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**Government
of South Australia**

Department for Infrastructure and Transport
2023-2024 Annual Report

DEPARTMENT FOR INFRASTRUCTURE AND TRANSPORT

83 Pirie Street, Adelaide SA 5000

GPO Box 1553, Adelaide SA 5000

dit.sa.gov.au

Contact phone number: 08 8343 2222

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

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2023-2024 ANNUAL REPORT for the Department for Infrastructure and Transport

To:

Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport

Hon Joe Szakacs MP
Minister for Local Government

Hon Dan Cregan MP
Minister for Police, Emergency Services and Correctional Services

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

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

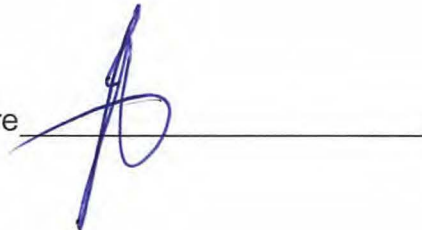
This report is verified to be accurate for the purposes of annual reporting to the Parliament of South Australia.

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

Jon Whelan
Chief Executive

Date 30 September 2024

Signature



From the Chief Executive



The Department for Infrastructure and Transport has had another highly successful year delivering infrastructure projects, transport improvements and essential services for the people of South Australia.

During 2023-2024, we progressed and completed a wide variety of projects and initiatives, not only providing everyday benefits to South Australians but also providing a critical boost to the State's

economy including supporting local businesses and jobs across the State.

We made exciting progress on the \$15.4 billion River Torrens to Darlington Project, including releasing the major construction tender, undertaking advanced enabling works and progressing upgrades across the broader road network.

The River Torrens to Darlington Project will be the biggest infrastructure project in our State's history, completing the final 10.5 kilometre section of the North-South Corridor. As well as providing a modern, enduring transport corridor that will benefit all road users, the project will support 5,500 jobs a year during construction, creating a valuable skills legacy for South Australia.

While the River Torrens to Darlington Project has understandably commanded much attention over the year, there have been many other major road infrastructure projects completed and progressed.

The \$810 million Fleurieu Connections Project reached a number of major milestones, improving access and safety for travellers to our beautiful Fleurieu Peninsula. All four lanes of the new Main South Road Stage 1 and Victor Harbor Road duplications opened to traffic in December 2023, while Stage 2 of the Main South Road duplication from Aldinga Beach Road to Sellicks Beach commenced.

Major construction also commenced on the \$120 million Majors Road Interchange, to provide new on and off ramps for the Southern Expressway that will improve the connection between the Expressway and local attractions.

Early works commenced on the Marion Road and Sir Donald Bradman Drive Intersection Upgrade, and main works commenced on the Brighton Road and Edwards Street junction upgrade. Safety improvements on Main Road, Cherry Gardens also commenced as part of the \$150 million Adelaide Hills Productivity and Road Safety Package.

Work continued to upgrade the Heysen Tunnels on the South Eastern Freeway, including safety upgrades such as the installation of a lane-use management system and variable speed limit signs.

The \$46 million Old Murray Bridge refurbishment project was completed, with traffic now moving freely across a better, safer bridge that will last for many decades to come.

Work through the \$500 million Freight Highway Upgrade Program continued on three of our vital regional transport corridors – the Augusta Highway, the Stuart Highway and the Dukes Highway. The \$260 million Augusta Highway Duplication Project also continued toward completion.

Other regional road achievements included the continued delivery of the \$190 million Princes Highway Corridor program, from Meningie to the South Australian/Victorian border, with four roundabout upgrades at Mount Gambier nearing completion.

Work started to construct five new major floodways across the Oodnadatta Track, work continued on the \$215 million upgrade of Strzelecki Track, and the sealing of a 10.5 kilometre section of Tea Tree Road was completed, notwithstanding the significant flood events which occurred across the region.

We completed several major intersection upgrades, which will improve safety and traffic flow for the many thousands of commuters who use them every day. This includes the \$61 million upgrade of the intersection of Cross and Fullarton roads, and the \$35 million upgrade of the Glen Osmond and Fullarton roads intersection.

Preparatory works also began on the major undertaking to remove level crossings from the Glenelg tram line at Marion Road and Cross Road, and replace them with an overpass. This \$400 million project will mean no more waiting for busy boom gates that are down up to 20 minutes each hour during peak times, as well as improved safety, more accessible tram stops and better facilities for cyclists and pedestrians.

