

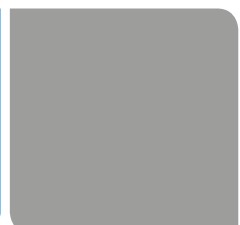
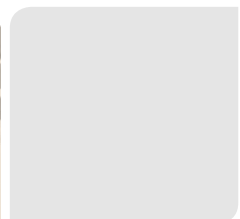
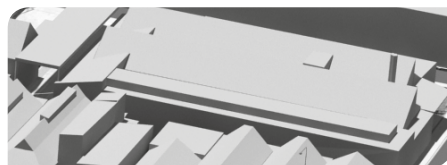
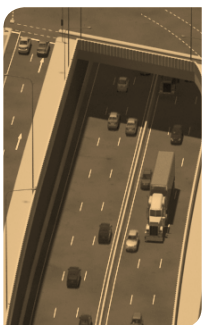
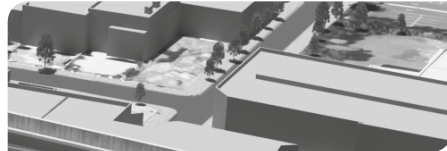
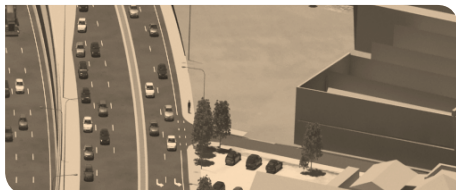
DEPARTMENT OF PLANNING, TRANSPORT AND INFRASTRUCTURE

ANNUAL REPORT 2015–16



Government of South Australia

Department of Planning,
Transport and Infrastructure



Prepared by the Department of Planning, Transport and Infrastructure
September 2016.

Roma Mitchell House, 136 North Terrace, Adelaide, South Australia 5000
Mail: GPO Box 1533 Adelaide South Australia 5000
Telephone: 08 7109 7285
Website: www.dpti.sa.gov.au

ABN 92 366 288 135

ISSN 2200-5870 (print version)
ISSN 2202-2015 (online version)

Disclaimer:

While every reasonable effort has been made to ensure that this document is correct at the time of publication, the State of South Australia, its agencies, instrumentalities, employees and contractors disclaim any and all liability to any person in respect to anything or the consequence of anything done or omitted to be done in reliance upon the whole or any part of this document.

The department is committed to providing its online information and services accessible to people of all abilities and disabilities (under the Commonwealth *Disability Discrimination Act 1992*) and follows the Web Content Accessibility Guidelines 2.0 produced by the World Wide Web Consortium. If you wish access to any information within this document that is not accessible please contact the department on the details above.

© Government of South Australia. Published 2016.
All rights reserved



This work is licensed under a Creative Commons Attribution 3.0 Australia Licence.
A summary of the license terms is available from
<http://creativecommons.org/licenses/by/3.0/au/deed.en>

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

The Honourable John Rau MP
Minister for Planning

The Honourable Peter Bryden Malinauskas, MLC
Minister for Road Safety

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

The Honourable Geoffrey Brock MP
Minister for Local Government

Dear Ministers

I am pleased to present the Annual Report of the Department of Planning, Transport and Infrastructure for the year ending 30 June 2016.

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

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

Yours sincerely



Michael Deegan
Chief Executive

Department of Planning, Transport and Infrastructure

30 September 2016

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, the Commissioner has an obligation to report on the operation of the Act.

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



Michael Deegan

Commissioner of Highways

Contents

Chief Executive message	6
About the department	8
Reporting on the department's strategic objectives and outcomes	11
Growth and job creation	11
Enhanced liveability and connectivity between people and places, business and markets	14
Community-focused and customer-focused services	20
Maximised use and return on infrastructure	25
Achieving the objectives of South Australia's Strategic Plan	27
Appendices	45
Legislation	45
Boards and committees	47
Fraud	48
Reporting against the <i>Whistleblowers Protection Act 1993</i>	48
Management of human resources	49
Consultants	53
Urban design charter	54
Sustainability reporting	56
Disability access and inclusion plans	60
Reporting against the <i>Air Transport (Route Licensing-Passenger Services) Act 2002</i>	62
Reporting against the <i>Passenger Transport Act 1994</i>	63
Reporting against the <i>Carers Recognition Act 2005</i>	67
Report on the administration of the <i>Harbors and Navigation Act 1993</i>	68
Freedom of information and proactive disclosure	69
Public complaints	70
Financial statements	72

Chief Executive message



Michael Deegan
CHIEF EXECUTIVE
30 September 2016

On behalf of our three thousand staff who work hard every day to deliver services to the people of South Australia I provide this report.

These staff are committed to their work and are proud of what they do.

From major planning reforms to the delivery of major projects, road pricing, legislative reform, maintaining and protecting our roads, rail and marine services and infrastructure, the department is heavily engaged in service delivery and driving economic benefits.

The department continues major reform – in safety, its portfolio management office and procurement.

I am proud of the extra efforts our staff make and I commend this report to the Ministers and Parliament.

This page is intentionally blank

About the department

Organisation structure

The Department of Planning, Transport and Infrastructure (DPTI) has continued its reform to maximise efficiencies and deliver on the State Government's commitment to build a modern, capable public sector, with three main functional areas overseen by the Office of the Chief Executive.

- **People and Business Division** brings together our people and financial strengths - ensuring our financial, contract and procurement resources are well-managed and deliver the best investment outcomes for the State. The division is also responsible for the delivery of new whole-of-department approaches to customer engagement and services, information technology and the management of people and performance.
- **Safety and Service Division** puts safety and service at the forefront of everything we do and brings together our project delivery and building management skills - ensuring that the department manages and maintains State infrastructure, delivers effective and efficient public transport services and maximises investment and infrastructure delivery for South Australia. This includes the delivery of a coordinated transport network system, effective and efficient public transport services, and property and facility services.
- **Development Division** focuses on the economic opportunities that need to be realised to bring investment and employment to the State - ensuring that South Australian planning and development systems are nationally competitive, progressive policy positions are developed to drive our state's economy, and innovation, safety and efficiency are the cornerstones of our thinking to help reduce the cost of doing business in South Australia.

The Office of the Chief Executive encompasses Portfolio Governance and Reform, Cultural Advice, and the Office of the Commissioner for Kangaroo Island.

Organisation chart

The department organisational structure as at 30 June 2016

Ministers

Hon STEPHEN MULLIGHAN MP

Minister for Transport and Infrastructure
Minister for Housing and
Urban Development

Hon JOHN RAU MP

Minister for Planning

Hon PETER MALINAUSKAS MLC

Minister for Road Safety

Hon LEON BIGNELL MP

Minister for Recreation and Sport
Minister for Racing

Hon GEOFFREY BROCK MP

Minister for Local Government

Divisions

Office of the Chief Executive

Michael Deegan
Chief Executive

People and Business Division

Julienne TePohe
Chief Corporate Officer

Safety and Service Division

Paul Gelston
Chief Operating Officer

Development Division

Andrew McKeegan
Chief Development Officer

Working together to connect the people and places of South Australia

The department works as part of the community to deliver effective planning policy, efficient transport, and valuable social and economic infrastructure. By harnessing the diversity of our purposes and people we strive to achieve positive outcomes that will improve the lifestyles of all South Australians every day.

Our vision

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

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

Our values

Our values capture what the department stands for and how our customers and stakeholders can expect to be treated, they guide the way we work together, how we operate within the community and the quality of our service. These values, and the associated behaviours, are embedded in our operating principles and align with the Public Sector Code of Ethics and the *Public Sector Act 2009*.

- **Collaboration** – we work collaboratively as one team to serve our community. This means our diversified teams work together to achieve our shared goals.
- **Honesty** – we are honest, open and act with integrity. This means we are truthful, sincere and transparent in our decision making and act at all times in such a way as to uphold the trust of the people we work with.
- **Excellence** – we are committed to excellence in everything that we do. This means we use our energy, skills and resources to make whatever we are doing the best.
- **Enjoyment** – we enjoy our work and recognise our success. This means we have fun at work, celebrate our achievements and foster an environment where our people can thrive.
- **Respect** – we respect, understand and value ourselves and every person in our business. This means we listen, embrace diversity in others, and have a consistent application in our approach to one another.

Reporting on the department's strategic objectives and outcomes

The department's objectives were developed in alignment with the State Government's current strategic and economic priorities. The department's contributions and support of these objectives during the past year, and targets for the coming year are captured below, and also in the chapter on Achieving the objectives of South Australia's Strategic Plan (SASP).

Growth and job creation

DPTI delivers growth and prosperity through innovation, contributing to the State's Economic Priorities and making South Australia the best place to live, visit and do business

Growth and job creation -Highlights Initiatives	Outcomes		
	Jobs Growth	Private Sector Prosperity	Sustainable Development
In progressing toward this strategic objective the department:			
Finalised stage one of zoning for retail centres in metro areas and Victor Harbor to promote competition and remove unnecessary barriers to investment		✓	✓
Passed the Motor Vehicles (Trials of Automotive Technologies) Amendment Bill and established the Driverless Vehicles website	✓		
Approved two major development proposals to the value of \$89 million and declared a further two projects to the value of \$84 million		✓	✓
Assessed and approved 30 proposals to the value of \$1266 million through the department's pre-lodgement and design review process.		✓	✓
Progressed a targeted update to the 30-Year Plan for Greater Adelaide through collaborative engagement sessions with local government and industry	✓	✓	✓
Commenced and significantly progressed the development of the Ports Strategy		✓	✓
Provided specific and targeted advice to government regarding future service provision in the northern Flinders Ranges region brought about as a result of the closure of the Leigh Creek coal mine	✓		
Commenced major construction works on the O-Bahn City Access Project	✓		
Continued works on the joint Australian and South Australian Governments, Anangu Pitjantjatjara Yankunytjatjara (APY) Lands Main Access Road Upgrade Project with construction involving some 210km of main access road with job creation of 30 per cent Anangu employment.	✓		

Growth and job creation - Targets for 2016-17 Initiatives	Outcomes		
	Jobs Growth	Private Sector Prosperity	Sustainable Development
In support of this objective for the coming year the department will:			
Finalise the state variation to the National Construction Code to enable activation of older buildings and continued case management support		✓	✓
Enact transitional legislation to implement the <i>Planning, Development and Infrastructure Act 2016</i> in a staged approach over the next five years	✓	✓	✓
Reform the legislative provisions that govern how council boundaries can be changed under the <i>Local Government Act 1999</i>			✓
Implement the revised code of conduct for elected members and council employees			✓
Commence the extension of the Tonsley Rail line to Flinders Medical Centre (Flinders Link) – extension of the existing Tonsley Line by 620 metres, including a 520 metre rail bridge over Sturt and South Roads, a new station next to Flinders Medical Centre - this project will be delivered in conjunction with the Darlington Upgrade Project	✓		
award a major works contract for a new rail underpass at Torrens Junction	✓		
commence construction relating to the Last Mile Program, and continue to implement other initiatives identified through the 90 Day Change@SA project to improve road transport access for the agricultural sector		✓	
complete the Ports Strategy and commence the Freight Strategy	✓	✓	
<p>The Australian and South Australian Governments continue to work together to deliver a range of programs aimed at improving the efficiency and safety of the transport system across South Australia. Key projects in 2016–17 include:</p> <p>North-South Corridor, Northern Connector Project— commence major works on the construction of a new 15.5 km three lane motorway in both directions which connects the Northern Expressway and Port Wakefield Road to the Port River Expressway and South Road Superway, including four major road interchanges and a 16 km shared use path for cyclists and pedestrians which will connect to the existing pathway adjacent to the Northern Expressway – 480 jobs per year during construction phase.</p> <p>North-South Corridor, Torrens Road to River Torrens upgrade – continue construction of a four kilometre non-stop roadway (incorporating three kilometres of lowered motorway) between Ashwin Parade, Torrensville and Pym Street, Croydon Park, including intersection upgrades, an overpass for the Outer Harbor passenger rail line, and improved cycling and pedestrian facilities - 480 jobs per year during construction phase.</p>	✓		

Growth and job creation - Targets for 2016-17 Initiatives	Outcomes		
	Jobs Growth	Private Sector Prosperity	Sustainable Development
<p>North-South Corridor, Darlington Upgrade Project— commence major construction works on the upgrade of approximately 3.3 kilometres of the existing Main South Road between the Southern Expressway and Tonsley Boulevard, including a lowered motorway, intersection improvements and enhanced cycling and walking facilities -370 jobs per year during construction.</p> <p>Goodwood and Torrens Rail Junctions Upgrade — 212 jobs per year during the delivery of the project. Commence delivery of the remaining three components of this project, which include:</p> <ul style="list-style-type: none"> ○ Torrens Rail Junction — grade separation of the freight and passenger lines at Torrens Junction, grade separation of the rail line at Park Terrace, relocation of Bowden Station and improved cycling and pedestrian access between Bowden and the Park Lands ○ Mike Turtur Bikeway — construction of a cycling and pedestrian bridge over the rail line at Goodwood, including Disability Discrimination Act compliant access to the existing Goodwood Station ○ Leader Street Level Crossing Safety Improvements — at-grade improvements to improve the level crossing safety for cyclists and pedestrians, including the provision of automated gates and warning lights at the pedestrian and cycling level crossings. <p>Flinders Link</p> <ul style="list-style-type: none"> ○ Commence the Flinders Link Project which will provide an extension of the Tonsley passenger rail line to connect to the Flinders Precinct, with the project ○ supporting on average an estimated 75 jobs per year during its construction phase. 			

Enhanced liveability and connectivity between people and places, business and markets

DPTI shapes South Australia's liveability and sustainability by delivering integrated and mutually-reinforcing land-use, built form and integrated transport outcomes.

Enhanced liveability and connectivity between people and places, business and markets - Highlights Initiatives	Outcomes		
	Safer Travel	Efficient Travel	Active & Healthy Communities
In progressing toward this strategic objective the department:			
assisted with the passage of the <i>Planning, Development and Infrastructure Act 2016</i> through Parliament and commenced preliminary implementation to establish the framework for a contemporary and competitive planning system	✓	✓	✓
finalised significant up-zonings of residential land, boosting infill supply and promoting renewal of suburban areas including Glenelg, the Minda Inc. Brighton Campus and the extensive re-zoning at Playford			✓
provided the <i>Integrated Transport and Land Use Plan (ITLUP)</i> for release by the State Government in July 2015	✓	✓	✓
commenced a major planning study of the electrification of Public Transport including AdeLINK		✓	✓
completed over 20 lane km of resurfacing to improve ride quality on inner urban roads and over 70 lane km was resealed to improve safety on rural roads: undertaken under the Improving Critical Road Infrastructure initiative	✓		
resealed/rehabilitated approximately 547 lane kilometres across the state under the Road Rehabilitation and Resurfacing program	✓		
announced major reforms to the point to point industry, operational from 1 July 2016, following receipt of the South Australian Taxi and Chauffer Vehicle Industry Review		✓	
continued the provision of special event services for events held at the Adelaide Oval and other large events		✓	✓
implemented new services and changed timetable for buses in January 2016 to improve the efficiency of the public transport network		✓	
improved safety across the rail network including increased station lighting	✓	✓	
completed the re-sleeping of the Port River Rail Bridge	✓		
continued planning work associated with Adelaide's North-South Corridor	✓	✓	

Enhanced liveability and connectivity between people and places, business and markets - Highlights Initiatives	Outcomes		
	Safer Travel	Efficient Travel	Active & Healthy Communities
commenced review of the <i>Towards Zero Together South Australia's Road Safety Strategy 2020</i> and development of South Australia's Road Safety Action Plan	✓		
completed the safety upgrade of the intersection of North East Road and Sudholz Road and undertook shoulder sealing works on the rural road network including the Karoonda Highway	✓	✓	
delivered the Safer Driving Tips Campaign	✓		
introduced a motorcycle returning riders' refresher course	✓		
developed and promoted the Rail Crossing Safety Quiz	✓		
introduced new motorcycle helmet standards	✓		
developed road rules information for visitors to South Australia including a series of four videos in a range of languages including English, French, German, Chinese, Arabic and Dari	✓		
commenced operation of Point to point average speed safety cameras speed enforcement on the Northern Expressway, South Eastern Freeway and Sturt Highway	✓		
showcased the development of new vehicle safety technologies such as intelligent speed adaptation at the International Driverless Vehicles conference	✓		✓
delivered road safety infrastructure projects in Adelaide and regional South Australia funded under the Black Spot program and other road safety infrastructure funding programs	✓	✓	
undertook detailed design on the redevelopment of the Adelaide Festival Plaza Precinct			✓
launched Operation Moving Traffic, gained stakeholder and community input and released the <i>Operation Moving Traffic Report</i>	✓	✓	
implemented improved signal operations for Hutt Street, Portrush Road and Hampstead Road; banned right turns from Richmond Road to Anzac Highway and more flexible bus operations on city fringe	✓	✓	
launched the Addinsight mobile app for real time traffic alerts: expanded the coverage of the Bluetooth network up to 540 locations; and installed 11 new travel time signs as part of the Darlington Upgrade Project, eight for the O-Bahn City Access project, and seven for the Torrens to Torrens Project		✓	

Enhanced liveability and connectivity between people and places, business and markets - Highlights Initiatives	Outcomes		
	Safer Travel	Efficient Travel	Active & Healthy Communities
completed an Airport Master Planning project to assist regional councils to develop airport master plans for regional registered aerodromes in SA		✓	✓
provided State funding for airstrip works at Umuwa, Fregon, Ernabella, Amata, Mt Davies, Yalata and Cleve			✓
continued to implement improvements identified through the 90 Day Change@SA project to improve road access for the agricultural industry		✓	
through its Office for Design and Architecture (ODASA), worked closely with the Adelaide Park Lands Authority and Adelaide City Council on the upgrade of Marshmallow Park in the south-east Park Lands. When complete the revitalized park will incorporate a number of features to attract the growing number of residents in the city and inner metro area. The upgrades will include a fenced dog park, community courts, improved bike and pedestrian access, lighting and shelter and the installation of public art and signage.			✓
implemented the State Government response to the Citizens' Jury on cyclists and motorists sharing the roads safely. This includes new cycling laws which prescribes a minimum passing distance and allowing all ages cycling on footpaths	✓		✓
completed significant safety improvements for the \$1.6m Bicycle Boulevard along Beulah Road Norwood and Rundle St Kent Town. This includes a signalised crossing of Portrush / Beulah Road intersection and improvements to six roundabouts on Beulah Road to reduce vehicle speeds and the risk and severity of crashes for cyclists riding to and from the city.	✓		✓
finalised plans for completion of a Bicycle Boulevard along Braund Rd Prospect	✓		✓
investigated options and consultation underway to upgrade key segments of the Levels-City Bikeway to a Bicycle Boulevard	✓		✓
provided \$3 million to the City of Tea Tree Gully as part of the Footpath Street Renewal Program to improve local public accessibility			✓
worked with Adelaide City Council and other Government agencies on zero emission cycling and walking options, as part of Carbon Neutral Adelaide			✓

Enhanced liveability and connectivity between people and places, business and markets - Highlights Initiatives	Outcomes		
	Safer Travel	Efficient Travel	Active & Healthy Communities
provided \$1 356 220 for cycling infrastructure on arterial roads and funding assistance to Councils for cycling infrastructure improvements on local roads through the State Black Spot cycling program and the State Bicycle Fund.	✓		✓
awarded contract for the next steel hulled fabrication for the third and fourth new steel hulled ferries	✓	✓	
installed the first of two new steel hulled ferries at the Lyrup crossing on 26 November 2015	✓	✓	

Enhanced liveability and connectivity between people and places, business and markets – Targets for 2016-17 Initiatives	Outcomes		
	Safer Travel	Efficient Travel	Active & Healthy Communities
In support of this objective for the coming year the department will:			
complete medium density guidelines to influence the quality of new housing types that fit within their context	✓		
deliver the Adelaide Park lands demonstration project to support growing number of residents and create a modern urban park			✓
publish the updated the <i>30-Year Plan for Greater Adelaide</i>			✓
complete over 22 lane km of resurfacing to improve ride quality on inner urban roads and over 14 lane km will be resealed to improve safety on rural roads	✓		
resurface approximately 294 lane kilometres on the state network and 156 lane kilometres on the national network to improve safety and ride quality	✓		
continue the upgrade of existing train stations with new platform surfaces, improve station accessibility, install bicycle enclosures and improve lighting, shelter and amenity of the stations	✓		✓
continue the bus replacement program which sees the introduction of more passenger friendly low floor air conditioned buses	✓		✓

Enhanced liveability and connectivity between people and places, business and markets – Targets for 2016-17 Initiatives	Outcomes		
	Safer Travel	Efficient Travel	Active & Healthy Communities
undertake an evaluation of alternative power / fuel buses for the Adelaide Metro bus fleet which includes Euro 6 diesels, electric and micro hybrid buses		✓	
progress the major planning study for the electrification of Public Transport including AdeLINK		✓	
continue to implement the actions from South Australia's <i>Road Safety Action Plan 2013-16</i> and develop a new Road Safety Action Plan to 2020	✓		
undertake shoulder sealing works in rural areas, including the Pages Flat Road between Willunga and Myponga, Eden Valley Road between Angaston and Birdwood and the Balaklava and Mallala Road between Hoskin Corner and Owen–Pinery Road	✓		
complete the safety upgrades on Main South Road, between Old Coach and Malpas Roads	✓		
continue to expand the number of local councils and schools actively engaged in Way2Go – safer, greener and more active travel for primary schools and their communities			✓
publish an annual report for the State of the Outback that identifies aspects of the outback that are important to people who live, work and visit the region			✓
continue the Bute to Kulpara road upgrade and the Main North Road upgrade between Laura and Gladstone	✓		
complete the Bald Hills Interchange on the South East Freeway	✓	✓	
implement Operation Moving Traffic initiatives including extended clearway hours on Greenhill Road, traffic signal operational improvements, and commence the development of Moving Traffic Plans in partnership with local government and the community		✓	✓
improve access to public transport through assessment and upgrading of strategically selected railway stations (including end of trip facilities – cycling and walking and park'n' ride)			✓
continue to work with councils to extend and upgrade cycling and walking infrastructure across the arterial road network and local roads to improve safety and access			✓
complete a network of bicycle boulevards and greenways linking the suburbs to the city (including Prospect, Norwood and the Levels)			✓

Enhanced liveability and connectivity between people and places, business and markets – Targets for 2016-17 Initiatives	Outcomes		
	Safer Travel	Efficient Travel	Active & Healthy Communities
implement an integrated active travel strategy to deliver programs that increase the use of active travel modes by residents in metropolitan Adelaide			✓
implement Carbon Neutral Adelaide initiatives to maximize economic opportunities to decarbonize South Australia			✓
implement targeted road safety programs focusing on safer roads, creating safer communities and neighbourhoods, encouraging safer behaviours, continuously improving the licensing system and using new technologies			✓
implement the revised 'smarter travel@work' program to support organisations and employers in metropolitan Adelaide to reduce single occupancy car use for the journeys to, from and for work.			✓
examine local heritage reform opportunities with a focus on improvement on how local heritage places in South Australia are recognised and managed to ensure places of cultural heritage value are protected for future generations.			✓
prepared a Heavy Vehicle Drivers Handbook for distribution to industry including all licence holders upgrading to a heavy vehicle and produced and published online video material on safely descending the South Eastern Freeway into Adelaide	✓		
install the second new steel hulled ferry at Narrung.	✓	✓	

Community-focused and customer-focused services

DPTI fosters community and business input leading to simpler, faster and more efficient customer-focused services, and contributes to Open Government outcomes by increasing the availability of information and transparency in decision making.

Community-focused and customer-focused services - Highlights Initiatives	Outcomes			
	Community Participation	Customer Satisfaction	Active & Healthy Communities	Informed customers
In progressing toward this strategic objective the department:				
supported the Premier's state/local government forum to progress matters of mutual interest and enhance intergovernmental cooperation		✓		
implemented the Municipal Services on Aboriginal Lands Program		✓		
developed the <i>South Australian Regional Level Recreation and Sport Facilities Planning Guidelines</i> in collaboration with the Local Government Association		✓	✓	
supported Recreation SA to develop the SA Recreational Trails 10-Year Master Plan and provided funding for two projects identified in the Master Plan		✓	✓	
established a partnership with the Conservation Council of SA that resulted in the delivery of environmental sustainability training and a manual for sport and recreation organisations, including information on minimising utility consumption	✓		✓	✓
continued the second phase of 360 degree service reviews with state associations and industry peak bodies and is anticipated to be completed early in 2016-17		✓		
through the Office for Recreation and Sport (ORS), approved 769 grants valued at \$32.058 million for sport and recreation organisations to improve the experience of participants through new facilities, new programs and new equipment	✓		✓	
supported more than 225 000 volunteers working in the sport and recreation sector by helping volunteer-based organisations improve their organisational capacity and practices through the STARCLUB Club Development Program and the V-STAR Volunteer Management web tool	✓		✓	
completed upgrades at some of the state's major sporting infrastructure, including at the SA Athletics Stadium, Eagle Mountain Bike Park and the Priceline Stadium (Netball SA)		✓	✓	

Community-focused and customer-focused services - Highlights Initiatives	Outcomes			
	Community Participation	Customer Satisfaction	Active & Healthy Communities	Informed customers
funded or contributed to plans to increase community access to sport and recreation spaces through several significant projects including at Mt Barker, Roxby Downs, Playford, Murray Bridge and Kilburn and for a state BMX facility		✓	✓	
worked, through ORS, with sport and recreation organisations to promote the benefits of diversity and inclusion across the sport sector, providing advocacy and delivering education for diversity and inclusion generally, and specific initiatives to address the needs of targeted population groups	✓		✓	
engaged Aboriginal South Australians in sport and recreation through several ORS initiatives, including a leadership camp for emerging indigenous leaders, adapting the Essentials for Coaching Children (ECC) training course, delivering the adapted ECC Course in four communities across the APY lands and facilitating targeted participation programs across regional SA	✓		✓	
consulted with indigenous leaders in Adelaide, Ceduna and Pt Lincoln to co-design the future of the Indigenous Sport Program	✓			
expanded the range of new vehicles able to be registered by motor vehicle dealers via EzyReg to include larger light commercial vehicles				✓
commenced review of Conditional Registration Scheme for Historic, Left Hand Drive and Street Rod Vehicles to consider allowing modifications to vehicles registered on the scheme				✓
implemented the South Australian Integrated Land Information System (SAILIS) and introduced Priority Notices allowing for the protection of interests in land prior to lodgement				✓
delivered the first General Valuation for the State using SAILIS, comprising \$366 billion of capital value for use by local government, SA Water and Revenue SA for rating and taxing purposes; and \$214 billion of site value primarily used for Land Tax purposes and by some regional councils				✓
introduced Client Authorisation which offers efficiencies by streamlining the preparation of Land Titles Office (LTO) documentation in readiness for the implementation of National Electronic Conveyancing (NEC) in South Australia				✓
completed the second stage of amendments to the South Australian <i>Real Property Act 1886</i> and other statutes required for the implementation of National Electronic Conveyancing in South Australia				✓
delivered the Residents Win grant program, which provided funds totalling \$50 000 to community driven projects to create people friendly streets and safer roads.			✓	

Community-focused and customer-focused services - Highlights Initiatives	Outcomes			
	Community Participation	Customer Satisfaction	Active & Healthy Communities	Informed customers
<p>Also in support of this objective:</p> <p>63 South Australian Sports Institute (SASI) athletes competed at world championships. 23 SASI athletes medalled in seven sports bringing home a total of 38 medals across 32 events (11 gold, 14 silver, 7 bronze). Nine SASI athletes were crowned world champions.</p> <p>the first full year of sport vouchers, approximately 53 000 vouchers were redeemed for primary school aged children of which an estimated 20 000 children were new members to the sporting activities</p> <p>there were 12 051 participants registered in VACSWIM, an affordable water safety program for children aged 5 to 13 years, conducted in the summer school holidays at pools and beaches around the state</p> <p>ORS supports volunteers through its State Coaching and Officiating Centre, which delivers courses to help South Australians attain skills and qualifications to coach or officiate in sport.</p>	✓		✓	
<p>Digital by default</p> <p>The department made significant headway in establishing its digital transformation agenda through the development of an over-arching paper that will guide the department's digital transformation. The paper includes the principles to inform future investment, and the approach to delivering simple, effective digital services which will meet our customers' needs and contribute to our strategic objectives. Progress monitoring will occur, in terms of digital maturity, across the coming months aiming to improve on the benchmark established with the initial assessment.</p>				✓
<p>Open data</p> <p>The department has been a strong contributor to the South Australian Government's Open Data initiative, with a drive to increase Open Data publication. This has been by way of the establishment of an Open Data Action Group, and demonstrated through having achieved the department's target of a 25 per cent increase in published open datasets, with a 39 per cent (50 datasets) as at June 2016.</p> <p>The department has sought to improve management of the quality of data published with all datasets now subject to a quality assessment utilising the Open Data Institute criteria and subsequent certification. Of the 50 datasets published, all have been quality certified with 49 certified as "Silver" and one certified as "Bronze". This means that for the majority of published datasets the following applies:</p> <p><i>"Silver data is openly licensed, available with no restrictions, accessible and legally reusable. The data is documented in a machine readable format, reliable and offers ongoing support from the publisher via a dedicated communication channel".</i></p>				

Community-focused and customer-focused services – Targets for 2016-17 Initiatives	Outcomes			
	Community Participation	Customer Satisfaction	Active & Healthy Communities	Informed customers
commence collaborative implementation of a new planning and development system including: <ul style="list-style-type: none"> ○ launch the New Planning Commission ○ launch the Community Engagement Charter ○ complete the Framework for the Planning and Design Code ○ complete the Framework for the State Planning Policies ○ launch of the Planning Portal 	✓			✓
contribute to selection of 30 South Australian Sports Institute (SASI) SA athletes for the 2016 Rio Olympic Team and 10 SASI SA athletes for the 2016 Rio Paralympic Team		✓		
aim that SASI athletes medal at international benchmark events, including the Rio Olympic and Paralympic Games, in four sports		✓		
deliver an Economic and Social Cost Benefit Analysis Tool that can be applied to recreation and sport facilities			✓	✓
deliver a regional sport pathways pilot project to improve access to specialist coaching to youth identified through talent identification program			✓	
implement a state wide strategy to formally recognise sporting clubs as STARCLUBS when they have completed the STARCLUB development program			✓	
deliver a National Active Recreation Strategy in partnership with all states and territories to provide national alignment and local support for the South Australian recreation sector			✓	
finalise a review of the 2014 local government elections		✓		✓
identify needed improvements to the Municipal Services on Aboriginal Lands Program		✓		
reform the legislative provisions that govern how council boundaries can be changed under the <i>Local Government Act 1999</i>		✓		
implement the revised code of conduct for elected members and council employees		✓		
deliver online booking and account management facilities for Authorised Diving Examiners				✓
deliver the changes to the department's Vehicles Registration and Licensing System to support the introduction of a deregulated Compulsory Third Party (CTP) insurance market				✓
continue to engage with our customers to develop initiatives that promote MetroCard, real time travel and event services to attract customers to use public transport		✓		✓

Community-focused and customer-focused services – Targets for 2016-17 Initiatives	Outcomes			
	Community Participation	Customer Satisfaction	Active & Healthy Communities	Informed customers
improve transparency and reporting around performance and accountability to enhance our public transport system for all customers		✓		
implement information and communication technology system enhancements to support the state's participation in the National Electronic Conveyancing System		✓		✓
introduce legislation to strengthen drug driving penalties		✓		
double the number of Aboriginal people living in the Anangu Pitjantjatjara Yankunytjatjara (APY) Lands and Maralinga Tjarutja (MT) Lands who achieve a P2 licence, as a result of being clients of 'On the Right Track Remote', using 2015-16 data as a base line		✓		

Maximised use and return on infrastructure

DPTI plans, develops, operates and maintains South Australia's infrastructure assets to improve liveability and productivity and drive the State's further economic growth whilst providing better value from investment.

