
Plant and Equipment	Recreation and Sport	1 July 2012	Liquid Pacific Holdings Pty Ltd	3	3	Cost
	Other Plant & Equipment	Not required under Policy	Not applicable	NA	3	Cost
Information Technology (IT)	Information Technology	NA	Not applicable	NA	3	Cost
IT Under Lease	IT Under Lease	NA	Not applicable	NA	3	Cost

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 31: Network Assets

	2014	2013	2012
	\$'000	\$'000	\$'000
Network Assets:			
Network assets (deemed fair value)	23,318,348	21,933,489	20,929,810
Rail and bus track (deemed fair value)	2,682,442	1,764,926	1,725,363
	<u>26,000,790</u>	<u>23,698,415</u>	<u>22,655,173</u>
Accumulated Depreciation:			
Accumulated depreciation - Network	5,965,091	5,570,323	5,327,003
Accumulated depreciation - Rail and bus track	599,647	562,575	537,861
	<u>6,564,738</u>	<u>6,132,898</u>	<u>5,864,864</u>
Total Network Assets	<u>19,436,052</u>	<u>17,565,517</u>	<u>16,790,309</u>

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

RECONCILIATION OF NETWORK ASSETS

The following table shows the movement of Network Assets during 2013-14

	Roads \$'000	Structures \$'000	Rail and Bus Track \$'000	Total \$'000
Carrying amount at 1 July	14,983,705	1,379,147	1,205,795	17,568,647
Prior period - error correction - 2011-12	(46)	-	(3,444)	(3,490)
Prior period - error correction - 2012-13	-	360	-	360
Adjusted opening balance	14,983,659	1,379,507	1,202,351	17,565,517
Transfers from works in progress	217,812	663,302	909,587	1,790,701
Disposals	-	(369)	-	(369)
Donated assets	(957)	(1,791)	-	(2,748)
Revaluation increment	200,635	108,199	3,693	312,527
Other	(1)	-	-	(1)
Depreciation and amortisation	(161,857)	(34,882)	(33,245)	(229,984)
Transfers due to reclassification of assets	303	(303)	409	409
Carrying amount at 30 June	15,239,594	2,113,663	2,082,795	19,436,052

Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

Valuation of Road Network Assets

With the exception of earthworks 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.

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 5 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 residual values 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:

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

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 2011	Rushton Valuers Pty Ltd	3	3	Cost
	Weighbridges and Weigh Slabs	1 July 2011	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	3	Cost
	Metro Rail Lines Track and Structures	1 July 2011	Propell National Valuers	3	3	Cost

* Valuation performed by suitably qualified officers of the Department

** Two Port River Expressway bridges were revalued in 2013-14

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 32: Capital Works in Progress

	2014	2013	2012
	\$'000	\$'000	\$'000
Capital Works in Progress			
Land, buildings and facilities	31,241	350,995	153,855
Road network	636,964	1,180,807	787,764
Plant, equipment and intangibles	126,331	138,750	142,629
Rail and bus track	43,581	787,831	496,586
Total Capital Works in Progress	838,117	2,458,383	1,580,834

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

RECONCILIATION OF CAPITAL WORKS IN PROGRESS

The following table shows the movement of Capital Works in Progress during 2013-14

	Road Network \$'000	Equipment/Intangibles \$'000	Plant and Land, Buildings & Facilities \$'000	Rail and Bus Track \$'000	Total \$'000
Carrying amount at 1 July	1,182,131	138,750	350,995	791,683	2,463,559
Prior period - error correction - 2011-12	(1,073)	-	-	(3,852)	(4,925)
Prior period - error correction - 2012-13	(251)	-	-	-	(251)
Adjusted opening balance	1,180,807	138,750	350,995	787,831	2,458,383
Additions	347,370	62,393	251,262	211,955	872,980
Transfer to capital	(881,114)	(74,205)	(570,956)	(909,587)	(2,435,862)
Transfer to operating	(10,099)	(606)	(60)	(46,618)	(57,383)
Other	-	(1)	-	-	(1)
Carrying amount at 30 June	636,964	126,331	31,241	43,581	838,117

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

Note 33: Intangible Assets

	2014	2013	2012
	\$'000	\$'000	\$'000
Software:			
Computer software	73,410	68,221	66,176
Accumulated amortisation	53,039	46,730	40,056
Total Intangible Assets	20,371	21,491	26,120

RECONCILIATION OF INTANGIBLE ASSETS

The following table shows the movement of Intangible Assets during 2013-14

	2014
	\$'000
Carrying amount at 1 July	28,188
Prior period - error correction - 2011-12	-
Prior period - error correction - 2012-13	(6,697)
Adjusted opening balance	21,491
Additions	697
Transfers from works in progress	5,080
Disposals	(195)
Amortisation	(6,702)
Carrying amount at 30 June	20,371

Amortisation of Intangibles

Total amortisation associated with intangibles for 2013-14 was \$6.702 million. Of this amount, \$6.626 million has been reported within the Statement of Comprehensive Income as operating expenditure of the Department. The remaining \$76 000 relates to capital projects that have been reflected within the value of the Department's assets as at 30 June 2014.

Valuation of Intangible Assets

Intangible assets are measured at cost and following initial recognition, are carried at cost less any accumulated depreciation. 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 in accordance with AASB 138 *Intangible Assets*.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

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 use in measurement.

Further detail regarding the fair value hierarchy and specific examples are included in Note 3.13 "Fair Value Measurement".

Fair value measurements recognised in the balance sheet are categorised into the following levels at 30 June 2014.

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

Fair Value Measurements at 30 June 2014

	2014	Level 2	Level 3
	\$'000	\$'000	\$'000
Recurring Fair Value Measurements			
Land (note 29)	1,249,894	1,213,878	36,016
Land under roads (note 29)	17,817	-	17,817
Land for current projects (note 29)	69,671	-	69,671
Buildings and facilities (note 29)	1,610,572	310,039	1,300,533
Buildings and improvements under lease (note 29)	26,725	26,725	-
Plant and equipment (note 30)	737,183	34,486	702,697
Information technology (note 30)	6,825	-	6,825
IT under lease (note 30)	1,709	-	1,709
Network assets (note 31)	17,353,257	-	17,353,257
Rail and bus track (note 31)	2,082,795	-	2,082,795
Intangibles (note 33)	20,371	-	20,371
Total Recurring Fair Value Measurements	23,176,819	1,585,128	21,591,691
Non- Recurring Fair Value Measurements			
Land, buildings and facilities held for sale (note 28)	38,124	38,124	-
Total Non-Recurring Fair Value Measurements	38,124	38,124	-
Total	23,214,943	1,623,252	21,591,691

Comparative information for non-financial assets has not been provided as permitted by the transitional provisions of the new standard.

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 2014.

**Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements**

Quantitative Information about Fair Value Measurement using Significant Unobservable Inputs (Level 3)

The following table summarises the quantitative information about the significant unobservable inputs used in the most material Level 3 fair value measurements.

Description and Fair Value as at 30 June 2014	Valuation Techniques	Unobservable Inputs	Sensitivity of Fair Value Measurement to Changes in Unobservable Inputs
Road Network Infrastructure \$15,239 million	Cost Approach (depreciated replacement cost)	Calculated Unit Rate per square metre for * earthworks * pavements * surfacings	If the significant unobservable inputs (ie unit rates) were to change in value by 10%, the resulting changes to the fair value of the Road Network would be: Earthworks \$885 million Pavement \$522 million Surfacing \$70 million

Range of Inputs

Sealed Network	Cost Per Square Metre
Earthworks	\$72.14 - \$148.74
Pavements	\$47.76 - \$211.95
Surfacing	\$11.11 - \$41.31

The Department has a number of asset types that are valued using unobservable inputs as they are specialised assets which are not traded in a market and for which no other market information is available. Assets valued in this way are categorised as Level 3.

Of the Departments Level 3 assets the Road Network is highly significant and material. The road network is re-valued every three years with indexation using the South Australian Road and Bridge Construction index being applied in the intervening years.

The valuation methodology is to calculate the current replacement costs of the three major road components: earthworks, pavement and surface. For the sealed roads the relevant unit rates are multiplied by the surfacing area. For the unsealed roads the relevant unit rates are multiplied by the carriageway area.

Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

Replacement cost is defined as the likely investment required to replace the existing asset with the most appropriate modern asset having an equivalent service potential. For the road network, service potential is represented by a number of key factors; capacity, safety, ride quality and environment.

In order to value the road network, a series of stereotypes have been developed to represent current replacement treatments with equivalent service potential to the in-service assets. The unit rates and their ranges relating to these stereotypes are shown in the table above.

To take account of the consumption of service potential the current replacement cost is written down based on age over useful life.

Variations in stereotypes, service potential and construction costs would change the inputs to the calculated unit rates and so result in a change to the fair value measurement.

**Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements**

Reconciliation of Fair Value Measurements – Level 3

	Land \$'000	Land Under Roads \$'000	Land for Current Projects \$'000	Buildings and Facilities ⁽¹⁾ \$'000	Piant and Equipment ⁽¹⁾ \$'000	Information Technology (IT) \$'000
Carrying Amount at 1 July	-	186	111,453	715,026	668,615	8,091
Prior Period Error Correction 2011-12	-	-	-	(384)	-	(19)
Prior Period Error Correction 2012-13	-	14,693	(27,233)	(39)	6,474	91
Adjusted opening balance	-	14,879	84,220	714,603	675,089	8,163
Additions	-	-	21,260	28,385	16,778	394
Transfer from works in progress	-	-	-	565,345	65,361	711
Disposals ⁽²⁾	-	-	-	(296)	(1,054)	-
Donated assets	-	-	(215)	(13,250)	(66)	-
Reduction in lease incentives payable	-	-	-	-	-	-
Resources received free of charge	-	-	23	3,309	10	-
Write offs	-	-	-	-	(36)	-
Revaluation increment (decrement) ⁽³⁾	-	-	-	31,209	754	-
Depreciation and amortisation	-	-	-	(28,169)	(53,730)	(2,443)
Transfers due to reclassification of assets at same Fair Value level	36,016	2,937	(35,619)	(603)	(409)	-
Transfer into Level 3	-	-	-	-	-	-
Transfer out of Level 3	-	-	-	-	-	-
Other Movements	-	1	2	-	-	-
Carrying amount as at 30 June	36,016	17,817	69,671	1,300,533	702,697	6,825

(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

(838)

**Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements**

	IT Under Lease \$'000	Network Assets \$'000	Rail and Bus Track \$'000	Intangibles \$'000	Total \$'000
Carrying Amount at 1 July	1,831	16,362,852	1,205,795	28,188	19,102,037
Prior Period Error Correction 2011-12	-	(46)	(3,444)	-	(3,893)
Prior Period Error Correction 2012-13	-	360	-	(6,697)	(12,351)
Adjusted opening balance	1,831	16,363,166	1,202,351	21,491	19,085,793
Additions	749	-	-	697	68,263
Transfer from works in progress	-	881,114	909,587	5,080	2,427,198
Disposals ⁽²⁾	-	(369)	-	(195)	(1,914)
Donated assets	-	(2,748)	-	-	(16,279)
Reduction in lease incentives payable	-	-	-	-	-
Resources received free of charge	-	-	-	-	3,342
Write offs	-	-	-	-	(36)
Revaluation increment (decrement) ⁽³⁾	-	308,834	3,693	-	344,490
Depreciation and amortisation	(870)	(196,739)	(33,245)	(6,702)	(321,898)
Transfers due to reclassification of assets at same Fair Value level	-	-	409	-	2,731
Transfer into Level 3	-	-	-	-	-
Transfer out of Level 3	-	-	-	-	-
Other Movements	(1)	(1)	-	-	1
Carrying amount as at 30 June	1,709	17,353,257	2,082,795	20,371	21,591,691

(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

- (369) (195) (1,698)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 35: Payables

	2014	2013	2012
	\$'000	\$'000	\$'000
Current:			
Creditors	23,243	57,030	75,293
Accrued expenses	111,502	171,724	170,897
Rail Commissioner (Federally Awarded Employees)	12,119	11,382	9,742
Employment on-costs	4,284	4,106	3,886
Lease incentives	43	47	2,654
Other	59	55	43
Total Current Payables	151,250	244,344	262,515
Non-Current:			
Employment on-costs	6,637	6,427	7,662
Rail Commissioner (Federally Awarded Employees)	17,017	16,251	14,413
Lease incentives	264	393	-
Total Non-Current Payables	23,918	23,071	22,075
Total Payables	175,168	267,415	284,590

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 (DTF), the percentage of the proportion of long service leave taken as leave has remained at the 2013 rate of 40% and the average factor for the calculation of employer superannuation on-cost has changed from the 2013 rate of 10.2% to 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 an increase in the employment on-cost of \$33,000. The estimated impact on 2015 and 2016 is not expected to be materially different to the impact in 2014.

(a) Maturity analysis of payables – refer Note 41.

(b) Categorisation of financial instruments and risk exposure information - refer Note 41.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 36: Borrowings

	2014	2013	2012
	\$'000	\$'000	\$'000
Current:			
Borrowings (1)			
Balance as at 1 July	447	406	375
Transfers	36	41	31
Balance as at 30 June	483	447	406
Obligations under finance leases and plant hire contracts (2)			
Balance as at 1 July	1,726	1,756	1,692
Prior period error	-	11	-
Adjusted balance as at 1 July	1,726	1,767	1,692
Net decrease in lease liabilities due to:			
New leases	251	267	365
Transfers	1,497	1,543	1,509
Repayments	(1,802)	(1,851)	(1,810)
Balance as at 30 June	1,672	1,726	1,756
Total Current Borrowings	2,155	2,173	2,162
Non Current			
Borrowings (1)			
Balance as at 1 July	1,806	2,259	2,532
Transfers	(36)	(41)	(31)
Repayments	(446)	(412)	(242)
Balance as at 30 June	1,324	1,806	2,259
Obligations under finance leases and plant hire contracts (2)			
Balance as at 1 July	15,611	16,575	17,443
Net decrease in lease liabilities due to:			
New leases	498	579	641
Transfers	(1,497)	(1,543)	(1,509)
Balance as at 30 June	14,612	15,611	16,575
Total Non Current Borrowings	15,936	17,417	18,834
Total Borrowings	18,091	19,590	20,996

(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
Notes to and forming part of the financial statements

Assets Pledged as Security		2014	2013	2012
	Note	\$'000	\$'000	\$'000
The carrying amount of non current assets pledged as security are:				
Leased land and buildings:				
Buildings and improvements under lease	29	26,725	25,960	29,112
Leased plant and equipment:				
Computer and office equipment	30	1,709	1,831	1,981
Total Assets Pledged as Security		28,434	27,791	31,093

- (a) **Maturity analysis of borrowings - refer Note 41.**
(b) **Categorisation of financial instruments and 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
Notes to and forming part of the financial statements

Note 37: Employee Benefits

	2014	2013	2012
	\$'000	\$'000	\$'000
Current:			
Annual leave	21,278	20,601	20,424
Long service leave	7,160	7,163	6,739
Skills and Experience Retention Leave	1,690	1,472	-
Accrued salaries and wages	827	97	21
Total Current Employee Benefits	30,955	29,333	27,184
Non-Current:			
Long service leave	71,602	69,609	72,081
Total Non-Current Employee Benefits	71,602	69,609	72,081
Total Employee Benefits	102,557	98,942	99,265

The total current and non-current employee liability (i.e. aggregate employee benefit plus related on-costs) for 2014 is \$35.239 million (\$33.439million) and \$78.239 million (\$76.036 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.

The applicable salary inflation rate of 4% is unchanged from the 2013 rate. As a result, there is no net financial effect resulting from changes in the salary inflation rate.

Long Service Leave

AASB 119 describes the calculation methodology for long service leave liability. The actuarial assessment performed by the Department of Treasury and Finance has provided a set level of liability 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 3.75% (2013) to 3.5% (2014).