To help better understand the condition of our regional roads, we embraced world-first technology, using the Intelligent Pavement Assessment Vehicle (iPAVE) to survey up to 18,000 kilometres of State maintained roads. This will provide rapid data collection without the need for traffic control, and will allow maintenance crews to make faster, more informed decisions on where works are needed most.

We also undertook important work to maintain or improve the State's marine infrastructure. The \$20 million South Australian Jetties Renewal Program was established to improve the condition and sustainability of the State's jetties and wharves – assets that are often the lifeblood of their local regional communities.

The new O'Sullivan Beach Boat Ramp was completed and opened to the public, and refurbishments of the Beachport and Southend jetties on the Limestone Coast were also completed.

Major works commenced on the \$73 million Cape Jervis and Kangaroo Island Ports Upgrade, to support economic growth in these regions and deliver improved essential transport services.

Importantly for the transport industry, we also delivered the Freight and Supply Chain Strategy for South Australia, providing a vision for a commercial freight and supply chain network that is safe, productive and sustainable.

Through our commitment to sustainable transport and infrastructure, the Department contributed to the development of national carbon values, resources and policies to drive decarbonisation of transport and infrastructure.

We continue to develop active travel options by delivering targeted improvements to cycling facilities on local roads (through the State Bicycle Fund) and arterial roads (through the National Road Safety Programs).

During the year we also reached important milestones in our delivery of social infrastructure on behalf of other State Agencies.

Work continued on the new Mount Barker Hospital, the Noarlunga Hospital, Modbury Hospital Health Precinct, 48 sub-acute beds at Lyell McEwan Hospital, the Flinders Medical Centre upgrade and expansion, and various mental health facility projects. Construction of the Queen Elizabeth Hospital Redevelopment Stage 3 (Clinical Services Building) was completed, as were new South Australian Ambulance Service stations at Port Augusta, Norwood and Woodville.

School upgrades across the State included completion of the Adelaide Botanic High School extension, continued construction of the new Morialta Secondary College, and completion of the Findon Technical College.

Major work commenced on the new Adelaide Aquatic Centre, to replace the outdated facility. This \$135 million project will provide South Australians with a world-class aquatic health and wellbeing centre featuring water slides, splash zones and outdoor spaces.

An upgrade of the Thebarton Aquatic Centre began and neared completion, and works on the South Australian Sports Institute also progressed.

The State Government provided \$15 million funding (matching the Federal Government's own \$15 million commitment) towards the Adelaide Football Club's new Thebarton Oval precinct. This will ensure its recreation and sport facilities are open for public access and support the growth of women's football. The funding will help create new training facilities at Thebarton Oval for the club's three teams (AFL, AFLW and SANFL) and it will become the venue for its AFLW home games.

The first stage of the long-awaited Coast Park Shared Use Path was completed, providing greater community access to the coastline between Semaphore Park and West Lakes Shore. The new path stretches 1.3 kilometres between Third Avenue, Semaphore Park and Wara Wayingga-Tennyson Dunes Conservation Reserve. Walkers, joggers, cyclists and families can now enjoy more of the picturesque coastline, and take advantage of new shelters, benches and picnic areas.

Critical to all of our work this year has been a continued strong focus on community engagement.

Throughout the year the Department engaged with more than 19,000 people. Key engagement included assisting thousands of Adelaide Aquatic Centre users with their relocation to alternative venues, and seeking important insights on a range of strategies including the Kangaroo Island and Fleurieu Peninsula Transport Study, Northern Adelaide Transport Study, and Harbour Master Plans.

The Department also sought feedback from community and key stakeholders for critical infrastructure projects such as River Torrens to Darlington, Tram Grade Separation Projects, Adelaide Hills Productivity and Road Safety Program, Majors Road Interchange and Main South Road Duplication.

In public transport, the Department continued to progress the return of train and tram operations back into public hands, which will occur in 2025.

The \$43.5 million Tea Tree Plaza Park 'n' Ride was completed, increasing the number of Park 'n' Ride spaces available to approximately 1,200 and making it even easier for people in the north-eastern suburbs to use public transport. Work also neared completion on the \$6 million upgrade of the Crafers Park 'n' Ride.