Maximised use and return on infrastructure - Highlights	Outcomes	
	Effective Infrastructure	Sustainable Infrastructure
Initiatives		
In progressing toward this strategic objective the department:		
Completed South Road and Richmond Road intersection upgrade, James Congdon Drive duplication and Park Terrace, Fitzroy Terrace and Torrens Road Upgrade in advance of major works which commenced on the North-South Corridor, Torrens Road to River Torrens Project	✓	
Awarded major works contract to Gateway South for the Darlington Upgrade Project and announced a scope extension of approximately one kilometre to the Tonsley Precinct	✓	
Completed early works to upgrade the Marion and Sturt Road intersection	✓	
Commenced early works at the intersection of Kings/Bolivar Roads, as part of the North-South Corridor, Northern Connector Project	✓	
Completed the construction of the Northfield Infrastructure Upgrade, Mount Gambier Prison Accommodation Unit (84 bed), State Drill Core Library and the Anzac Centenary Memorial Garden Walk	✓	
Commenced construction of the Transforming Health projects at Flinders Medical Centre, Modbury Hospital and Noarlunga Health Services	✓	
Completed the transfer of the vessel survey function to the Australian Marine Safety Authority Accredited Surveyors		✓
Negotiated leases that will achieve space and rental savings in the Adelaide Central Business District		✓
Selected a Developer and progressed the procurement process for new 5 Star Green Star Government office accommodation in Port Adelaide		✓
Undertook specific road safety infrastructure treatments, including constructing roundabouts, in rural locations to reduce the incidence and severity of head-on, run off road crashes and right turn junction crashes.	✓	

Maximised use and return on infrastructure – Targets for 2016-17 Initiatives	Outcomes	
	Effective Infrastructure	Sustainable Infrastructure

In support of this objective for the coming year the department will:		
Continue national maritime reform, with the transition of all domestic commercial vessel functions undertaken by the agency to the Australian Marine Safety Authority		✓
Continue major works on the North-South Corridor, Torrens Road to River Torrens Project	✓	
Open the new overpass on the Outer Harbor railway line, as part of the North-South Corridor, Torrens Road to River Torrens works	✓	
Commence major works on the North-South Corridor, Northern Connector and Darlington Upgrade projects	✓	
Continue major works on the O-Bahn City Access Project	✓	
Complete construction of the Port Augusta Prison Accommodation	✓	
Commence construction of the New Adelaide CBD High School Redevelopment and the School Stimulus Program	✓	
Complete the Bald Hills Interchange on the South Eastern Freeway	✓	
Progress the planning and commence construction of office fit-out for 500 government employees in new accommodation in Port Adelaide	✓	
undertake a dedicated mechanical upgrade of the diesel railcar fleet including the overhaul of bogies, brakes and traction power systems.	✓	

Achieving the objectives of South Australia's Strategic Plan

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

The department has lead responsibility for eight SASP targets, and reports on these and other across Government SASP targets.

Target 1: Urban spaces

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

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

- the Places for People and Open Space programs (supported by the Planning and Development Fund), which contributed \$14.15 million to 28 open space and public realm projects across the State
- a major Park Lands demonstration project valued at \$4.5 million was announced for Park 19, Pityarilla Park, ('Marshmallow Root Place'). The upgrade of this Park will provide multiple recreational and relaxation activities for the community
- \$375 000 provided for the Wakefield Road Skate Park as part of a four year, \$20 million investment in community space demonstration projects in the Adelaide Park Lands
- support for place management and public realm improvements and activation projects in Adelaide under the Riverbank Precinct initiatives
- developer requirements and assessment processes to support better designed public realm
- design concept development for Festival Plaza public realm was complete and planning approval for the Plaza was granted by the Minister for Planning.

The department undertook detailed design on the redevelopment of the Adelaide Festival Plaza Precinct. The new look plaza will be defined by a number of key places, and will feature public art-work, water features, trees and shrubs as well as ample seating and shelter, providing an active and engaging space for local and visitors alike.

The upgraded plaza will become a unique world-class hub for the arts, culture, tourism and entertainment, and the city's preeminent public meeting place, whilst at the same time enhancing the Riverbank Precinct.

The Office for Recreation and Sport (ORS) funded or contributed to plans to increase the use of public spaces by the community through the following projects:

- Mount Barker concept designs for 2 key sporting open space areas
- Provision of land at the former Kilburn Primary School for development of a multi pitch soccer facility
- Master Plan for Roxby Downs Leisure Precinct
- Upgrade of trails in Eagle Mountain Bike Park
- Major BMX facility development investigations
- Major outdoor courts sports precinct at Playford in development
- Murray Bridge Aquatic Futures Study
- The Statewide Recreational Trails Master Plan

Target 2: Cycling

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

In 2011 (the baseline year), 299 000 South Australian residents rode a bicycle in a typical week. This had decreased to 220 000 by 2013. In 2015, 279 900 South Australian residents rode a bicycle in a typical week. Subsequently, while cycling participation to the CBD has doubled overall since 2003, it has declined slightly since 2011.

Counts of cyclists on the most popular bike route, the Mike Turtur Bikeway averaged 876 per day in February 2016, which is slightly down from February 2015. However, 442 cyclists were counted using the new intersecting Marino Rocks Greenway Route which provides a completely new way to access the Adelaide CBD.

Actions which have contributed to this target include:

- implementing the State Government response to the Citizens' Jury on cyclists and motorists sharing the roads safely. This included new cycling laws (prescribing a minimum passing distance and allowing all ages cycling on footpaths)
- provision of \$1 356 220 for cycling infrastructure on arterial roads and funding assistance to Councils for cycling infrastructure improvements on local roads through the State Black Spot cycling program and the State Bicycle Fund.
- substantial work on safety improvements along the \$1.6 million Bicycle Boulevard on Beulah Road Norwood and Rundle St Kent Town. This includes a signalised crossing at Portrush / Beulah Rd intersection and improvements to six roundabouts along Beulah Road to reduce vehicle speeds and the risk and severity of crashes for people riding to and from the city.
- construction underway to remove gaps in bike lanes at key locations across the network to improve cyclist safety.

Target 6: Aboriginal wellbeing

Improve the overall wellbeing of Aboriginal South Australians.

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

- On the Right Track Remote driver licensing program for Aboriginal residents of the Anangu Pitjantjatjara Yankunytjatjara (APY) and Maralinga Tjarutja (M)T Lands
- APY Lands Main Access Road Upgrade project, which improves road infrastructure in the area and provides employment for local Anangu
- implementing the Municipal Services on Aboriginal Lands Program.

South Australian and Australian Governments are delivering the \$106.25 million APY Lands Main Access Road Upgrade which incorporates 210 kilometres of the main access road between the Stuart Highway and Pukatja (Ernabella) in the APY Lands. Additionally approximately 21 kilometres of community access roads in Pukatja (Ernabella), Umuwa, Kaltjiti (Fregon), Mimili and Iwantja (Indulkana).

The Main Access Road is currently used by more than 60 per cent of the total APY population (around 2 500 to 3 000), and provides access to health, education and training services, the delivery of food and medical supplies and the export of livestock and feral camels.

A total of 11 kilometres has been constructed to date, this includes the Pukatja (Ernabella) Airstrip Access Road and a seven kilometre section from the Stuart Highway to Iwantja (Indulkana). Of the 24 218 onsite construction hours undertaken during the 2015-16 period, 8936 hours (36 per cent) have been worked by local Anangu.

Through ORS, the department engaged Aboriginal South Australians in sport and recreation through several initiatives.

Highlights included a leadership camp for emerging indigenous leaders, adapting the Essentials for Coaching Children (ECC) training course, delivering the adapted ECC Course in four communities across the APY lands and facilitating targeted participation programs across regional SA. In addition ORS staff consulted with indigenous leaders in Adelaide, Ceduna and Pt Lincoln to co-design the future of the Indigenous Sport 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.

The department also:

- provides family rooms at two worksites
- facilitates employee wellbeing programs
- drives a culture to create a positive work environment, and encourage collaboration and high performance
- provides work-life balance programs for trainees to build resilience, peer support networks and structured mentoring for staff
- conducts face to face conversations with staff where senior executives promote a message of work life balance, wellbeing and safety, and employees are encouraged to consider the hours they work and to look out for their colleagues and their wellbeing.

Target 21: Greater safety at work

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

The department achieved a significant reduction in new workplace injuries of 23 per cent compared to the previous year. Workers compensation costs also reduced in the 2015-16 financial year.

A new Safety section has been established to further advance safety outcomes across the business. Injury prevention and injury management across the department now comes under a single business unit and this has had an immediate impact, especially in our high risk operational areas of road, rail, marine and construction activities.

The department's commitment to the Premier's Zero Harm Vision has driven the following improvement activities:

- a forensic analysis of Work Health and Safety (WHS) and Injury Management (IM) policies, procedures and processes benchmarking against legislative requirements, standards for self-insurers, Australian and International standards and known practices
- implementation of a new single safety management system to align with the Australian and New Zealand Standards
- development of a detailed corrective action plan (implementation has commenced) as a result of the contracted external independent audit of the department's current WHS and IM management systems
- a review of injury management activities that impeded early and sustainable return to work; resulting in new processes being implemented
- a review of safety investigations and the implementation of root cause methodology to identify contributing factors and/or any systemic safety deficiencies. This has had an immediate positive impact on all investigations including those where the department's contractors are engaged

- commencement of streamlining current safety systems into a new single safety management system that incorporates all requirements of the *Work Health and Safety Act 2012* and the *Rail Safety National Law (South Australia) Act 2012*
- implementation of a new safety consultative committee structure which has achieved better engagement of our workforce in injury prevention and injury management outcomes
- development of a suite of WHS 'Outcome Based Performance Measures' in partnership with the contractor community that will allow far greater safety outcomes for department staff and contractors, and positively impact public safety.

The department is building upon the above achievements and will continue to dedicate professional safety resources to ensure staff and community safety achieves our vision of Zero Harm.

The establishment of the dedicated Safety Section has identified key improvements to support an overall safer work environment. A new safety policy aims to embed a "positive safety culture", with improved reporting that aligns with lead and lag safety indicators.

The department is progressing its positive safety culture through the Chief Executive and all levels of management through the undertaking of regular safety walks designed to supplement scheduled workplace inspections. This innovation encourages safety conversations between leaders and workers, and is generating a changed attitude towards safety across the business.

All Managers are required to now undertake a minimum of one safety walk a month on a project site, focusing on things such as compliance with procedures, ensuring that items are safe, employees are trained, and companies have safety systems in place. The department's Infrastructure Delivery area having also commenced safety walks on infrastructure projects from February 2016.

An independent reviewer also has been engaged on these walks to review the projects and assist to up skill departmental staff.

274 Safety Walks were undertaken between February 2016 and June 2016.

Target 22: Road safety

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

There were 102 fatalities on South Australian roads in 2015, reduced from 108 in 2014. This is 22 fatalities more than South Australia's road safety target of less than 80 fatalities per year by 2020. In the last four years (2012-2015) the number of serious injuries has kept below South Australia's road safety target of less than 800 serious injuries by 2020. In 2015, there were 759 serious injuries on South Australian roads increased from 711 in 2014.

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

- upgrade and improved safety at the intersection of North East Road and Sudholz Road
- works commenced on the construction of a main access road between the Stuart Highway and Pukatja
- Stobie poles being progressively removed along South Road, between the Southern Expressway and Port River Expressway
- pedestrian countdown timers introduced at numerous locations in the Metro area and CBD
- 20 kilometres of motorcycle safety rail installed on 14 roads in the Adelaide Hills with a high incidence of motorcycle crashes
- the Returning Rider Course developed to provide motorcyclists with an opportunity to refresh their knowledge and riding skills
- driving lessons and supervised driving established for people in communities across the APY and MT Lands
- point to point average speed safety cameras having commenced speed enforcement on the Northern Expressway, South Eastern Freeway and Sturt Highway.
- delivery of the Safer Driving Tips Campaign.
- showcase of the development of new vehicle safety technologies, such as intelligent speed adaptation, at the International Driverless Vehicles conference.

Other departmental efforts to increase road safety are the:

- On the Right Track Remote, a driver licensing program for Aboriginal people in the APY and MT Lands
- transition to the National Heavy Vehicle Regulator, which has safety benefits through a consistent, national approach
- increased student participation in the Way2Go Bike Ed program
- Residents Win grant program to improve community road safety
- introduction of new motorcycle helmet standards
- development of road rules information for visitors to South Australia, including a series of four videos in a range of languages including English, French, German, Chinese, Arabic and Dari
- development and promotion of the Rail Crossing Safety Quiz
- *South Australian Motor Driving Instructors Code of Conduct* and renewed rules for driving testers to improve driver training services to the community
- road safety infrastructure projects in Adelaide and regional South Australia funded under the Black Spot program and other road safety infrastructure funding programs.

Further road safety statistics:

- South Australia's fatality rate for 2015 is 6.0 per 100 000 population and is below the 6.4 recorded at the end of 2014
- the decrease in fatalities from 2014 to 2015 was mainly due to a decrease in passenger fatalities. Driver, motorcycle rider, cyclist and pedestrian fatalities remained steady in 2015 from 2014
- 28 per cent of driver and passenger fatalities in 2015 were not wearing a seatbelt at the time of the crash
- speeding was considered a contributing factor in 30 per cent of fatal crashes in 2015
- 22 per cent of drivers/riders killed in fatal crashes in 2015 had an illegal blood alcohol concentration
- 24 per cent of drivers/riders killed in 2015 tested positive for the presence of cannabis, methamphetamine or ecstasy or a combination of these drugs.

Target 30: Boards and committees

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

At 30 June 2016 the department was responsible for the administration of 14 boards and committees. Of a total 128 members, 46 per cent were women.

Target 31: Chairs of boards and committees

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

Of the 14 boards and committees administered by the department at 30 June 2016, 58 per cent were chaired by women.

Target 32: Customer and client satisfaction with government services

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

The department has developed and delivered a customer service charter plan which supports the delivery of customer-focused services, and is undertaking digital transformation of key customer facing services.

The reliability and overall satisfaction with public transport has remained steady for the reporting year. With the categories of information needed to make a journey, ease of use and likelihood to recommend, all having dropped by around 1 per cent.

The department undertook a motorist survey in conjunction with the Royal Automobile Association (RAA), Adelaide City Council (U-Park) and Service SA to develop strategies to improve customer satisfaction for public transport and increase patronage. The survey results indicate convenience is the primary reason for using a car i.e. will allow a quicker, more direct route and flexibility

for more stops such as shopping, picking up children etc. The department is working to address misconceptions of public transport and adopt an improved focus on customer etiquette.

A review of the department's governance committees has been undertaken to determine the percentage of external representatives to ensure we are reflective of community needs and our customer base.

Target 33: Government planning decisions

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

The department progressed toward this target with:

- 468 Land Use applications assessed, with 74 per cent processed within statutory timeframes (decreased from 80 per cent last year)
- 281 Crown Development applications assessed, with 82 per cent processed within statutory timeframes (decreased from 88 per cent last year)
- 3542 Land Division applications were lodged with the Development Assessment Commission.

The increase in the complexity of development applications has resulted in a small decrease in decision timeframes from 2014-15 levels. The addition of new staff and workflow improvements will assist in meeting statutory targets moving forward. The implementation of an electronic lodgement system is also in accordance with State Government e-planning initiatives to further streamline assessment processes.

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

- Total 'Development Cost' value of land use applications:
 - assessed by Development Assessment Commission - \$1.867 billion
 - assessed by Minister for Planning - \$1.099 billion.

Inner Metropolitan Development Assessment:

- 33 projects with a combined estimated value of \$1.4 billion were granted Development Plan Consent by the Inner Metropolitan Development Assessment Committee
- 8 projects with a combined estimated value of \$377 million were under active assessment
- 17 projects with a combined estimated value of \$681 million were progressing through the pre-lodgement service
- 4 potential projects with a combined estimated value of \$130 million were the subject of preliminary enquiries.

Major Developments (under the Development Act 1993):

- 20 major developments equating to over \$6.5 billion were being considered under the major development process

- 2 proposals were declared major developments
- 4 proposals previously declared major developments were under active assessment
- 2 proposals previously declared major developments were approved.

State Coordinator-General initiative:

- 23 development proposals with a total estimated value of \$659.5 million were determined to be of economic significance to the State
- 20 proposals with a combined estimated value of \$314 million were granted Development Plan Consent by the Development Assessment Commission (DAC)
- 13 additional proposals were lodged with DAC for assessment with an estimated value of \$191 million
- A further 10 projects with the estimated value of \$345.5 million which have been assigned to DAC have yet to submit applications for assessment.

Planning and Development Fund:

- the Places for People and Open Space programs (supported by the Planning and Development Fund) contributed \$14.15 million to 28 open space and public realm projects across the State
- \$4.5 million allocation for the Marshmallow Park demonstration project in Pityarilla Park and \$375,000 provided for the Wakefield Road Skate Park as part of a four year, \$20m investment in community space demonstration projects in the Adelaide Park Lands
- The Fund provided \$2 million towards Vibrant City and Riverbank Precinct projects.

Target 50: People with disability

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

As at June 2016 there were 52 employees who declared they had a disability which represents 1.7 per cent of the workforce.

The department has contributed to this target through a partnership with Barkuma and employing 11 people with a disability. The roles, primarily administrative and records management focused, support individuals to find rewarding jobs, learn new skills, explore their talents and provide opportunity for future career progression into higher classification levels.

Target 52: Women

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

As at June 2016 the department had 16 female executives, which represents 38 per cent of its executive cohort.

The department has demonstrated continued commitment to this target by the establishment of the Women in DPTI Steering Committee, chaired by the Chief Corporate Officer with a senior male and female leader from each division and attended by the former Equal Opportunity Commissioner and current Public Advocate, Office of the Public Advocate.

Target 53: Aboriginal employees

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

As at June 2016 there were 102 Aboriginal employees, which represents 3.4 per cent of the workforce.

The department continues to increase employment opportunities for Aboriginal and Torres Strait Islander people. One example being the commenced construction work on the APY Road Upgrade project with job creation of 30 per cent Anangu employment. This been achieved through consolidating existing programs and implementing new attraction and retention programs.

The department's early intervention programs such as the Aboriginal Secondary Work Experience Program, Walpaara Anpa Awards and School Based Traineeships raise the profile of the department with Aboriginal and Torres Strait Islander people while they are still in school. These programs provide regional/remote students with opportunities to engage with the department prior to leaving school and insights into potential career opportunities offered by the department.

Greater emphasis has been placed on improving career pathways and implementing retention strategies for Aboriginal and Torres Strait Islander employees. Some of these include a work/ life balance program for trainees to build resilience, peer support networks and structured mentoring for staff. Effort is made to match Aboriginal and Torres Strait Islander recruits to suitable workplace mentors.

Aboriginal Cultural Consultants provide mentoring designed to assist individuals develop their professional skills and knowledge, support them to complete their employment program/qualification and achieve career progression.

Mentoring complements defined career pathways (Traineeship, Cadetship, Internship and Graduate Programs) to ensure Aboriginal and Torres Strait Islander employees remain employed, and/or engaged by the department. The career pathways have been designed to provide greater opportunities for Aboriginal and Torres Strait Islander people across the classifications.

A professional development program is being planned for the department's Aboriginal employees. The aim of the program is to increase self-esteem, self-confidence, acknowledge their strengths and how to build on these and increasing capability for future promotional opportunities. The program will consist of workshops with individual professional development opportunities available as required.

Target 56: Strategic infrastructure

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

The department delivered and commenced a number of projects to prepare for a growing population.

North-South Corridor works include having:

- commenced major works on the Torrens Road to River Torrens Project and announced a scope extension to include the section of South Road between Pym Street and Torrens Road
- awarded major works contract to Gateway South for the Darlington Upgrade Project and announced a scope extension of approximately one kilometre to the Tonsley Precinct. Completed early works to upgrade the Marion/Sturt Roads Intersection and announced the Flinders Link Project
- commenced early works at the intersection of Kings/ Bolivar Roads as part of the Northern Connector Project, and awarded the major works contract to Lendlease
- completed the South Road and Richmond Road Intersection Upgrade, James Congdon Drive Duplication and Park Terrace, Fitzroy Terrace and Torrens Road Upgrade, in advance of major works on the Torrens Road to River Torrens Project.

and:

- commenced major works on the O-Bahn City Access Project
- commenced the procurement process for a new rail underpass at Torrens Junction
- continued construction works on the Bald Hills Road Interchange on the South Eastern Freeway at Mount Barker.

The department managed a program of over 200 building construction projects in 2015-16 for government agencies valued at over \$2 billion.

Milestones include having:

- commenced design of the Adelaide New CBD High School
- completed stage one of the procurement process for new office accommodation at Port Adelaide
- completed construction of the Northfield Infrastructure Upgrade (consisting of a series of staged projects across Yalata Labour Prison and Adelaide Women's Prison) with the last stage now successfully completed
- completed construction of the Mount Gambier Prison Accommodation Unit Addition (84 bed)
- completed early works on the construction of the Port Augusta Prison Accommodation Addition (128 bed) and commenced construction of main works, including accommodation and support buildings
- completed construction of the State Drill Core Reference Library Facility and the Anzac Centenary Memorial Garden Walk
- commenced construction of the Transforming Health Projects at Flinders Medical Centre, Modbury Hospital and Noarlunga Health Services
- continued Stage 2 works on the Australian Convention Centre Redevelopment.

Also in support of this target the department:

- continued to implement improvements identified through the 90 Day Change@SA project to improve road access for the agricultural industry
- provided State funding for airstrip works at Umuwa, Fregon, Ernabella, Amata, Mt Davies, Yalata and Cleve.

ORS undertook upgrades at some of the State's major sporting infrastructure, including at the SA Athletics Stadium, Eagle Mountain Bike Park and the Priceline Stadium (Netball SA).

Target 63: Use of public transport

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

The estimated metropolitan public transport patronage in 2015-16 was 8.0 per cent of total public transport and car use (*source: Australian Bureau of Statistics ABS*). This is an increase of 1.2 percent on 2014-15 due to a number of factors including the decrease in the ABS's estimate of private vehicle travel in the Adelaide metropolitan area, and the inclusion of 'free travel' data within the department public transport patronage figures.

In progress toward this target the department:

- announced major reforms to the point to point industry, operational from 1 July 2016, following receipt of the South Australian Taxi and Chauffeur Vehicle Industry Review
- continued the provision of special event services for events held at the Adelaide Oval and other large events transporting approximately 718 000 passengers via public transport services in 2015-16
- implemented new services and changed timetable for buses in January 2016 to improve the efficiency of the public transport network
- undertook Passenger Facilities Upgrades, including the proposed redevelopment of the City South tram platform
- improved transparency and reporting around performance and accountability to enhance our public transport system for all customers
- improved safety across the rail network including increased station lighting.

Target 68: Urban development

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

During 2015-16, the department has been establishing the framework for a contemporary and competitive planning system for South Australia through passage of the *Planning, Development and Infrastructure Act 2016*. This legislation is designed to facilitate and attract high-quality development, streamline assessment processes and provide for the digitisation of the planning system. The next step will be the enacting of transitional legislation to implement the new Act in a staged approach over the next five years.

The update of the *30-Year Plan for Greater Adelaide* will continue to place more focus upon the regeneration of existing suburbs in order to reduce further expansion and sprawl on the urban fringe. This will be supported by:

- reinforcing the role of the Environment and Food Production Area as important protected lands for the production of quality food and wine, the protection of our unique environment and for tourism, recreation and water supply
- locating growth areas in close proximity to jobs, services, transport systems, community facilities and recreation areas to maximise the efficiency of our infrastructure and promote healthy, active communities
- ensuring a diversity of housing choice in well-designed places where people want to live.

During 2015-16 the following eight Ministerial Development Plan Amendments (DPA) were approved:

- Minda North Brighton Campus DPA
- Employment Lands (Gillman / Dry Creek and Wingfield) and General Section Amendments DPA
- Park Lands Zone DPA

- Playford Urban Growth Areas (Angle Vale, Virginia and Playford North Extension) DPA (Part 4)
- Port Augusta District Centre Expansion DPA
- Existing Activity Centres Policy Review DPA
- Glenelg District Centre (Jetty Road) and Residential High Density Zone Review DPA
- Victor Harbor Centres and Residential DPA.

Completion of these Ministerial DPAs will result in increased opportunities for medium to high density mixed use development in targeted infill areas, increased investment in public infrastructure (including the O-Bahn City Access Project) as well as increased investment in employment generating activities in metropolitan and regional South Australia.

Residential Design Guidelines are being finalised for consultation. The guidelines aim to positively affect the design quality of new residential developments.

Target 83: Sport and recreation

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

The Office for Recreation and Sport (ORS) contributes to this target in the following key ways.

Affordability of sport and recreation opportunities for young South Australians

In March 2015, ORS launched Sport Vouchers, a discount system for primary school aged children to participate in a regular, structured sport activity. In the first calendar year (Mar–Dec 2015) 43 197 vouchers were redeemed valued at \$2 137 650. That equates to more than 1 in 4 (26.9 per cent) primary school aged children redeeming a Sports Voucher to reduce the cost of regular participation in a structured activity. A powerful finding from the analysis was that 16 782 (38.85 per cent) children were using the vouchers to claim their discount with a provider (generally a local sport club) they had not previously been engaged with. This suggests that the vouchers encourage new participants to get involved in regular activity.

The analysis of the first year of the program also show:

- the gender split was 56.89 per cent male, 43.11 per cent female
- 1222 (2.83 per cent) children identified as Aboriginal
- 2994 (6.93 per cent) children were from a culturally and linguistically diverse background.

VACSWIM is an affordable water safety program for children aged 5 to 13 years conducted in the summer school holidays at pools and beaches around the state. The program saw 12 051 participants registered this year.

- 61 per cent of participants were aged 5-8 with a 50/50 representation of boys and girls
- 29 per cent of participants were aged 9-11
- 8 per cent of participants were aged 12-14

Inspiring the next generation

High performance sport provides a tangible pathway for talented athletes, helping retain existing athletes and inspire the next generation. Many of South Australia's most talented athletes are identified and nurtured at the South Australian Sports Institute (SASI) and the ORS provides venues and support for the hosting of national and international events.

- SASI's Talent Search Program leads a state wide talent search initiative with over 5031 athletes having been tested in partnership with 60 schools towards identifying Australia's future Olympians in a variety of sports. Past results stemming from the Talent Search initiatives have seen 31 athletes become SASI Scholarship holders with many having achieved international senior international podium performances at World Championships and the Olympic Games.
- In 2015, 63 SASI athletes competed at world championships. 23 SASI athletes medaled in 7 sports bringing home a total of 38 medals across 32 events (11 gold, 14 silver, 7 bronze). Nine SASI athletes were crowned world champions in 2015. 40 members of Australia's 2016 Summer Olympic Team have been supported through SASI's programs.
- As a key partner in Australia's Winning Edge strategy and High Performance System, SASI has worked extensively with the Australian Institute of Sport (AIS) and other state institutes towards shaping the future of high performance sport with the staff being sought after for their wealth of experience across sport science and high performance management.
- In addition the ORS also provided venues and/or support for the hosting of a number of national and international sporting events, including cycling, swimming, athletics, dragon boating and duathlon.

Funding for sport and recreation organisations to improve the participation experience

The ORS approved 769 grants valued at \$32.058 million for sport and recreation organisations to improve the experience of participants. This included the following:

- 386 grants valued at \$1.593 million for sport and recreation clubs to deliver programs, equipment and events
- 82 grants valued at \$3.022 million for state level sport and recreation organisations to provide leadership, policies and support services
- 133 grants valued at \$4.088 million for the delivery of significant and state wide projects that address inclusion, improve organisations and/or the experience of participants

- 61 scholarships valued at \$0.142 million to support the development of talented and elite athletes to take on and beat the world's best
- 107 grants valued at \$23.212 million for the development of new and improved sport and recreation facilities. Of these, 58 (valued at \$15.5 million) were in the metropolitan area and 48 (valued at \$7.7 million) were in non-metropolitan areas.

Planning and development for sport and recreation infrastructure:

- Planning Guidelines for the development of regional level recreation and sport facilities
- Mount Barker concept designs for two key sporting open space areas
- Provision of land at the former Kilburn Primary School for development of a multi pitch soccer facility
- Master Plan for Roxby Downs Leisure Precinct
- Upgrade of trails in Eagle Mountain Bike Park
- Major BMX facility development investigations
- Major outdoor courts sports precinct at Playford in development
- Murray Bridge Aquatic Futures Study
- SA Recreational Trails Statewide Master Plan
- upgraded State-owned sporting infrastructure, including at the SA Athletics Stadium, Eagle Mountain Bike Park and Priceline Stadium (Netball SA).

Supporting peak bodies and state level sport and recreation organisations

Governance

The ORS works alongside state level organisations to support and enhance governance practices across the sport and recreation sector and:

- deployed a Stakeholder Feedback Survey on behalf of 70 sport and recreation peak organisations and industry representative bodies. The findings of these surveys will support their improvement in leadership, communication, relationships, policies and support services
- provided support to the boards of sport and recreation peak bodies through the promotion of good governance principles, an evidence based board evaluation process, industry support and advice, workshops, resources and funding
- supported the implementation of the recreation sectors new governance structure for the South Australian Trails Network
- delivered 16 Child Safe Officer courses to 225 administrators working in the sector to enhance the safety and wellbeing of children in sport and recreation.

STARCLUB

STARCLUB is a South Australian Government's Club development tool for sport and active recreation supporting local clubs to provide the best environment for their members and the wider community through continuous improvement.

- STARCLUB currently has over 2500 registered users in South Australia.
- The information captured in STARCLUB helps the ORS identify development needs across the sector and work strategically alongside state sporting bodies, regional groups and local governments to deliver targeted education and support.
- The ORS expanded the STARCLUB Field Officer program to a team of nine STARCLUB Field Officers working with 30 regional councils.
- The Northern Territory (NT) Department of Sport and Recreation adapted the STARCLUB program to encourage continuous improvement of NT clubs and associations.
- Similarly, a bespoke version of STARCLUB has been released by the Department for Communities and Social Inclusion (DCSI) for their stakeholders.
- ORS has expanded STARCLUB to include an audit and recognition process which can be used to promote the clubs governance and management achievements in their community.

Support for coaches and officials:

The State Coaching and Officiating Centre continued to enhance the capability of SA's coaches and officials where they:

- delivered 26 coach education courses to 420 participants in metro and regional SA, including the new and improved Essentials for Coaching Children course
- delivered the Coach Development Program for 27 sub-elite coaches from 15 sports, aimed to improve their general coaching skills
- enhanced and expanded the Coloured Shirt Program for new officials
- provided professional development and networking opportunities to the coaching and officiating development personnel from the State Sporting Organisations through the State Coaching and Officiating Network (SCON)
- hosted two Elite Coaching Seminars (in Adelaide and Pt Augusta) providing coaches at all levels in the sport system to hear from and question some of Australia's highest profile coaches.

Inclusion

ORS works with sport and recreation organisations to promote the benefits of diversity and inclusion across the sector. Apart from advocacy and education for diversity and inclusion in sport generally, ORS tailors specific initiatives that address the needs of targeted population groups. Highlights of the inclusion program:

- ORS hosted the 2016 Diversity Conference where more than 200 delegates were inspired by key note speaker Stan Grant on the challenges and opportunities for indigenous inclusion and heard from a range of speakers from both the sport and commercial sector on the moral and business case for inclusion.
- Dr Emma Sherry of the Centre for Sport and Social Impact Latrobe University delivered a workshop to 50 senior sports administrators on the strategic imperative of having a whole-of-organisation approach to diversity and inclusion.
- A number of tools and resources have been developed and shared with sport and active recreation organisations to break down perceptions that including people with a disability is too hard. Resources have been promoted through a range of mediums including face to face workshops, through ORS website and social media.
- I-Net, an inclusion network brought together 30 state, local and non-government organisations working in disability, culturally and linguistically diverse and Aboriginal and Torres Strait Islander (ATSI) communities regularly.
- ORS Women in Sport program focusses on building the leadership capacity and aspirations of women working in sport. In 2015-16 the program included:
 - 'Steer your Career' leadership workshop
 - an advocacy video featuring five prominent CEOs discussing the challenges and benefits of gender diversity
 - a female focused talent identification and coach development initiative across all SASI program sports
 - a Women in Sport Network breakfast celebrated our SA National League coaches
 - ten women graduated from the intensive 'Developing Women in Sport Leaders' program
- ORS hosted the series *Empowering Sport to Reflect Community* in August 2015. The series sought to encourage and support sport organisations to nominate access and inclusion as a priority area in their strategic plan, embed inclusive practice in their operational approach and prioritise actions that remove barriers to participation in their activity.