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

The net financial effect of the changes in methodology and actuarial assumptions in the current financial year is an increase in the long service leave liability of \$1.352 million and employee benefit on-cost expense of \$125,000. 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%. As a result, there is no net financial effect resulting from changes in the salary inflation rate.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 38: Provisions

	2014	2013	2012
	\$'000	\$'000	\$'000
Current:			
Provision for workers compensation	1,572	1,399	1,383
Site remediation	7,801	3,801	2,929
Provision for Indentured Ports payment to the Treasurer	-	-	4,249
Other provisions (SA Government)	-	299	302
Total Current Provisions	9,373	5,499	8,863
Non-Current:			
Site remediation	8,002	2,851	3,791
Provision for workers compensation	6,271	5,319	5,188
Total Non-Current Provisions	14,273	8,170	8,979
Total Provisions	23,646	13,669	17,842

Reconciliation of Workers Compensation

The following table shows the movement of the workers compensation provision:

Carrying amount as at 1 July	6,718	6,571	6,418
Provision acquired on restructure	-	-	849
Provision relinquished on restructure	-	-	(717)
Increase in provision due to revision of estimates	4,286	2,850	1,106
Reductions resulting from payments	(3,161)	(2,703)	(1,085)
Carrying Amount at 30 June	7,843	6,718	6,571

Reconciliation of Site Remediation

The following table shows the movement of the site remediation provision:

Carrying amount as at 1 July	6,652	6,720	5,511
Increase / (Decrease) in provision due to revision of estimates	9,183	(7)	1,434
Reductions resulting from payments	(32)	(61)	(225)
Carrying Amount at 30 June	15,803	6,652	6,720

Reconciliation of Indentured Ports

The following table shows the movement of the Indentured Ports provision:

Carrying amount as at 1 July	-	4,249	23,517
Reductions resulting from payments	-	(4,249)	(19,268)
Carrying Amount at 30 June	-	-	4,249

Reconciliation of Other Provisions

The following table shows the movement of other provisions:

Carrying amount as at 1 July	299	302	157
Increase in provision due to revision of estimates	154	1,643	482
Reductions resulting from payments	(453)	(1,646)	(337)
Carrying Amount at 30 June	-	299	302

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 39: Other Liabilities

	2014	2013	2012
	\$'000	\$'000	\$'000
Current:			
Deferred income	29,176	18,535	30,555
Other	180	152	46
Lease Incentives	5,434	4,942	4,865
Total Current Other Liabilities	34,790	23,629	35,466
Non-Current:			
Lease Incentives	29,367	30,413	33,834
Other	-	-	4
Total Non-Current Other Liabilities	29,367	30,413	33,838
Total Other Liabilities	64,157	54,042	69,304

Deferred income (SA Government) in 2013-14 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 \$0.470 million (\$0.694 million).

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 40: Prior Period Adjustments - Adjustments to Equity

	2014	2013	2012
	\$'000	\$'000	\$'000
Reinstatement of Opening Balances			
Adjustments against Retained Earnings:			
Work in progress adjustment - error correction	(5,176)	(876)	(6,152)
Asset recognition - error correction	(16,973)	5,755	21,304
Debtor de-recognition - error correction	-	-	(7,312)
Other adjustment - error correction	3,452	(2,185)	(612)
Total Adjustments against Retained Earnings	(18,697)	2,694	7,228
Adjustments against Asset Revaluation Surplus:			
Asset revaluation - error correction	-	455	4,269
Total Adjustments against Asset Revaluation Surplus	-	455	4,269
Total Adjustments to Equity	(18,697)	3,149	11,497

The table above represents total adjustments to equity identified in each year. Adjustments totalling \$18.697 million (\$3.149 million) were identified in 2013-14 which affect 2012-13 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 2013-14 identified costs of \$5.176 million which were recognised within the capital works in progress asset balance at 30 June 2013 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 2013 or a prior period is an error which was corrected in 2013-14 by an adjustment to the retained earnings. The impact on the financial statements for 2012-13 is summarised below:

	2013	2012	Total
	\$'000	\$'000	\$'000
Work in progress adjustment - error correction			
Network Assets - work in progress	(251)	(4,925)	(5,176)
Total work in progress adjustment	(251)	(4,925)	(5,176)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Asset Recognition – error correction

Asset reconciliation and stock take procedures in 2013-14 identified assets totalling \$16.973 million which were not recognised or incorrectly recognised in prior years. The value of assets not recognised as at 30 June 2013 by asset class were:

	2013	2012	Total
	\$'000	\$'000	\$'000
Asset recognition - error correction			
Network Assets	360	(3,490)	(3,130)
Land, buildings and facilities	(13,384)	(308)	(13,692)
Plant and equipment	6,565	(19)	6,546
Intangible assets	(6,697)	-	(6,697)
Total asset recognition - error correction adjustment	(13,156)	(3,817)	(16,973)

Other Adjustments – error correction

	2013	2012	Total
	\$'000	\$'000	\$'000
Other adjustments - error correction			
Inventories	(242)	-	(242)
Payables	4,242	1,588	5,830
Cash	(6,745)	-	(6,745)
Other assets	6,667	-	6,667
Borrowings	(11)	-	(11)
Receivables	(3,231)	1,184	(2,047)
Total other adjustments error correction	680	2,772	3,452

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 41: Financial Instruments

Table 41.1 - 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.

Category	Statement of Financial Position line item	Note	Total Carrying Amount / Fair Value 2014	Total Carrying Amount / Fair Value 2013
\$'000				
Financial assets				
Cash and cash equivalents	Cash and cash equivalents	24	398,911	532,232
Loans and receivables	Receivables (1)	25	223,443	296,688
	Finance lease receivable	25,43	7,294	7,909
Total Financial Assets			629,648	836,829
Financial liabilities				
Financial liabilities	Payables (1)	35	163,940	256,442
	Borrowings	36	1,807	2,253
	Finance lease payable	36,43	16,284	17,337
Total Financial Liabilities			182,031	276,032

⁽¹⁾ Receivable and payable amounts disclosed exclude amounts relating to statutory receivables and payables.

41.1a - Fair Value

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.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

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 credit management policies and procedures in place to ensure business transactions continue to occur with customers with appropriate credit history.

The following table discloses the ageing of financial assets that are past due.

Table 41.2 – Ageing analysis of financial assets

	Overdue for less than 30 days \$'000	Past due by Overdue for 30 - 60 days \$'000	Overdue for more than 60 days \$'000	Total \$'000
2014				
Not impaired Receivables (1)	17,611	1,934	9,931	29,476
2013				
Not impaired Receivables (1)	28,316	2,742	11,196	42,254

(1) Receivable and payable amounts disclosed exclude amounts relating to statutory receivables and payables.

Department of Planning, Transport and Infrastructure
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The following table discloses the maturity analysis of financial assets and financial liabilities.

Table 41.3 - Maturity analysis of financial assets and liabilities

	Carrying amount \$'000	Contractual Maturities		
		Less than 1 year \$'000	1-5 years \$'000	More than 5 years \$'000
2014				
Financial Assets				
Cash and cash equivalent	398,911	398,911	-	-
Receivables(1)	223,443	218,662	2,741	2,040
Finance lease receivable	8,401	837	3,101	4,463
Total Financial Assets	630,755	618,410	5,842	6,503
Financial Liabilities				
Payables(1)	163,940	146,923	17,017	-
Borrowings	1,807	483	1,324	-
Finance lease payable	22,386	2,685	7,888	11,813
Total Financial Liabilities	188,133	150,091	26,229	11,813
2013				
Financial Assets				
Cash and cash equivalent	532,232	532,232	-	-
Receivables(1)	296,688	293,218	1,430	2,040
Finance lease receivable	9,371	865	3,241	5,265
Total Financial Assets	838,291	826,315	4,671	7,305
Financial Liabilities				
Payables(1)	256,442	239,576	16,866	-
Borrowings	2,253	447	1,806	-
Finance lease payable	24,296	2,800	7,878	13,618
Total Financial Liabilities	282,991	242,823	26,550	13,618

(1) Receivable and payable amounts disclosed exclude amounts relating to statutory receivables and payables.

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

Liquidity Risk

Liquidity risk arises where the Department is unable to meet its financial obligations as they are due to be settled. In relation to this risk, the Department's exposure is considered to be minimal. The continued existence of the Department in its present form and with its present programs is dependent on government policy, the operation of current fee and charges structures, and continuing appropriations from various acts.