Construction continued on the \$51 million Port Dock Rail Line Project, to return rail services to the heart of Port Adelaide. Station upgrades commenced at Clarence Park, Nurlutta, West Croydon and Ethelton railway stations. Noarlunga Railway Station amenity and security upgrades were completed, including the installation of new escalators.

Further adding to convenience for public transport customers, the Buy and Go App was released and Tap and Pay options were expanded across our buses.

Stage One of a commitment to provide additional public transport services into the Adelaide Hills was introduced, delivering a 15-minute service during the weekday interpeak period between Mount Barker and the City and additional services on Sundays.

In line with our strong commitment to road safety and ease of travel for all South Australians, we continue to provide free public transport to a number of large events throughout the year.

This year saw the introduction to the first fleet of zero emissions buses and hybrid diesel trains. With the purchase of an extra 16 new hybrid buses to be rolled out across the Adelaide Metro network over the next three years, supporting Riverbanks College, Aldinga Payinthe College and Morialta Secondary College.

We're also continuing to strive towards a cleaner, greener public transport network, with a business case being developed to transition the metropolitan bus fleet to zero emissions by 2040.

Service SA continued to deliver vital services across the State. New number plate styles were introduced – including Koala State and Japanese special number plates – allowing drivers to customise their vehicles.

Among important legislation enacted over the year was the introduction of the U Class Licence for drivers of ultra-high-powered vehicles, which will ensure that drivers of these cars comply with specific training and other requirements.

Thirteen mobile phone detection cameras were installed at five priority locations across Adelaide, to reduce crashes on the road as a result of distracted drivers. We also continued to promote road safety through initiatives such as THINK! Road Safety partnerships and the On The Right Track program.

A number of access taxi initiatives were introduced to benefit both drivers as well as people with disability who rely on the service. The \$25 lifting fee was expanded to people who are not a South Australian Transport Subsidy Scheme member. Also, the maximum age limit for metropolitan access taxis was extended to 12 years, acknowledging the significant costs associated to set up an accessible vehicle in comparison to a standard taxi.

Throughout the year, the Department continued to focus on being a responsible leader in our approach to employment and equity as a proud 'We're Equal' employer. This important program identifies businesses and organisations committed to

treating everyone equally, regardless of their age, ability, gender diversity, sexuality, relationship and reproductive status, race, religion, and culture.

We're also proud of our work to continue to deliver and develop our Reconciliation Action Plan and have high hopes of becoming the first government department to achieve the 'Elevate' Reconciliation Action Plan level, which is the highest commitment within the Reconciliation Action Plan framework.

I thank all of our staff and key partners not only for the outstanding work they have delivered over the past year but also for the spirit in which they have collaborated to achieve outstanding results.

Together, we remain committed to continuing to deliver South Australia's multi-billion dollar pipeline of infrastructure investment, while implementing key reforms, supporting the continued growth of the South Australian economy and the social wellbeing of our communities.

Jon Whelan

Chief Executive

Department for Infrastructure and Transport

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Overview: about the agency

Our strategic focus

Our Purpose	We connect South Australians to keep our State moving – now and for the future.
Our Vision	Every South Australian can easily access the services they want, the transport they rely on and the infrastructure they need.
Our Values	Collaboration, Honesty, Excellence, Enjoyment, Respect.
Our functions, objectives and deliverables	<p>Transport Strategy and Planning</p> <p>Develops plans, programs, management frameworks, standards and data-driven analytics tools for transport network development and management that optimises performance and outcomes. The division is focused on delivering:</p> <ul style="list-style-type: none"> • Integrated strategies for transport networks and assets driven by objective and evidence-based analysis, linked to broader state economic and social objectives. • A high potential program and project pipeline of economically viable projects presenting government with clear investment options. • Controls and governance from project initiation to benefit realisation. • Contemporary standards and practices delivered through integrated partnerships with industry, fit for purpose for the whole asset lifecycle. <p>Infrastructure Delivery</p> <p>Designs, specifies, procures, delivers and integrates social and transport infrastructure safely and efficiently to sustain and support growth and maximise the benefit of government’s investments. The division is focused on delivering:</p> <ul style="list-style-type: none"> • Fit for purpose social and transport infrastructure that is responsive, meets customer needs and generates economic and community orientated benefits and outcomes. • Best whole of lifecycle solutions developed and delivered collaboratively with colleagues, industry, and key stakeholders, through a motivated and skilled workforce. • Leading practice and innovation in safety, environmental management, sustainability, procurement, design, engineering, and delivery. • Effective governance and project controls.