In addition ORS provided funding to support the development of opportunities for people with a disability to participate and excel including:

- \$185 000 to six state-sporting-organisations-for-people-with-a-disability to provide leadership, policies and services for their members, clubs and associations
- \$780 000 for 31 disability-specific projects through ORS grant programs
- 20 sporting scholarships to elite athletes with a disability, through the South Australian Sports Institute, and five SASI athletes selected to represent Australia at the 2016 Rio Paralympics.

Appendices

Legislation

As at 30 June 2016 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

Government House Precinct Land Dedication Act 2016

Harbors and Navigation Act 1993

Heavy Vehicle National Law (South Australia) Act 2013

Highways Act 1926

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

Maritime Services (Access) Act 2000

Metropolitan Adelaide Road Widening Plan Act 1972

Mile End Underpass Act 2005

Mobil Lubricating Oil Refinery (Indenture) Act 1976

**Morphett Street Bridge Act 1964*

Motor Vehicles Act 1959

National Soldiers Memorial Act 1949

Non-Metropolitan Railways (Transfer) Act 1997

North Haven 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

Minister for Transport and Infrastructure

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

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
Commissioner for Kangaroo Island Act 2014
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
Urban Renewal Act 1995

Minister for Road Safety

Nil

Minister for Recreation and Sport

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

Minister for Racing

Racing (Proprietary Business Licensing) Act 2000

**Port Pirie Racecourse Site Act 1946*

Minister for Local Government

Local Government Act 1999

Local Government (Elections) Act 1999

Local Government (Implementation) Act 1999

Outback Communities (Administration and Management) Act 2009

South Australian Local Government Grants Commission Act 1992

Attorney-General - administered by the department

Bills of Sale Act 1886

Community Titles Act 1996

Law of Property Act 1936

Liens on Fruit Act 1923

Real Property Act 1886

Real Property (Registration of Titles) Act 1945

Registration of Deeds Act 1935

Strata Titles Act 1988

Stock Mortgages and Wool Liens Act 1924

Worker's Lien Act 1893

**Denotes Act of limited application*

Boards and committees

As at 30 June 2016 the department provided administrative support to the following Boards and committees:

Minister for Transport and Infrastructure

Boating Facility Advisory Committee

Passenger Transport Standards Committee

Port Adelaide Container Terminal Monitoring Panel

Survey Advisory Committee

Minister for Planning

Adelaide Cemeteries Authority Board

Adelaide Cemeteries Authority Heritage and Monument Board

Development Assessment Commission

Development Policy Advisory Committee

Inner Metropolitan Development Assessment Committee

Local Heritage Advisory Committee

Port Adelaide Development Advisory Committee

Minister for Recreation and Sport

Boxing and Martial Arts Advisory Committee

Minster for Local Government

Outback Communities Authority
SA Local Government Grants Commission

Fraud

In accordance with Public Sector Regulations (2010) there were three instances of fraud confirmed during the year. One instance involved five employees being charged with offences of theft and/or failing to act honestly. These cases are before the courts and the outcome will be considered pending further action. The other two instances involved Government vehicle misuse: the first instance with a group of three employees, of which two are no longer employed by the department and the other having received a disciplinary sanction; the second instance involved one employee who has been disciplined.

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

The department's fraud control framework strategies for fraud prevention, detection, investigation, awareness, training and reporting, based on the *Australian Standard 8001-2008 Fraud and Corruption Control*, will continue to be improved and strengthened during 2016-17, with a dedicated Fraud and Corruption Control Officer now employed to ensure this occurs. Finally, the department continues to promote appropriate behaviour in line with Code of Ethics for the South Australian Public Sector.

Reporting against the *Whistleblowers Protection Act 1993*

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

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

Management of human resources

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

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

Workforce diversity

The table below shows the number of employees separated from and recruited into the agency for the financial year 2015-16

Number of persons during the 2015-16 financial year	
Separated from the agency	376
Recruited to the agency	222

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

Age bracket	Male	Female	Other	Total	% of Total	2014 Workforce Benchmark
15-19	1	3	0	4	0.1	5.5%
20-24	49	48	0	97	3.2	9.7%
25-29	104	74	0	178	5.9	11.2%
30-34	166	122	0	288	9.5	10.7%
35-39	194	144	0	338	11.2	9.6%
40-44	210	145	0	355	11.7	11.4%
45-49	288	118	0	406	13.4	11.1%
50-54	348	120	0	468	15.5	11.4%
55-59	388	104	0	492	16.3	9.1%
60-64	244	60	0	304	10.0	6.7%
65+	80	17	0	97	3.2	3.6%
Total	2072	955	0	3027	100 %	100 %

**Source: Australian Bureau of Statistics Australian Demographic Statistics, 6291.0.55.001 Labour Force Status (ST LM8) by sex, age, state, marital status – employed – total from Feb78 Supertable, South Australia at November 2013*

Workforce adaptation

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

Male	Female	Other	Total	% of agency
35	17		52	1.7

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

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

Disability	Male	Female	Other	Total	% of agency
Disability requiring workplace adaptation	35	17	0	52	1.7
Physical	13	6	0	19	0.6
Intellectual	8	4	0	12	0.4
Sensory	6	3	0	9	0.3
Psychological/ psychiatric	2	2	0	4	0.1

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

Executives

The table below shows executives by gender, classification and status

Classification	Ongoing		Tenured contract		Untenured contract		Other (Casual)		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
EXEC	0	1	0	0	1	2	0	0	1	3
SAES	0	0	0	0	25	13	0	0	25	13
Total	0	1	0	0	26	15	0	0	26	16

Leave management

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

Leave type	2012-13	2013-14	2014-15	2015-16
Sick leave	8.8	8.9	9.2	7.5
Family Carer's leave	1.2	1.2	1.3	1.3
Miscellaneous Special leave	0.5	0.5	0.6	0.6

Performance development

The table below shows performance development information

Employees with a documented review of performance management	% total workforce
Within the past 6 months as at 30 June 2016	27.3
Older than 6 months	61.9
No review	10.8

Leadership and management development

The table below shows leadership and management training expenditure

Training and development	Total expenditure \$
Total training and development	\$1 933 046
Total leadership and management development	\$968 719

Employment opportunity programs

The department employed people through the following public sector-wide equal employment opportunity programs during 2015-16:

- South Australian Government Jobs4Youth program and the Trainee Employment Register
- Aboriginal Public Sector Program (includes the Aboriginal Employment Register)
- Strategy for employment of people with disabilities (includes the Disability Employment Register and participation in the Change @ SA Program; Increasing Sector Employment of People with a Disability).
- Supporting apprenticeships by acting as a host agency and providing apprentices with practical work experience, leading to increased employment prospects.

Work health and safety and injury management

The *Building Safety Excellence in the Public Sector 2015-20* strategy embeds the Premier's Zero Harm Vision and underpins the *South Australian Strategic Plan* (SASP) Target 21: Greater Safety at Work.

Safety is at the core of all the department's operations and this is articulated in the department's Work Health and Safety Policy statement DP032 '*DPTI will continually strive to achieve the behaviours of a leading safety culture. Our officers and staff and those who deliver services on our behalf are required to prioritise health and safety first over competing priorities to ensure the effective protection of our people, our community and the environment in which we work*'.

The department continues to work towards creating a 'community' positive safety culture by partnering with the department's private sector partners in developing new safety tools such as "Outcome Based Performance Measures". These measures are an initiative of the department and include innovative tools that will progress safety across many industries. The tools are designed to ensure safety is not just an administrative process but is 'safety at the coal face'.

Through safety initiatives implemented over the last 12 months the department has focused efforts on high risk areas of operation, to ensure physical and psychological wellbeing of all employees, and that work has a positive impact on their private lives. Safety enhances the department's values of Collaboration, Honesty, Excellence, Enjoyment and Respect.

A target for 2016-17 will be the development activities in safety training relating to contract and contractor management. This area is a key focus for the department to ensure that its works are safe for both staff and the community, and that works performed by the department's private sector partners, on its behalf, achieve the best possible safety outcomes.

The department's achievements for 2015-16 are reported in the SASP Target 21: Greater Safety at work, on page 27 of this Annual Report.

The table below shows work health and safety prosecutions, notices and corrective action taken

Work health and safety prosecutions, notices and corrective action taken	
Number of notifiable incidents pursuant to WHS Act Part 3	
Nine (9) notifiable incidents were recorded during 2015-16 of which five (5) involved contractors and four (4) were recorded from DPTI activities.	
Number of notices served pursuant to WHS Act Section 90	
One (1) notice was issued pursuant to Section 90 – this was then overturned by SafeWork SA	
Number of notices served pursuant to WHS Act Section 191 and Section 195 (Provisional improvement, improvement and prohibition notices)	
Three (3) improvement notices issued by SafeWork SA	
Number of prosecutions pursuant to WHS Act Part 2 Division 5	
Nil	
Number of enforceable undertakings pursuant to WHS Act Part 11	
Nil	

The table below shows work health and safety performance (building safety excellence targets)¹

Work health and safety performance (building safety excellence targets)	
Total new workplace injury claims	*107
<i>*The 107 workplace injury claims incorporate the significant musculoskeletal and the significant psychological injuries</i>	
Significant injuries – where lost time exceeds one working week lost time exceeds one working week (expressed as frequency rate per 1000 FTE)	9.62
Significant musculoskeletal injuries - where lost time exceeds one working week lost time exceeds one working week (expressed as frequency rate per 1000 FTE)	6.87
Significant psychological injuries - where lost time exceeds one working week lost time exceeds one working week (expressed as frequency rate per 1000 FTE)	2.06

1. Information available from the Self Insurance Management System (SIMS)

The department significant injuries result from two categories; musculoskeletal and psychological. Psychological injuries which in the main result from acute events e.g. public self-harming in front of trains and trams. Strategies have been implemented to address these events and minimize psychological consequences e.g. 'R U OK' program.

Musculoskeletal injuries have resulted from body stressing and falls/trips/slips. The department's single management system (SMS) addresses the high risk areas of the organisation and target the causation factors.

The table below shows agency gross workers compensation ²expenditure for 2014-15 compared with 2013-14³

Agency gross workers compensation expenditure for 2015-16 compared with 2014-15				
Expenditure	2015-16 (\$m)	2014-15 (\$m)	Variation (\$) + (-)	%Change +(-)
Income Support	\$1.30	\$1.38	-\$0.08	-5.79%
Hospital	\$0.02	\$0.12	+\$0.08	+66%
Medical	\$0.74	\$0.91	-\$0.17	-18.7%
Rehabilitation/return to work	\$0.003	-	+\$0.003	n/a
Investigations	\$0.01	\$0.02	-\$0.01	-50%
Legal expenses	\$0.28	\$0.27	+\$0.01	+3.7%
Lump Sum	\$1.83	\$1.82	+\$0.01	+55%
Travel	\$0.02	\$0.03	-\$0.01	-33%
Other*	\$0.20	\$0.06	+\$0.14	+233%
Total Claim Expenditure	\$4.58	\$4.61	-\$0.03	+65%

2. Before 3rd party recovery

3. Information available from the Self Insurance Management System (SIMS)

* Increase in 'Other' relates to a change in reporting criteria which now includes medical reports

Consultants

The following table displays the department's use of consultants and the nature of work undertaken during 2015-16.

Consultant	Purpose of consultancy	\$
Value below \$10 000		
BDO Australia	Review of Athlete survey – SASI Survey	1 000
Value \$10 000 or more		
Indec	Operation review of the Adelaide Rail System	17 384
Business Risk Solutions	State Sport Dispute Centre Review	24 993
Halcrow Pty Ltd	3000/3100 Class Railcar Structural Assessment	63 390
Mott MacDonald Australia Pty Ltd	Transport Modelling Review	100 624
Sub total	4	206 391
Total	5	207 391

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 2015-16 through the following initiatives:

South Australian Government Architect and ODASA

ODASA supports the Government Architect's (GA) role as an advocate for design excellence in the built environment. In promoting the value of excellent and effective design, the Government Architect:

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

The Adelaide Festival Centre Precinct Upgrade and the refinement of the O-Bahn infrastructure were significant state projects in 2015-16 that were guided and enhanced by the GA's advice on design generally, and urban design and public realm specifically.

The most direct influence of the GA is through the Design Review Process that is offered as part of the Pre-lodgement Service. Design Review offers independent and impartial advice on the design quality of proposed construction projects and supports design excellence in South Australia. The Port Adelaide Office accommodation building and the Anzac Memorial walk are South Australian Government projects that were reviewed in 2015-16.

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

The DRP 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.

2015-16 saw ODASA expand its design advocacy role to the procurement and delivery of government projects, including infrastructure projects such as the CBD High School and Park 19 (Marshmallow Park) in the Park Lands.

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 have been developed by ODASA. These guidelines anticipate the focus on the public realm and importance of quality design in the *New Planning and Infrastructure Act 2016* and associated Design Code.

The 30-Year Plan for Greater Adelaide

The 30-Year Plan for Greater Adelaide is currently being updated to respond to changing population and housing profiles, review land supply assumptions and locations for urban infill, provide greater focus on economic development and the creation of job opportunities, increase affordable living options and to facilitate the creation of a better designed, more walkable urban form.

The updated plan will emphasise the importance of enhancing our urban green canopy, improving urban interfaces and providing for an increased amount of quality public space which is well designed, connected and maintained.

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 2015-16, twelve Places for People grants totalling \$3.6 million were provided to local government.

Since 2002 around \$37.2 million has been made available for 259 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 department has focused on provision of facilities that represent good urban design, as well as being highly functional and safe for use by all. For all major projects, quality urban design principles are developed and can shape the finished product. For example, urban design and sensitivity towards public space is a major driver for projects such as the O-Bahn City Access Project, and the North-South Corridor upgrades at Darlington and Torrens Road to River Torrens.

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

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

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

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

Sustainability reporting

Annual reporting provides the department the opportunity to report on progress towards sustainability practices in line with various government initiatives. Below are activities engaged in by the department that demonstrate its commitment to sustainability practices that reduce resource use and the impact on the environment, working to improving the quality of life, now and in the future.

Infrastructure Sustainability Council of Australia's rating tool

The department has made a commitment to obtain Infrastructure Sustainability Design and As Built ratings for all projects with a capital value at or above \$100m, including all North-South Corridor projects.

The sustainability rating scheme, developed and administered by the Infrastructure Sustainability Council of Australia, provides the department with the ability to quantitatively measure sustainability performance across the whole infrastructure lifecycle, benchmark against other projects and track progress against sustainability objectives.

The department is currently exploring opportunities to improve sustainability outcomes for other projects, and will be working to review and compare the department's Master Specification and management practices against the performance benchmarks established by the Infrastructure Sustainability rating scheme.

Property

During 2015-16 the department commenced reviewing its office leasing policies to continue to drive the market for high performing office buildings, with the view to extending current policies to set target ratings under the Green Building Council of Australia's (GBCA) Green Star Office Interiors rating tool and the National Australian Built Environment Rating System (NABERS) Office Water rating tool.

Public transport

This year the department released an Expression of Interest (EOI) for the supply of new buses from 2018-19 onwards. The EOI sought cost-effective, lower-emission vehicles that can meet required service standards.

Manufacturers were asked to provide evaluation buses which will operate across the Adelaide Metro bus network to assess whether they are fit for purpose and provide measurable environmental benefits. The EOI is complete with seven buses selected for the trial, being two fully electric buses, four Euro 6 diesel buses, and one Micro Hybrid.

Operation Moving Traffic

The Operation Moving Traffic program was launched in 2015 with the aim to improve the efficiency, reliability and safety of the transport network, which includes both roads and public transport and extends across Greater Adelaide.

A sustainable and high performing multi-modal transport network must operate in a way that is efficient, reliable, environmentally and socially responsible, and safe. In this way, Operation Moving Traffic aligns with the initiatives, solutions and actions set out in the *Integrated Transport and Land Use Plan* and the vision underlying *The 30-Year Plan for Greater Adelaide*, which together integrate land-use and transport priorities in order to deliver a more compact and therefore more sustainable and liveable city.

The department's active travel policies and programs, which encourage less reliance on car use and promote a shift to alternatives such as walking, cycling and public transport, also contribute to a significant increase in the capacity and efficiency of the transport network, all leading to better community health and reduced health care costs.

Transport and land use planning

The *Integrated transport and Land Use Plan* (ITLUP) released in July 2015 has identified the following solutions to reducing environmental impacts:

Reduce greenhouse gases in line with State Government targets, as well as other air emissions from the vehicle fleet

- monitor the emissions profile of the transport sector and develop strategies to contribute to the State's emission targets and the achievement of Carbon Neutral Adelaide
- extending and improving walking and cycling networks, expand their catchments and incorporate walking and cycling options in planning to support zero-emissions transport
- implementing the South Australian Governments' new cycling laws (prescribing a minimum passing distance and allowing all ages cycling on footpaths) to make it easier and safer for individuals to cycle
- improve local air quality by making the shift to electric trains and the reintroduction of trams (electrification also allows for potential future benefits of increased renewable energy)
- encourage and adopt new technologies and practices in infrastructure design, construction and maintenance which reduce greenhouse gas and other emissions from transport
- encourage early replacement of ageing transport fleets (all modes) to improve air quality and reduce greenhouse gas emissions
- support uptake of electric and hybrid vehicles, and provision of information on ways to reduce vehicle emissions from the existing fleet
- support research, development and commercialisation opportunities for South Australia relating to low emission vehicles and fuels.

Reduce noise emissions and their impacts

- Reduce the noise profile of the transport sector
- deploy the Minister's Noise Specification for new housing developments adjacent tram lines, train lines and major traffic routes
- undertake noise mitigation when constructing new or substantially upgraded roads or railways adjacent to areas that are sensitive to noise
- participate in national policy forums to reduce noise and air emissions from vehicles including, for example, improving Australian Design Rules for vehicles.

Improve environmental design, resource use and procurement practices

- Minimise transport and land use effects and enhance the natural environment by using appropriate sustainable design principles, guidelines and targets for projects
- adopt energy saving, low emission technologies as they become available
- develop an environmental procurement policy.

Sustainable water use

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

- Sustainable Clubs (part 6 of the STARCLUB Club Development Program) to help organisations responsible for maintaining sports grounds to plan for more efficient energy and water use.
- Greening Your Club resources to equip organisations with knowledge and tools to reduce their environmental impact and utility use.
- A fact sheet explaining eligibility requirements under the *Recreation Grounds Rates and Taxes Exemption Act 1981*.
- Leak Analysis and Water Profiling Project to investigate water consumption data at ten sporting venues to identify leaks and investigate options for reducing water usage.
- Established a Water Working Group; an across-government approach to manage the impact increased costs are having on sporting organisations, councils and schools.
- Coordinates the Water Working Group with key staff from ORS, SA Water, Local Government Association, the Department of Environment and Natural Resources (DEWNR) and the Department of Education and Child Development (DECD) to identify effective and transferrable strategies to reduce water consumption.
- Contributed to the development of the 'Operational Guide - Irrigated Public Open Space Code of Practice' resource to provide a best practice turf and irrigation management for all irrigated public open space.
- ORS worked in partnership with the Conservation Council SA to develop an Environmentally Sustainable Clubs Training Program to introduce sporting organisations to environmental sustainability.

Carbon neutral city

The Government, in partnership with the Adelaide City Council, has committed to the goal for Adelaide to become the world's first carbon neutral city. In working to achieve this ambitious goal, the department has:

- extended the light rail (tram) network through the city to the Entertainment Centre and future extensions are planned through the AdeLINK network
- continued work on upgrading and electrifying the Adelaide Metro rail system
- commenced work on the O-Bahn tunnel to provide quicker and more reliable access into the city and to reduce congestion on the Inner City Ring Route
- trialled two electric buses on Adelaide routes - building on the legacy of Adelaide's Tindo, the world's first solar electric bus

- invested to improve cycling journey safety including new grade separated bikeways, additional cycle lanes and cyclist detection at major intersections
- introduced 25 buses of Euro 5EEV emissions standard, allowing 25 buses of Euro 1 emissions standard, giving a total of 365 buses that are of the Euro5 EEV standard.

Disability access and inclusion plans

The department is finalising its Disability Access and Inclusion Plan (DAIP) in line with the *National Disability Strategy 2010–2020*. This is in consultation with the Accessibility Advisory Committee (AAC) to ensure that the plan will not only comply with legislated requirements but also closely align with community and industry needs.

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

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

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

Opportunities are provided to people with disabilities through the department's recruitment processes, presenting all vacancies up to and including the ASO4 level to the Disability Employment Register. A partnership with Barkuma Inc., intended to increase workforce participation for people with intellectual disabilities, saw eleven Barkuma staff commence with the department, with additional disability awareness training sessions held for staff.

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

Public transport has a very important place in the ongoing improvement in accessibility for the South Australian community. The department is committed to continually improving public transport services and infrastructure, making public transport more accessible and easier to use for people with disabilities. The bus fleet is now 88.5 per cent accessible (not including the rail substitute bus fleet made up of older buses kept in reserve for major rail works) compared to approximately 31 per cent in 2002.

Work has continued to provide upgrades that focus on improving the accessibility of other public transport infrastructure. A detailed review and subsequent research relating to way finding and information provision at Adelaide Railway Station (ARS) for all customers commenced during the end of 2015.

The department has also reviewed the platform signage, resulting in new signage near the gate displaying "If you need assistance to board a train, please notify staff at the accessible gate or wait near the first door of the leading train carriage." This message is also being displayed randomly on the station monitors.

Information regarding accessible journeys has also been published on the Adelaide Metro website at: <https://www.adelaidemetro.com.au/Using-Adelaide-Metro/Accessibility-Disability/Accessible-Journeys> and a voice-over message for the ARS is planned to be recorded.

Department officers at the ARS that monitor accessibility gates also provide 'sighted guide' assistance to passengers to board trains if needed.

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

ORS also promotes disability access and inclusion in sport and active recreation, as demonstrated by the series of *Empowering Sport to Reflect Community* Round Tables held in August 2015. Representatives from 20 sport and active recreation organisations attended the round tables which sought to:

- identify if access and inclusion is currently reflected in organisation's strategic plans
- identify if sport in South Australia has moved on from inclusion being a "special project or a 'nice' thing to do"
- prioritise actions and outcomes to generate change at an organisational level and in the programs and services provided to a point where structural barriers do not stop people finding sport.

A number of tools and resources have been developed and shared with sport and active recreation organisations. These include:

- posters to promote equality and equity in sport; and
- a video "Inclusion – Where do I Stand"

The resources are designed to break down the perception that including people with a disability is too hard. Both the resources have been promoted through a range of mediums including at face to face workshops, through ORS website and social media.

In 2015-16 the department, through ORS provided:

- 20 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
- five SASI athletes had been selected to represent Australia at the 2016 Rio Paralympics
- \$185 000 to six state-sporting-organisations-for-people-with-a-disability to provide leadership, policies and services to their membership
- funding for 30 disability-specific projects totalling \$775,800 through the Sport and Recreation Development and Inclusion Program
- funding for one disability-specific project totalling \$4 938 through the Active Club Program.

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 2015-16

[Adelaide - Port Augusta](#) was the only route subject to a Route Service Licence during the 2015/16 Financial Year. 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."

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

Under Condition 3 of the existing Route Service Licence, Sharp Airlines advised the Minister's Authorised Officer of an intended change to its schedule of flights from 1 February 2016. The Minister was satisfied that the proposed schedule reduction was based on reduced patronage on the Adelaide to Port Augusta route.

The existing licence expires on 31 December 2016.

Reporting against the *Passenger Transport Act 1994*

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

Patronage in metropolitan Adelaide

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

All metropolitan rail and tram services are operated by the department through the Rail Commissioner entity which has accreditation under the PT Act. Public transport services in regional South Australia are also administered by the department. These include regular route services (country bus services), provincial city services, integrated transport plans, special medical-related services and dial-a-ride services.

The department supports community passenger networks across regional South Australia and within metropolitan Adelaide. This program is established to facilitate access to transport for people who are transport disadvantaged. The program is jointly funded by the Commonwealth Home Support Program and the Department for Communities and Social Inclusion.

Adelaide metropolitan initial boardings 2015-16 (millions)

The initial boardings on the public transport system increased by 0.2 per cent.

Initial boardings by mode

Bus	Tram	Train	Total Initial Boardings*
41.104	8.885	11.367	61.356

Initial boardings by passenger type

Regular	Concession	Student	Seniors	Free Events	Special Passes	Total Initial Boardings*
18.078	17.908	8.949	7.541	8.515	.365	61.356

Initial boardings by ticket type

Metrocard	Single trip	Daytrip	Free travel	Other	Total Initial Boardings*
46.085	5.921	.835	8.515	-	61.356

Note: *Reflects initial boardings – not total patronage. The patronage figures in the tables above include free travel data.

Special event services

On 23 October 2014, an amendment to the *Passenger Transport Act 1994* was enacted with respect to the management and funding of public transport for special events. The aim of the legislation is to facilitate the successful planning of special events in metropolitan Adelaide by requiring mandatory notification of major events and also to provide a mechanism for the costs of additional public transport services required for the event to be recovered where the event is considered a "commercial event".

The key elements of the legislation include the requirement for venue managers to notify the department six months in advance (or as soon as the event is known) of any event expected to attract more than 5000 patrons and, where additional public transport services are required, that commercial events contribute to the cost of these extra services.

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

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

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

Integrated ticketing arrangements and funding contributions were successfully negotiated for a number of events, including the Liverpool Soccer match at Adelaide Oval, the AC/DC concert and the 2015-16 soccer season. Successful negotiations have been completed for the 2016-17 year including the Monster Jam at Adelaide Oval and the 2016-17 soccer season. Negotiations are also underway for the 2016-17 cricket season at Adelaide Oval.

Adelaide free services

The free City Connector service was introduced in the CBD and North Adelaide during January 2014 as a result of the integration of the City Free service funded by the department, and the Adelaide Connector service operated by the Adelaide City Council. This integration enabled service and frequency improvements over previous services. Operating under contract with the Minister for Transport and Infrastructure, the City Connector uses dedicated buses with a distinctive green livery to tell it apart from general Adelaide Metro services. Additional late night services were provided during the Fringe Festival to encourage greater use in the city.

Regional services

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

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

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

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

Based on data provided by country bus operators, country bus patronage in 2015-16 was estimated as 778 166, a decrease of 5 per cent from the previous year.

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

Provincial city bus services

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

Based on data provided by provincial city bus operators, patronage in 2015-16 was estimated as 429 917, a decrease of 3 per cent from the previous year.

Complaints, commendations and submissions

Feedback on public transport

Feedback from customers about passenger transport services is welcomed by that department as it provides the ability to improve and assess existing services and practices. Customers are presented with multiple opportunities to provide their feedback through the Adelaide Metro website, Adelaide Metro Infoline and InfoCentres, as well as social media such as Facebook and Twitter. Complaints represented approximately 0.01 per cent of total public transport patronage (initial boardings and transfers) in the 2015-16 reporting year, with a reduction of 1280 (an 11 per cent reduction) compared to the previous year.

The table below shows Feedback information on public transport

Feedback	2014-15	2015-16
Commendations	809	797
Suggestions	863	902
Complaints		
Service changes and service quality	6 948	6 141
Punctuality	2 807	2 218
Fares and ticketing	1 159	953
Passenger comfort	799	899
Other	155	377
Total complaints	11 868	10 588

Feedback on taxi and small passenger vehicle (spv) services

The department receives complaints and commendations regarding taxis and small passenger vehicles. Complaints may lead to disciplinary action if a breach of the regulations under the Act is found to have occurred. Taxi complaints represented less than 0.01 per cent of the estimated eight million journeys provided in 2015-16.

The table below shows feedback information on taxis and spvs

Feedback	2014-15	2015-16
Commendations	4	6
Complaints	502	375

Waiting times

The taxi centralised booking services reported that the average waiting time for general taxis in metropolitan Adelaide for the 2015-16 year was 8.9 minutes during the day (6am to 6pm), and 8.4 minutes at night (6pm to 6am).

The figures include waiting times for phone-booked, hailed and taxi rank trips and meet the prescribed waiting time of 12 minutes, as stated in the conditions for accreditation.

There were 1035 general licenses in metropolitan Adelaide in 2015-16.

Access taxis

The taxi centralised booking services reported that the average waiting time for access taxis in metropolitan Adelaide for the 2015-16 year was 8.75 minutes during the day (6am to 6pm), and 9.25 minutes at night (6pm to 6am).

There are 102 general licenses with special conditions (Access Taxis).

Passenger Transport Standards Committee

The Passenger Transport Standards Committee (PTSC) is a statutory committee, established under the Act, 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 2015-16 the PTSC met on 80 occasions and considered 232 matters including:

- 128 accreditation applications
- 104 disciplinary matters.

Of the 104 disciplinary matters, the PTSC:

- suspended the accreditation of 24 accredited persons for a period of time
- revoked the accreditation of 19 accredited persons and disqualified them for a period of time
- permanently disqualified two persons from holding accreditation under the Act.

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

Reporting against the *Carers Recognition Act 2005*

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.

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

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

The department convenes the department's Accessibility Advisory Committee (AAC), which meets regularly with representatives from South Australian peak groups for people with disability, their advocates and carers.

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

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

Registration and licences

To date there are 277 007 recreational boating licence holders and 1785 special permit holders. During the 2015-16 financial year the six month registration option for recreational vessels up to maximum length of seven metres was taken up by 22 per cent of the recreational boating fleet. 78 per cent have continued to use the 12 month option.

Boating safety

The department continues to work on marine safety collaboratively with local government and other South Australian Government agencies to consider introducing or removing speed restrictions or creating restricted areas to implement other safety controls measures.

A safety campaign promoting the uses of Personal Flotation Devices (PFDs) during the peak drowning season was conducted during December 2015 to March 2016, which included media releases; variable message signs strategically located at high volume traffic areas leading to popular destinations; government email/online promotions; press advertisements; promotional handouts and Facebook/twitter information. PFDs were monitored during the boating season with penalties for non-compliance.

Kayak and canoe operators have continued to apply for exemptions from registration, boat licence and safety equipment that applies to a vessel fitted with an engine. There were 46 kayak and canoe exemption applications, and eight exemptions issued for the reporting year.

Safe operation of vessels

3912 recreational vessels were inspected during 2015-16, of which 1756 were found to be non-compliant. Of those vessels, 376 expiation notices were issued, 247 were sent ashore and 288 were prevented from launching the vessel to operate. The Easter 2016 holiday period was typically busy, with 351 being detected during that period. Marine safety officers mounted displays at the 2015 SA Boat show and the 2015 Club Marine Boat and Fishing show. Information sessions and boat licence examinations are conducted at these shows, as well as at other times for community groups and boating clubs. During the year officers conducted 90 information sessions, and provided examinations for 2078 boat licence candidates.

There was a small percentage increase in Aquatic Activity Licence activities observed within the last reporting year predominantly on the River Murray. Christmas and New Year activity licences were primarily for fireworks state wide, with small localised events and passive activity requests increasing due to increased safety and liability.

Marine facilities

The State Government has committed more than \$2.6m for boating facility upgrades in regional areas of South Australia. These projects will be funded on a 50-50 basis by the State Government's Boating Facilities Fund and the relevant local council:

- more than \$1m towards a \$2m upgrade of the Port Hughes boat ramp which includes a relocation of the launching ramps at Port Hughes and the construction of a concrete wharf
- \$253,000 to upgrade the Mannum Riverbank wharf by replacing the existing concrete structure with a timber wharf and dredging of the area
- \$55,630 for Stage 1 of the Baudin Beach upgrade
- \$300,000 to construct a single lane concrete boat ramp at Wellington East

Eleven new lit beacons to mark a navigation channel in Lake Alexandrina between Clayton and Wellington were installed in May 2016. Additionally, over a period of 3 to 5 years, a review of navigation markers at Streaky Bay, Venus Bay, Port Augusta South Channel, Barker Inlet and Lower Lakes will be undertaken.