Fair Value (Market) Risk

The Department's exposure to fair value (market) risk is considered minimal. Financial instruments are disclosed at a carrying amount that approximates their net fair value.

The amount for financial assets approximates the net fair value due to the short-term to maturity of the items, or due to the assets being receivable on demand. The carrying amount of financial liabilities is considered to be a reasonable estimate of net fair value.

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.

Interest Rate Risk

The Department's exposure to interest rate risk is measured with reference to the level of 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.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 42: Transferred Functions

Transferred In

Department for Health and Ageing (SA Health)

The *Public Sector (Reorganisation of Public Sector Operations) Notice 2013* effective 4 November 2013, assigned employees of SA Health, referred to in Schedule 1 of the South Australian Government Gazette notice dated 31 October 2013 to the Department.

Total income and expenses attributable to SA Health for 2013-14 were:

	SA Health 01.07.13 to 03.11.13 \$'000	DPTI 04.11.13 to 30.06.14 \$'000	Total \$'000
Appropriation	-	-	-
Revenue from services	-	-	-
Other Income	-	-	-
Total Income	-	-	-
Employee benefits expenses	226	443	669
Supplies and services	-	-	-
Depreciation and Amortisation	-	-	-
Other expenses	-	-	-
Total Expenses	226	443	669
Net Result	(226)	(443)	(669)

On transfer of SA Health, the Department recognised the following assets and liabilities:

	SA Health \$'000
Cash	-
Receivables	-
Plant and equipment	-
Land, buildings and facilities	-
Other assets	-
Total Assets	-
Payables	9
Provisions	-
Employee benefits expense	135
Other liabilities	-
Total Liabilities	144
Total Net Assets Transferred	(144)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 43: Unrecognised Contractual Commitments

Capital Commitments	2014	2013
	\$'000	\$'000
Capital expenditure contracted for at the reporting date but not recognised as liabilities in the financial report, are payable as follows:		
Within one year	474,596	1,139,506
Later than one year but no later than five years	131,618	347,778
Later than five years	-	-
Total Capital Commitments	606,214	1,487,284

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	2014	2013
	\$'000	\$'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	24,200	27,045
Later than one year but no later than five years	28,899	37,294
Total Remuneration Commitments	53,099	64,339

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	2014	2013
	\$'000	\$'000
Within one year	286,371	254,054
Later than one year but no later than five years	992,528	923,637
Later than five years	81,035	229,150
Total Other Commitments	1,359,934	1,406,841

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.

Operating Lease Commitments as Lessee	2014	2013
	\$'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	150,528	149,293
Later than one year but no later than five years	418,262	432,697
Later than five years	270,598	329,236
Total Operating Lease Commitments as Lessee	839,388	911,226

Representing:		
Cancellable operating leases	13,507	13,502
Non-cancellable operating leases	825,881	897,724
Total Operating Lease Commitments as Lessee	839,388	911,226

Department of Planning, Transport and Infrastructure

Notes to and forming part of the financial statements

Commitments for minimum lease payments in relation to non-cancellable operating leases are payable as follows:

Within one year	142,804	141,484
Later than one year but no later than five years	412,782	427,542
Later than five years	270,295	328,698
Total Non-cancellable Operating Lease Commitments as Lessee	825,881	897,724

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).

Photocopier leases are non-cancellable with terms of four years, with rentals paid monthly.

Operating Lease Commitments as Sub-lessor	2014	2013
	\$'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	126,999	124,639
Later than one year but no later than five years	356,797	354,036
Later than five years	238,948	259,999
Total Operating Lease Commitments as Sub-lessor	722,744	738,674

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	2014	2013
	\$'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	28,539	29,773
Later than one year but no later than five years	34,444	63,125
Later than five years	47,594	64,773
Total Operating Lease Commitments as Lessor	110,577	157,671

The Department's operating lease commitments as lessor are for commercial 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.

Department of Planning, Transport and Infrastructure
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Finance Lease Commitments as Lessee	2014 \$'000	2013 \$'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	2,685	2,800
Later than one year but no longer than five years	7,888	7,878
Later than five years	11,813	13,618
Minimum lease payments	22,386	24,296
Future finance lease charges	(6,102)	(6,959)
Total Finance Lease Commitments as Lessee (Recognised as a Liability)	16,284	17,337
The present value of finance lease payable is as follows:		
Within one year	1,672	1,726
Later than one year but no longer than five years	5,029	4,813
Later than five years	9,583	10,798
Present Value of Finance Lease	16,284	17,337
Representing:		
Current	1,672	1,726
Non-current	14,612	15,611
Total included in Borrowings	16,284	17,337

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 13.33% (12.02%).

The lease for Roma Mitchell House is non-cancellable, for a term of 40 years. 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 \$2.401 million in 2013-14 (\$2.285 million).

The lease payment changes each year in accordance with CPI. The weighted average interest rate implicit in the lease in 2013-14 is 5.52% (5.52%).

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Finance Lease Commitments as Lessor	2014	2013
	\$'000	\$'000
Finance lease receivables contracted for at the reporting date are as follows:		
Within one year	837	865
Later than one year but no longer than five years	3,101	3,241
Later than five years	4,463	5,265
Minimum lease payments	8,401	9,371
Unearned finance income	(1,107)	(1,462)
Total Finance Lease Commitments as Lessor (Recognised as an Asset)	7,294	7,909

The present value of finance lease receivable is as follows:

Within one year	659	647
Later than one year but no longer than five years	2,553	2,554
Later than five years	4,082	4,708
Present Value of Finance Lease	7,294	7,909

Representing:

Current	659	647
Non-current	6,635	7,262
Total included in Receivables	7,294	7,909

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 3.14).

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 2014 quarter implicit in the lease is 2.55 percent (2.86 percent).

Department of Planning, Transport and Infrastructure Notes to and forming part of the financial statements

Note 44: Contingent Assets and Liabilities

At 30 June 2014, 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 24 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 is not aware of any contingent assets.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 45: Cash Flow Reconciliation

	2014	2013
	\$'000	\$'000
Reconciliation of Cash and Cash Equivalents - Cash at 30 June as per:		
Statement of Cash Flows	398,911	532,232
Statement of Financial Position	398,911	532,232
Reconciliation of Net Cash provided by (used in) operating activities to net revenue (cost of) / from providing services:		
Net cash provided by operating activities	287,682	347,108
Revenues from SA Government	(336,014)	(428,293)
Payments to SA Government	6,708	3,611
Add (less): Non-Cash Items:		
Net gain (loss) on sale or disposal of non-current assets	(7,107)	(5,734)
Depreciation/amortisation expense of non-current assets	(336,228)	(320,163)
Assets written off	(37)	(497)
Assets donated	(16,308)	(87,212)
Resources received free of charge	3,342	546
Expensing of works in progress	(55,832)	-
Movements in Assets and Liabilities:		
Increase (Decrease) in receivables	(78,062)	4,549
Increase (Decrease) in inventories	806	2,338
Increase (Decrease) in other assets	94	(2,800)
(Increase) Decrease in payables and provisions	66,302	46,586
(Increase) Decrease in employee benefits	(3,615)	323
(Increase) Decrease in other liabilities	(10,115)	15,262
Net Revenue (Cost of) / from Providing Services	(478,384)	(424,376)

**Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements**

Note	SA Government		Non-SA Government		Total	
	2014	2013	2014	2013	2014	2013
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
9						
Grants and subsidies						
Recurrent Grants						
Contribution for policing services	37,580	36,664	-	-	37,580	36,664
Transport Subsidy Scheme	-	-	10,535	10,281	10,535	10,281
Grants to local councils	-	-	11,474	6,988	11,474	6,988
Transport concessions	-	-	4,636	4,600	4,636	4,600
Grants by Office for Recreation and Sport	-	-	23,485	20,503	23,485	20,503
Other	1,117	1,962	3,747	1,887	4,864	3,849
Capital Grants						
Grants to local councils	-	-	1,652	141	1,652	141
Borrowing costs	1,290	1,361	-	-	1,290	1,361
Other Expenses						
Rates, taxes and levies	6,992	9,257	3,622	3,640	10,614	12,897
Donated assets	2,748	85,343	13,560	1,869	16,308	87,212
Bad and doubtful debts expense	-	-	528	384	528	384
Write-off of an asset	-	-	37	497	37	497
Indentured Ports payable to DTF	13,925	11,776	-	-	13,925	11,776
Site remediation	-	-	9,183	(7)	9,183	(7)
Write-off of works in progress	-	-	55,832	-	55,832	-
Other	-	2	580	698	580	700
Payments to SA Government	6,708	3,611	-	-	6,708	3,611
TOTAL EXPENSES	222,920	289,007	1,395,158	1,280,045	1,618,078	1,569,052

**Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements**

Note	SA Government		Non-SA Government		Total	
	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000
	FINANCIAL LIABILITIES					
35	Payables					
	650	10,146	22,593	46,884	23,243	57,030
	Creditors					
	57,575	42,368	53,927	129,356	111,502	171,724
	Accrued expenses					
	Rail Commissioner (Federally Awarded Employees)					
	29,136	27,633	-	-	29,136	27,633
	Employment on-costs					
	10,921	10,533	-	-	10,921	10,533
	Lease incentives					
	307	440	-	-	307	440
	Other					
36	-	-	59	55	59	55
	Borrowings					
	-	247	1,807	2,006	1,807	2,253
	Borrowings					
	14,401	15,284	1,883	2,053	16,284	17,337
39	Obligations under finance leases					
	Other liabilities					
	18,674	13,272	10,502	5,263	29,176	18,535
	Deferred income					
	25	25	155	127	180	152
	Other					
	-	-	34,801	35,355	34,801	35,355
	Lease Incentives					
	131,689	119,948	125,727	221,099	257,416	341,047
	TOTAL FINANCIAL LIABILITIES					

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 47: Indentured Ports

Funds 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 2013-14 totalled \$9.857 million representing cargo and harbour service charges collected in 2012-13 but not paid to DTF as at 30 June 2013.

A further \$13.925 million remains payable to the consolidated account representing outstanding cargo and harbour service charges received during 2013-14 but not paid to DTF as at 30 June 2014.

Note 48: 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.

	2014	2013
	\$'000	\$'000
Inflows:		
Receipts into the Fund	6,972	6,755
Total Inflows	6,972	6,755
Outflows:		
Payments from the Fund	(3,519)	(4,000)
Total Outflows	(3,519)	(4,000)
Net (Deficit) /Surplus	3,453	2,755
Fund Balance		
Balance at 1 July	47,717	44,962
Net (deficit) /surplus	3,453	2,755
Balance at 30 June	51,170	47,717

Receipts into the Fund

The receipts into the Fund in 2013-14 result predominantly from \$1.2 million (\$1.3 million) interest, \$5.0 million (\$5.0 million) rental and property income and \$0.7 million (\$0.7 million) appropriation from DTF for the Port River Expressway - Stage 3 (Rail).

Payments from the Fund

The payments from the Fund in 2013-14 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

Note 49: 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 \$37.4 million (\$36.5 million) for safety related policing expenditure. The appropriation for 2013-14 was \$81.021 million (\$81.021 million).

	2014	2013
	\$'000	\$'000
Inflows:		
Receipts into the Fund	81,339	81,451
Total Inflows	81,339	81,451
Outflows:		
Payments from the Fund	(81,555)	(83,448)
Total Outflows	(81,555)	(83,448)
Net (Deficit) /Surplus	(216)	(1,997)
Fund Balance		
Balance at 1 July	3,608	5,605
Net (deficit) /surplus	(216)	(1,997)
Balance at 30 June	3,392	3,608

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note 50: Commonwealth Funding Received for Specific Projects (Formerly AusLink Advance Account for Special 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 2013-14 the fund includes Sturt Highway interest \$0.015 million, South Road Superway interest \$0.043 million and Gawler modernisation interest \$0.002 million.

Payments from the Account

In 2013-14 \$0.235 million was expended on the Sturt Highway.

In 2012-13 \$154.491 million related to expenditure associated with the South Road Superway. During the year the Gawler Modernisation project was deferred and as a consequence \$10 million was agreed to be transferred to Seaford Rail Extension project and \$31.952 million (including interest) was paid back to the Federal Government for unspent funds. \$0.819 million related to expenditure associated with the Sturt Highway.

	2014	2013
	\$'000	\$'000
Inflows:		
Receipts into the Account	60	2,607
Total Inflows	60	2,607
Outflows:		
Payments from the Account	(235)	(197,261)
Total Outflows	(235)	(197,261)
Net (Deficit) /Surplus	(175)	(194,654)
Account Balance		
Balance at 1 July	2,560	197,214
Net (deficit) /surplus	(175)	(194,654)
Balance at 30 June	2,385	2,560

Note 51: 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 2014

Department of Planning, Transport and Infrastructure
STATEMENT OF ADMINISTERED COMPREHENSIVE INCOME
for the year ended 30 June 2014

	Notes	2014 \$'000	2013 \$'000
Expenses			
Employee benefit expenses	A7	913	910
Supplies and services	A8	5,955	5,868
Grants and subsidies	A9	28,710	25,170
Disbursements on behalf of third parties	A10	819,804	914,791
Borrowing costs		95	110
Payments to Consolidated Account	A11	155,415	134,619
Other expenses		157	131
Total Expenses		1,011,049	1,081,599
Income			
Net revenues from SA Government	A13	4,197	4,685
Fees and charges	A14	172,923	154,145
Collections on behalf of third parties	A15	808,423	903,673
Grants and subsidies	A16	3,634	3,744
Interest revenue	A17	597	877
Other income		11,627	11,502
Total Income		1,001,401	1,078,626
Net Result		(9,648)	(2,973)
Other Comprehensive Income			
<i>Items that will not be reclassified to net result</i>			
Changes in revaluation surplus	A24	-	3,106
Total Comprehensive Result		(9,648)	133

Department of Planning, Transport and Infrastructure
STATEMENT OF ADMINISTERED FINANCIAL POSITION
as at 30 June 2014

	Notes	2014 \$'000	2013 \$'000
ASSETS			
CURRENT ASSETS			
Cash and cash equivalents	A18	81,410	110,273
Receivables	A19	2,915	5,802
Total Current Assets		84,325	116,075
NON-CURRENT ASSETS			
Receivables	A19	953	1,224
Land, buildings and facilities	A20	11,235	11,315
Total Non-Current Assets		12,188	12,539
Total Assets		96,513	128,614
LIABILITIES			
CURRENT LIABILITIES			
Payables	A22	66,485	88,683
Borrowings	A23	271	255
Total Current Liabilities		66,756	88,938
NON-CURRENT LIABILITIES			
Borrowings	A23	953	1,224
Total Non-Current Liabilities		953	1,224
Total Liabilities		67,709	90,162
NET ASSETS		28,804	38,452
EQUITY			
Equity	A24	28,804	38,452
TOTAL EQUITY		28,804	38,452
Contingent assets and liabilities	A33		
Unrecognised contractual commitments	A34		

Department of Planning, Transport and Infrastructure
STATEMENT OF ADMINISTERED CHANGES IN EQUITY
for the year ended 30 June 2014

	Note No	Revaluation Surplus \$'000	Retained Earnings \$'000	Total Equity \$'000
Balance at 30 June 2012		-	38,267	38,267
Prior Period - error corrections identified in 2013-14		-	2	2
Restated Balance at 30 June 2012		-	38,269	38,269
Net result for 2012-13		-	(2,973)	(2,973)
Gain on Revaluation of Land during 2012-13		3,106	-	3,106
Total comprehensive result for 2012-13		3,106	(2,973)	133
Balance at 30 June 2013		3,106	35,296	38,402
Prior Period - error correction		(30)	80	50
Restated Balance at 30 June 2013	A24	3,076	35,376	38,452
Net result for 2013-14		-	(9,648)	(9,648)
Total comprehensive result for 2013-14		-	(9,648)	(9,648)
Balance at 30 June 2014	A24	3 076	25 728	28,804