	<p>North-South Corridor Program Delivery Office</p> <p>Develops the plans and oversees the delivery of infrastructure needed to complete the final stage of the North-South Corridor, River Torrens to Darlington. The division is focused on delivering a project which:</p> <ul style="list-style-type: none"> • Significantly contributes to economic development. • Improves liveability, connectivity and facilitates jobs growth. • Delivers travel time savings and boosts productivity. • Improves road safety. <p>Road and Marine Services</p> <p>Connects our communities by enabling safe, reliable and efficient movements and flows of goods, services and people across the State’s road and marine networks. The division is focused on delivering:</p> <ul style="list-style-type: none"> • Safe and reliable road and marine infrastructure operated and maintained to maximise economic and community benefit. • Optimised networks, with data driven solutions, that optimise overall performance in movement of goods, services, and people. • Forward thinking policies, strategies and programs based on stakeholder engagement and evidence that will enable safe, inclusive, productive, efficient, sustainable transport. • Service delivery that meets customer needs and expectations. <p>South Australia Public Transport Authority</p> <p>Delivers frequent, better connected and customer focused services for mass transit and ensures services are delivered safely, efficiently, and sustainably. The division is focused on delivering:</p> <ul style="list-style-type: none"> • Customer-focused public transport and better maintained state assets in partnership with our service providers. • Integrated end-to-end journeys with easier access, and information, payments and navigation enabled by new technologies. • A clear plan for growth that makes the case for investment in new public transport assets and transitions them into service efficiently. • Initiatives which support the government’s goal to achieve net zero emissions by 2050.
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- Better public transport networks that attract more customers.
- Improved customer experience through simple, safe and easy-to-use public transport services to attract and retain customers.

Transport Policy and Regulation

Connects our communities by delivering policy initiatives, community information and provision of services for safe road use and travel behaviour by overseeing regulatory, road safety and policy responsibilities and delivers customer-focused services through Service SA.

- Forward thinking policies, strategies and programs based on stakeholder engagement and evidence that will enable safe, inclusive, productive, and sustainable road use and travel behaviour.
- Effective regulation of access and usage that assures safety and sustainability, with clear boundaries reflecting reasonable expectations.
- Service delivery that meets customer needs and expectations.

Commercial and Contract Management

Responsible for procurement of civil construction projects and contract management and commercial advisory of these projects and the Department’s road maintenance contracts, to ensure delivery is undertaken in accordance with the contracted requirements. The division is focused on:

- Procuring civil infrastructure and maintenance projects.
- Ensuring contractors perform contracted works in accordance with the terms of their contracts.
- Protecting the public interest in the delivery of infrastructure and maintenance projects by holding contractors to account to ensure that works are delivered within budget.
- Delivering contract management services that serve as a model for contract management throughout government.
- Maintaining effective procurement governance and contract management controls.

Public Affairs

Listens, informs, communicates and works with customers, and stakeholders to guide our agency to deliver improved outcomes for our economy, our community, and our State. The division is focused on delivering:

- Social value by putting people at the centre of everything we do, ensuring we deliver better outcomes for customers, stakeholders and the community.
- Trusted advice and services to government, supporting our business partners to ensure goals are achieved.
- Accurate, transparent and timely communications, with a focus on building our social licence and enhancing the Department's reputation.
- A positive organisational culture that promotes the Department as a workplace of choice.

People and Corporate Services

Provide systems and assurance processes for managing our people, our finances, our performance and risk, ensuring we can work safely, efficiently, and productively. The division is focused on delivering:

- A high-performance organisation that is enabled by well-designed systems, processes, and technology, with effective management frameworks that enable efficient work practice.
- Effective control frameworks that ensure ongoing compliance with all relevant legislative, regulatory and policy requirements.
- Provision of valuable advice and user orientated services that support business partners enabling them to deliver an engaging work environment with a clear focus on safety, flexibility, productivity, and progressive practices.
- A skilled, motivated, diverse workforce demonstrating our values in their actions.