Freedom of information and proactive disclosure

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

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

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

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

Public complaints

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

The department has a dedicated Public Transport complaint management system which has been in place for a number of years, and now, in response to the Ombudsman's audit, has developed an electronic records management system for the capture and recording of the non-Public Transport complaints received by the department. The new system is in the first year of implementation and, in conjunction with the existing Public Transport system and the new Policy and Procedures, completes the department's Complaint Management Framework.

The tables below show complaints received by the department through both complaint management systems.

Public transport

Feedback and complaints about passenger transport services is welcomed by the department as it provides the ability to improve and assess existing services and practices. Customers are presented with multiple opportunities to provide feedback through the Adelaide Metro website, Adelaide Metro Infoline and InfoCentres, as well as social media such as Facebook and Twitter. Complaints represented approximately 0.01 per cent of total public transport patronage (initial boarding's and transfers) in the 2015-16 reporting year with the number received down 10.79 per cent on the previous reporting year.

Feedback	2014-15	2015-16
Commendations	809	797
Suggestions	863	902
Complaints		
Service changes and service quality	6 948	6 141
Punctuality	2 807	2 218
Fares and ticketing	1 159	953
Passenger comfort	799	899
Other	155	377
Total complaints	11 868	10 588

Other complaints

The table below represents other complaints received by the department during the 2015-16 reporting year as recorded in the department's records management system (KNet) which also records:

- steps taken to address the complaint
- the outcome of the complaint
- any undertakings or follow up action required.

Complaints	Number for 2015-16
Service quality/delivery	207
Behaviour of staff	18
Service access/processes/procedures	40
Other complaints	28
Total complaints	293

Financial statements



Our ref: A16/177

22 September 2016

Mr M Deegan
Chief Executive
Department of Planning, Transport and Infrastructure
GPO Box 1533
ADELAIDE SA 5001

Level 9
State Administration Centre
200 Victoria Square
Adelaide SA 5000
DX 56208
Victoria Square
Tel +618 8226 9640
Fax +618 8226 9688
ABN 53 327 061 410
audgensa@audit.sa.gov.au
www.audit.sa.gov.au

Dear Mr Deegan

Audit of Department of Planning, Transport and Infrastructure for the year to 30 June 2016

We have completed the audit of your accounts for the year ended 30 June 2016. Three key outcomes from the audit are the:

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

1 Independent Auditor's Report

We are returning the financial statements for Department of Planning, Transport and Infrastructure, with the Independent Auditor's Report. This report is unmodified.

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

2 Opinion on financial controls

In my opinion, the controls exercised by Department of Planning, Transport and Infrastructure in relation to the receipt, expenditure and investment of money, the acquisition and disposal of property and the incurring of liabilities, except for:

- procurement and contract management
- project delivery and governance
- across government facilities management arrangements
- risk management
- legal compliance management framework
- administration of authorised officers
- accounts payable policies and procedures
- managing purchase cards
- payroll controls
- managing construction projects for other SA Government agencies

For official use only

- government office accommodation management
- the Highways Fund

are sufficient to provide reasonable assurance that the financial transactions of Department of Planning, Transport and Infrastructure have been conducted properly and in accordance with law.

3 Audit management letters

During the year, we sent the agency an audit management letters detailing the weaknesses we noted and improvements we considered you need to make.

We have received responses to these matters and we will follow these up in the 2016-17 audit.

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

What the audit covered

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

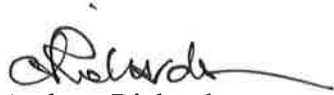
- governance, including risk management and legal compliance frameworks
- procurement management
- project delivery
- across government facilities management arrangements
- financial accounting and general ledger
- accounts payable
- management of purchase cards
- bus contract payments
- payroll
- rental expenditure
- grants and subsidies
- registration and license fees
- metro card revenue
- rental income
- other revenue
- accounts receivable
- bank reconciliations
- fixed assets including network assets, land buildings and facilities, plant and equipment and capital works.

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

For official use only

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

Yours sincerely

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

Andrew Richardson

Auditor-General

enc



Level 9
State Administration Centre
200 Victoria Square
Adelaide SA 5000
DX 56208
Victoria Square
Tel +618 8226 9640
Fax +618 8226 9688
ABN 53 327 061 410
audgensa@audit.sa.gov.au
www.audit.sa.gov.au

**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 2016. The financial report comprises:

- a Statement of Comprehensive Income for the year ended 30 June 2016
- a Statement of Financial Position as at 30 June 2016
- a Statement of Changes in Equity for the year ended 30 June 2016
- a Statement of Cash Flows for the year ended 30 June 2016
- Disaggregated Disclosures - Expenses and Income for the year ended 30 June 2016
- Disaggregated Disclosures - Assets and Liabilities as at 30 June 2016
- notes, comprising a summary of significant accounting policies and other explanatory information
- a Statement of Administered Comprehensive Income for the year ended 30 June 2016
- a Statement of Administered Financial Position as at 30 June 2016
- a Statement of Administered Changes in Equity for the year ended 30 June 2016
- a Statement of Administered Cash Flows for the year ended 30 June 2016
- a Schedule of Expenses and Income attributable to administered activities for the year ended 30 June 2016
- notes, comprising a summary of significant accounting policies and other explanatory information for administered items
- a Certificate from the Acting Chief Executive and the Chief Finance Officer.

The Chief Executive's responsibility for the financial report

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

Auditor's responsibility

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

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

My report refers only to the financial statements described above and does not provide assurance over the integrity of publication of the financial report on the Department of Planning, Transport and Infrastructure's website nor does it provide an opinion on any other information which may have been hyperlinked to/from these statements.

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 2016, its financial performance and its cash flows for the year then ended in accordance with the Treasurer's Instructions promulgated under the provisions of the *Public Finance and Audit Act 1987* and Australian Accounting Standards.



Andrew Richardson

Auditor-General

22 September 2016

Certification of the financial statements

We certify that the:

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



Julienne TePohe
A/Chief Executive

16 September 2016



Bill Cagialis
Chief Finance Officer

16 September 2016

Department of Planning, Transport and Infrastructure

Financial Statements

for the year ended 30 June 2016

Department of Planning, Transport and Infrastructure
STATEMENT OF COMPREHENSIVE INCOME
for the year ended 30 June 2016

	Note No	2016 \$'000	2015 \$'000
EXPENSES			
Employee benefit expenses	6	230,043	245,654
Supplies and services	7	825,707	812,665
Depreciation and amortisation expense	8	394,401	376,138
Grants and subsidies	9	109,182	84,945
Borrowing costs	10	939	1,117
Other expenses	11	40,606	39,332
Total Expenses		1,600,878	1,559,851
INCOME			
Fees and charges	13	614,150	598,460
Commonwealth revenues	14	243,747	133,540
Sale of goods and services	15	142,491	142,699
Rental income	16	214,922	213,894
Grants and subsidies	17	57,984	61,242
Interest	18	2,134	2,334
Commissions received	19	35	37
Net gain from the disposal of non-current assets	20	1,691	4,158
Resources received free of charge	21	3,418	7,067
Other income	22	55,520	62,906
Total Income		1,336,092	1,226,337
NET REVENUE FROM / (COST OF) PROVIDING SERVICES		(264,786)	(333,514)
REVENUES FROM (PAYMENTS TO) SA GOVERNMENT:			
Revenues from SA Government	23	875,088	1,222,135
Payments to SA Government	23	(5,600)	(79,977)
Net Revenues from (payments to) SA Government		869,488	1,142,158
Net result		604,702	808,644
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		31,637	163,328
TOTAL COMPREHENSIVE RESULT		636,339	971,972

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 2016

	Note No	2016 \$'000	2015 \$'000
ASSETS:			
CURRENT ASSETS:			
Cash and cash equivalents	24	2,125,602	1,423,773
Receivables	25	170,011	135,334
Inventories	26	10,949	12,767
Other assets	27	45,552	26,097
Non-current assets classified as held for sale	28	140,157	142,298
Total Current Assets		2,492,271	1,740,269
NON-CURRENT ASSETS:			
Receivables	25	7,687	10,685
Other assets	27	44,244	21,720
Land, buildings and facilities	29	2,600,878	2,915,713
Plant and equipment	30	729,945	746,681
Network assets	31	20,215,698	19,993,636
Capital works in progress	32	722,790	339,752
Intangible assets	33	33,597	37,468
Total Non-Current Assets		24,354,839	24,065,655
Total Assets		26,847,110	25,805,924
LIABILITIES:			
CURRENT LIABILITIES:			
Payables	35	229,912	134,099
Borrowings	36	2,273	2,253
Employee benefits	37	31,176	37,781
Provisions	38	9,446	9,658
Other liabilities	39	23,355	28,993
Total Current Liabilities		296,162	212,784
NON-CURRENT LIABILITIES:			
Payables	35	25,129	23,274
Borrowings	36	12,773	14,521
Employee benefits	37	67,379	66,376
Provisions	38	15,608	13,630
Other liabilities	39	48,038	26,145
Total Non-Current Liabilities		168,927	143,946
Total Liabilities		465,089	356,730
NET ASSETS		26,382,021	25,449,194
EQUITY:			
Retained earnings		8,661,496	8,072,101
Asset revaluation surplus		14,585,440	14,540,197
Contributed capital		3,135,085	2,836,896
Total Equity		26,382,021	25,449,194

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 2016

	Note No	Contributed Capital \$'000	Asset Revaluation Surplus \$'000	Retained Earnings \$'000	Total Equity \$'000
Balance at 30 June 2014		2,648,812	14,415,479	7,297,434	24,361,725
Prior Period - error corrections identified in 2015-16	40	-	(34,145)	(23,884)	(58,029)
Prior Period - error corrections identified in 2014-15	40	-	(176)	(10,646)	(10,822)
Restated Balance at 30 June 2014		2,648,812	14,381,158	7,262,904	24,292,874
Net result for 2014-15		-	-	808,644	808,644
Gain (loss) on Revaluation of Property during 2014-15		-	24,813	-	24,813
Gain (loss) on Revaluation of Network Assets during 2014-15		-	252,978	-	252,978
Gain (loss) on Revaluation of Plant and Equipment during 2014-15		-	(114,463)	-	(114,463)
Total Comprehensive Result for 2014-15		-	163,328	808,644	971,972
Transfer between equity components					
Equity transfer on asset disposals		-	(4,289)	4,289	-
Other		-	-	1	1
Transactions with SA Government as Owner					
Equity Contribution Received		188,084	-	-	188,084
Dividends Paid		-	-	(1,706)	(1,706)
Balance at 30 June 2015		2,836,896	14,540,197	8,074,132	25,451,225
Prior Period - error correction	40	-	-	(2,031)	(2,031)
Restated Balance at 30 June 2015		2,836,896	14,540,197	8,072,101	25,449,194
Net result for 2015-16		-	-	604,702	604,702
Gain (loss) on Revaluation of Property during 2015-16		-	(304,632)	-	(304,632)
Gain (loss) on Revaluation of Network Assets during 2015-16		-	328,078	-	328,078
Gain (loss) on Revaluation of Plant and Equipment during 2015-16		-	8,191	-	8,191
Total Comprehensive Result for 2015-16		-	31,637	604,702	636,339
Transfer between equity components					
Equity transfer on asset disposals		-	13,606	(13,606)	-
Other		-	-	5	5
Transactions with SA Government as Owner					
Equity Contribution Received		298,189	-	-	298,189
Dividends Paid		-	-	(1,706)	(1,706)
Balance at 30 June 2016		3,135,085	14,585,440	8,661,496	26,382,021

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 2016

	Note No	2016 \$'000 Inflows (Outflows)	2015 \$'000 Inflows (Outflows)
CASH FLOWS FROM OPERATING ACTIVITIES:			
CASH OUTFLOWS:			
Employee benefit payments		(233,915)	(244,606)
Payments for supplies and services		(1,115,047)	(1,127,080)
Payments of grants and subsidies		(106,676)	(84,876)
Interest paid		(939)	(1,117)
Construction work payments		(266,669)	(363,362)
Lease incentives		(1,119)	(70)
Other payments		(41,154)	(44,939)
Cash used in Operations		(1,765,519)	(1,866,050)
CASH INFLOWS:			
Fees and charges		610,033	594,036
Receipts from Commonwealth		243,791	133,591
Rental income		238,163	241,589
Sale of goods and services		402,652	359,552
Grants and subsidies		58,403	62,254
Interest received		2,512	2,882
Commissions		35	37
Construction work reimbursements		253,757	377,451
GST received from the ATO		81,636	72,086
Lease incentives		1,467	752
Other receipts		60,722	106,594
Cash generated from Operations		1,953,171	1,950,824
CASH FLOWS FROM SA GOVERNMENT:			
Receipts from SA Government		875,088	1,222,135
Payments to SA Government		(5,600)	(79,977)
Cash Generated from SA Government		869,488	1,142,158
Net Cash provided by (used in) Operating Activities	45	1,057,140	1,226,932
CASH FLOWS FROM INVESTING ACTIVITIES			
CASH OUTFLOWS:			
Purchase of property, plant and equipment		(313,063)	(242,064)
Purchase of network assets		(361,161)	(233,642)
Cash Used in Investing Activities		(674,224)	(475,706)
CASH INFLOWS:			
Proceeds from sale of property, plant and equipment		24,098	51,600
Cash generated from Investing Activities		24,098	51,600
Net Cash provided by (used in) Investing Activities		(650,126)	(424,106)
CASH FLOWS FROM FINANCING ACTIVITIES:			
CASH OUTFLOWS:			
Payment of dividend to SA Government		(1,706)	(1,706)
Residential housing loan advancements		(94)	(342)
Repayment of borrowings		(521)	(446)
Repayment of finance leases		(1,794)	(1,837)
Cash Used in Financing Activities		(4,115)	(4,331)
CASH INFLOWS:			
Equity contributions received		298,189	188,084
Principal repayments residential housing		741	666
Cash generated from Financing Activities		298,930	188,750
Net Cash provided by (used in) Financing Activities		294,815	184,419
NET (DECREASE) / INCREASE IN CASH AND CASH EQUIVALENTS		701,829	987,245
CASH AND CASH EQUIVALENTS AT 1 JULY		1,423,773	436,528
CASH AND CASH EQUIVALENTS AT 30 JUNE	24	2,125,602	1,423,773

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - EXPENSES AND INCOME
For the Year Ended 30 June 2016

	Land Use Planning		Road Safety		Recreation, Sport and Racing		Office of Local Government	
	2016	2015	2016	2015	2016	2015	2016	2015
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
EXPENSES:								
Employee benefit expenses	15,790	17,566	6,056	6,457	9,885	8,627	992	1,073
Supplies and services	4,658	5,367	5,720	7,358	5,803	4,621	590	364
Depreciation and amortisation expense	131	17	850	1,210	7,880	6,422	-	-
Loss from the disposal of non-current assets	-	-	-	-	-	-	-	-
Grants and subsidies	3	1,336	43,837	42,174	37,682	21,527	-	-
Borrowing costs	-	1	-	-	80	146	-	-
Other expenses	11	14	1,674	57	140	78	1	9
Total Expenses	20,593	24,301	58,137	57,256	61,470	41,421	1,583	1,446
INCOME:								
Fees and charges	7,352	5,941	2,543	2,771	3	1	-	-
Commonwealth revenues	-	-	10,285	5,865	232	404	-	-
Sale of goods and services	928	936	-	-	476	464	-	-
Rental income	-	-	-	-	172	131	-	-
Grants and subsidies	-	-	-	-	451	577	-	-
Interest	-	-	376	377	-	2	-	-
Commissions received	35	-	-	-	-	-	-	-
Gain from the disposal of non-current assets	-	-	6	-	-	14	-	-
Resources received free of charge	-	-	-	-	711	7,010	-	-
Other income	1,080	2,293	-	-	4,509	4,709	-	-
Total Income	9,395	9,170	13,210	9,013	6,554	13,312	-	-
NET REVENUE FROM (COST OF) PROVIDING SERVICES	(11,198)	(15,131)	(44,927)	(48,243)	(54,916)	(28,109)	(1,583)	(1,446)

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - EXPENSES AND INCOME
For the Year Ended 30 June 2016

	Roads and Marine		Public Transport		Infrastructure Planning and Management		TOTAL	
	2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000
EXPENSES:								
Employee benefit expenses	81,126	80,237	39,173	39,413	77,021	92,281	230,043	245,654
Supplies and services	157,518	148,865	353,579	336,796	297,839	309,294	825,707	812,665
Depreciation and amortisation expense	236,340	232,516	114,965	102,108	34,235	33,865	394,401	376,138
Loss from the disposal of non-current assets		-	223	602	9,165	-	9,388	602
Grants and subsidies	4,287	3,797	14,546	14,544	8,827	1,567	109,182	84,945
Borrowing costs	77	14	-	-	782	956	939	1,117
Other expenses	27,236	29,784	751	-	10,793	9,390	40,606	39,332
Total Expenses	506,584	495,213	523,237	493,463	438,662	447,353	1,610,266	1,560,453
INCOME:								
Fees and charges	488,424	477,720	92,511	90,317	23,317	21,710	614,150	598,460
Commonwealth revenues	232,975	112,271	30	-	225	15,000	243,747	133,540
Sale of goods and services	3,285	4,639	171	2,462	137,631	134,198	142,491	142,699
Rental income	2,835	3,206	246	245	211,669	210,312	214,922	213,894
Grants and subsidies	-	1	57,514	60,664	19	-	57,984	61,242
Interest	538	595	-	4	1,220	1,356	2,134	2,334
Commissions received	-	37	-	-	-	-	35	37
Gain from the disposal of non-current assets	11,073	2,815	-	-	-	1,931	11,079	4,760
Resources received free of charge	1,808	57	-	-	899	-	3,418	7,067
Other income	35,071	35,828	11,997	14,839	2,863	5,237	55,520	62,906
Total Income	776,009	637,169	162,469	168,531	377,843	389,744	1,345,480	1,226,939
NET REVENUE FROM (COST OF) PROVIDING SERVICES	269,425	141,956	(360,768)	(324,932)	(60,819)	(57,609)	(264,786)	(333,514)

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - ASSETS AND LIABILITIES
as at 30 June 2016

	Land Use Planning		Road Safety		Recreation, Sport and Racing	
	2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000
ASSETS:						
Cash and cash equivalents	-	-	-	-	-	-
Receivables	156	-	-	10	500	151
Inventories	-	-	-	-	-	-
Other assets	33	19	14	6	97	114
Non-current assets classified as held for sale	-	-	-	-	-	-
Land, buildings and facilities	-	-	540	590	289,868	270,152
Plant and equipment	20	44	2,101	2,485	775	1,392
Network assets	-	-	-	-	-	-
Capital works in progress	-	101	4,563	7,027	118	4
Intangible assets	246	351	354	761	20	30
Total Assets	455	515	7,572	10,879	291,378	271,843
LIABILITIES:						
Payables	1,080	1,662	1,067	1,212	3,880	2,246
Borrowings	-	-	-	-	260	1,484
Employee benefits	8,272	9,073	3,172	3,335	5,178	4,346
Provisions	621	522	238	192	389	256
Other liabilities	13	238	-	-	248	559
Total Liabilities	9,986	11,495	4,477	4,739	9,955	8,891

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - ASSETS AND LIABILITIES
as at 30 June 2016

	Office of Local Government		Roads and Marine		Public Transport	
	2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000
ASSETS:						
Cash and cash equivalents	-	-	-	-	-	-
Receivables	-	-	62,986	60,019	5,761	5,656
Inventories	-	-	4,577	4,974	6,370	7,791
Other assets	-	-	21,835	109	559	655
Non-current assets classified as held for sale	-	-	-	-	-	-
Land, buildings and facilities	-	-	826,239	783,808	392,609	771,756
Plant and equipment	-	-	49,863	49,499	638,160	689,507
Network assets	-	-	18,373,260	18,067,689	1,842,438	1,925,947
Capital works in progress	-	-	660,346	281,897	3,879	4,768
Intangible assets	-	-	8,749	10,635	2,463	7,594
Total Assets	-	-	20,007,855	19,258,630	2,892,239	3,413,674
LIABILITIES:						
Payables	55	55	100,107	57,620	42,258	41,493
Borrowings	-	-	-	-	-	-
Employee benefits	520	554	20,805	18,809	20,521	20,361
Provisions	39	32	19,224	18,321	1,541	1,226
Other liabilities	-	-	1,212	1,779	8,321	7,645
Total Liabilities	614	641	141,348	96,529	72,641	70,725

Department of Planning, Transport and Infrastructure
DISAGGREGATED DISCLOSURES - ASSETS AND LIABILITIES
as at 30 June 2016

	Infrastructure Planning and Management		General / Not Attributable		TOTAL	
	2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000
ASSETS:						
Cash and cash equivalents	-	-	2,125,602	1,423,773	2,125,602	1,423,773
Receivables	102,039	75,985	6,256	4,198	177,698	146,019
Inventories	2	2	-	-	10,949	12,767
Other assets	67,258	46,914	-	-	89,796	47,817
Non-current assets classified as held for sale	140,157	142,298	-	-	140,157	142,298
Land, buildings and facilities	1,091,622	1,089,407	-	-	2,600,878	2,915,713
Plant and equipment	39,026	3,754	-	-	729,945	746,681
Network assets	-	-	-	-	20,215,698	19,993,636
Capital works in progress	53,884	45,955	-	-	722,790	339,752
Intangible assets	21,765	18,097	-	-	33,597	37,468
Total Assets	1,515,753	1,422,412	2,131,858	1,427,971	26,847,110	25,805,924
LIABILITIES:						
Payables	106,594	53,085	-	-	255,041	157,373
Borrowings	14,786	15,290	-	-	15,046	16,774
Employee benefits	40,087	47,679	-	-	98,555	104,157
Provisions	3,002	2,739	-	-	25,054	23,288
Other liabilities	61,318	44,772	281	145	71,393	55,138
Total Liabilities	225,787	163,565	281	145	465,089	356,730

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

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

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

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

Note 2: Departmental Organisation

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

The divisions of the Department as at 30 June 2016 are:

- People and Business
- Safety and Service
- Development

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 3: Summary of Significant Accounting Policies

3.1 Statement of Compliance

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

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

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

Except for AASB 2015-7, which the Department has early adopted, Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet effective have not been adopted by the Department for the reporting period ending 30 June 2016. Refer to Note 4.

3.2 Basis of Preparation

The preparation of the financial statements requires:

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

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

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

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

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

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

The accounting policies set out below have been applied in preparing the financial statements for the year ended 30 June 2016 and the comparative information presented.

3.3 Reporting Entity

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

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

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

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

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

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

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

3.4 Budgeted Amounts

Budget information refers to the amounts presented to Parliament in the original budgeted financial statements in respect of the reporting period (2015-16 Budget Paper 4). Budget information has been included for the Statement of Comprehensive Income and for Investment Expenditure. Budget information has not been included for the Statement of Financial Position or Statement of Cash Flows as the information in these statements are not budgeted for on the same basis and/or determined in a different manner to the financial statement information. These original budgeted amounts have been presented and classified on a basis that is consistent with the line items in the financial statements. However, these amounts have not been adjusted to reflect revised budgets or administrative restructures/machinery of government changes. The budget process is not subject to audit.

3.5 Comparative Information

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

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

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

3.6 Rounding

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

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

3.7 Business Overheads

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

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

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

3.8 Taxation

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

With respect to goods and services tax, income, expenses and assets are recognised net of the amount of GST except:

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

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

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

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

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

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

In determining its tax equivalent commitments, the Department utilises the 'Accounting Profits' model. Under this model, income tax expense is calculated separately for each taxable entity by applying the companies' income tax rate (currently 30%) to the accounting profit for the year.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

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

3.9 Events After the Reporting Period

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

3.10 Transferred Functions

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

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

3.11 Income

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

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

The following are specific recognition criteria:

Fees and Charges

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

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.

Rental Income

Rental income consists of office accommodation, government employee housing and other property rentals. Commercial property rental is payable in advance, other rentals are payable in arrears.

Grants and subsidies 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.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

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

Net Gain from Disposal of Non-Current Assets

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

Resources Received Free of Charge

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

Revenues from SA Government

Revenues from SA Government include monies appropriated to the Department under the *Appropriation Act* or other Acts. These appropriations are recognised as revenues when the Department obtains control over the funds. Control is generally obtained upon receipt of those funds. Where money has been appropriated in the form of an equity contribution, the Treasurer has acquired a financial interest in the net assets of the Department and the appropriation is recorded as contributed equity.

Other Income

Other income consists of recoveries and contributions, reimbursement works and external project contributions and intra government transfers.

3.12 Expenses

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

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

The following are specific recognition criteria:

Employee Benefit Expenses

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

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

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.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

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

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

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

<u>Asset Class</u>	<u>Depreciation Method</u>	<u>Estimated Useful Life</u>
Leased Assets:		
Computers and network printers	Straight Line	3 to 4 years
Buildings and Facilities:		
Buildings and facilities	Straight Line	3 to 146 years
Plant and Equipment:		
Plant and equipment	Straight Line	2 to 112 years
Buses	Diminishing Value	8 to 25 years
Tram and train rolling stock	Straight Line	30 years
Information technology	Straight Line	3 to 10 years
Network Assets:		
Roads (sealed surface)	Straight Line	22 to 29 years
Roads (sealed pavement)	Straight Line	40 to 70 years
Roads (sheeted)	Straight Line	18 years
Bridges and culverts	Straight Line	32 to 155 years
Metro rail lines track and structures	Straight Line	7 to 149 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

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

Grants and Subsidies Paid

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

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

Borrowing Costs

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

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 of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Department to other entities at no value or minimal consideration are disclosed separately under 'Other Expenses' as donated assets.

Payments to SA Government

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

3.13 Current and Non-Current Classification

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

3.14 Assets

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

Cash and Cash Equivalents

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

Administered cash is reported separately in the administered financial statements.

Receivables

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

Trade Receivables

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

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

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

Loan Receivables

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

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*.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Inventories

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

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

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

Contracts in Progress

The Department acts as project manager for major capital works in relation to government buildings or government accommodation and for a range of minor capital works and maintenance type activities associated with the role of facilities manager.

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

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

Non-Current Assets - Acquisition and Recognition

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

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

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

APS 9.6 specifies that land under roads acquired before 1 July 2008, is not to be recognised by the Department as an asset. However, any land under roads acquired after 1 July 2008 has been recognised by the Department in accordance with *AASB 1051 Land Under Roads*, paragraph 15, when the asset recognition criteria are met. Land under roads includes land under roadways, road reserves, footpaths, nature strips and median strips.

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

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.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Where the Department acquires assets at no cost, or minimal cost, these items are recorded at their fair value in the Statement of Financial Position. If the assets are acquired at no or nominal value as part of a restructuring of administrative arrangements then the assets are recorded at the value recorded by the transferor entity prior to the transfer.

Revaluation of Non-Current Assets

In accordance with Accounting Policy Framework III *Asset Accounting Framework* APS 3.1 and 3.13, the Department revalues all its non-current physical assets to their estimated fair value. Revaluations are performed only in instances where the fair value of the asset or asset group at the time of acquisition is greater than \$1 million and the estimated useful life is greater than three years.

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

When 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 movements are recorded in the Revaluation reserves. 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 increment and vice versa to the extent the previous movement permits for a particular class of asset and any remaining balance is recorded as an expense or revenue.

When assets are sold or otherwise disposed of, with the exception of commercial properties, the revaluation increments relating to those assets are transferred to Retained Earnings.

The valuation methodology applied to specific classes of non-current assets under revaluations and the timing of asset valuations are disclosed in the Notes applicable to those assets. See Notes 28 to 33.

Assets Acquired under Government Restructures or Other Changes in Administrative Arrangements

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

Impairment

All non-current tangible and intangible assets are tested for indication of impairment at each reporting date. Where there is an indication of impairment the recoverable amount is estimated. The recoverable amount is determined as the higher of the asset's fair value less costs of disposal and depreciated replacement cost. An amount by which the asset's carrying amount exceeds the recoverable amount is recorded as an

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

impairment loss. For revalued assets, an impairment loss is offset against the respective asset revaluation surplus. There were no impaired assets for 2015-16.

Remediation of Non-Current Assets

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

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

Fair Value Measurement

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

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

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

Non-Financial Assets

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

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

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.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

3.15 Liabilities

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

Payables

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

- *Creditors*

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

- *Accrued Expenses*

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

- *Employment On-costs*

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

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

- *Paid Parental Leave Scheme Payable*

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

Borrowings

Borrowings consist of loans and finance leases.

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

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

Leases

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

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Finance Leases

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

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

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

Finance Leases – the Department as Lessor

- *Recreational Jetties*

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

Under the terms of the lease agreement, these leases have been categorised as finance leases due to the passing of risks and benefits incidental to ownership to the lessee. Since the leases provide no material revenue to the Department, the leases have nil value. The underlying assets have no value recorded in the Financial Statements.

- *Government Employee Housing*

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

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

Finance Leases – the Department as Lessee

- *Government Accommodation – Roma Mitchell Building*

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

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

- *Computer Hardware and Equipment*

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

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

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 amortised over the life of the lease and recognised as a reduction of rental revenue on a straight line basis. Lease incentives in the form of leasehold improvements that are not subject to a sub-lease are capitalised as an asset and depreciated over the remaining term of the lease or estimated useful life of the improvement, whichever is shorter.

Employee Benefits

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

- *Salaries and Wages, Annual Leave, Sick Leave and Skills and Experience Retention Leave.*

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

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

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

- *Long Service Leave*

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

The estimated liability for long service leave is based on actuarial assumptions over expected future salary and wage levels, experience of employee departures and periods of service. These assumptions are based on employee data over SA Government entities. Expected future payments are discounted using market yields at the end of the reporting period on government bonds with durations that match, as closely as possible, the estimated future cash outflows.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

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

- *Employee Benefit On-Costs*

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

Provisions

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

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

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

The workers compensation provision is an actuarial estimate of the outstanding liability as at the end of reporting date provided by a consulting actuary engaged by the Office for the Public Sector of the Department of Premier and Cabinet. The provision is for the estimated cost of ongoing payments to employees as required under current legislation. The Department is responsible for the payment of workers compensation claims.

The land remediation provision has been calculated on the basis of revised project manager estimates of the value of future remedial work required to meet agreed environmental standards. Given that the remaining work has been scheduled to be completed in 2018-19, 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.

The Department sells Metrotickets for travel on public transport. The value of unused Metrotickets as at 30 June is recognised as a liability in the Statement of Financial Position.

3.16 Unrecognised Contractual Commitments and Contingent Assets and Liabilities

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

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

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

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 4: New and Revised Accounting Standards and Policies

The Department did not voluntarily change any of its accounting policies during 2015-16.

Accounting Standards

Except for AASB 2015-7 which the Department has early adopted, Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet effective, have not been adopted by the Department for the reporting period ending 30 June 2016. The Department has assessed the impact of the new and amended standards and interpretations.

The new standard AASB 16 *Leases* will apply for the first time to the Department's 30 June 2020 financial report. It introduces a single lessee accounting model. It requires a lessee to recognise assets and liabilities for all leases with a term of more than 12 months, unless the underlying asset is of low value. A lessee is required to recognise a right-of-use asset representing its right to use the underlying leased asset and a lease liability representing its obligations to make lease payments. AASB 16 substantially carries forward the lessor accounting requirements in AASB 117.