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 2014

	Notes	2014 \$'000	2013 \$'000
CASHFLOWS FROM OPERATING ACTIVITIES:		Inflows (Outflows)	Inflows (Outflows)
CASH OUTFLOWS:			
Employee benefit costs		(913)	(848)
Supplies and services		(5,922)	(9,147)
Grants and subsidies		(39,394)	(12,186)
Disbursements on behalf of third parties		(831,508)	(902,102)
Payments to Consolidated Account		(155,415)	(132,281)
Total cash outflows		(1,033,152)	(1,056,564)
CASH INFLOWS:			
Receipts from SA Government		4,197	4,685
Receipts from fees and charges		175,830	153,072
Collection on behalf of third parties		808,419	903,673
Grants and subsidies		3,622	3,757
Interest		609	913
Other income		11,627	11,502
Total cash inflows		1,004,304	1,077,602
Net cash inflows (outflows) from Operating Activities	A26	(28,848)	21,038
CASHFLOWS FROM INVESTING ACTIVITIES:			
CASH INFLOWS:			
Proceeds from sale of land		80	-
Total cash inflows		80	-
Net cash inflows from Investing Activities		80	-
CASHFLOWS FROM FINANCING ACTIVITIES:			
CASH OUTFLOWS:			
Repayment of loans - SA Government		(350)	(700)
Total cash outflows		(350)	(700)
CASH INFLOWS:			
Repayment of loans - Local Government		255	240
Total cash inflows		255	240
Net cash inflows (outflows) from Financing Activities		(95)	(460)
NET INCREASE (DECREASE) IN CASH HELD		(28,863)	20,578
CASH AT 1 JULY		110,273	89,695
CASH AT 30 JUNE	A18	81,410	110,273

Department of Planning, Transport and Infrastructure
SCHEDULE OF EXPENSES AND INCOME ATTRIBUTABLE TO ADMINISTERED
ACTIVITIES

for the year ended 30 June 2014

(Activities - refer to note A5)	Land Use Planning		Infrastructure Planning, Policy and Operations	
	2014	2013	2014	2013
	\$'000	\$'000	\$'000	\$'000
EXPENSES:				
Employee benefit expenses	-	-	285	274
Supplies and services	2,445	2,411	3,093	2,648
Grants and subsidies	22,505	19,005	2,485	2,445
Disbursements on behalf of third parties	-	-	-	-
Borrowing costs	-	-	95	110
Payments to Consolidated Account	-	-	4,191	-
Other expenses	157	131	-	-
Total Expenses	25,107	21,547	10,149	5,477
INCOME:				
Net revenues from SA Government	942	1,268	2,635	2,858
Fees and charges	19,034	16,559	2,358	2,324
Collections on behalf of third parties	-	-	-	-
Grants and subsidies	-	-	-	-
Interest revenue	317	566	95	110
Other income	40	4	207	199
Total Income	20,333	18,397	5,295	5,491
Net Result	(4,774)	(3,150)	(4,854)	14

Department of Planning, Transport and Infrastructure
SCHEDULE OF EXPENSES AND INCOME ATTRIBUTABLE TO ADMINISTERED
ACTIVITIES
for the year ended 30 June 2014

	Driver, Licensing and Vehicle Regulation, Standards and Inspections		Land Services	
	2014	2013	2014	2013
	\$'000	\$'000	\$'000	\$'000
EXPENSES:				
Employee benefit expenses	-	-	168	230
Supplies and services	-	-	401	629
Grants and subsidies	-	-	-	-
Disbursements on behalf of third parties	819,804	914,791	-	-
Borrowing costs	-	-	-	-
Payments to Consolidated Account	-	-	151,224	134,619
Other expenses	-	-	-	-
Total Expenses	819,804	914,791	151,793	135,478
INCOME:				
Net revenues from SA Government	-	-	116	167
Fees and charges	-	-	151,531	135,262
Collections on behalf of third parties	808,423	903,673	-	-
Grants and subsidies	-	-	-	-
Interest revenue	-	-	185	199
Other income	11,380	11,116	-	3
Total Income	819,803	914,789	151,832	135,631
Net Result	(1)	(2)	39	153

Department of Planning, Transport and Infrastructure
SCHEDULE OF EXPENSES AND INCOME ATTRIBUTABLE TO ADMINISTERED
ACTIVITIES
for the year ended 30 June 2014

	Recreation, Sport and Racing		Public Transport Services	
	2014	2013	2014	2013
	\$'000	\$'000	\$'000	\$'000
EXPENSES:				
Employee benefit expenses	217	124	243	282
Supplies and services	-	-	16	180
Grants and subsidies	3,720	3,720	-	-
Disbursements on behalf of third parties	-	-	-	-
Borrowing costs	-	-	-	-
Payments to Consolidated Account	-	-	-	-
Other expenses	-	-	-	-
Total Expenses	3,937	3,844	259	462
INCOME:				
Net revenues from SA Government	239	101	265	291
Fees and charges	-	-	-	-
Collections on behalf of third parties	-	-	-	-
Grants and subsidies	3,634	3,744	-	-
Interest revenue	-	-	-	2
Other income	-	-	-	180
Total Income	3,873	3,845	265	473
Net Result	(64)	1	6	11

Department of Planning, Transport and Infrastructure
SCHEDULE OF EXPENSES AND INCOME ATTRIBUTABLE TO ADMINISTERED
ACTIVITIES
for the year ended 30 June 2014

	Total 2014 \$'000	Total 2013 \$'000
EXPENSES:		
Employee benefit expenses	913	910
Supplies and services	5,955	5,868
Grants and subsidies	28,710	25,170
Disbursements on behalf of third parties	819,804	914,791
Borrowing costs	95	110
Payments to Consolidated Account	155,415	134,619
Other expenses	157	131
Total Expenses	1,011,049	1,081,599
INCOME:		
Net revenues from SA Government	4,197	4,685
Fees and charges	172,923	154,145
Collections on behalf of third parties	808,423	903,673
Grants and subsidies	3,634	3,744
Interest revenue	597	877
Other income	11,627	11,502
Total Income	1,001,401	1,078,626
Net Result	(9,648)	(2,973)

Department of Planning, Transport and Infrastructure
INDEX TO THE NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

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Department of Planning, Transport and Infrastructure

NOTES TO AND FORMING PART OF THE ADMINISTERED FINANCIAL STATEMENTS

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, apply equally to the Administered Financial Statements.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A6 Administered Items of the Department

The Administered Items of the Department as at 30 June 2014 comprised the following:

- Asbestos and Heritage
- Contractors' Deposits
- Development application fees
- Emergency Services Levy receipts
- Expiation receipts including the Victims of Crime Levy
- Hospital Fund – contribution
- Land Services regulatory fees
- Land Services Group Trust funds
- Land Tax equivalent - Flinders Ports
- Lifetime Support Scheme
- Lincoln Cove Marina
- Local Government Grants Commission
- Major administered projects
- Metropolitan (Woodville, Henley and Grange) Drainage Scheme
- Ministers' salaries
- Motor Accident Commission receipts
- Passenger Transport Research and Development Fund
- Planning and Development Fund
- Planning fees
- Racing services
- 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
- South-Western Suburbs Drainage Scheme
- Sport and Recreation Fund
- Stamp duties
- Unclaimed salaries and wages
- Valuer-General (Special Act Salaries)
- West Beach Trust (trading as Adelaide Shores) - Tax Equivalent Regime
- Workers Liens Trust Account

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A7 Employee Benefit Expenses

	2014	2013
	\$'000	\$'000
Ministers' and Valuer-General salaries*	913	910
Total Employee benefit expenses	913	910

* Employee benefit expenses are specific to the Minister for Transport and Infrastructure, the former Minister for Transport Services, the Minister for Recreation and Sport and the Valuer-General.