Office of the Chief Executive

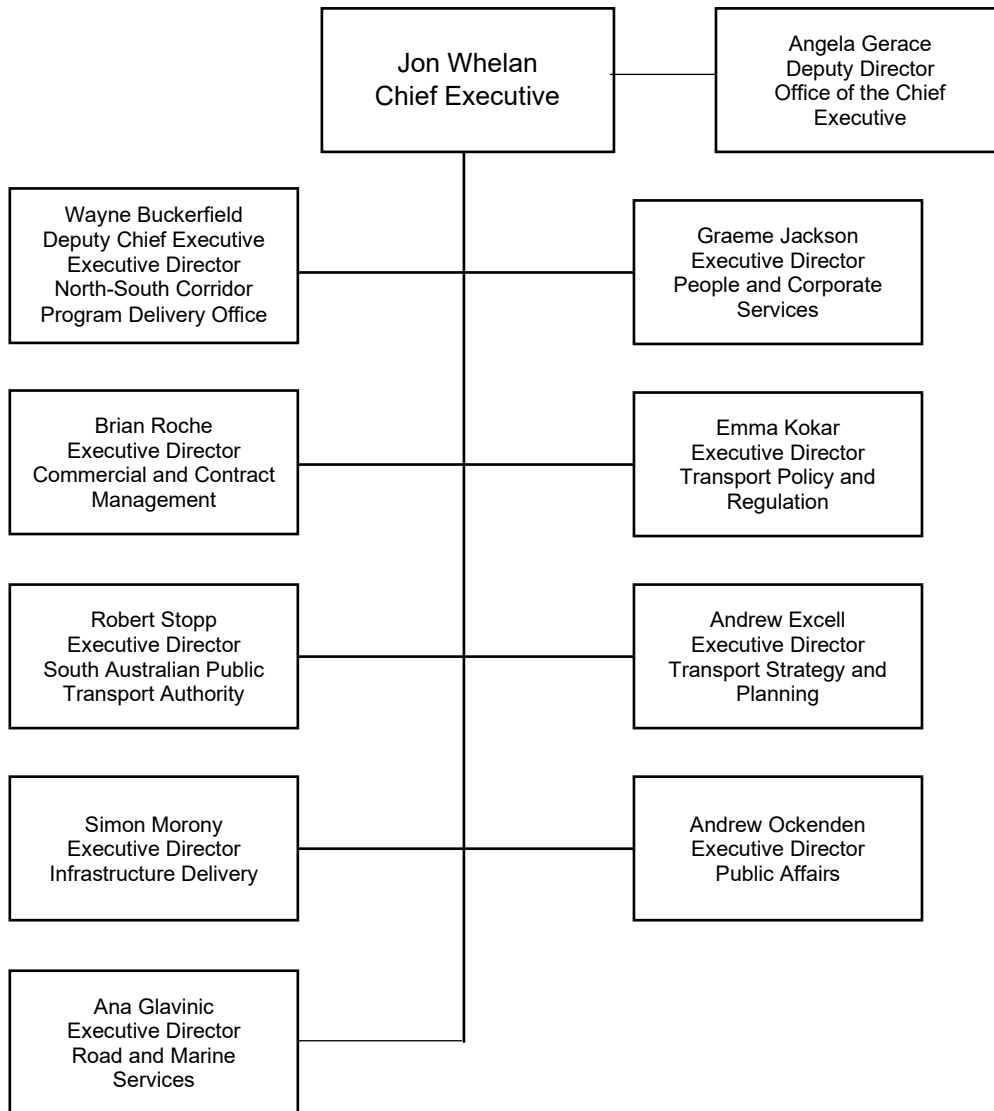
The Office of the Chief Executive is responsible for the delivery of a comprehensive range of professional, strategic, and responsive executive support services to the Chief Executive and the Executive team, with a strong focus on driving strategic priorities and objectives for the Department and government.

The Office of the Chief Executive provides a key customer service and interface with Ministerial Offices, to ensure the provision of accurate and timely information.

Our organisational structure

Reporting directly to the Chief Executive for 2023-2024:

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



Changes to the agency

During 2023-2024, the agency's structure changes as a result of an internal review.

Creation of new Divisions

- Transport, Policy and Regulation

Restructured Divisions

- Road and Marine Services
- North-South Corridor Program Office
- Commercial and Contract Management

Our Ministers



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



The Hon Joe Szakacs MP is the Minister for Local Government. Minister Szakacs works collaboratively with councils to advance matters for communities to build a stronger future. Minister Szakacs acknowledges that our State's wellbeing is tied to the success of our towns, cities, and regional areas, and that local government is critical to the facilitation and delivery of vital services to the community.