This new standard is a significant change from the past 30 years of accounting for leases. It will require the Department to record almost all lease arrangements on-balance sheet. There will be significant work for the Department to bring all leases currently treated as operating onto balance sheet. The Department will commence its analysis of current leasing arrangements based on AASB 16 shortly. The Department will apply the new standard from the reporting period beginning 1 July 2019.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 5: Activities of the Department

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

- Activity 1 Land Use Planning**
Administering the South Australian Planning and Development System, leading and presenting South Australia's strategic land use and development planning, and assessing applications for land use and development.
- Activity 2 Road Safety**
Provision of policy and investment advice, community information on road safety, and the provision of services on safe and sustainable road use and travel behaviour.
- Activity 3 Recreation, Sport and Racing**
Provision of strategic policy, programs, services, sporting infrastructure and elite sport pathways aimed at increasing participation, developing a sustainable sport and recreation sector and ensuring that all South Australians are able to enjoy lives enriched through participation in active recreation and sport.
- This program also includes the provision of strategic policy advice to the Minister for Recreation and Sport on matters relating to the South Australian racing industry.
- Activity 4 Office of Local Government**
The Office of Local Government provides policy and other advice to the Minister for Local Government.
- Activity 5 Roads and Marine**
Provision of safe, effective and efficient maintenance and operational services to manage the Department's controlled road and marine infrastructure. This program also includes the regulation of driver and vehicle access to the transport network.
- Activity 6 Public Transport**
Provision and maintenance of safe, efficient, equitable and accessible public transport services and infrastructure in metropolitan Adelaide and assist regional councils and communities to deliver diverse passenger transport services.
- Activity 7 Infrastructure Planning and Management**
Provision of planning and investment advice for state transport infrastructure and services to government agencies in relation to the construction and maintenance of building and properties. The program also includes statutory services and information to the community related to land titling, surveying, valuation and other land administration functions.

The disaggregated disclosures schedules present expenses, income, assets and liabilities information attributable to each of the activities for the years ended 30 June 2016 and 30 June 2015.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 6: Employee Benefit Expenses

	2016	2015
	\$'000	\$'000
Salaries and wages	159,222	162,551
Board and committee fees (refer below)	472	578
Employment on-costs - superannuation	18,481	20,993
Employment on-costs - payroll	9,764	11,357
Annual leave	16,393	18,329
Long service leave	7,283	8,609
Workers compensation expenses	5,068	2,169
TVSPs payments (refer below)	9,792	14,629
Skills and Experience Retention Leave	1,036	1,123
Other employee related expenses	2,532	5,316
Total Employee Benefit Expenses	230,043	245,654

Targeted Voluntary Separation Packages (TVSPs)

	2016	2015
	\$'000	\$'000
Amounts paid during the reporting period to separated employees:		
TVSPs	9,792	14,629
Annual leave, LSL and SERL paid to those employees	7,212	11,812
	17,004	26,441
Recovery from the Department of Treasury and Finance	(9,840)	(2,261)
Net Cost to the Department	7,164	24,180

The number of employees who received a TVSP during the reporting period was 152 (210).

The Department received reimbursement for all TVSPs taken in 2015-16 plus an additional \$0.047million as claim for reimbursement was made on estimated payments submitted to the Department of Treasury and Finance in March 2016.

The Department expected to recover \$12.136 million in relation to TVSPs as at 30 June 2015. None of this money was received in 2015-16 due to the favourable cash position of the Department as at 30 June 2015.

In addition, there were executive termination payments of \$1.380 million (\$3.672 million) paid during the year.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Remuneration of Employees

	2016	2015
	Number	Number
The number of employees whose remuneration received or receivable falls within the following bands:		
\$141 500 - \$145 000*	n/a	11
\$145 001 - \$155 000	13	17
\$155 001 - \$165 000	11	15
\$165 001 - \$175 000	9	7
\$175 001 - \$185 000	4	1
\$185 001 - \$195 000	4	1
\$195 001 - \$205 000 (f)	1	8
\$205 001 - \$215 000 (a), (h)	7	7
\$215 001 - \$225 000 (h)	3	8
\$225 001 - \$235 000 (a), (l)	3	10
\$235 001 - \$245 000 (c), (k)	4	9
\$245 001 - \$255 000 (c), (l)	4	12
\$255 001 - \$265 000 (b), (e)	3	4
\$265 001 - \$275 000 (a), (l)	1	9
\$275 001 - \$285 000 (a), (e)	1	3
\$285 001 - \$295 000 (b), (h)	2	5
\$295 001 - \$305 000 (a), (j)	2	9
\$305 001 - \$315 000 (h)	-	5
\$315 001 - \$325 000 (h)	2	5
\$325 001 - \$335 000 (e)	-	2
\$335 001 - \$345 000 (d)	1	1
\$345 001 - \$355 000 (e)	-	2
\$365 001 - \$375 000 (g)	-	4
\$375 001 - \$385 000 (a), (f)	1	3
\$385 001 - \$395 000 (e)	-	3
\$415 001 - \$425 000	1	-
\$435 001 - \$445 000 (d)	-	1
\$445 001 - \$455 000 (d)	-	1
\$455 001 - \$465 000 (d)	-	1
\$465 001 - \$475 000 (e)	-	2
\$485 001 - \$495 000 (d)	-	1
\$495 001 - \$505 000 (b), (e)	2	2
\$505 001 - \$515 000 (d)	-	1
\$515 001 - \$525 000 (d)	-	1
\$735 001 - \$745 000 (a)	1	-
\$755 001 - \$765 000 (d)	-	1
Total Number of Employees	80	172

* This band has been included for the purposes of reporting comparative figures based on the executive base level remuneration for 2014-15.

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 \$17.7 million (\$43.0 million).

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

- (a) 2016 - includes TVSP, executive termination payment for one employee
- (b) 2016 - includes TVSP, executive termination payment for two employees
- (c) 2016 - includes TVSP, executive termination payment for three employees
- (d) 2015 - includes TVSP, executive termination payment for one employee
- (e) 2015 - includes TVSP, executive termination payment for two employees
- (f) 2015 - includes TVSP, executive termination payment for three employees
- (g) 2015 - includes TVSP, executive termination payment for four employees
- (h) 2015 - includes TVSP, executive termination payment for five employees
- (i) 2015 - includes TVSP, executive termination payment for six employees
- (j) 2015 - includes TVSP, executive termination payment for seven employees
- (k) 2015 - includes TVSP, executive termination payment for eight employees
- (l) 2015 - includes TVSP, executive termination payment for nine employees

The Department had 40 (46) number of Executives as at 30 June 2016.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Remuneration of Board and Committee Members

Members during the 2015-16 financial year were:

Passenger Transport Standards Committee

BASSHAM I G
BIRCH C P
BORLACE M S
BURTON G R
GOULD J
GUNNER D J
HANLON S A
KING B
MADAN V
MCKENZIE J D B
MORTIMER K P *
O'DEA M
OPIE A L
PARRY- JONES K
POTTS D G
SPAGNOLETTI M *
TIDDY J M
TIDEMAN J
WIGGLESWORTH R *

Development Assessment Commission

BRANFORD C J
CRAFTER S J
DUNGEY P J
DYER H
FOGARTY S M
MUTTON D R
O'LOUGHLIN D A

Building Advisory Committee

CARUSO A (re-appointed 1/10/15)
FENNELL B (re-appointed 1/10/15)
HARMER P (re-appointed 1/10/15)
KAMENCAK G * (appointed 1/10/15)
KARUPPIAH N (appointed 1/10/15)
O'DEA D (re-appointed 01/10/15)
ROWLAND K (re-appointed 1/10/15)
SHILLABEER J (re-appointed 01/10/15)

Audit and Risk Committee

BENGER K (resigned 19/8/15)
BROWN G *
COOPER C (appointed 21/9/15)
JOHNSON C
MCQUILLAN S *
POWELL D
TEPOHE J *

Local Heritage Advisory Committee

DITTER S L S (re-appointed 1/7/15)
FITZPATRICK S R * (appointed 1/7/15)
HARRY D B (re-appointed 1/7/15)
LEADBETER P D (re-appointed 1/7/15)
LEYDON G J (appointed 1/7/15)
LINDSAY D M (appointed 1/7/15)
SCHULZ J (re-appointed 1/7/15)
TAYLOR R J (appointed 1/7/15)

Development Policy Advisory Committee

BARONE M (appointment ended 30/6/15)
CANNY M J (appointment ended 30/6/15)
DITTER S L S (appointment ended 30/6/15)
FILBY S (re-appointed 23/7/15)
GAGETTI R L (appointment ended 30/6/15)
HOOPER S P (re-appointed 23/7/15)
HOWDEN S V (appointed 23/7/15)
HOUGH D (appointment ended 30/6/15)
KLOBAS M J (re-appointed 23/7/15)
LEWIS F (appointed 23/7/15)
MOULDS B J (appointed 23/7/15)
STARICK S R (appointed 23/7/15)
STIMSON J A (appointed 23/7/15)
THOMAS R A (appointed 23/7/15)
VINCENT C (re-appointed 23/7/15)

Building Rules Assessment Commission

AGGISS J * (appointed 1/09/15)
CAPETANAKIS G (re-appointed 01/09/15)
CARUSO C (re-appointed 1/09/15)
FRISBY D (re-appointed 1/09/15)
HOPKINS K (appointed 1/09/15)
INGERSON N (appointed 1/09/15)
LOCHERT R * (appointed 1/09/15)
MAZZAROLO J (re-appointed 1/09/15)
MENADUE B (appointed 1/09/15)
PATON C * (appointed 1/09/15)
PAYNE B (appointed 1/09/15)
PAYNE J * (re-appointed 1/09/15)
PRELGAUSKUS E (re-appointed 1/09/15)
ROBINSON D (re-appointed 1/09/15)
SANDS R V (appointment expired 31/08/15)
SLOAN D (re-appointed 1/09/15)
STEER B (appointed 1/09/15)
TAYLOR A (re-appointed 1/09/15)

Inner Metropolitan Development Assessment Commission

BATEUP R
BROOKMAN A
BRANFORD C
BURMAN B
COOKE D
CRAFTER S J
CUNNINGHAM N
DUNGEY P J
DYER H L
FOGARTY S
GILL C
HODGSON J
LLOYD-JONES G
MUTTON D
NEWMAN J
O'LOUGHLIN D A
STOKES W

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

South Australian Boating Facility Advisory Committee

ANDREW B (appointed 13/9/15)
 BIRCH K (appointed 13/9/15)
 BOLTON G (appointed 13/9/15)
 BRUNDELL V (appointed 13/9/15)
 BUTTON R (appointed 13/9/15)
 CUMING R (appointed 13/9/15)
 HOLDER K (appointed 1/12/15)
 HOLDER S (appointed 13/9/15)
 JANZOW I (resigned 23/6/16)
 PAYZE R (appointed 13/9/15)
 SCHAHINGER B (appointed 13/9/15)
 SPRUYT C (appointed 13/9/15)
 STEER J (appointed 13/9/15)
 STEPHENS L (appointed 13/9/15)
 WHEELER A (appointed 13/9/15)

Port Adelaide Development Advisory Committee

BLENCOWE S (appointed 17/8/15)
 BRANFORD C
 CRAFTER S J
 DUNGEY P J
 DYER H L
 EXCELL R (appointed 17/08/15)
 FOGARTY S M
 MUTTON D R
 O'LOUGHLIN D A

	2016	2015
The number of members whose remuneration received/receivable falls within the following bands:	Number	Number
\$1 - \$9 999	59	57
\$10 000 - \$19 999	1	13
\$20 000 - \$29 999	-	2
\$30 000 - \$39 999	-	5
\$40 000 - \$49 999	6	-
\$50 000 - \$59 999	-	1
\$60 000 - \$69 999	-	1
\$70 000 - \$79 999	1	-
Total Number of Members	67	79

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 \$0.517 million (\$0.677 million).

The decrease of the total number of members was due to the abolishment of four boards/committees during 2014-15 financial year.

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.

* In accordance with the Premier and Cabinet Circular No. 16, government employees did not receive any remuneration for board/committee duties during the financial year.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 7: Supplies and Services

	2016	2015
	\$'000	\$'000
Supplies and Services		
Bus service contracts	195,434	195,153
Rail Commissioner salary reimbursements	56,776	55,268
Major infrastructure maintenance contracts	55,749	52,124
Other service contracts	86,197	84,188
Consultants	207	354
Operating leases	166,528	155,944
Property expenses	114,387	109,881
Plant, equipment and vehicle expenses	12,160	10,679
Information technology	8,571	7,788
Materials and other purchases	23,137	25,523
Utilities	31,296	32,615
Insurance	6,299	5,605
Legal services	1,938	2,055
Commissions - transaction processing	2,511	2,522
Auditor's remuneration (refer Note 12)	1,063	1,081
Administrative costs	6,792	6,966
Payment to Service SA - registration and licensing collection	32,934	31,633
Other	23,728	33,286
Total Supplies and Services	825,707	812,665

Consultancies

The number and dollar amount of consultancies paid/payable that fell within the following bands:

	No.	2016 \$'000	No.	2015 \$'000
Below \$10 000	1	1	3	14
Above \$10 000	4	206	13	350
Total Paid / Payable to the Consultants Engaged	5	207	16	364

During the year ended 30 June 2016, the Department spent \$0.207 million (\$0.364 million) on consultancies. Operating expenditure of \$0.207 million (\$0.354 million) is reflected in the Statement of Comprehensive Income and nil (\$0.010 million) is capital expenditure.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 8: Depreciation and Amortisation Expense

	2016	2015
	\$'000	\$'000
Depreciation:		
Network assets	259,300	259,539
Plant and equipment	77,241	59,073
Buildings and facilities	49,928	50,061
Total Depreciation	386,469	368,673
Amortisation:		
Leased assets	1,614	1,864
Intangibles assets	6,318	5,601
Total Amortisation	7,932	7,465
Total Depreciation and Amortisation Expense	394,401	376,138

Change in Depreciation Due to a Revision of Accounting Estimate

In 2015-16 the Department reassessed the useful life of some of its assets. This review resulted in an increase of \$16.201 million in depreciation expense for the 2015-16 year relative to the amount that would have been expenses based on the previous estimate of the useful life. The higher depreciation expense will also be reflected in future years.

Note 9: Grants and Subsidies

	2016	2015
	\$'000	\$'000
Grants and Subsidies		
Contribution for policing services	39,481	38,519
Transport Subsidy Scheme	10,059	10,164
Grants to local councils	11,260	5,533
Transport concessions	4,425	4,355
Grants by Office for Recreation and Sport	37,680	21,491
Other	6,277	4,883
Total Grants and Subsidies	109,182	84,945

Note 10: Borrowing Costs

	2016	2015
	\$'000	\$'000
Interest paid/payable on Borrowing Costs:		
Finance charges on finance leases	939	1,117
Total Borrowing Costs	939	1,117

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 11: Other Expenses

	2016	2015
	\$'000	\$'000
Other Expenses		
Rates, taxes and levies	9,428	8,446
Donated assets	1,629	2,573
Bad and doubtful debts expense	2,664	99
Write-off of an asset	1,355	850
Indentured Ports *	11,424	13,036
Site remediation	143	259
Payment to National Heavy Vehicle Regulator – State Contribution	13,648	13,648
Other	315	421
Total Other Expenses	40,606	39,332

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

Note 12: Auditor's Remuneration

	2016	2015
	\$'000	\$'000
Audit fees paid/payable to the Auditor-General's Department relating to the audit of the financial statements	1,063	1,081
Total Audit Fees	1,063	1,081

Other Services

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

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

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 13: Fees and Charges

	2016	2015
	\$'000	\$'000
Fees and Charges		
Drivers licence fees	48,721	46,393
Metrotickets	90,456	88,012
Motor registrations	413,497	402,546
Marine related fees and charges	23,190	24,085
Land services fees	15,397	15,018
Other fees and charges	22,889	22,406
Total Fees and Charges	614,150	598,460

Road Safety

In accordance with the *Highways Act 1926*, \$8.120 million (\$7.732 million) being one-sixth of driver's licence collections and \$0.946 million (\$0.943 million) being 1/100th of Heavy Vehicle Registrations, was applied towards funding transport safety related initiatives under the Road Safety activity.

Note 14: Commonwealth Revenues

	2016	2015
	\$'000	\$'000
Commonwealth Revenues		
Commonwealth grants received via DTF *	234,429	130,243
National Land Transport Act 2014 **	8,854	2,893
Other Commonwealth revenues ***	464	404
Total Commonwealth Revenues	243,747	133,540

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

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

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

Note 15: Sales of Goods and Services

	2016	2015
	\$'000	\$'000
Sale of Goods and Services		
Maintenance services	104,409	101,670
Other sale of goods	204	5,350
Other sale of services	37,878	35,679
Total Sale of Goods and Services	142,491	142,699

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 16: Rental Income

	2016	2015
	\$'000	\$'000
Rental Income		
Government accommodation	205,602	204,242
Property rents and recoveries	3,503	3,952
Other lease income	5,817	5,700
Total Rental Income	214,922	213,894

Note 17: Grants and Subsidies

	2016	2015
	\$'000	\$'000
Grants and Subsidies		
Concessional passenger income	57,283	60,482
Grants received by Office for Recreation and Sport	451	577
Other	250	183
Total Grants and Subsidies	57,984	61,242

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

	2016	2015
	\$'000	\$'000
Interest	2,134	2,334
Total Interest	2,134	2,334

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

Note 19: Commissions Received

	2016	2015
	\$'000	\$'000
Commissions received	35	37
Total Commissions Received	35	37

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

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

	2016	2015
	\$'000	\$'000
Net gain (loss) from the disposal of non-current assets received/receivable:		
Land, Buildings and Facilities:		
Proceeds from disposal	19,472	4,122
Net book value of assets disposed	(17,212)	(2,635)
Net gain (loss) from disposal of land, buildings and facilities	2,260	1,487
Plant and Equipment:		
Proceeds from disposal	900	549
Net book value of assets disposed	(1,020)	(1,315)
Net gain (loss) from disposal of plant and equipment	(120)	(766)
Non-Current Assets Held for Sale:		
Proceeds from disposal	3,735	46,929
Net book value of assets disposed	(4,064)	(43,291)
Costs incurred to facilitate disposal	(120)	(168)
Net gain (loss) from disposal of non-current assets held for sale	(449)	3,470
Intangibles:		
Net book value of assets disposed	-	(33)
Net gain (loss) from disposal of non-current assets held for sale	-	(33)
Total Assets:		
Proceeds from disposal	24,107	51,600
Net book value of assets disposed	(22,296)	(47,274)
Costs incurred to facilitate disposal	(120)	(168)
Total net gain (loss) from disposal of non-current assets	1,691	4,158

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 21: Resources Received Free of Charge

	2016	2015
	\$'000	\$'000
Resources received/receivable free of charge:		
Land, buildings and facilities	3,308	7,015
Plant and equipment	110	52
Total Resources Received Free of Charge	3,418	7,067

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

Note 22: Other Income

	2016	2015
	\$'000	\$'000
Other Income		
Recoveries and contributions	24,721	23,705
Reimbursement works and external project contributions	12,991	15,957
Intra government transfers	17,492	23,149
Sundry income	316	95
Total Other Income	55,520	62,906

Note 23: Revenues from (Payments to) SA Government

	2016	2015
	\$'000	\$'000
Revenues from SA Government:		
Appropriations from Consolidated Account pursuant to the <i>Appropriation Act</i>	385,063	308,408
Appropriations from the Governor's Appropriation Fund	-	50,000
Transfers from contingency provisions	41,525	10,827
Transfers from Motor Accident Commission *	448,500	852,900
Total Revenues from SA Government	875,088	1,222,135
Payments to SA Government:		
Local government and income tax equivalent payments (Refer Note 3.8)	3,609	4,202
Other payments to Consolidated Account **	1,991	75,775
Total Payments to SA Government	5,600	79,977

* Includes funds received from the Motor Accident Commission to the Highways Fund for future investment in road safety improvements \$448.5million (\$852.9 million).

** Includes in 2015 mainly the transfer of proceeds from the sale of 60 Wakefield Street, Netley Commercial Park and 21 Divett and 11 Penny place properties.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 24: Cash and Cash Equivalents

	2016	2015
	\$'000	\$'000
Deposits at call with the Treasurer	2,123,171	1,422,554
Imprest Account	108	106
Deposits with SAFA	2,245	1,042
Other	78	71
Total Cash and Cash Equivalents	2,125,602	1,423,773

Deposits at call with the Treasurer

Includes funds received from the Motor Accident Commission to the Highways Fund for future investment in road safety improvements \$448.5million (\$852.9 million).

Other

Includes petty cash floats, cashiers' floats and other cash on hand.

Interest Rate Risk

Cash and cash equivalents are both interest and non-interest bearing. Deposits at call and with the Treasurer earn a floating interest rate, based on daily bank deposit rates. The carrying amount of cash and cash equivalents represents fair value.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 25: Receivables

	2016	2015
	\$'000	\$'000
Current:		
Receivables	75,719	87,774
Allowance for doubtful debts	(3,901)	(1,334)
Finance lease receivables	763	737
Loan receivables	2,388	138
GST input tax recoverable	10,241	5,196
Accrued revenues	55,064	41,958
Lease incentives	29,737	865
Total Current Receivables	170,011	135,334
Non-Current:		
Receivables	88	2,335
Finance lease receivables	5,559	6,233
Loan receivables	2,040	2,117
Total Non-Current Receivables	7,687	10,685
Total Receivables	177,698	146,019

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):	2016	2015
	\$'000	\$'000
Carrying amount at 1 July	1,334	2,680
Increase in the provision	2,702	763
Amounts written off	(51)	(1,445)
Amounts recovered during the year	(15)	(211)
Decrease in allowance recognised in profit or loss	(69)	(453)
Carrying amount at 30 June	3,901	1,334

Bad and doubtful debts

The Department has recognised a bad and doubtful debts expense of \$2.664 million (\$0.099 million) in the Statement of Comprehensive Income.

Interest Rate and Credit Risk

Receivables are raised for all goods and services provided for which payment has not been received. Receivables are normally settled within 30 days or from when goods or services have been provided under a contractual agreement. Receivables and accrued revenues are non-interest bearing.

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

(a) Categorisation and maturity analysis of financial instruments - refer Note 41.

(b) Ageing analysis of financial assets - refer Note 41.

(c) Risk exposure information – refer Note 41.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 26: Inventories

	2016	2015
	\$'000	\$'000
Current - held for distribution at no or nominal consideration		
Road making material and stores at cost	4,578	4,975
Rail material and stores at cost	5,901	7,051
Total inventories held for distribution at no or nominal consideration	10,479	12,026
Current - other than those held for distribution at no or nominal consideration:		
Metrotickets at cost	470	741
Total inventories other than those held for distribution at no or nominal consideration	470	741
Total Current Inventories	10,949	12,767

Note 27: Other Assets

	2016	2015
	\$'000	\$'000
Current:		
Prepayments	38,390	21,384
Lease Incentives	7,007	4,713
Forward Exchange Contracts	155	-
Total Current Other Assets	45,552	26,097
Non-Current Assets:		
Lease Incentives	44,192	21,067
Prepayments	52	653
Total Non-Current Other Assets	44,244	21,720
Total Other Assets	89,796	47,817

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

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

	2016	2015
	\$'000	\$'000
Non-Current Assets Classified as Held for Sale:		
Land, buildings and facilities	140,157	142,298
Total Non-Current Assets Classified as Held for Sale	140,157	142,298

The Department has identified \$140.157 million (\$142.298 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-current assets classified as held for sale generally consist of land and buildings that have been declared surplus to the needs of the Department for which a plan of sale has been determined, the sale is highly probable and is expected to be completed within one year from the date of classification.

Non-current assets classified as held for sale are measured at the lower of carrying amount and fair value less cost to sell in accordance with AASB 5 *Non-Current Assets Held for Sale and Discontinued Operations*. The assets in this category are re-valued upon reclassification in line with the valuation techniques outlined in notes 29 to 31. They are presented separately from the other assets in the Statement of Financial Position and are not subject to depreciation.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 29: Land, Buildings and Facilities

	2016	2015
	\$'000	\$'000
Land:		
Land at fair value	942,165	1,212,331
Total Land	942,165	1,212,331
Land Under Roads:		
Land under roads at cost	20,547	20,576
Total Land Under Roads	20,547	20,576
Land for Current Projects:		
Land for current projects at cost *	178,165	120,157
Total Land for Current Projects	178,165	120,157
Buildings and Facilities:		
Buildings and facilities at fair value	1,966,199	2,012,294
Accumulated depreciation at 30 June	541,921	485,744
Total Buildings and Facilities	1,424,278	1,526,550
Land, Buildings and Improvements Under Lease:		
Buildings and improvements under lease at fair value	32,242	31,849
Land under lease at fair value	4,250	4,250
Accumulated amortisation at 30 June	769	-
Total Land, Buildings and Improvements Under Lease	35,723	36,099
Total Land, Buildings and Facilities	2,600,878	2,915,713

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

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

RECONCILIATION OF LAND, BUILDINGS AND FACILITIES

The following table shows the movement of Land, Buildings and Facilities during 2015-16

	Land \$'000	Land Under Roads \$'000	Land for Current Projects \$'000	Buildings & Facilities \$'000	Land, Buildings & Improvements Under Lease \$'000	Total \$'000
Carrying amount at 1 July	1,212,029	20,451	120,157	1,524,111	36,099	2,912,847
Prior period - error correction - 2013-14	303	125	-	2,724	-	3,152
Prior period - error correction - 2014-15	-	-	-	(286)	-	(286)
Adjusted opening balance	1,212,332	20,576	120,157	1,526,549	36,099	2,915,713
Reclassification to/from assets held for sale	595	-	-	(2,518)	-	(1,923)
Additions	357	-	58,105	33,541	-	92,003
Transfer from works in progress	-	-	-	8,644	392	9,036
Disposals	(17,171)	-	-	(41)	-	(17,212)
Donated assets	(3)	-	-	-	-	(3)
Resources received free of charge	855	-	-	732	-	1,587
Revaluation decrement	(254,923)	-	-	(49,709)	-	(304,632)
Depreciation and amortisation	-	-	-	(49,928)	(769)	(50,697)
Transfers due to reclassification of assets	125	(29)	(96)	(42,899)	-	(42,899)
Other movements	(2)	-	(1)	(93)	1	(95)
Carrying amount at 30 June	942,165	20,547	178,165	1,424,278	35,723	2,600,878

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

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.

Specialised land in the rail corridor was revalued in 2015-16. The land comprises of individual parcels along the rail corridor. The value of the land was discounted to account for the restriction in its use as a rail corridor.

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. The metro rail station asset revaluation source data was from recent rail revitalisation projects done by the Department.

Timing of Land, Buildings and Facilities Revaluations

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

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach
Land						
Land	Government Employee Housing	30 June 2015	Valuer-General	1	2	Market
	Government Agency Accommodation	30 June 2015	Opteon Property Group / Valuer-General	3	2	Market
	Ex Australian National Railways Land	1 July 2015	Valuer-General	3	2	Market
	Metro Rail Stations, Yards and Corridors **	1 July 2015	Valuer-General	3 - 5	2	Market
	Marine Land	1 July 2014	Valuer-General	3	2	Market
	Bus Depot Land	1 July 2014	Maloney Field Services	3	2	Market
	Future Road Construction *	1 July 2014	Valuer-General	3	2	Market

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach
	Recreation and Sport Land	1 July 2015	Opteon Property Group/ M3property Strategist/ Australian Valuation Solution/ Valuer- General	3	2	Market
	Other Departmental Land (Bus Interchanges)	1 July 2014	Valuer-General	3	2	Market
Land Under Roads	Land Under Roads	NA	Not applicable	NA	NA	NA
Land for Current Projects	Land for Current Projects	Not required under policy	Not applicable	NA	NA	NA
Buildings and Facilities						
Buildings and Facilities	Marine Related	1 July 2013	Liquid Pacific Holdings Pty Ltd	3	3	Cost
	Metro Rail Stations and Yards**	1 July 2015	Valuer-General/ Janey Mitson B.Eng(Civil)	3 - 5	3	Cost
	Ex Australian National Railways	1 July 2013	Valuer-General	3	3	Cost
	Bus Depots	1 July 2014	Maloney Field Services	3	3	Cost
	Tram Depot **	1 July 2015	Valuer-General/ Janey Mitson B.Eng(Civil)	3 - 5	3	Cost
	Recreation and Sport Infrastructure	1 July 2015	Opteon Property Group/ M3property Strategist/ Australian Valuation Solution/ Valuer- General	3	3	Cost
Residential Buildings						
	Government Employee Housing	30 June 2015	Valuer-General	1	2	Market
	Future Road Construction	1 July 2013	Valuer-General	3	2	Market

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach
	<i>Commercial Buildings</i>					
	Government Agency Accommodation	30 June 2015	Opteon Property Group / Valuer-General	3	2	Market
	Future Road Construction	1 July 2013	Liquid Pacific Holdings Pty Ltd	3	3	Cost
	Depots	1 July 2015	Valuer-General	3	2	Market
<i>Land, Buildings and Improvements Under Lease</i>	Land, Buildings and Improvements Under Lease	30 June 2015	Opteon Property Group / Valuer General	3	2	Market

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

** Public transport assets will be revalued on a 3 year rolling basis.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 30: Plant and Equipment

	2016	2015
	\$'000	\$'000
Plant and Equipment:		
Plant and equipment (at fair value)	1,662,821	1,785,671
Information technology (IT)	13,761	20,025
IT under lease	5,088	5,224
	1,681,670	1,810,920
Accumulated Depreciation:		
Accumulated depreciation - Plant and equipment	935,657	1,046,975
Accumulated depreciation - Information technology (IT)	12,533	13,847
Accumulated depreciation - IT under lease	3,535	3,417
	951,725	1,064,239
Total Plant and Equipment	729,945	746,681

RECONCILIATION OF PLANT AND EQUIPMENT

The following table shows the movement of Plant and Equipment during 2015-16

	Plant and Equipment \$'000	Information Technology \$'000	IT Under Lease \$'000	Total \$'000
Carrying amount at 1 July	740,213	6,164	1,807	748,184
Prior period - error correction - 2013-14	(1,506)	14	-	(1,492)
Prior period - error correction - 2014-15	(11)	-	-	(11)
Adjusted opening balance	738,696	6,178	1,807	746,681
Additions	5,497	137	590	6,224
Transfers from works in progress	48,937	207	-	49,144
Disposals	(1,020)	-	-	(1,020)
Donated assets	-	(4)	-	(4)
Resources received free of charge	25	24	-	49
Write offs	(218)	(8)	-	(226)
Revaluation increment	8,191	-	-	8,191
Depreciation and amortisation	(75,842)	(1,399)	(845)	(78,086)
Transfers due to reclassification of assets	2,898	(3,907)	-	(1,009)
Other movements	-	-	1	1
Carrying amount at 30 June	727,164	1,228	1,553	729,945

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

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
Plant and Equipment	Buses	1 July 2015	Australian Valuation Solutions	3	2 & 3	Market
	Tram and Train Rolling Stock	1 July 2014	Australian Valuation Solutions	3	3	Cost
	Bus Depots	1 July 2014	Australian Valuation Solutions	3	3	Cost
	Rail	1 July 2014	Australian Valuation Solutions	3	3	Cost
	Tall Ships/Patrol Boats *	1 July 2014	Markwell Risk Mgt Services / Peter McDonalds	3	3	Cost
	Ferries (including Modules)	1 July 2013	Graysasset Services	3	2	Market
	Aids to Navigation	1 July 2013	Liquid Pacific Holdings Pty Ltd	3	3	Cost
	Heavy Plant	1 July 2013	Graysasset Services	3	2	Market
	Bus Shelters	1 July 2014	Aon Risk Solutions	3	3	Cost

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach
	Metro-ticket System	1 July 2015	Aon Risk Solution	3	3	Cost
	Other Plant & Equipment	Not required under Policy	Not applicable	NA	NA	NA
Information Technology (IT)	Information Technology	NA	Not applicable	NA	NA	NA
IT Under Lease	IT Under Lease	NA	Not applicable	NA	NA	NA

* Patrol Boats valuation was done by a suitable, qualified and experienced officer of the Department

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 31: Network Assets

	2016	2015
	\$'000	\$'000
Network Assets:		
Network assets (deemed fair value)	24,871,538	24,352,599
Rail and bus track (deemed fair value)	2,738,533	2,702,311
	<u>27,610,071</u>	<u>27,054,910</u>
Accumulated Depreciation:		
Accumulated depreciation - Network	6,610,636	6,371,213
Accumulated depreciation - Rail and bus track	783,737	690,061
	<u>7,394,373</u>	<u>7,061,274</u>
Total Network Assets	<u>20,215,698</u>	<u>19,993,636</u>

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

RECONCILIATION OF NETWORK ASSETS

The following table shows the movement of Network Assets during 2015-16

	Roads	Structures	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July	15,769,464	2,210,857	2,074,290	20,054,611
Prior period - error correction - 2013-14	688	415	(60,347)	(59,244)
Prior period - error correction - 2014-15	-	(38)	(1,693)	(1,731)
Adjusted opening balance	15,770,152	2,211,234	2,012,250	19,993,636
Transfers from works in progress	106,396	1,007	1,812	109,215
Donated assets	(1,622)	-	-	(1,622)
Resources Received Free of Charge	-	1,721	61	1,782
Revaluation increment/(decrement)	273,372	112,760	(58,054)	328,078
Other	-	-	1	1
Depreciation and amortisation	(172,274)	(42,148)	(44,878)	(259,300)
Transfers due to reclassification of assets	31,382	(31,078)	43,604	43,908
Carrying amount at 30 June	16,007,406	2,253,496	1,954,796	20,215,698

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Valuation of Road Network Assets

With the exception of earthworks and the pavement sub-base which are not subject to depreciation, all road network assets are valued at written down replacement cost by senior professional engineers with the knowledge and expertise in that particular area and independent recognised industry experts are engaged to provide input with respect to key areas of the revaluation. As these assets have no active market they are measured at written down replacement cost which is considered to be their fair value.