A8 Supplies and Services

	2014	2013
	\$'000	\$'000
Project Expenditure	3,414	3,377
Professional and Technical Services	891	869
Planning Fees	1,175	1,018
Other ⁽¹⁾	475	604
Total Supplies and Services	5,955	5,868

(1) Includes audit fees paid/payable to the Auditor-General (refer Note A12)

A9 Grants and Subsidies

	2014	2013
	\$'000	\$'000
Office for Recreation and Sport grants	3,720	3,720
Planning and Development Fund grant payments	21,710	18,558
West Beach Trust Tax equivalent reimbursements	800	448
Lincoln Cove Marina (Transfer to DTF)	122	120
Land Tax Equivalent - Flinders Ports (Transfer to DTF)	2,358	2,324
Total Grants and Subsidies	28,710	25,170

A10 Disbursements on Behalf of Third Parties

	2014	2013
	\$'000	\$'000
Stamp Duties - Department of Treasury and Finance	156,871	149,922
Hospital Fund - Department of Treasury and Finance	67,242	64,535
Emergency Services Levy - SA Fire & Emergency Services Commission	44,412	42,798
Expiation Notices - Fines Enforcement Unit	309	236
Third Party Insurance - Motor Accident Commission	523,755	630,615
Refunds	14,847	16,700
Federal Registrations	9,369	9,395
Lifetime Support Scheme Fund Levy - Lifetime Support Authority	2,263	-
Other	736	590
Total Disbursements on Behalf of Third Parties	819,804	914,791

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A11 Payments to Consolidated Account

	2014	2013
	\$'000	\$'000
Payments to Consolidated Account *	155,415	134,619
Total Payments to Consolidated Account	155,415	134,619

* Payments made into the Consolidated Account pursuant to the *Real Property Act 1886*

A12 Auditor's Remuneration

	2014	2013
	\$'000	\$'000
Audit fees paid/payable to the Auditor-General's Department relating to the audit of the Planning and Development Fund	29	17
Total Auditor's Remuneration	29	17

Other Services

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

A13 Net Revenues from SA Government

	2014	2013
	\$'000	\$'000
Revenues from SA Government:		
Appropriations from the Consolidated Account pursuant to the <i>Appropriation Act</i>	3,290	3,837
Special Acts	907	848
Total Revenues from SA Government	4,197	4,685

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A14 Fees and Charges

	2014	2013
	\$'000	\$'000
Regulatory Fees - Land Services	151,531	135,262
Regulatory Fees - Planning	19,034	16,559
Land Tax Equivalent - Flinders Ports	2,358	2,324
Total Fees and Charges	172,923	154,145

A15 Collections on Behalf of Third Parties

	2014	2013
	\$'000	\$'000
Stamp Duties - Department of Treasury and Finance	156,871	149,922
Hospital Fund - Department of Treasury and Finance	67,242	64,535
Emergency Services Levy - SA Fire & Emergency Services Commission*	33,031	31,682
Expiation Notices - Fines Enforcement Unit	309	236
Third Party Insurance - Motor Accident Commission	523,755	630,615
Refunds	14,847	16,698
Federal Registrations	9,369	9,395
Lifetime Support Scheme Fund Levy - Lifetime Support Authority	2,263	-
Other	736	590
Total Collections on Behalf of Third Parties	808,423	903,673

* Emergency Services Levy payment received from the Department for Premier and Cabinet is included in Other Revenue.

A16 Grants and Subsidies

	2014	2013
	\$'000	\$'000
Office for Recreation and Sport grants received	3,634	3,744
Total Grants and Subsidies	3,634	3,744

A17 Interest Revenue

	2014	2013
	\$'000	\$'000
Interest Revenue	597	877
Total Interest Revenue	597	877

**Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements**

A18 Cash and Cash Equivalents

	2014	2013
	\$'000	\$'000
Deposits at call*	81,410	110,273
Total Cash and Cash Equivalents	81,410	110,273

* 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

	2014	2013
	\$'000	\$'000
Current :		
Receivables	2,617	2,644
Accrued Revenues	298	3,158
Total Current Receivables	2,915	5,802
Non-Current :		
Receivables	953	1,224
Total Non-Current Receivables	953	1,224
Total Receivables	3,868	7,026

(a) Maturity analysis of receivables – refer to Note A25

(b) Categorisation of financial instruments and risk exposure information – refer to Note A25

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A20 Land, Buildings and Facilities

	2014	2013
	\$'000	\$'000
Land, Buildings and Facilities:		
Land at Fair Value	11,235	11,315
Total Land, Buildings and Facilities	<u>11,235</u>	<u>11,315</u>

Reconciliation of Land, Buildings and Facilities

The following table shows the movement of Land, Buildings and Facilities during 2013-14.

	2014
	\$'000
Carrying amount at 1 July	11,265
Prior period - error correction - 2012-13	50
Adjusted opening balance	11,315
Disposals	<u>(80)</u>
Carrying amount at 30 June	<u>11,235</u>

Valuation of Land, Buildings and Facilities

Land was reviewed and revalued to fair value at 1 July 2012 in accordance with AASB116 '*Property, Plant and Equipment*'. The valuation of land 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 zoning and restricted use.

The valuers arrived at fair value for land, buildings and facilities 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, location and current use.

The next valuation is due to be carried out in 2015-16.

Refer to note A24 for a description of the prior period error corrections.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

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 balance sheet are categorised into the following levels at 30 June 2014

The Department had no recurring or non-recurring fair value measurements categorised into Level 1 or Level 3.

Fair Value Measurements at 30 June 2014

	2014	Level 2
	\$'000	\$'000
Recurring Fair Value Measurements		
Land at Fair Value (Note A20)	11,235	11,235
Total Recurring Fair Value Measurements	11,235	11,235

Comparative information for non-financial assets has not been provided as permitted by the transitional provisions of AASB13 *Fair Value Measurement*.

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 2013-14.

A22 Payables

	2014	2013
	\$'000	\$'000
Current:		
Creditors	48,402	69,091
Accrued Expenses	18,083	19,592
Total Current Payables	66,485	88,683
Total Payables	66,485	88,683

The Department of Planning, Transport and Infrastructure Administered creditors includes \$0.062m of employment on-costs.

(a) Maturity analysis of payables –refer to Note A25

(b) Categorisation of financial instruments and risk exposure information –refer to Note A25

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A23 Borrowings

	2014	2013
	\$'000	\$'000
Balance as at 1 July	1,479	2,069
Add Increases in debt due to Interest	95	110
Less Repayments:		
Woodville, Henley and Grange Drainage Scheme	(36)	(73)
South West Suburbs Drainage Scheme	(314)	(627)
Balance as at 30 June	<u>1,224</u>	<u>1,479</u>
Current	271	255
Non-Current	953	1,224
Total Borrowings	<u>1,224</u>	<u>1,479</u>

(a) Maturity analysis of borrowings –refer to Note A25

(b) Categorisation of financial instruments and risk exposure information –refer to Note A25

(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 financial statements**

A24 Equity

	2014	2013
	\$'000	\$'000
Equity	28,804	38,452
Total Equity	28,804	38,452
 <i>Equity</i>		
Balance at 1 July	38,452	38,267
Prior period error correction	-	52
Restated balance 30 June 2013	38,452	38,319
Net Results	(9,648)	(2,973)
Gain on Revaluation of Land during 2012-13	-	3,106
Balance at 30 June	28,804	38,452

Prior Period Error Correction

A prior period correction of \$0.080 million has been made to the opening balance of land. An allotment of land at Dalkeith Road, Munno Para was not previously recognised in the administered statements. The land has been recognised in 2013-2014 as a prior period error correction.

A prior period correction of (\$0.030) million has been made to the opening balance of land. A change to the revaluation to a parcel of land on Summit Road has been adjusted. This revaluation correction has been recognised in 2013-2014 as a prior period error correction.

A prior period correction of \$2,000 has been made to the opening balance of creditors. This adjustment has been recognised in 2013-2014 as a prior period error correction.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A25 Financial Instruments

A 25.1 Categorisation of financial instruments

The financial instruments/financial risk management terms, conditions and accounting policies of the Department, outlined in Note 41 for controlled items, apply equally to the Administered Financial Statements.