Road network assets are revalued every three years with indexing applied during intervening years to roads and structures. Indexing is applied using the Australian Bureau of Statistics' Road and Bridge Construction Price Index for South Australia as at 1 July.

Approval has been granted by the Treasurer for a variation to the requirements of Accounting Policy Framework III clause 3.17, which requires an independent valuation appraisal be performed at least every 6 years. The variation enables the Department to value its road network assets using an internally developed revaluation methodology, with inputs for the key areas being provided by independent industry experts.

In the model used for valuation, the road network is segmented into sections that have similar engineering and functional characteristics. Each segment is then characterised by a representative stereotype. Replacement unit rates, useful lives and non-depreciating sub-base percentages are calculated for each of these stereotypes and then applied to the surfacing/pavement area of the segments.

Road network assets were revalued in 2015-16 with some improvements around representative stereotypes to include a new category entitled 'Motorways'. This improvement is to allow for more accurate grouping of road to reflect purpose, service capacity and consumption pattern. The pavement sub-base segment was also valued and recognised as a separate component from the pavement base in 2015-16.

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
For the year ended 30 June 2016

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input Level	Fair Value Approach
Network Assets						
Roads	Road Pavements base, Sub-base, and Surface	1 July 2015	Mick Lorenz, B.Eng (Civil)*	3	3	Cost
	Earthworks	1 July 2015	Mick Lorenz, B.Eng (Civil)*	3	3	Cost
Structures	Bridges / Culverts	1 July 2015	Grant Wilksch, B.Eng (Civil)	3	3	Cost
	Ferry Landings	1 July 2015	Grant Wilksch, B.Eng (Civil)	3	3	Cost
	Drainage	1 July 2014	Xylem Water Solution	3	3	Cost
	Weighbridges and Weigh Slabs	1 July 2014	Aquenta Consulting	3	3	Cost
Rail and Bus Track	Busway Interchanges	1 July 2013	Aquenta Consulting	3	3	Cost
	Busway Track and Structures	1 July 2015	Grant Wilksch, B.Eng (Civil)	3	3	Cost
	Metro Rail Structure (includes bridges)	1 July 2015	Valuer-General/ Grant Wilksch, B.Eng (Civil)	3 - 5	3	Cost
	Metro Rail and Tram Lines Track	1 July 2011	Propell National Valuers	3 – 5	3	Cost

* Valuation performed by suitably qualified officers of the Department

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 32: Capital Works in Progress

	2016	2015
	\$'000	\$'000
Capital Works in Progress		
Land, buildings and facilities	203,702	39,994
Road network	413,491	231,185
Plant, equipment and intangibles	21,086	33,285
Rail and bus track	84,511	35,288
Total Capital Works in Progress	722,790	339,752

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

RECONCILIATION OF CAPITAL WORKS IN PROGRESS

The following table shows the movement of Capital Works in Progress during 2015-16

	Road Network	Plant and Equipment/Intangibles	Land, Buildings & Facilities	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July	231,333	33,285	39,994	35,288	339,900
Prior period - error correction - 2013-14	(148)	-	-	-	(148)
Adjusted opening balance	231,185	33,285	39,994	35,288	339,752
Additions	290,986	39,597	172,744	51,035	554,362
Transfer to capital	(107,403)	(51,654)	(9,036)	(1,812)	(169,905)
Transfer to operating	(1,279)	(141)	-	-	(1,420)
Other	2	(1)	-	-	1
Carrying amount at 30 June	413,491	21,086	203,702	84,511	722,790

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
For the year ended 30 June 2016

Note 33: Intangible Assets

	2016	2015
	\$'000	\$'000
Software:		
Computer software	86,502	84,257
Accumulated amortisation	52,905	46,789
Total Intangible Assets	33,597	37,468

RECONCILIATION OF INTANGIBLE ASSETS

The following table shows the movement of Intangible Assets during 2015-16

	2016
	\$'000
Carrying amount at 1 July	37,400
Prior period - error correction - 2014-15	68
Adjusted opening balance	37,468
Additions	29
Transfers from works in progress	2,510
Other	(1)
Write-off of non-current assets	(91)
Amortisation	(6,318)
Carrying amount at 30 June	33,597

Amortisation of Intangibles

Total amortisation associated with intangibles for the year ended 30 June 2016 was \$6.318 million (\$5.601 million). This amount has been reported within the Statement of Comprehensive Income as operating expenditure of the Department.

Valuation of Intangible Assets

Intangible assets are measured at cost and following initial recognition, are carried at cost less any accumulated amortisation. The acquisition or internal development of software is only capitalised when the expenditure meets the definition criteria and can be reliably measured in accordance with AASB 138 *Intangible Assets* and with the guidance provided in APF III *Asset Accounting Framework* and when the amount of expenditure is greater than or equal to \$10 000. Costs associated with the development or implementation of software applications that do not meet the criteria for asset recognition are expensed.

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

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 34: Fair Value Measurement

Fair Value Hierarchy

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

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

Fair Value Measurements

	2016	Level 2	Level 3
	\$'000	\$'000	\$'000
Recurring Fair Value Measurements			
Land (note 29)	942,165	942,165	-
Buildings and facilities (note 29)	1,424,278	209,837	1,214,441
Land, buildings and improvements under lease (note 29)	35,723	35,723	-
Plant and equipment (note 30)	727,164	36,597	690,567
Network assets (note 31)	18,260,902	-	18,260,902
Rail and bus track (note 31)	1,954,796	-	1,954,796
Total Recurring Fair Value Measurements	23,345,028	1,224,322	22,120,706

Non- Recurring Fair Value Measurements

Land, buildings and facilities held for sale (note 28)	140,157	140,157	-
Total Non-Recurring Fair Value Measurements	140,157	140,157	-

Total	23,485,185	1,364,479	22,120,706
--------------	-------------------	------------------	-------------------

	2015	Level 2	Level 3
	\$'000	\$'000	\$'000
Recurring Fair Value Measurements			
Land (note 29)	1,212,331	1,212,331	-
Buildings and facilities (note 29)	1,526,550	209,708	1,316,842
Land, buildings and improvements under lease (note 29)	36,099	36,099	-
Plant and equipment (note 30)	738,696	37,195	701,501
Network assets (note 31)	17,981,386	-	17,981,386
Rail and bus track (note 31)	2,012,250	-	2,012,250
Total Recurring Fair Value Measurements	23,507,312	1,495,333	22,011,979

Non- Recurring Fair Value Measurements

Land, buildings and facilities held for sale (note 28)	142,298	142,298	-
Total Non-Recurring Fair Value Measurements	142,298	142,298	-

Total	23,649,610	1,637,631	22,011,979
--------------	-------------------	------------------	-------------------

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 2016.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Reconciliation of Level 3 Fair Value Measurements as at 30 June 2016

	Buildings and Facilities	Plant and Equipment ⁽¹⁾	Network Assets	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying Amount at 1 July	1,314,404	702,957	17,980,320	2,074,291	22,071,972
Prior Period Error Correction 2013-14	2,724	(1,445)	1,104	(60,348)	(57,965)
Prior Period Error Correction 2014-15	(286)	(11)	(38)	(1,693)	(2,028)
Adjusted opening balance	1,316,842	701,501	17,981,386	2,012,250	22,011,979
Additions	30,856	4,103	-	-	34,959
Transfer from works in progress	5,911	45,173	107,403	1,812	160,299
Disposals ⁽²⁾	(41)	(251)	-	-	(292)
Donated assets	-	-	(1,622)	-	(1,622)
Resources received free of charge	732	25	1,721	61	2,539
Write offs	-	(218)	(1)	-	(219)
Revaluation increment (decrement) ⁽³⁾	(52,210)	8,190	386,132	(58,054)	284,058
Depreciation and amortisation	(44,750)	(71,022)	(214,422)	(44,878)	(375,072)
Transfers due to reclassification of assets at same Fair Value level	(42,899)	3,201	-	43,604	3,906
Transfer into Level 3	-	-	304	-	304
Transfer out of Level 3	-	(136)	-	-	(136)
Other Movements	-	1	1	1	3
Carrying amount as at 30 June	1,214,441	690,567	18,260,902	1,954,796	22,120,706

(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	(41)	(251)	-	-	(292)
--	------	-------	---	---	-------

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Reconciliation of Level 3 Fair Value Measurements as at 30 June 2015

	Buildings and Facilities (1) \$'000	Plant and Equipment (1) \$'000	Network Assets \$'000	Rail and Bus Track \$'000	Total \$'000
Carrying Amount at 1 July	1,300,533	702,697	17,353,257	2,082,795	21,439,282
Prior Period Error Correction 2012-13	18	12	1,428	-	1,458
Prior Period Error Correction 2013-14	1,558	61	(2,351)	(2,719)	(3,451)
Adjusted opening balance	1,302,109	702,770	17,352,334	2,080,076	21,437,289
Additions	7,288	11,803	-	-	19,091
Transfer from works in progress	41,281	156,745	591,985	38,061	828,072
Disposals (2)	(169)	(603)	-	-	(772)
Donated assets	(503)	-	(1,396)	-	(1,899)
Resources received free of charge	-	52	-	-	52
Write offs	-	(3)	-	-	(3)
Revaluation increment (decrement) (3)	8,436	(116,213)	252,978	-	145,201
Depreciation and amortisation	(43,412)	(52,443)	(215,580)	(43,959)	(355,394)
Transfers due to reclassification of assets at same Fair Value level	(815)	(34)	-	34	(815)
Transfer into Level 3	204	884	-	79	1,167
Transfer out of Level 3	(13)	-	-	-	(13)
Other Movements	(2)	(1)	(1)	-	(4)
Carrying amount as at 30 June	1,314,404	702,957	17,980,320	2,074,291	22,071,972
Prior Period Error Correction 2013-14	2,724	(1,445)	1,104	(60,348)	(57,965)
Prior Period Error Correction 2014-15	(286)	(11)	(38)	(1,693)	(2,028)
Adjusted closing balance 30 June	1,316,842	701,501	17,981,386	2,012,250	22,011,979

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

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

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

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

under Net Gain (Loss) from Disposal of Non-Current Assets	(169)	(479)	-	-	(648)
---	-------	-------	---	---	-------

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Transfers In and Out of Level 3

The Department's policy is to recognise transfers in and out of fair value hierarchy levels as at the beginning to the reporting period. Asset transfers in and out of Level 3 are transactional transfers due to changes in the classification of assets.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 35: Payables

	2016	2015
	\$'000	\$'000
Current:		
Creditors	17,396	15,037
Accrued expenses	166,261	100,783
Rail Commissioner (Federally Awarded Employees)	10,707	12,476
Employment on-costs	4,517	4,044
Lease incentives	30,964	1,745
Other	67	14
Total Current Payables	229,912	134,099
Non-Current:		
Employment on-costs	6,220	5,940
Rail Commissioner (Federally Awarded Employees)	18,909	17,334
Total Non-Current Payables	25,129	23,274
Total Payables	255,041	157,373

Interest Rate and Credit Risk

Creditors and accruals are raised for all amounts unpaid. Creditors are normally settled within 30 days. Employment on-costs are settled when the respective employee benefits that they relate to are discharged. All payables are non-interest bearing. The carrying amount of payables represents fair value due to the amounts being payable on demand.

Employment On-costs

As a result of an actuarial assessment performed by the Department of Treasury and Finance, the proportion of long service leave taken as leave has changed from the 2015 rate (37%) to (40%) and the average factor for the calculation of employer superannuation cost on-cost has also changed from the 2015 rate (10.3%) to 10.2%. These rates are used in the employment on-cost calculation.

The net financial effect of the changes in the current financial year is a decrease in the employment on-cost of \$178,000. The estimated impact on 2017 and 2018 is not expected to be materially different to the impact in 2016.

(a) Categorisation of financial instruments and maturity analysis of payables - refer Note 41.

(b) Risk exposure information - refer Note 41.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 36: Borrowings

	2016	2015
	\$'000	\$'000
Current:		
Borrowings (1)		
Balance as at 1 July	521	483
Transfers	563	38
Repayments	(521)	-
Balance as at 30 June	563	521
Obligations under finance leases (2)		
Balance as at 1 July	1,732	1,729
Net decrease in lease liabilities due to:		
New leases	207	322
Transfers	633	1,518
Repayments	(860)	(1,837)
Other	(2)	-
Balance as at 30 June	1,710	1,732
Total Current Borrowings	2,273	2,253
Non-Current		
Borrowings (1)		
Balance as at 1 July	803	1,324
Transfers	(563)	(75)
Repayments	-	(446)
Balance as at 30 June	240	803
Obligations under finance leases (2)		
Balance as at 1 July	13,718	14,659
Net decrease in lease liabilities due to:		
New leases	382	577
Transfers	(633)	(1,518)
Repayments	(934)	-
Balance as at 30 June	12,533	13,718
Total Non-Current Borrowings	12,773	14,521
Total Borrowings	15,046	16,774

(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
For the year ended 30 June 2016

Assets Pledged as Security		2016	2015
		\$'000	\$'000
The carrying amount of non-current assets pledged as security are:			
	Note		
Leased land and buildings:			
Buildings and improvements under lease	29	35,723	36,099
Leased plant and equipment:			
Computer and office equipment	30	1,553	1,807
Total Assets Pledged as Security		37,276	37,906

(a) Categorisation of financial instruments and maturity analysis of borrowings - refer Note 41.

(b) Risk exposure information - refer Note 41.

(c) Defaults and breaches - there were no defaults or breaches on any of the above liabilities throughout the year.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 37: Employee Benefits

	2016	2015
	\$'000	\$'000
Current:		
Annual leave	19,869	20,128
Long service leave	6,624	6,637
Skills and Experience Retention Leave	1,824	1,808
Accrued salaries and wages	2,859	9,208
Total Current Employee Benefits	31,176	37,781
Non-Current:		
Long service leave	67,379	66,376
Total Non-Current Employee Benefits	67,379	66,376
Total Employee Benefits	98,555	104,157

The total current and non-current employee liability (i.e. aggregate employee benefit plus related on-costs) for 2016 is \$35.693 million (\$41.930 million) and \$73.959 million (\$72.316 million) respectively.

Annual Leave

Annual leave is classified as a current liability as employees are expected to take all annual leave within the year of entitlement.

Long Service Leave

AASB 119 contains the calculation methodology for long service leave liability. The actuarial assessment performed by the Department of Treasury and Finance has provided a set level basis for the measurement of long service leave.

AASB 119 requires the use of the yield on long term Commonwealth Government bonds as the discount rate in the measurement of the long service leave liability. The yield on long term Commonwealth Government bonds has decreased from 3.0% (2015) to 2.0% (2016).

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 the current financial year is an increase in the long service leave liability of \$4.347 million and employee benefit expense of \$0.401 million. The impact on future periods is impracticable to estimate as the long service leave liability is calculated using a number of assumptions – a key assumption is the long-term discount rate.

The actuarial assessment performed by the Department of Treasury and Finance left the salary inflation rate at 4% for long service leave liability and 3% for annual leave and skills, experience and retention leave liability. As a result there is no 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
For the year ended 30 June 2016

Note 38: Provisions

	2016	2015
	\$'000	\$'000
Current:		
Provision for workers compensation	2,555	1,762
Site remediation	6,891	7,840
Provision for third party claims (Non-SA Government)	-	56
Total Current Provisions	9,446	9,658
Non-Current:		
Site remediation	9,139	8,098
Provision for workers compensation	6,469	5,532
Total Non-Current Provisions	15,608	13,630
Total Provisions	25,054	23,288

Reconciliation of Workers Compensation

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

Carrying amount as at 1 July	7,294	7,843
Increase in provision due to revision of estimates	5,068	2,269
Reductions resulting from payments	(3,338)	(2,818)
Carrying Amount at 30 June	9,024	7,294

Reconciliation of Site Remediation

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

Carrying amount as at 1 July	15,938	15,803
Increase in provision due to revision of estimates	143	259
Reductions resulting from payments	(51)	(124)
Carrying Amount at 30 June	16,030	15,938

Reconciliation of Other Provisions

The following table shows the movement of other provisions:

Carrying amount as at 1 July	56	-
Increase in provision due to revision of estimates	-	56
Reductions resulting from payments	(56)	-
Carrying Amount at 30 June	-	56

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 39: Other Liabilities

	2016	2015
	\$'000	\$'000
Current:		
Deferred income	15,064	22,701
Lease Incentives	8,090	5,927
Forward Exchange Contracts	85	33
Other	116	332
Total Current Other Liabilities	23,355	28,993
Non-Current:		
Lease Incentives	47,919	25,821
Forward Exchange Contracts	119	301
Other	-	23
Total Non-Current Other Liabilities	48,038	26,145
Total Other Liabilities	71,393	55,138

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 \$0.472 million (\$0.477 million).

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 40: Prior Period Adjustments - Adjustments to Equity

	2016	2015
	\$'000	\$'000
Restatement of Opening Balances		
Adjustments against Retained Earnings:		
Work in progress adjustment - error correction	(148)	(3,350)
Asset recognition - error correction	(59,544)	(10,046)
Other adjustments - error correction	33,777	(1,656)
Total Adjustments against Retained Earnings	(25,915)	(15,052)
Adjustments against Asset Revaluation Surplus:		
Asset revaluation - error correction	(34,145)	2,230
Total Adjustments against Asset Revaluation Surplus	(34,145)	2,230
Total Adjustments to Equity	(60,060)	(12,822)

The table above represents total adjustments to equity identified in each year. Adjustments totalling \$60.060 million (\$12.822 million) were identified in the year ended 30 June 2016 which affect the year ended 30 June 2015 and prior years.

RESTATEMENT OF OPENING BALANCES

Adjustments against Retained Earnings

Work in progress adjustment – error correction

A review of completed projects by the Department in the year ended 30 June 2016 identified costs of \$0.148 million which were recognised within the capital works in progress asset balance at 30 June 2015 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 2015 or a prior period is an error which was corrected in the current year by an adjustment to retained earnings. The impact on the financial statements for 2014-15 is summarised below:

	2015	2014	Total
	\$'000	\$'000	\$'000
Work in progress adjustment - error correction			
Road network - work in progress	-	(148)	(148)
Total work in progress adjustment	-	(148)	(148)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Asset Recognition – error correction

Asset reconciliation and stock take procedures in 2015-16 identified assets totalling \$59.544 million which were not recognised or incorrectly recognised in prior years. This value is summarised below by asset class:

	2015	2014	Total
	\$'000	\$'000	\$'000
Asset recognition - error correction			
Network Assets	(1,731)	(59,244)	(60,975)
Land, buildings and facilities	(286)	3,152	2,866
Plant and equipment	(11)	(1,492)	(1,503)
Intangible assets	68	-	68
Total asset recognition - error correction	(1,960)	(57,584)	(59,544)

Other Adjustments – error correction

	2015	2014	Total
	\$'000	\$'000	\$'000
Other adjustments - error correction			
Receivables	13	-	13
Payables	(43)	-	(43)
Provisions	-	(101)	(101)
Employee benefits	97	-	97
Transfer between equity components	-	34,145	34,145
Other	(137)	(197)	(334)
Total other adjustments error correction	(70)	33,847	33,777

Adjustments against Asset Revaluation Surplus

Asset Revaluation – error correction

An adjustment was made to the revaluation surplus account in 2015-16 of \$34.145 million. The adjustment is mainly attributed to the transfer of asset revaluation surplus to retained earnings on disposal of land recognised in prior years.

	2015	2014	Total
	\$'000	\$'000	\$'000
Asset revaluation - error correction			
Land, buildings and facilities	-	(34,145)	(34,145)
Total asset recognition - error correction	-	(34,145)	(34,145)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 41: Financial Instruments

41.1 – Financial risk management

The Department has developed a Risk Management policy and associated Framework in accordance with the *Risk Management Policy Statement* issued by the Premier and Treasurer and the principles established in the *Australian Standard Risk Management Principles and Guidelines*. This policy and framework set out the tailored approach to identify and manage risk within the Department.

The Department is exposed to financial risk – liquidity risk, credit risk and market risk. There have been no changes in risk exposure since the last reporting date.

41.2 - Categorisation of financial instruments

Details of the significant accounting policies and methods adopted including the criteria for recognition, the basis of measurement, and the basis on which income and expenses are recognised with respect to each class of financial asset, financial liability and equity instrument are disclosed in Note 3.

Refer Note 41.3 for the carrying amounts of each category of financial assets and liabilities. The Department does not recognise any financial assets or financial liabilities at fair value.

The carrying amount of cash and cash equivalents represents fair value. Cash is available at call and is recorded at cost.

The carrying amount less impairment provisions of receivables and payables is a reasonable approximation of fair value due to the short term nature of these.

Finance leases are recorded at amounts equal to the lower of the fair value of the leased asset or the present value of the minimum lease payments using a government borrowing rate. Lease payments are made in accordance with the schedules determined at the inception of each lease.

Borrowings (excluding finance leases) are recognised at cost. The borrowings consist of two loans at fixed interest rates of 7.99% and 7.34% and have maturity dates of 2017 and 2018 respectively.

41.3 – Liquidity risk

Liquidity risk arises from the possibility that the Department is unable to meet its financial obligations as they fall due. The Department works with the Department of Treasury and Finance to determine the cash flows associated with its Government approved program of work and to ensure funding is provided through SA Government budgetary processes to meet the expected cash flows. The Department settles undisputed accounts within 30 days from the date of the invoice or date the invoice is first received. In the event of a dispute, payment is made 30 days from resolution.

In relation to this risk, the Department's exposure is considered to be minimal based on past experience and current assessment of risk. The carrying amount recorded in note 41.3 represent the Department's maximum exposure.

The following table discloses the carrying amount of each category of financial instrument held by the Department including the contractual maturity analysis for financial assets and liabilities (i.e. liquidity risk). Cash flows realised from financial assets reflect management's expectation as to the timing of realisation. Actual timing may differ from that disclosed. The timing of cash flows presented in the table to settle financial liabilities reflects the earliest contractual settlement dates.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Table 41.3 – Categorisation and maturity analysis of financial assets and liabilities

Category of financial asset and financial liability	Notes	Carrying amount \$'000	Contractual Maturities			
			Less than 1 year \$'000	1-5 years \$'000	More than 5 years \$'000	
2016						
Financial assets						
Cash and cash equivalents:	Cash and cash equivalent	24	2,125,602	2,125,602	-	-
Loans and receivables:	Receivables ⁽¹⁾	25	131,398	129,270	88	2,040
	Finance lease receivable	25,43	6,798	856	3,030	2,912
Total financial assets			2,263,798	2,255,728	3,118	4,952
Financial Liabilities						
Financial liabilities at cost:	Payables ⁽¹⁾	35	213,340	194,431	18,909	-
	Borrowings	36	803	563	240	-
	Finance lease payable	36,43	18,590	2,519	7,633	8,438
Total financial liabilities			232,733	197,513	26,782	8,438
2015						
Financial assets						
Cash and cash equivalents:	Cash and cash equivalent	24	1,423,773	1,423,773	-	-
Loans and receivables:	Receivables ⁽¹⁾	25	132,975	128,523	2,412	2,040
	Finance lease receivable	25,43	7,685	865	3,186	3,634
Total financial assets			1,564,433	1,553,161	5,598	5,674
Financial Liabilities						
Financial liabilities at cost:	Payables ⁽¹⁾	35	145,592	128,258	17,334	-
	Borrowings	36	1,324	521	803	-
	Finance lease payable	36,43	20,617	2,629	7,863	10,125
Total financial liabilities			167,533	131,408	26,000	10,125

(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
For the year ended 30 June 2016

41.4 Credit risk

Credit risk arises when there is the possibility of the Department's debtors defaulting on their contractual obligations resulting in a financial loss to the Department. The Department has minimal concentration of credit risk. The Department has credit management policies and procedures in place to ensure business transactions continue to occur with customers with appropriate credit history. Allowances for impairment of financial assets are calculated on past experience and current and expected changes in client credit rating. Other than receivables there is no evidence to indicate that financial assets are impaired. The carrying amount of financial assets as detailed in note 41.3 represents the Department's maximum exposure to credit risk.

The following table discloses the ageing of financial assets that are past due but not impaired and impaired financial assets.

Table 41.4 – Ageing analysis of financial assets

	Carrying amount \$'000	Not past due and not impaired \$'000	Past due but not impaired			Impaired financial assets \$'000
			Overdue for less than 30 days \$'000	Overdue for 30-60 days \$'000	Overdue for more than 60 days \$'000	
2016						
Cash and cash equivalent	2,125,602	2,125,602	-	-	-	-
Receivables ⁽¹⁾	131,398	118,363	3,844	1,228	4,062	3,901
Finance lease receivables	6,798	6,798	-	-	-	-
Total Financial Assets	2,263,798	2,250,763	3,844	1,228	4,062	3,901
2015						
Cash and cash equivalent	1,423,773	1,423,773	-	-	-	-
Receivables ⁽¹⁾	132,975	112,467	6,300	3,204	9,671	1,333
Finance lease receivables	7,685	7,685	-	-	-	-
Total Financial Assets	1,564,433	1,543,925	6,300	3,204	9,671	1,333

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

41.5 Market risk

Market risk for the Department is primarily through interest rate risk. The Department's exposure to interest rate risk is measured with reference to the level interest and non-interest bearing assets and liabilities held at reporting date.

Interest revenue from interest bearing assets is calculated using the Common Public Sector Interest Rate (CPSIR) and/or other rates as determined by the Treasurer.

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

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

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 articulated in TI 23 *Management of Foreign Currency Exposures*.

Sensitivity disclosure analysis

A sensitivity analysis has not been undertaken for the interest rate risk of the Department as it has been determined that the impact on profit and loss or total equity from fluctuations in interest rates is immaterial.

Note 42: Transferred Functions

No controlled functions transferred to and from the Department during the year.

Note 43: Unrecognised Contractual Commitments

Capital Commitments	2016	2015
	\$'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	920,951	379,048
Later than one year but no later than five years	815,976	323,466
Total Capital Commitments	1,736,927	702,514

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.

Other Commitments	2016	2015
	\$'000	\$'000
Within one year	298,739	261,572
Later than one year but no later than five years	519,133	737,024
Later than five years	23,707	20,993
Total Other Commitments	841,579	1,019,589

The Department's other commitments include major service and supply contracts for road maintenance, ferry operations and bus and rail transport services.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Operating Lease Commitments as Lessee	2016	2015
	\$'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	163,606	155,369
Later than one year but no later than five years	426,899	405,494
Later than five years	219,317	204,447
Total Operating Lease Commitments as Lessee	809,822	765,310

Representing:		
Cancellable operating leases	12,656	12,032
Non-cancellable operating leases	797,166	753,278
Total Operating Lease Commitments as Lessee	809,822	765,310

Commitments for minimum lease payments in relation to non-cancellable operating leases are payable as follows:		
Within one year	156,888	148,466
Later than one year but no later than five years	421,182	400,532
Later than five years	219,096	204,280
Total Non-cancellable Operating Lease Commitments as Lessee	797,166	753,278

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 20 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 1 year (or 60 000 kms whichever comes first) or 5 years (or 100 000 kms whichever comes first).

Operating Lease Commitments as Sub-lessor	2016	2015
	\$'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	140,188	131,468
Later than one year but no later than five years	370,401	337,922
Later than five years	208,652	170,814
Total Operating Lease Commitments as Sub-lessor	719,241	640,204

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	2016	2015
	\$'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	22,717	24,140
Later than one year but no later than five years	15,712	24,094
Later than five years	3,186	6,134
Total Operating Lease Commitments as Lessor	41,615	54,368

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

The Department's operating lease commitments as lessor are for commercial and residential properties and access rights to State owned land sites. Commercial accommodation leases are non-cancellable with terms ranging from 1 to 20 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 20 years with some having a right of renewal.

Finance Lease Commitments as Lessee	2016	2015
	\$'000	\$'000
Future minimum lease payments under finance leases and hire purchase contracts together with the present value of net minimum lease payments are as follows:		
Within one year	2,518	2,629
Later than one year but no longer than five years	7,633	7,863
Later than five years	8,438	10,125
Minimum lease payments	18,589	20,617
Future finance lease charges	(4,346)	(5,167)
Total Finance Lease Commitments as Lessee (Recognised as a Liability)	14,243	15,450

The present value of finance lease payable is as follows:

Within one year	1,710	1,732
Later than one year but no longer than five years	5,331	5,294
Later than five years	7,202	8,424
Present Value of Finance Lease	14,243	15,450

Representing:

Current	1,710	1,732
Non-current	12,533	13,718
Total included in Borrowings	14,243	15,450

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 9.64% (10.54%).

The lease for Roma Mitchell House is non-cancellable, for a term of 40 years due to expire 2027. At the end of the lease term, the building becomes part of the Department's owned portfolio. Rent is payable monthly, in advance. A contingent rental provision exists, in which an amount is expensed after taking into account the principal reduction and interest expense from the monthly lease payment. This contingent rental expense was \$2.45 million in the year ended 30 June 2016 (\$2.40 million).

The lease payment changes each year in accordance with CPI. The weighted average interest rate implicit in the lease in the year ended 30 June 2016 is 5.52% (5.52%).

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Finance Lease Commitments as Lessor	2016	2015
	\$'000	\$'000
Finance lease receivables contracted for at the reporting date are as follows:		
Within one year	857	865
Later than one year but no longer than five years	3,031	3,186
Later than five years	2,912	3,634
Minimum lease payments	6,800	7,685
Unearned finance income	(478)	(715)
Total Finance Lease Commitments as Lessor (Recognised as an Asset)	6,322	6,970

The present value of finance lease receivable is as follows:

Within one year	763	737
Later than one year but no longer than five years	2,769	2,810
Later than five years	2,790	3,423
Present Value of Finance Lease	6,322	6,970

Representing:

Current	763	737
Non-current	5,559	6,233
Total included in Receivables	6,322	6,970

The Department's finance leases as lessor represents recreational jetties and residential properties (ie government employee housing). As the finance leases for recreational jetties provide no material revenues, amounts associated with these leases have not been recognised (refer note 3.15).

Residential property finance leases where the Department is the lessor are non-cancellable, for a term of 20 years. At the end of the lease term, the asset belongs to the lessee. Rent is paid one month in advance and there are no contingent rental provisions. The interest rate for the June 2016 quarter implicit in the lease is 1.58 percent (1.94 percent).

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 44: Contingent Assets and Liabilities

Contingent Assets

At 30 June 2016, the Department:

- may be awarded the reimbursements of costs for some legal cases which are still subject to litigation
- holds contract securities which are designed to cover the risk to the Department in the event of contractor non-performance or insolvency. In the event of contractor non-performance or insolvency, the Department can call upon the contract security to cover any resulting costs incurred
- had a possible entitlement to funds relating to a third party incident involving marine equipment.