Category of financial assets and financial liability	Balance Sheet line item	Note	Carrying Amount/Fair Value 2014 \$'000	Carrying Amount/Fair Value 2013 \$'000
Financial assets				
Cash and cash equivalents	Cash and cash equivalents	A18	81,410	110,273
Loans and receivables	Receivables	A19	3,868	7,026
	Total financial assets at cost		85,278	117,299
Financial liabilities				
Financial liabilities	Payables	A22	66,485	88,683
	Borrowings	A23	1,224	1,479
	Total financial liabilities at cost		67,709	90,162

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.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A 25.2 Maturity analysis of financial assets and liabilities

	Carrying Amount (\$'000)	Contract Maturities		
		< 1 year (\$'000)	1-5 years (\$'000)	> 5 years (\$'000)
2014				
Financial assets				
Cash and cash equivalents	81,410	81,410	-	-
Receivables	2,644	2,644	-	-
Receivables - Interest Bearing	1,224	271	953	-
Total financial assets	85,278	84,325	953	-
Financial liabilities				
Payables	66,485	66,485	-	-
Borrowings	1,224	271	953	-
Total financial liabilities	67,709	66,756	953	-
2013				
Financial assets				
Cash and cash equivalents	110,273	110,273	-	-
Receivables	5,547	5,547	-	-
Receivables - Interest Bearing	1,479	255	1,224	-
Total financial assets	117,299	116,075	1,224	-
Financial liabilities				
Payables	88,683	88,683	-	-
Borrowings	1,479	255	1,224	-
Total financial liabilities	90,162	88,938	1,224	-

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 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.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A26 Cash Flow Reconciliation

	2014	2013
	\$'000	\$'000
Reconciliation of Cash - Cash at 30 June:		
Statement of Cash flows	<u>81,410</u>	110,273
Statement of Financial Position	<u>81,410</u>	<u>110,273</u>
Reconciliation of Net Cash Inflows (outflows) from Operating Activities to Net Result:		
Net cash inflows (outflows) from operating activities	(28,848)	21,038
Non cash items:		
Capitalised Interest	(95)	(110)
Movements in assets and liabilities:		
Increase / (decrease) in receivables	(3,158)	432
Increase / (decrease) in payables/borrowings	<u>22,453</u>	<u>(24,333)</u>
Net Result	<u>(9,648)</u>	<u>(2,973)</u>

**Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements**

A27 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	
	2014	2013	2014	2013	2014	2013
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
	EXPENSES					
7			913	910	913	910
	Employee benefit expenses					
8						
	Supplies and Services					
	2,781	2,783	633	594	3,414	3,377
	Project Expenditure					
	891	869	-	-	891	869
	Professional and Technical Services					
	-	-	1,175	1,018	1,175	1,018
	Planning Fees					
	24	49	422	538	446	587
9	Other (excludes Auditor's Remuneration)					
	Grants and Subsidies					
	3,720	3,720	-	-	3,720	3,720
	Office for Recreation and Sport grants					
	10,912	8,699	10,798	9,859	21,710	18,558
	Planning and Development Fund grant payments					
	800	448	-	-	800	448
	West Beach Trust Tax equivalent reimbursements					
	122	120	-	-	122	120
	Lincoln Cove Marina (Transfer to DTF)					
	2,358	2,324	-	-	2,358	2,324
10	Land Tax Equivalent - Flinders Ports (Transfer to DTF)					
	Disbursements on Behalf of Third Parties					
	156,871	149,922	-	-	156,871	149,922
	Stamp Duties - Department of Treasury and Finance					
	67,242	64,535	-	-	67,242	64,535
	Hospital Fund - Department of Treasury and Finance					
	44,412	42,798	-	-	44,412	42,798
	Emergency Services Levy - SA Fire & Emergency Services Commission					
	309	236	-	-	309	236
	Expiation Notices - Fines Enforcement Unit					
	523,755	630,615	-	-	523,755	630,615
	Third Party Insurance - Motor Accident Commission					
	-	-	14,847	16,700	14,847	16,700
	Refunds					
	-	-	9,369	9,395	9,369	9,395
	Federal Registrations					
	2,263	-	-	-	2,263	-
	Lifetime Support Scheme Fund Levy - Lifetime Support Authority					
	736	590	-	-	736	590
	Other					
N/A	95	110	-	-	95	110
	Borrowing Costs					

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

Note	SA Government		Non-SA Government		Total	
	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000	2014 \$'000	2013 \$'000
	FINANCIAL ASSETS					
19	Receivables					
	48	52	3,522	3,816	3,570	3,868
	262	3,158	36	-	298	3,158
	310	3,210	3,558	3,816	3,868	7,026
	FINANCIAL LIABILITIES					
22	Payables					
	45,839	61,764	2,563	7,327	48,402	69,091
	45	7,139	18,038	12,453	18,083	19,592
23	1,224	1,479	-	-	1,224	1,479
	47,108	70,382	20,601	19,780	67,709	90,162
	TOTAL FINANCIAL LIABILITIES					

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A28 Victims of Crime Levies

In accordance with the *Expiation of Offences Act 1996*, and on behalf of the Attorney-General's Department, the Public Transport Division of the Department collects victims of crime levies from expiation notices issued.

	2014	2013
	\$'000	\$'000
Balance at 1 July	17	17
Levies collected during the year	140	105
Less amount paid to Attorney-General's Department	(140)	(105)
Amount payable to Attorney-General's Department	17	17

A29 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:

- 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.

	2014	2013
	\$'000	\$'000
Inflows:		
Receipts into the Fund	-	2
Total Inflows	-	2
Outflows:		
Payments from the Fund	2	-
Total Outflows	2	-
Net Surplus/Deficit	(2)	2
Fund Balance		
Balance at 1 July	13	11
Net Surplus/Deficit	(2)	2
Balance at 30 June	11	13

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A30 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.

	2014	2013
	\$'000	\$'000
Inflows:		
Receipts into the Fund	656	1,268
Total Inflows	656	1,268
Outflows:		
Payments from the Fund	800	759
Total Outflows	800	759
Net Surplus/Deficit	(144)	509
Fund Balance		
Balance at 1 July	1,039	530
Net Surplus/Deficit	(144)	509
Balance at 30 June	895	1,039

A31 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.

	2014	2013
	\$'000	\$'000
Inflows:		
Receipts into the Fund	145	257
Total Inflows	145	257
Outflows:		
Payments from the Fund	220	220
Total Outflows	220	220
Net Surplus/Deficit	(75)	37
Fund Balance		
Balance at 1 July	1,633	1,596
Net Surplus/Deficit	(75)	37
Balance at 30 June	1,558	1,633

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A32 Sport and Recreation Fund

The Office for Recreation and Sport (ORS) has the responsibility for the 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.

	2014 \$'000	2013 \$'000
Inflows:		
Receipts into the Fund	3,500	3,500
Total Inflows	<u>3,500</u>	<u>3,500</u>
Outflows:		
Payments from the Fund	3,500	3,500
Total Outflows	<u>3,500</u>	<u>3,500</u>
Net Deficit	<u>-</u>	<u>-</u>
Fund Balance		
Balance at 1 July	3,322	3,322
Net Deficit	-	-
Balance at 30 June	<u>3,322</u>	<u>3,322</u>

A33 Contingent Asset and Liabilities

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

A34 Unrecognised contractual commitments

	2014 \$'000	2013 \$'000
Grant Commitments:		
Within one year	241	6,397
Later than one year but not later than five years	-	-
Later than five years	-	-
Total Unrecognised Contractual Commitments	<u>241</u>	<u>6,397</u>

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements

A35 Transfer payments

	2014	2013
	\$'000	\$'000
Transfer payments to SA Government Entities:		
Department of Treasury and Finance	382,008	351,520
South Australian Fire and Emergency Services Commission	44,412	42,798
Fines Enforcement Unit	309	236
Lifetime Support Authority	2,263	-
Motor Accident Commission	523,755	630,615
Other	21,903	18,665
Transfer payment to Federal Government Entities:		
Department of Infrastructure and Transport	9,369	9,395
Transfer payment to local government:		
Councils	10,856	10,453
Transfer payment to non-SA Government Entities:		
Other	15,166	16,897
Total Transfer Payments	1,010,041	1,080,579

A36 After balance date events

Pursuant to the *Public Sector (Reorganisation of Public Sector Operations) Notice 2014* under section 9(1) of the *Public Sector Act 2009* effective 1 July 2014, eleven employees from Primary Industries and Regions SA, transferred employment to the Department of Planning, Transport and Infrastructure Administered.