Contingent Liabilities

At 30 June 2016, the Department had:

- possible material exposures resulting from litigation (or pending litigation) in respect of claims for property damage or personal injury
- received notification of other cases not yet subject to court action or formal claim, which may result in subsequent litigation or arbitration in the future
- possible material exposure resulting from the ongoing monitoring and treatment of contaminated land assets to bring the land into a position for future use or sale
- a number of in principle agreements with various property owners to purchase their property. If the property owners purchase a replacement investment property within 12 months with the same ownership, the Department is obligated to pay additional compensation
- a possible obligation relating to a third party incident involving marine equipment.

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.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 45: Cash Flow Reconciliation

	2016	2015
	\$'000	\$'000
Reconciliation of Cash and Cash Equivalents - Cash at 30 June as per:		
Statement of Cash Flows	2,125,602	1,423,773
Statement of Financial Position	2,125,602	1,423,773
Reconciliation of Net Cash provided by (used in) operating activities to net revenue (cost of) / from providing services:		
Net cash provided by operating activities	1,057,140	1,226,932
Revenues from SA Government	(875,088)	(1,222,135)
Payments to SA Government	5,600	79,977
Add (less): Non-Cash Items:		
Net gain (loss) on sale or disposal of non-current assets	1,691	4,158
Depreciation/amortisation expense of non-current assets	(394,401)	(376,138)
Assets written off	(1,355)	(850)
Assets donated	(1,629)	(2,573)
Resources received free of charge	3,418	7,067
Expensing of works in progress	(1,420)	-
Movements in Assets and Liabilities:		
Increase (Decrease) in receivables	31,833	(56,084)
Increase (Decrease) in inventories	(1,818)	(201)
Increase (Decrease) in other assets	25,575	(2,210)
(Increase) Decrease in payables and provisions	(103,679)	888
(Increase) Decrease in employee benefits	5,602	(1,698)
(Increase) Decrease in other liabilities	(16,255)	9,353
Net Revenue (Cost of) / from Providing Services	(264,786)	(333,514)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 46: Transactions with SA Government

The following table discloses revenues, expenses, financial assets and liabilities where the counterparty/transaction is with an entity within the SA Government as at the reporting date, classified according to their nature.

Note		SA Government		Non-SA Government		Total	
		2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000
	EXPENSES						
6	Employee benefits expenses	9,764	11,357	220,279	234,297	230,043	245,654
7	Supplies and services						
	Bus service contracts	-	-	195,434	195,153	195,434	195,153
	Rail Commissioner salary reimbursements	56,776	55,268	-	-	56,776	55,268
	Major infrastructure maintenance contracts	-	-	55,749	52,124	55,749	52,124
	Other service contracts	3,914	3,258	82,283	80,930	86,197	84,188
	Consultants	-	-	207	354	207	354
	Operating leases	8,364	6,828	158,164	149,116	166,528	155,944
	Property expenses	336	456	114,051	109,425	114,387	109,881
	Plant, equipment and vehicle expenses	5,880	5,633	6,280	5,046	12,160	10,679
	Information technology	53	1,910	8,518	5,878	8,571	7,788
	Materials and other purchases	-	-	23,137	25,523	23,137	25,523
	Utilities	7,582	6,647	23,714	25,968	31,296	32,615
	Insurance	4,879	5,341	1,420	264	6,299	5,605
	Legal services	1,938	2,055	-	-	1,938	2,055
	Commissions - transaction processing	-	-	2,511	2,522	2,511	2,522
	Auditor's remuneration	1,063	1,081	-	-	1,063	1,081
	Administrative costs	-	-	6,792	6,966	6,792	6,966
	Payment to Service SA - registration and licensing collection	32,934	31,633	-	-	32,934	31,633
	Other	16,273	16,712	7,455	16,574	23,728	33,286
8	Depreciation and amortisation expense	-	-	394,401	376,138	394,401	376,138

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

		SA Government		Non-SA Government		Total	
		2016	2015	2016	2015	2016	2015
Note		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
9	Grants and subsidies						
	Recurrent Grants						
	Contribution for policing services	39,481	38,519	-	-	39,481	38,519
	Transport Subsidy Scheme	-	-	10,059	10,164	10,059	10,164
	Grants to local councils	-	-	11,260	5,533	11,260	5,533
	Transport concessions	-	-	4,425	4,355	4,425	4,355
	Grants by Office for Recreation and Sport	-	-	37,680	21,491	37,680	21,491
	Other	1,200	854	5,077	4,029	6,277	4,883
10	Borrowing costs	859	1,117	80	-	939	1,117
11	Other Expenses						
	Rates, taxes and levies	6,374	5,552	3,054	2,894	9,428	8,446
	Donated assets	1,629	1,395	-	1,178	1,629	2,573
	Bad and doubtful debts expense	-	-	2,664	99	2,664	99
	Write-off of an asset	-	-	1,355	850	1,355	850
	Indentured Ports *	11,424	13,036	-	-	11,424	13,036
	Site remediation	-	-	143	259	143	259
	Payment to National Heavy Vehicle Regulator – State Contribution	-	-	13,648	13,648	13,648	13,648
	Other	38	-	277	421	315	421
23	Payments to SA Government	5,600	79,977	-	-	5,600	79,977
	TOTAL EXPENSES	216,361	288,629	1,390,117	1,351,199	1,606,478	1,639,828

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

		SA Government		Non-SA Government		Total	
		2016	2015	2016	2015	2016	2015
Note		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
	INCOME						
13	Fees and charges						
	Drivers licence fees	-	-	48,721	46,393	48,721	46,393
	Metrotickets	-	-	90,456	88,012	90,456	88,012
	Motor registrations	2,790	2,809	410,707	399,737	413,497	402,546
	Marine related fees and charges	-	-	23,190	24,085	23,190	24,085
	Land services fees	8,971	8,803	6,426	6,215	15,397	15,018
	Other fees and charges	739	265	22,150	22,141	22,889	22,406
14	Commonwealth revenues						
	Commonwealth grants received via DTF	234,429	130,243	-	-	234,429	130,243
	National Land Transport Act 2014	-	-	8,854	2,893	8,854	2,893
	Other Commonwealth revenues	-	-	464	404	464	404
15	Sale of goods and services						
	Maintenance services	97,868	95,224	6,541	6,446	104,409	101,670
	Other sale of goods	31	28	173	5,322	204	5,350
	Other sale of services	15,783	13,217	22,095	22,462	37,878	35,679
16	Rental Income						
	Government accommodation	195,813	194,512	9,789	9,730	205,602	204,242
	Property rents and recoveries	6	-	3,497	3,952	3,503	3,952
	Other lease income	180	318	5,637	5,382	5,817	5,700
17	Grants and subsidies income						
	Concessional passenger income	57,283	60,482	-	-	57,283	60,482
	Grants received by Office for Recreation and Sport	-	-	451	577	451	577
	Other	-	-	250	183	250	183
18	Interest	2,134	2,203	-	131	2,134	2,334
19	Commissions received	35	37	-	-	35	37
20	Net gain from disposal of non-current assets	18	-	1,673	4,158	1,691	4,158

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

		SA Government		Non-SA Government		Total	
		2016	2015	2016	2015	2016	2015
Note		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
21	Resources received free of charge						
	Land, buildings and facilities	711	6,414	2,597	601	3,308	7,015
	Plant and equipment	-	-	110	52	110	52
22	Other income						
	Recoveries and contributions	1,215	1,171	23,506	22,534	24,721	23,705
	Reimbursement works and external project contributions	1,540	1,066	11,451	14,891	12,991	15,957
	Intra government transfers	17,492	23,149	-	-	17,492	23,149
	Sundry income	284	-	32	95	316	95
23	Revenues from SA Government	875,088	1,222,135	-	-	875,088	1,222,135
	TOTAL INCOME	1,512,410	1,762,076	698,770	686,396	2,211,180	2,448,472

	FINANCIAL ASSETS						
24	Cash and cash equivalents	2,125,602	1,423,773	-	-	2,125,602	1,423,773
25	Receivables						
	Receivables	58,168	66,362	17,639	23,747	75,807	90,109
	Allowance for doubtful debts	(93)	(93)	(3,808)	(1,241)	(3,901)	(1,334)
	Finance lease receivables	5,470	6,118	852	852	6,322	6,970
	GST input tax recoverable	-	-	10,241	5,196	10,241	5,196
	Accrued revenues	39,814	37,811	15,250	4,147	55,064	41,958
	Lease incentives	-	-	29,737	865	29,737	865
	Loan receivables	-	151	4,428	2,104	4,428	2,255
27	Other Assets						
	Prepayments	506	369	37,936	21,668	38,442	22,037
	Lease Incentives	51,199	25,780	-	-	51,199	25,780
	Forward Exchange Contracts	155	-	-	-	155	-
	TOTAL FINANCIAL ASSETS	2,280,821	1,560,271	112,275	57,338	2,393,096	1,617,609

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

		SA Government		Non-SA Government		Total	
		2016	2015	2016	2015	2016	2015
Note		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
	FINANCIAL LIABILITIES						
35	Payables						
	Creditors	6,444	5,373	10,952	9,664	17,396	15,037
	Accrued expenses	5,270	9,904	160,991	90,879	166,261	100,783
	Rail Commissioner (Federally Awarded Employees)	29,616	29,810	-	-	29,616	29,810
	Employment on-costs	10,737	9,984	-	-	10,737	9,984
	Lease incentives	30,964	1,745	-	-	30,964	1,745
	Other	-	-	67	14	67	14
36	Borrowings						
	Borrowings	-	-	803	1,324	803	1,324
	Obligations under finance leases	12,706	14,700	1,537	750	14,243	15,450
39	Other liabilities						
	Deferred income	1,713	10,054	13,351	12,647	15,064	22,701
	Lease Incentives	-	-	56,009	31,748	56,009	31,748
	Forward Exchange Contracts	204	334	-	-	204	334
	Other	4	10	112	345	116	355
	TOTAL FINANCIAL LIABILITIES	97,658	81,914	243,822	147,371	341,480	229,285

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 47: Budgetary reporting and explanations of major variances between budget and actual amounts

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

		Original Budget (¹) 2016 \$'000	Actual 2016 \$'000	Variance \$'000
STATEMENT OF COMPREHENSIVE INCOME				
EXPENSES				
Employee benefit expenses		249,050	230,043	(19,007)
Supplies and services		794,847	825,707	30,860
Depreciation and amortisation expense		393,412	394,401	989
Grants and subsidies		106,863	109,182	2,319
Borrowing costs		3,823	939	(2,884)
Other expenses		24,618	40,606	15,988
Total Expenses		1,572,613	1,600,878	28,265
INCOME				
Fees and charges		590,062	614,150	24,088
Commonwealth revenues	a	372,895	243,747	(129,148)
Sale of goods and services		167,668	142,491	(25,177)
Rental income		207,721	214,922	7,201
Grants and subsidies		63,997	57,984	(6,013)
Interest		3,944	2,134	(1,810)
Commissions received		-	35	35
Net gain from the disposal of non-current assets		300	1,691	1,391
Resources received free of charge		-	3,418	3,418
Other income		98,356	55,520	(42,836)
Total Income		1,504,943	1,336,092	(168,851)
NET REVENUE FROM / (COST OF) PROVIDING SERVICES		(67,670)	(264,786)	(197,116)
REVENUES FROM (PAYMENTS TO) SA GOVERNMENT:				
Revenues from SA Government	b	262,223	875,088	612,865
Payments to SA Government		(6,245)	(5,600)	645
Net Revenues from (payments to) SA Government		255,978	869,488	613,510
Net Result		188,308	604,702	416,394
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		40,761	31,637	(9,124)
TOTAL COMPREHENSIVE RESULT		229,069	636,339	407,270

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

- (1) The budget process is not subject to audit. Budget information refers to the amounts presented to Parliament in the original budgeted financial statements in respect of the reporting period (2015-16 Budget Paper 4). These original budgeted amounts have been presented and classified on a basis that is consistent with line items in the financial statements. However these amounts have not been adjusted to reflect revised budgets or administrative restructures, machinery of government changes.
- a) Commonwealth revenues were lower than original budget mainly due to the timing of Commonwealth contributions towards major projects including the South Road Upgrade from Torrens Road to River Torrens; North-South Corridor-Darlington and Goodwood and Torrens Rail Junction.
- b) Revenues from SA Government were higher than original budget mainly due to:
- the timing of works on the Goodwood and Torrens Rail Junction and the Adelaide City High School initiative
 - funds received from the Motor Accident Commission to the Highways Fund for future investment in road safety improvements.

INVESTING EXPENDITURE SUMMARY

		Original Budget (1) 2016 \$'000	Actual 2016 \$'000	Variance \$'000
	Note			
Investing Expenditure Summary				
Total new projects		69,668	103,827	34,159
Total existing projects	c	561,420	465,795	(95,625)
Total annual programs		89,472	80,987	(8,485)
Total investing expenditure		720,560	650,609	(69,951)

- (1) The budget process is not subject to audit. Budget information refers to the amounts presented to Parliament in the original budgeted financial statements in respect of the reporting period (2015-16 Budget Paper 4). These amounts have not been adjusted to reflect revised budgets or administrative restructures, machinery of government changes.
- c) Total existing projects investing expenditure was lower than original budget largely due to delays in the tender process and ongoing claims for land acquisition. This resulted in construction commencing later than expected on projects including North-South Corridor Darlington initiative, O-Bahn extension into the city, South Road Superway and Torrens to Torrens.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 48: Indentured Ports

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

The amount paid to the consolidated account in the year ended 30 June 2016 totalled \$11.794 million. This represents unused cargo and harbour services charges of \$1.024 million collected in the year ended 30 June 2015 but not paid to DTF as at 30 June 2015 and \$10.769 million of unused charges collected during the year ended 30 June 2016.

A further \$0.655 million remains payable to the consolidated account representing outstanding unused cargo and harbour service charges collected during the year ended 30 June 2016 but not paid to DTF as at 30 June 2016.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 49: Rail Transport Facilitation Fund

The *Rail Transport Facilitation Fund Act 2001*, which established the Rail Transport Facilitation Fund was proclaimed in December 2001. Approval was given for the creation of the Rail Transport Facilitation Fund on 20 September 2002. Net income derived from the sale or leasing of railway assets and net income derived by the State from rail facilitation projects is to be paid into the Fund.

	2016	2015
	\$'000	\$'000
Inflows:		
Receipts into the Fund	10,459	7,879
Total Inflows	10,459	7,879
Outflows:		
Payments from the Fund	(7,586)	(3,858)
Total Outflows	(7,586)	(3,858)
Net Surplus	2,873	4,021
Fund Balance		
Balance at 1 July	55,191	51,170
Net surplus	2,873	4,021
Balance at 30 June	58,064	55,191

Receipts into the Fund

The receipts into the Fund in the year ended 30 June 2016 result predominantly from \$1.075 million (\$1.193 million) interest, \$3.499 million (\$0.999 million) sale of land, plant and equipment, \$5.093 million (\$4.980 million) rental and property income and \$0.700 million (\$0.700 million) appropriation from DTF for the Port River Expressway - Stage 3 (Rail).

Payments from the Fund

The payments from the Fund in the year ended 30 June 2016 result predominantly from money being spent on non-metropolitan passenger rail services projects.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 50: Community Road Safety Fund

The Community Road Safety Fund operates pursuant to section 79D of the *Road Traffic Act 1964*. 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 \$39.3 million (\$38.3 million) for safety related policing expenditure. The appropriation for the year ended 30 June 2016 was \$81.021 million (\$81.021 million).

	2016	2015
	\$'000	\$'000
Inflows:		
Receipts into the Fund	81,397	81,399
Total Inflows	81,397	81,399
Outflows:		
Payments from the Fund	(80,352)	(81,772)
Total Outflows	(80,352)	(81,772)
Net Surplus /(Deficit)	1,045	(373)
Fund Balance		
Balance at 1 July	12,013	12,386
Net surplus /(deficit)	1,045	(373)
Balance at 30 June	13,058	12,013

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 51: Commonwealth Funding Received for Specific Projects

The Commonwealth Funding Received for Specific Projects Account includes Commonwealth Grants received in relation to specific projects including the Accelerated Sturt Highway Package.

Receipts into the Account

In 2015-16 the fund includes Sturt Highway interest \$0.008 million, South Road Superway interest \$0.034 million and Gawler modernisation interest \$0.002 million.

Payments from the Account

In 2015-16 \$0.013 million was expended on the Sturt Highway.

	2016 \$'000	2015 \$'000
Inflows:		
Receipts into the Fund	44	51
Total Inflows	44	51
Outflows:		
Payments from the Fund	(13)	(3)
Total Outflows	(13)	(3)
Net Surplus	31	48
Fund Balance		
Balance at 1 July	2,433	2,385
Net surplus	31	48
Balance at 30 June	2,464	2,433

Department of Planning, Transport and Infrastructure
Notes to and forming part of the financial statements
For the year ended 30 June 2016

Note 52: After Balance Date Events

On 7 July 2016 the Treasurer announced in the 2016-17 State Budget (Budget Paper 4) that the Office of the Valuer-General will transfer from the Department of Planning, Transport and Infrastructure to the Department of Treasury and Finance.

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

Department of Planning, Transport and Infrastructure

Financial Statements - Administered

for the year ended 30 June 2016

Department of Planning, Transport and Infrastructure
STATEMENT OF ADMINISTERED COMPREHENSIVE INCOME
for the year ended 30 June 2016

	Note	2016	2015
	No	\$'000	\$'000
EXPENSES			
Employee benefit expenses	A7	596	483
Supplies and services	A8	6,167	6,427
Grants and subsidies	A9	28,550	21,623
Disbursements on behalf of third parties	A10	927,940	917,907
Borrowing costs		62	79
Payments to Consolidated Account	A11	183,231	176,358
Total Expenses		1,146,546	1,122,877
INCOME			
Revenues from SA Government	A13	8,860	10,057
Fees and charges	A14	212,485	202,227
Collections on behalf of third parties	A15	924,850	911,794
Grants and subsidies	A16	3,610	3,612
Interest revenue	A17	591	540
Other income		214	234
Total Income		1,150,610	1,128,464
Net Result		4,064	5,587
OTHER COMPREHENSIVE INCOME			
<i>Items that will not be reclassified to net result</i>			
Changes in revaluation surplus		1,446	-
TOTAL COMPREHENSIVE RESULT		5,510	5,587

Department of Planning, Transport and Infrastructure
STATEMENT OF ADMINISTERED FINANCIAL POSITION
as at 30 June 2016

	Note	2016	2015
	No	\$'000	\$'000
ASSETS:			
CURRENT ASSETS:			
Cash and cash equivalents	A18	73,353	62,931
Receivables	A19	421	365
Total Current Assets		73,774	63,296
NON-CURRENT ASSETS:			
Receivables	A19	365	665
Land	A20	17,844	16,398
Total Non-Current Assets		18,209	17,063
Total Assets		91,983	80,359
LIABILITIES:			
CURRENT LIABILITIES:			
Payables	A22	46,838	39,701
Borrowings	A23	291	288
Provisions	A24	-	461
Other liabilities	A25	2,499	2,764
Total Current Liabilities		49,628	43,214
NON-CURRENT LIABILITIES:			
Borrowings	A23	365	665
Total Non-Current Liabilities		365	665
Total Liabilities		49,993	43,879
NET ASSETS		41,990	36,480
EQUITY:			
Retained Earnings		37,468	33,404
Asset Revaluation Surplus		4,522	3,076
Total Equity		41,990	36,480

Contingent assets and liabilities A36
Unrecognised contractual commitments A37

Department of Planning, Transport and Infrastructure
STATEMENT OF ADMINISTERED CHANGES IN EQUITY
for the year ended 30 June 2016

	Note	Revaluation Surplus	Retained Earnings	Total Equity
	No	\$'000	\$'000	\$'000
Balance at 30 June 2014		3,076	32,695	35,771
Error corrections identified in 2014-15		-	(4,440)	(4,440)
Restated Balance at 30 June 2014		3,076	28,255	31,331
Net result for 2014-15		-	5,587	5,587
Total comprehensive result for 2014-15		-	5,587	5,587
Balance at 30 June 2015		3,076	33,842	36,918
Prior Period - error correction	A26	-	(438)	(438)
Restated Balance at 30 June 2015		3,076	33,404	36,480
Net result for 2015-16		-	4,064	4,064
Gain on Revaluation of Land during 2015-16		1,446	-	1,446
Total comprehensive result for 2015-16		1,446	4,064	5,510
Balance at 30 June 2016		4,522	37,468	41,990

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 2016

	Notes	2016 \$'000	2015 \$'000
		Inflows (Outflows)	Inflows (Outflows)
CASHFLOWS FROM OPERATING ACTIVITIES:			
CASH OUTFLOWS:			
Employee benefit costs		(536)	(477)
Supplies and services		(6,482)	(5,787)
Grants and subsidies		(23,915)	(10,827)
Disbursements on behalf of third parties		(926,516)	(919,399)
Payments to Consolidated Account		(182,359)	(175,463)
Total cash outflows		(1,139,808)	(1,111,953)
CASH INFLOWS:			
Receipts from SA Government		8,860	10,057
Receipts from fees and charges		212,172	204,496
Collection on behalf of third parties		924,850	911,794
Grants and subsidies		3,612	3,611
Interest		522	463
Other income		214	234
Total cash inflows		1,150,230	1,130,655
Net cash inflows (outflows) from Operating Activities	A27	10,422	18,702
CASHFLOWS FROM FINANCING ACTIVITIES:			
CASH OUTFLOWS:			
Repayment of loans - SA Government		(359)	(350)
Total cash outflows		(359)	(350)
CASH INFLOWS:			
Repayment of loans - Local Government		359	350
Total cash inflows		359	350
Net cash inflows (outflows) from Financing Activities		-	-
NET INCREASE (DECREASE) IN CASH HELD		10,422	18,702
CASH AT 1 JULY		62,931	44,229
CASH AT 30 JUNE	A18	73,353	62,931

Department of Planning, Transport and Infrastructure
SCHEDULE OF EXPENSES AND INCOME ATTRIBUTABLE TO ADMINISTERED ACTIVITIES
for the year ended 30 June 2016

(Activities - refer to note A5)	Land Use Planning		Infrastructure Planning and Management		Roads and Marine		Recreation, Sport and Racing		Total	Total
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
EXPENSES:										
Employee benefit expenses	279	193	317	290	-	-	-	-	596	483
Supplies and services	3,141	2,893	3,026	3,534	-	-	-	-	6,167	6,427
Grants and subsidies	22,473	15,419	2,477	2,484	-	-	3,600	3,720	28,550	21,623
Disbursements on behalf of third parties	-	-	-	-	927,940	917,907	-	-	927,940	917,907
Borrowing costs	-	-	62	79	-	-	-	-	62	79
Payments to Consolidated Account	-	-	183,231	176,358	-	-	-	-	183,231	176,358
Total Expenses	25,893	18,505	189,113	182,745	927,940	917,907	3,600	3,720	1,146,546	1,122,877
INCOME:										
Revenues from SA Government	1,918	1,120	3,719	2,824	3,223	6,113	-	-	8,860	10,057
Fees and charges	26,578	23,228	185,907	178,999	-	-	-	-	212,485	202,227
Collections on behalf of third parties	-	-	-	-	924,850	911,794	-	-	924,850	911,794
Grants and subsidies	-	-	-	-	-	-	3,610	3,612	3,610	3,612
Interest revenue	396	315	195	225	-	-	-	-	591	540
Other income	-	17	214	217	-	-	-	-	214	234
Total Income	28,892	24,680	190,035	182,265	928,073	917,907	3,610	3,612	1,150,610	1,128,464
Net Result	2,999	6,175	922	(480)	133	-	10	(108)	4,064	5,587

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

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

A1: Objectives of the Department

The objectives of the Department, outlined in Note 1 for controlled items, apply equally to the Administered Financial Statements.

A2: Department Organisation

The organisational structure of the Department outlined in Note 2 for controlled items, applies to both the Departmental and the Administered Financial Statements.

A3: Summary of Significant Accounting Policies

The policies of the Department outlined in Note 3 for controlled items, apply equally to the Administered Financial Statements.

The amount of GST payable/receivable incurred by the Department in relation to administered functions is recognised in the Statement of Financial Position for controlled items.

A4: Changes in Accounting Policies

The changes in accounting policies outlined in Note 4 for controlled items, apply equally to the Administered Financial Statements. With respect to specific policies no changes have been noted for administered functions.

A5: Activities of the Department

The activities of the Department are outlined in Note 5 for controlled items. Activity 1: Land Use Planning, Activity 3: Recreation, Sport and Racing, Activity 5: Roads and Marine and Activity 7: Infrastructure Planning and Management apply to the Administered Financial Statements.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A6: Administered Items of the Department

The Administered Items of the Department as at 30 June 2016 comprised the following:

- Appropriations to Outback Communities Authority and Local Government Grants Commission
- Asbestos Program
- Contractors Deposits
- Flinders Ports – Land Tax Equivalent
- Heritage Program
- Lincoln Cove Marina
- Metropolitan (Woodville, Henley and Grange) Drainage Scheme
- Passenger Transport Research and Development Fund
- Planning and Development Fund
- Planning fees
- Real Property Act Assurance Fund
- Real Property Act Trust Accounts
- Recreation and Sport Fund
- Registrar-General and Surveyor-General Statutory Act Revenues
- Registration and Licensing collections and disbursements
 - Compulsory Third Party Insurance (CTPI)*
 - Emergency Services Levy
 - Expiations
 - Hospital Fund
 - Lifetime Support Scheme
 - Stamp duties
- South-Western Suburbs Drainage Scheme
- Special Act Salaries (Minister and Valuer-General)
- Sport and Recreation Fund
- Unclaimed salaries and wages
- Victims of Crime Levy
- West Beach Trust (trading as Adelaide Shores) – Tax Equivalent Regime
- Workers Liens Trust Account

*From the 1st July 2016, The Motor Accident Commission (MAC) ceases its statutory role as sole provider for Compulsory Third Party Insurance. Under CTP reforms, CTPI will be administered through the CTPI Regulator with insurance coverage provided by various private insurers.

A7: Employee Benefit Expenses

	2016	2015
	\$'000	\$'000
Minister and Valuer-General salaries*	596	483
Total Employee benefit expenses	596	483

*Employee benefit expenses are specific to the Minister and the Valuer-General.

A8: Supplies and Services

	2016	2015
	\$'000	\$'000
Project Expenditure	2,939	3,444
Professional and Technical Services	947	913
Planning Fees	1,540	1,363
Other ⁽¹⁾	741	707
Total Supplies and Services	6,167	6,427

(1) Includes audit fees paid/payable to the Auditor-General (refer Note A12)

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A9: Grants and Subsidies

	2016	2015
	\$'000	\$'000
Office for Recreation and Sport grants	3,600	3,720
Planning and Development Fund grant payments	20,547	14,622
West Beach Trust Tax equivalent reimbursements	865	797
Lincoln Cove Marina (Transfer to DTF)	129	126
Land Tax Equivalent - Flinders Ports (Transfer to DTF)	2,349	2,358
Transfer to Outback Communities Authority and Local Govt Grants Commission	1,060	-
Total Grants and Subsidies	28,550	21,623

A10: Disbursements on Behalf of Third Parties

	2016	2015
	\$'000	\$'000
Compulsory Third Party Insurance	481,944	477,774
Stamp Duties - Department of Treasury and Finance	158,886	156,046
Lifetime Support Scheme - Lifetime Support Authority	145,081	141,079
Hospital Fund - Department of Treasury and Finance	68,566	67,830
Emergency Services Levy - SA Fire & Emergency Services Commission	45,729	47,579
Refunds	17,659	16,746
Federal Registrations	9,146	9,291
Expiation Notices - Fines Enforcement Unit	309	483
Other	620	1,079
Total Disbursements on Behalf of Third Parties	927,940	917,907

A11: Payments to Consolidated Account

	2016	2015
	\$'000	\$'000
Payments to Consolidated Account *	183,231	176,358
Total Payments to Consolidated Account	183,231	176,358

* Payments made into the Consolidated Account pursuant to the *Real Property Act 1886*

A12: Auditor's Remuneration

	2016	2015
	\$'000	\$'000
Auditor's Remuneration - Planning and Development Fund	25	24
Total Auditor's Remuneration	25	24

Other Services

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

A13: Revenues from SA Government

	2016	2015
	\$'000	\$'000
Appropriations from the Consolidated Account pursuant to the <i>Appropriations Act</i> *	8,393	9,652
Special Acts	467	405
Total Revenues from SA Government	8,860	10,057

* Includes \$3.090 million (\$6.113 million) to fund remissions provided on emergency services levy charges.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A14: Fees and Charges

	2016	2015
	\$'000	\$'000
Regulatory Fees - Land Services	183,558	176,640
Regulatory Fees - Planning	26,578	23,229
Land Tax Equivalent - Flinders Ports	2,349	2,358
Total Fees and Charges	212,485	202,227

A15: Collections on Behalf of Third Parties

	2016	2015
	\$'000	\$'000
Compulsory Third Party Insurance	481,944	477,774
Stamp Duties - Department of Treasury and Finance	158,886	156,046
Lifetime Support Scheme - Lifetime Support Authority	145,081	141,079
Hospital Fund - Department of Treasury and Finance	68,566	67,830
Emergency Services Levy - SA Fire & Emergency Services Commission	42,639	41,467
Refunds	17,659	16,746
Federal Registrations	9,146	9,291
Expiation Notices - Fines Enforcement Unit	309	483
Other	620	1,078
Total Collections on Behalf of Third Parties	924,850	911,794

A16: Grants and Subsidies

	2016	2015
	\$'000	\$'000
Office for Recreation and Sport grants received	3,610	3,612
Total Grants and Subsidies	3,610	3,612

A17: Interest Revenue

	2016	2015
	\$'000	\$'000
Interest Revenue	591	540
Total Interest Revenue	591	540

A18: Cash and Cash Equivalents

	2016	2015
	\$'000	\$'000
Deposits at call*	73,353	62,931
Total Cash and Cash Equivalents	73,353	62,931

* The Department of Planning, Transport and Infrastructure (DPTI) administered cash includes cash collected by the Department of Premier and Cabinet (DPC) on behalf of DPTI through various payment channels managed by DPC including Bpoint and Australia Post.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A19: Receivables

	2016	2015
	\$'000	\$'000
Current:		
Current Receivables	292	301
Accrued Revenues	129	64
Total Current Receivables	421	365
Non-Current:		
Non-Current Loan Receivable	365	665
Total Non-Current Receivables	365	665
Total Receivables	786	1,030

(a) Maturity analysis of receivables – refer to Note A27

(b) Categorisation of financial instruments and risk exposure information – refer to Note A27

A20: Land

	2016	2015
	\$'000	\$'000
Land:		
Land at Fair Value	17,844	16,398
Total Land	17,844	16,398

Reconciliation of Land

The following table shows the movement of Land during 2015-16.

	2016	2015
	\$'000	\$'000
Carrying amount at 1 July	16,398	16,398
Revaluations	1,446	-
Carrying amount at 30 June	17,844	16,398

Land was revalued to fair value as at 1 July 2015 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 size, location, zoning and restricted use.

A21: Fair Value Measurement

Fair Value Hierarchy

The fair value of non-financial assets must be estimated for recognition and measurement or for disclosure purposes. The Department categorises non-financial assets measured at fair value into hierarchy based on the level of inputs used in measurement.

Fair value measurements recognised in the Statement of Administered Financial Position are categorised into the following levels at 30 June 2016.

The Department had no Administered recurring or non-recurring fair value measurements categorised into Level 1 or Level 3.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

Fair Value Measurements at 30 June 2016

	2016	Level 2
	\$'000	\$'000
Recurring Fair Value Measurements		
Land (Note A21)	17,844	17,844
Total Recurring Fair Value Measurements	17,844	17,844

Fair value measurements at 30 June 2015

	2015	Level 2
	\$'000	\$'000
Recurring Fair Value Measurements		
Land (Note A21)	16,398	16,398
Total Recurring Fair Value Measurements	16,398	16,398

Valuation Techniques and Inputs

Valuation techniques used to derive Level 2 fair values are detailed in Note A21. There were no changes in valuation techniques during 2015-2016.

A22: Payables

	2016	2015
	\$'000	\$'000
Current:		
Creditors	11,777	9,868
Accrued Expenses	35,061	29,833
Total Current Payables	46,838	39,701
Total Payables	46,838	39,701

The Department of Planning, Transport and Infrastructure Administered creditors includes \$130,000 (\$68,000) comprising employee benefits \$118,000 (\$62,000) and employment on-costs \$12,000 (\$6,000).

- (a) Categorisation of financial instruments and maturity analysis of payables – refer to Note A27
- (b) Risk exposure information – refer Note A27.1

A23: Borrowings

	2016	2015
	\$'000	\$'000
Balance as at 1 July	953	1,224
Add Increases in debt due to Interest	62	79
Less Repayments:		
Woodville, Henley and Grange Drainage Scheme	(36)	(36)
South West Suburbs Drainage Scheme	(323)	(314)
Balance as at 30 June	656	953
Current	291	288
Non-Current	365	665
Total Borrowings	656	953

- (a) Categorisation of financial instruments and maturity analysis of borrowings – refer to Note A27
- (b) Risk exposure information – refer Note A27
- (c) Defaults and breaches – there were no defaults or breaches on any of the above liabilities throughout the year.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A24: Provisions

	2016	2015
	\$'000	\$'000
Current:		
Survey Plan Royalties	-	461
Total current provisions	-	461
Total provisions	-	461
Reconciliation of Survey Plan Royalties		
Carrying amount 1 July:	461	-
Addition in the prior year	-	461
Reduction resulting from payments	(461)	-
Carrying amount at 30 June:	-	461

A25: Other liabilities

	2016	2015
	\$'000	\$'000
Current:		
Deferred income	2,499	2,764
Total current other liabilities	2,499	2,764
Total other liabilities	2,499	2,764

Deferred income consists of revenue received in advance for land division fees. Monies received as at 30 June where a Certificate of Approval is yet to be issued are recognised as an unearned revenue liability.

A26: Equity

Prior Period Error Correction

A prior period adjustment was required to adjust the Planning and Development Fund Unearned Revenue Liability to reflect the correct balance as finalised December 2015 as part of the Planning and Development Fund audit.

A27: Financial Instruments

A27.1 Financial Risk Management

The financial instruments/financial risk management terms, conditions and accounting policies of the Department, outlined in Note 41 for controlled terms, apply equally to the Administered Financial Statements.

Credit Risk

Credit risk arises when there is the possibility of the Department's debtors defaulting on their contractual obligations resulting in financial loss to the Department. The Department measures credit risk on a fair value basis and monitors risk on a regular basis.

The Department has minimal concentration of credit risk. The Department has policies and procedures in place to ensure that transactions occur with customers with appropriate credit history.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A27.2 Categorisation and maturity analysis of financial assets and liabilities

	Carrying Amount (\$'000)	Contract Maturities		
		< 1 year (\$'000)	1-5 years (\$'000)	> 5 years (\$'000)
2016				
Financial Assets				
Cash and cash equivalents	73,353	73,353	-	-
Receivables	129	129	-	-
Receivables - Interest Bearing	657	292	365	-
Total Financial Assets	74,139	73,774	365	-
Financial liabilities				
Payables	46,838	46,838	-	-
Borrowings	656	291	365	-
Total Financial Liabilities	47,494	47,129	365	-
2015				
Financial assets				
Cash and cash equivalents	62,931	62,931	-	-
Receivables	77	77	-	-
Receivables - Interest Bearing	953	288	665	-
Total Financial Assets	63,961	63,296	665	-
Financial Liabilities				
Payables	39,701	39,701	-	-
Borrowings	953	288	665	-
Total Financial Liabilities	40,654	39,989	665	-

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 administered financial statements
For the year ended 30 June 2016

A28: Cash Flow Reconciliation

	2016	2015
	\$'000	\$'000
Reconciliation of Cash and Cash Equivalents - Cash at 30 June as per:		
Statement of Cash flows	73,353	62,931
Statement of Financial Position	73,353	62,931
Reconciliation of Net Cash Inflows (outflows) from Operating Activities to Net Result:		
Net cash inflows (outflows) from operating activities	10,422	18,702
Movements in assets and liabilities:		
Increase / (decrease) in receivables	53	(2,561)
(Increase) / decrease in payables	(7,137)	(10,384)
(Increase) / decrease in provisions	461	(461)
(Increase) / decrease in other liabilities	265	291
Net Result	4,064	5,587

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A29: Transactions with SA Government

The following table discloses revenues, expenses, financial assets and liabilities where the counterparty/transaction is with an entity within the SA Government as the reporting date, classified according to their nature.

Note		SA Government		Non-SA Government		Total	
		2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000	2016 \$'000	2015 \$'000
	EXPENSES						
7	Employee benefit expense	-	-	596	483	596	483
8	Supplies and Services						
	Project Expenditure	565	826	2,374	2,618	2,939	3,444
	Professional and Technical Services	947	913	-	-	947	913
	Planning Fees	53	5	1,487	1,358	1,540	1,363
	Other (excludes Auditor's Remuneration)	592	618	124	65	716	683
9	Grants and Subsidies						
	Office for Recreation and Sport grants	3,600	3,720	-	-	3,600	3,720
	Planning and Development Fund grant payments	1,520	4,116	19,027	10,506	20,547	14,622
	West Beach Trust Tax equivalent reimbursements	865	797	-	-	865	797
	Lincoln Cove Marina (Transfer to DTF)	129	126	-	-	129	126
	Land Tax Equivalent - Flinders Ports (Transfer to DTF)	2,349	2,358	-	-	2,349	2,358
	Transfer to Outback Communities Authority and Local Govt Grants Commission	1,060	-	-	-	1,060	-
10	Disbursements on Behalf of Third Parties						
	Compulsory Third Party Insurance	481,944	477,774	-	-	481,944	477,774
	Stamp Duties - Department of Treasury and Finance	158,886	156,046	-	-	158,886	156,046
	Lifetime Support Scheme - Lifetime Support Authority	145,081	141,079	-	-	145,081	141,079
	Hospital Fund - Department of Treasury and Finance	68,566	67,830	-	-	68,566	67,830
	Emergency Services Levy - SA Fire & Emergency Services Commission	45,729	47,579	-	-	45,729	47,579
	Refunds	-	-	17,659	16,746	17,659	16,746
	Federal Registrations	-	-	9,146	9,291	9,146	9,291
	Expiation Notices - Fines Enforcement Unit	309	483	-	-	309	483
	Other	620	1,079	-	-	620	1,079

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

Note		SA Government		Non-SA Government		Total	
		2016	2015	2016	2015	2016	2015
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
N/A	Borrowing Costs	62	79	-	-	62	79
11	Payments to Consolidated Account	183,231	176,358	-	-	183,231	176,358
12	Auditor's Remuneration	25	24	-	-	25	24
	TOTAL EXPENSES	1,096,133	1,081,810	50,413	41,067	1,146,546	1,122,877
	INCOME						
13	Revenues from SA Government	8,860	10,057	-	-	8,860	10,057
14	Fees and Charges						
	Regulatory Fees - Land Services	165	667	183,393	175,973	183,558	176,640
	Regulatory Fees - Planning	494	468	26,084	22,761	26,578	23,229
	Land Tax Equivalent - Flinders Ports	-	-	2,349	2,358	2,349	2,358
15	Collection on Behalf of Third Parties						
	Compulsory Third Party Insurance	481,944	477,774	-	-	481,944	477,774
	Stamp Duties - Department of Treasury and Finance	158,886	156,046	-	-	158,886	156,046
	Lifetime Support Scheme - Lifetime Support Authority	145,081	141,079	-	-	145,081	141,079
	Hospital Fund - Department of Treasury and Finance	68,566	67,830	-	-	68,566	67,830
	Emergency Services Levy - SA Fire & Emergency Services Commission	42,639	41,467	-	-	42,639	41,467
	Refunds	-	-	17,659	16,746	17,659	16,746
	Federal Registrations	-	-	9,146	9,291	9,146	9,291
	Expiation Notices - Fines Enforcement Unit	309	483	-	-	309	483
	Other	109	217	511	861	620	1,078
16	Grants and Subsidies						
	Office for Recreation and Sport grants received	-	-	3,610	3,612	3,610	3,612
17	Interest Revenue	529	461	62	79	591	540
N/A	Other Income	-	44	214	190	214	234
	TOTAL INCOME	907,582	896,593	243,028	231,871	1,150,610	1,128,464

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

		SA Government		Non-SA Government		Total	
		2016	2015	2016	2015	2016	2015
Note		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
	FINANCIAL ASSETS						
18	Cash and cash equivalents	73,353	62,931	-	-	73,353	62,931
19	Receivables						
	Current Receivables	-	-	292	301	292	301
	Non-Current Loan Receivable	-	-	365	665	365	665
	Accrued Revenues	4	4	125	60	129	64
	TOTAL FINANCIAL ASSETS	73,357	62,935	782	1,026	74,139	63,961
	FINANCIAL LIABILITIES						
22	Payables						
	Creditors	5,451	6,802	6,326	3,066	11,777	9,868
	Accrued Expenses	244	-	34,817	29,833	35,061	29,833
23	Borrowings	656	953	-	-	656	953
24	Provisions	-	-	-	461	-	461
25	Other Liabilities	198	305	2,301	2,459	2,499	2,764
	TOTAL FINANCIAL LIABILITIES	6,549	8,060	43,444	35,819	49,993	43,879

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A30: Budgetary Reporting and Explanations of major variances between budget and actual amounts

		Original Budget ⁽¹⁾	Actual	Variance
		2016	2016	
STATEMENT OF COMPREHENSIVE INCOME	Note	\$'000	\$'000	\$'000
EXPENSES				
Employee benefit expenses		433	596	163
Supplies and services		5,199	6,167	968
Grants and subsidies		21,414	28,550	7,136
Disbursements on behalf of third parties		874,411	927,940	53,529
Borrowing costs		121	62	(59)
Payments to Consolidated Account		194,995	183,231	(11,764)
Total Expenses		1,096,573	1,146,546	49,973
INCOME				
Revenues from SA Government		7,301	8,860	1,559
Fees and charges		217,978	212,485	(5,493)
Collections on behalf of third parties		865,837	924,850	59,013
Grants and subsidies		3,720	3,610	(110)
Interest revenue		1,096	591	(505)
Other income		29	214	185
Total Income		1,095,961	1,150,610	54,649
Net Result		(612)	4,064	4,676
OTHER COMPREHENSIVE INCOME				
<i>Items that will not be reclassified to net result</i>				
Changes in revaluation surplus		-	1,446	1,446
TOTAL COMPREHENSIVE RESULT		(612)	5,510	6,122

(1) The budget process is not subject to audit. Budget information refers to the amounts presented to Parliament in the original budgeted financial statements in respect of the reporting period (2015-16 Budget Paper 4). These original budgeted amounts have been presented and classified on a basis that is consistent with line items in the financial statements. However these amounts have not been adjusted to reflect revised budgets or administrative restructures, machinery of government changes.

There were no variations in 2015-16 that exceeded the greater of 10% of the original budgeted amount and 5% of original budgeted total expenses.

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A31: Victims of Crime Levy

In accordance with the *Expiation of Offences Act 1996*, and on behalf of the Attorney-General's Department, the Department collects victims of crime levies from expiation notices issued.

	2016	2015
	\$'000	\$'000
Balance at 1 July	-	-
Levies collected during the year	108	218
Less amount paid to Attorney-General's Department	(108)	(218)
Amount payable to Attorney-General's Department	-	-

A32: Passenger Transport Research and Development Fund

Pursuant to Section 62 of the *Passenger Transport Act 1994*, the Public Transport Division of the Department administers, on behalf of the Minister for Transport and Infrastructure, the Passenger Transport Research and Development Fund (an interest bearing deposit account).

The fund may be applied by the Minister for Transport and Infrastructure for:

- The purpose of carrying out research into the taxi-cab industry;
- The purpose of promoting the taxi-cab industry; and/or
- Any other purpose considered by the Minister to be beneficial to the travelling public, in the interests of the passengers transport industry, and an appropriate application of money standing to the credit of the Fund.

	2016	2015
	\$'000	\$'000
Inflows:		
Receipts into the Fund	-	-
Total Inflows	-	-
Outflows:		
Payments from the Fund	-	-
Total Outflows	-	-
Net Surplus/Deficit	-	-
Fund Balance		
Balance at 1 July	11	11
Net Surplus/Deficit	-	-
Balance at 30 June	11	11

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A33: West Beach Trust (Tax Equivalent Regime)

Pursuant to the *West Beach Recreation Reserve Act 1987*, the Department reimburses West Beach Trust for payments it makes under the tax equivalent regime in recognition of non-profit making activities undertaken on behalf of the Government. Conversely, the Department receives government appropriation to fund these payments. This fund is administered on behalf of the Minister for Planning.

	2016	2015
	\$'000	\$'000
Inflows:		
Receipts into the Fund	858	839
Total Inflows	858	839
Outflows:		
Payments from the Fund	865	797
Total Outflows	865	797
Net Surplus/Deficit	(7)	42
Fund Balance		
Balance at 1 July	937	895
Net Surplus/Deficit	(7)	42
Balance at 30 June	930	937

A34: Recreation and Sport Fund

The Recreation and Sport Fund was established by section 17 of the *Soccer Football Pools Act 1981*. The Act has since been repealed. The continued existence of the fund is attributable to section 16A of the *State Lotteries Act 1966*. The use of the funds is governed by the above legislation which states that the funds may be used for recreation and sport purposes. This fund is administered on behalf of the Minister for Recreation and Sport.

	2016	2015
	\$'000	\$'000
Inflows:		
Receipts into the Fund	110	111
Total Inflows	110	111
Outflows:		
Payments from the Fund	100	220
Total Outflows	100	220
Net Surplus/Deficit	10	(109)
Fund Balance		
Balance at 1 July	1,439	1,548
Net Surplus/Deficit	10	(109)
Balance at 30 June	1,449	1,439

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A35: Sport and Recreation Fund

The Sport and Recreation Fund was established by section 73A of the *Gaming Machines Act 1992*. The funding is used to fund the Active Club and Sport and Recreation Development and Inclusion grant programs and the State Facilities Fund. 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.

	2016	2015
	\$'000	\$'000
Inflows:		
Receipts into the Fund	3,500	3,500
Total Inflows	3,500	3,500
Outflows:		
Payments from the Fund	3,500	3,500
Total Outflows	3,500	3,500
Net Deficit	-	-
Fund Balance		
Balance at 1 July	3,322	3,322
Net Deficit	-	-
Balance at 30 June	3,322	3,322

A36: Contingent Assets and Liabilities

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

A37: Unrecognised contractual commitments

	2016	2015
	\$'000	\$'000
Grant Commitments:		
Within one year	110	725
Total Unrecognised Contractual Commitments	110	725

A38: Transfer payments

	2016	2015
	\$'000	\$'000
Transfer payments to SA Government Entities:		
Department of Treasury and Finance	424,636	402,718
South Australian Fire and Emergency Services Commission	45,729	47,579
Fines Enforcement Unit	309	483
Lifetime Support Authority	145,081	141,079
Motor Accident Commission	470,469	477,774
Other	9,847	12,098
Transfer payment to Federal Government Entities:		
Department of Infrastructure and Regional Development	9,146	9,291
Transfer payment to local government:		
Councils	19,027	10,569
Transfer payment to non-SA Government Entities:		
Other	21,644	20,724
Total Transfer Payments	1,145,888	1,122,315

Department of Planning, Transport and Infrastructure
Notes to and forming part of the administered financial statements
For the year ended 30 June 2016

A39: After balance date events

On 7 July 2016 the Treasurer announced in the 2016-17 State Budget (Budget Paper 4) that the Office of the Valuer-General will transfer from the Department of Planning, Transport and Infrastructure to the Department of Treasury and Finance.

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



Our ref: A16/030

26 September 2016

Mr M Deegan
Rail Commissioner
GPO Box 1533
ADELAIDE SA 5001

Level 9
State Administration Centre
200 Victoria Square
Adelaide SA 5000
DX 56208
Victoria Square
Tel +618 8226 9640
Fax +618 8226 9688
ABN 53 327 061 410
audgensa@audit.sa.gov.au
www.audit.sa.gov.au

Dear Mr Deegan

Audit of the Rail Commissioner for the year to 30 June 2016

We have completed the audit of your accounts for the year ended 30 June 2016. Three key outcomes from the audit are the:

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

1 Independent Auditor's Report

We are returning the financial statements for the Rail Commissioner, with the Independent Auditor's Report. This report is unmodified.

2 Opinion on financial controls and audit management letter

The opinion on financial controls will be sent separately with an audit management letter. This letter will detail weaknesses we noted and improvements we consider you need to make.

3 What the audit covered

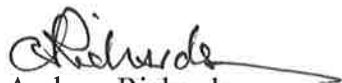
Our audit covered the principal areas of the agency's financial operations and included test reviews of payroll systems, processes, internal controls and financial transactions.

For official use only

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

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

Yours sincerely

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

Andrew Richardson

Auditor-General

enc



Level 9
State Administration Centre
200 Victoria Square
Adelaide SA 5000
DX 56208
Victoria Square
Tel +618 8226 9640
Fax +618 8226 9688
ABN 53 327 061 410
audgensa@audit.sa.gov.au
www.audit.sa.gov.au

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 2016. The financial report comprises:

- a Statement of Comprehensive Income for the year ended 30 June 2016
- a Statement of Financial Position as at 30 June 2016
- a Statement of Changes in Equity for the year ended 30 June 2016
- a Statement of Cash Flows for the year ended 30 June 2016
- notes, comprising a summary of significant accounting policies and other explanatory information
- a Certificate from the Acting Rail Commissioner and the Chief Finance Officer.

The Rail Commissioner's responsibility for the financial report

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

Auditor's responsibility

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

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

My report refers only to the financial statements described above and does not provide assurance over the integrity of publication of the financial report on the Department of Planning, Transport & Infrastructure website nor does it provide an opinion on any other information which may have been hyperlinked to/from these statements.

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 2016, its financial performance and its cash flows for the year then ended in accordance with the Treasurer's Instructions promulgated under the provisions of the *Public Finance and Audit Act 1987* and Australian Accounting Standards.



Andrew Richardson

Auditor-General

26 September 2016

CERTIFICATION OF THE FINANCIAL STATEMENTS

We certify that the Rail Commissioner financial statements for the year ended 30 June 2016:

- 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 2016 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.



Paul Gelston
A/Rail Commissioner

15 September 2016



Bill Cagialis
Chief Finance Officer

15 September 2016



**Government
of South Australia**

Rail Commissioner

**FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2016**

**Statement of Comprehensive Income
for the year ended 30 June 2016**

	Note	2016 \$'000	2015 \$'000
Expenses			
Employee benefits expenses	4	56,776	55,268
Total Expenses		56,776	55,268
Income			
Revenue from DPTI for Employee expenses	5	56,776	55,268
Total Income		56,776	55,268
Net cost of providing services		-	-
Total Comprehensive result		-	-

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

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

**Statement of Financial Position
as at 30 June 2016**

	Note	2016 \$'000	2015 \$'000
Current Assets			
Receivables	6	10,730	12,512
Total Current Assets		10,730	12,512
Non-Current Assets			
Receivables	6	18,960	17,434
Total Non-Current Assets		18,960	17,434
Total Assets		29,690	29,946
Current Liabilities			
Payables	7	1,219	1,491
Employee benefits	8	7,959	9,926
Provisions	9	1,552	1,095
Total Current Liabilities		10,730	12,512
Non-Current Liabilities			
Payables	7	1,320	1,242
Employee benefits	8	13,743	12,732
Provisions	9	3,897	3,460
Total Non-Current Liabilities		18,960	17,434
Total Liabilities		29,690	29,946
Net Assets		-	-
Equity			
Retained earnings		-	-
Total Equity		-	-

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

Commitments for expenditure	10
Contingent assets and liabilities	11

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

**Statement of Changes in Equity
for the year ended 30 June 2016**

	Retained Earnings \$'000	Total \$'000
Balance at 30 June 2014	-	-
Net result for 2014-15	-	-
Total comprehensive result for 2014-15	-	-
Balance at 30 June 2015	-	-
Net result for 2015-16	-	-
Total comprehensive result for 2015-16	-	-
Balance at 30 June 2016	-	-

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

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

**Statement of Cash Flows
for the year ended 30 June 2016**

	2016	2015
	\$'000	\$'000
Cash flows from Operating Activities		
Cash Outflows		
Employee benefit payments	(57,032)	(54,573)
Cash used in operations	(57,032)	(54,573)
Cash Inflows		
Revenue received from DPTI for employee expenses	57,032	54,573
Cash generated from operations	57,032	54,573
Net cash provided by operating activities	-	-
Cash flows from Financing Activities		
Transfer of cash to DPTI	-	-
Net cash provided by financing activities	-	-
Net (decrease) in cash and cash equivalents	-	-
Cash and cash equivalents at the beginning of the period	-	-
Cash and cash equivalents at the end of the period	-	-

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

**Note Index
for the year ended 30 June 2016**

	Note
Objectives of Rail Commissioner	1
Summary of significant accounting policies	2
New and revised accounting standards and policies	3
Expense Notes	
Employee benefits expenses	4
Income Notes	
Revenues from the provision of services	5
Asset Notes	
Receivables	6
Liabilities Notes	
Payables	7
Employee benefits	8
Provisions	9
Other Notes	
Commitments	10
Contingent assets and liabilities	11
Events after the reporting period	12

**Notes to the Financial Statements
Year Ended 30 June 2016**

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 (Reduced Disclosure Requirements) 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) expenses incurred as a result of engaging consultants;
 - b) employee targeted voluntary separation package information;
 - c) employees whose normal remuneration is equal to or greater than the base executive remuneration level (within \$10,000 bandwidths) and the aggregate of remuneration paid or payable or otherwise made available, directly or indirectly by the entity to those employees;

The Rail Commissioner's Statement of Comprehensive Income, Statement of Financial Position and Statement of Changes in Equity have been prepared on an accrual basis and are in accordance with historical cost convention, except for certain assets that were valued in accordance with the valuation policy applicable.

The Statement of Cash Flows has been prepared on a cash basis.

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 2016.

**Notes to the Financial Statements
Year Ended 30 June 2016**

c) Reporting entity

The financial statements cover the Rail Commissioner as an individual reporting entity. The Rail Commissioner is a body corporate pursuant to the *Rail Commissioner Act 2009*.

d) Comparative information

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

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

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

e) Rounding

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

f) Taxation

The Rail Commissioner is not subject to income tax. The Rail Commissioner is liable for payroll tax and fringe benefits tax.

Payroll tax expense for Federal Award employees is reported in employee expenses.

g) Events after the reporting period

Adjustments are made to amounts recognised in the financial statements, where an event occurs after 30 June and before the date the financial statements are authorised for issue, where those events provide information about conditions that existed at 30 June.

Note disclosure is made about events between 30 June and the date the financial statements are authorised for issue where the events relate to a condition which arose after 30 June and which may have a material impact on the results of subsequent years.

h) Income and Expenses

Income and expenses are recognised to the extent that it is probable that the flow of economic benefits to or from the entity will occur and can be reliably measured.

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

The notes accompanying the financial statements disclose income and expenses where the counterparty/transaction is with an entity within the SA Government as at the reporting date, classified according to their nature.

Income

Revenue reflects the reimbursement from DPTI to fund employee benefits expenses of employees employed by the Rail Commissioner.

**Notes to the Financial Statements
Year Ended 30 June 2016**

Expenses

Expenses reflect employee benefits expenses and superannuation. These are recognised as per the criteria below.

Employee benefits expenses

Employee benefit expenses include all costs related to employment including wages and salaries, non-monetary benefits and leave entitlements. These are recognised when incurred.

Superannuation

The amount charged to the Statement of Comprehensive Income represents the contributions made by the Rail Commissioner to the superannuation plan in respect of current services of current Rail Commissioner staff. The Department of Treasury and Finance centrally recognises the superannuation liability in the Whole of Government Financial Statements.

i) Current and Non-Current Classification

Assets and liabilities are characterised as either current or non-current in nature. The Rail Commissioner has a clearly identifiable operating cycle of twelve months. Assets and liabilities that are sold, consumed or realised as part of the normal operating cycle have been classified as current assets or current liabilities. All other assets and liabilities are classified as non-current.

j) Assets

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

Receivables

Receivables include amounts receivable from DPTI for employee related liabilities and workers compensation provisions.

k) Liabilities

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

Employee Benefits

These benefits accrue for employees as a result of services provided up to the reporting date that remain unpaid. Non-current employee benefits are measured at present value and current employee benefits are measured at nominal amounts.

Salaries, wages, annual leave, block book off, skills and experience retention leave and sick leave

Liability for salaries and wages are measured as the amount unpaid at the reporting date at remuneration rates current at reporting date.

The annual leave liability, block book off and skills and experience retention is expected to be payable within twelve months and is measured at the undiscounted amount expected to be paid. In the unusual event where salary and wages, annual leave and skills and experience retention leave liability are payable later than 12 months, the liability will be measured at present value.

No provision has been made for sick leave as all sick leave is non-vesting and the average sick leave 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.

**Notes to the Financial Statements
Year Ended 30 June 2016**

The estimated liability for long service leave is based on actuarial assumptions over expected future salary and wage levels, experience of employee departures and periods of service. These assumptions are based on employee data over SA government entities. Expected future payments are discounted using market yields at the end of the reporting period on government bonds with durations that match, as closely as possible, the estimated future cash outflows.

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

Provisions

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

Provisions are measured at the present value of management's best estimate of the expenditure required to settle the present obligation at the Statement of Financial Position date. If the effect of the time value of money is material, provisions are discounted for the time value of money and the risks specific to the liability.

Payables

Payables include creditors, accrued expenses, GST payable and employment on-costs.

Creditors represent the amounts owing for goods and services received prior to the end of the reporting period that are unpaid at the end of the reporting period. Creditors include all unpaid invoices received relating to the normal operations of the Rail Commissioner.

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

All payables are measured at their nominal amount and are normally settled within 30 days from the date of the invoice or date the invoice is first received.

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

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

I) Unrecognised contractual commitments and contingent assets and liabilities

Commitments include those operating, capital and outsourcing commitments arising from contractual or statutory sources and are disclosed at their nominal value.

Contingent assets and contingent liabilities are not recognised in the Statement of Financial Position, but are disclosed by way of a note and, if quantifiable, are measured at nominal value.

As at 30 June 2016 there are no unrecognised contractual commitments or any contingent assets and liabilities.

**Notes to the Financial Statements
Year Ended 30 June 2016**

m) Insurance

The Rail Commissioner risks and liabilities are insured by DPTI's insurance arrangements through the South Australian Government Financing Authority.

n) Budgetary Reporting

The budget for the Rail Commissioner is published as part of DPTI's budget and is not separately identified. The budgetary reporting standard (AASB 1055) does not apply.

Note 3 New and Revised Accounting Standards and Policies

The Rail Commissioner did not voluntarily change any of its accounting policies during 2015-16.

The Rail Commissioner has assessed the impact of new or revised accounting standards not yet applicable and does not expect these to have a material impact.

**Notes to the Financial Statements (continued)
for the year ended 30 June 2016**

Note 4 - Employee benefits expenses

	2016	2015
	\$'000	\$'000
Salaries and wages	41,064	39,699
TVSPs	228	443
Long service leave	1,410	1,506
Annual leave	3,213	3,758
Skills and experience retention leave	228	255
Block book off	1,025	1,118
Workers compensation	2,722	1,819
Employment on-costs - superannuation	4,270	4,242
Employment on-costs - payroll tax	2,616	2,428
Total employee benefits costs	56,776	55,268

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

Targeted Voluntary Separation Packages (TVSPs)

	2016	2015
	\$'000	\$'000
Amounts paid during the reporting period to separated employees		
TVSPs	228	443
Annual leave, skills and experience retention leave and long service leave paid to those employees	116	276
Recoverable from DPTI	(228)	(443)
	116	276

The number of employees who received a TVSP during the financial year was 7 (7).

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

Remuneration Band	No. of Employees	No. of Employees
\$145 001 - \$155 000	8	9
\$155 001 - \$165 000	13	8
\$165 001 - \$175 000	3	4
\$175 001 - \$185 000	1	-
\$185 001 - \$195 000	-	1
\$195 001 - \$205 000	1	-
\$235 001 - \$245 000	-	1
	26	23

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 26 employees (23 employees) was \$4.2 million (\$3.7 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

There is no board for the Rail Commissioner.

**Notes to the Financial Statements (continued)
for the year ended 30 June 2016**

Note 5 - Revenues from the provision of services	2016	2015
	\$'000	\$'000
Revenue from DPTI for employee expenses	56,776	55,268
Total revenues from the provision of services	56,776	55,268

Note 6 - Receivables	2016	2015
	\$'000	\$'000
Current		
Employee benefits receivable from DPTI	7,959	9,926
Workers compensation receivable from DPTI	1,552	1,095
Oncosts related to employee benefits	1,196	1,455
Workers compensation recoveries	23	36
Total current receivables	10,730	12,512

Non-current		
Employee benefits receivable from DPTI	13,743	12,732
Workers compensation receivable from DPTI	3,897	3,460
Oncosts related to employee benefits	1,269	1,142
Workers compensation recoveries	51	100
Total non-current receivables	18,960	17,434

Total receivables	29,690	29,946
--------------------------	---------------	---------------

Note 7 - Payables	2016	2015
	\$'000	\$'000
Current:		
Accrued employment on-costs	1,196	1,455
Workers compensation	23	36
Total current payables	1,219	1,491
Non-Current:		
Employment on-costs	1,269	1,142
Workers compensation	51	100
Total non-current payables	1,320	1,242
Total payables	2,539	2,733

**Notes to the Financial Statements (continued)
for the year ended 30 June 2016**
Note 8 - Employee benefits

	2016 \$'000	2015 \$'000
Current:		
Annual leave	4,221	4,956
Long service leave	789	1,341
Block book off	1,471	1,616
Skills and experience retention leave	430	450
Retiring and death gratuity	6	5
Total current employee benefits provisions	6,917	8,368
Accrued wages and salaries	1,042	1,558
Total current employee benefits	7,959	9,926
Non-current:		
Long service leave	13,743	12,732
Total non-current employee benefits	13,743	12,732
Total employee benefits	21,702	22,658

AASB 119 contains the calculation methodology for long service leave liability. The actuarial assessment performed by the Department of Treasury and Finance has provided a basis for the measurement of long service leave. AASB 119 requires the use of the yield on long-term Commonwealth Government bonds as the discount rate in the measurement of the long service leave liability. The yield on long-term Commonwealth Government bonds has decreased from 2015 (3%) to 2016 (2%).

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 the current financial year is an increase in the long service leave liability of \$0.858m and employee benefit on-costs expense of \$0.076m. The impact on future periods is impracticable to estimate as the long service leave liability is calculated using a number of assumptions – a key assumption is the long-term discount rate.

The actuarial assessment performed by the Department of Treasury and Finance left the salary inflation rate at 4 % for long service leave liability and 3% for annual leave and skills, experience and retention leave liability. As a result, there is no net financial effect resulting from changes in the salary inflation rate.

Note 9 - Provisions

	2016 \$'000	2015 \$'000
Current:		
Provision for workers compensation	1,552	1,095
Total current provisions	1,552	1,095
Non-current:		
Provision for workers compensation	3,897	3,460
Total non-current provisions	3,897	3,460
Total:		
Provision for workers compensation	5,449	4,555
Total provisions	5,449	4,555

	2016 \$'000	2015 \$'000
Carrying amount at the beginning of the period	4,555	4,731
Additional provisions	3,616	1,643
Amounts used	(2,722)	(1,819)
Carrying amount at 30 June 2016	5,449	4,555

Workers Compensation

This liability reflects unsettled workers compensation claims. The workers compensation provision is based on an actuarial assessment of outstanding claims provided by the Department of the Premier and Cabinet as at 30 June 2016. The Rail Commissioner is funded for the liability by DPTI.

Note 10 - Commitments

The Rail Commissioner has no commitments as at 30 June 2016.

Note 11 - Contingent assets and liabilities

As at 30 June 2016 the Rail Commissioner has no contingent assets or liabilities.

Note 12 - Events after the reporting period

There were no events after balance date.