The Hon Dan Cregan MP is the Minister for Police, Emergency Services and Correctional Services. This portfolio also includes responsibility for Road Safety. The Minister oversees road safety initiatives to improve road user safety outcomes in South Australia.

Legislation administered by the agency

Minister for Infrastructure and Transport

Adelaide Oval Redevelopment and Management Act 2011

Adelaide Railway Station Development Act 1984

Aerodrome Fees Act 1998

Air Navigation Act 1937

Air Transport (Route Licensing—Passenger Services) Act 2002

Alice Springs to Darwin Railway Act 1997

AustralAsia Railway (Third Party Access) Act 1999

Civil Aviation (Carriers' Liability) Act 1962

Commissioner of Public Works Incorporation Act 1917

General Tramways Act 1884

Golden Grove (Indenture Ratification) Act 1984

Government House Precinct Land Dedication Act 2016

Harbors and Navigation Act 1993

Heavy Vehicle National Law (South Australia) Act 2013

Highways Act 1926

Land Acquisition Act 1969

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

Maritime Services (Access) Act 2000

Metropolitan Adelaide Road Widening Plan Act 1972

Mile End Underpass Act 2005

Mobil Lubricating Oil Refinery (Indenture) Act 1976

**Morphett Street Bridge Act 1964*

Motor Vehicles Act 1959

National Soldiers Memorial Act 1949

Non-Metropolitan Railways (Transfer) Act 1997

North Haven Development Act 1972

North Haven (Miscellaneous Provisions) Act 1986

Oil Refinery (Hundred of Noarlunga) Indenture Act 1958

Passenger Transport Act 1994

Proof of Sunrise and Sunset Act 1923

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

Public Employees Housing Act 1987

Rail Commissioner Act 2009

Rail Safety National Law (South Australia) Act 2012

Rail Transport Facilitation Fund Act 2001

Railways (Operations and Access) Act 1997

Railways (Transfer Agreement) Act 1975

Road Traffic Act 1961

South Australian Ports (Bulk Handling Facilities) Act 1996

South Australian Ports (Disposal of Maritime Assets) Act 2000

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

**Tarcoola to Alice Springs Railway Agreement Act 1974*

Terrorism (Surface Transport Security) Act 2011

Victoria Square Act 2005

Waite Trust (Vesting of Land) Act 2020

West Lakes Development Act 1969

Minister for Local Government

Commissioner for Kangaroo Island Act 2014

Local Government Act 1999

Local Government (Elections) Act 1999

Local Government (Implementation) Act 1999

Outback Communities (Administration and Management) Act 2009

Plebiscite (South East Council Amalgamation) Act 2022

South Australian Local Government Grants Commission Act 1992

*Denotes Act of limited application

The agency's performance

Performance at a glance

During 2023-2024, the Department achieved the following:

- Received agreement from the Australian Government and the State Government to fund the River Torrens to Darlington Project on a 50:50 basis for a total of \$15.4 billion.
- Released the River Torrens to Darlington Project Request for Proposal for major construction works package.
- Completed work on the new Selgar Avenue link road, connecting motorists to southern Adelaide's Tonsley Innovation District and southbound lanes of South Road.
- Advanced enabling works for the River Torrens to Darlington Project including utilities services relocations, as well as land acquisition, and broader network upgrades.
- Completed construction of the Adelaide Botanic High School Expansion, second stage of the new Morialta Secondary College, and the Findon Technical College, which is the first to be completed of a program of five Technical Colleges.
- Completed construction of the Cadell Training Centre Dairy and the Kurlana Tapa Youth Justice Centre Consolidation, and significant upgrades to the Yatala Labour Prison.
- Completed construction of the Queen Elizabeth Hospital Redevelopment Stage 3 (Clinical Services Building) and new South Australian Ambulance Service stations at Port Augusta, Norwood and Woodville.
- Completed works on Main South Road Duplication Project (Seaford to Aldinga) Stage One and Victor Harbor Road Duplication Project, Glen Osmond and Fullarton Roads Intersection Upgrade, Main Road Cherry Gardens, Old Murray Bridge Refurbishment, and various regional highways such as Sturt, Eyre, Barrier, Princes, Augusta and Horrocks highways.
- Completed the Tea Tree Plaza Park 'n' Ride and work on the Crafers Park 'n' Ride neared completion.
- Completed the Colonel Light Gardens entry arch.
- Completed Phase 1 of the Regional Bus Passenger Services procurement.
- Resurfaced and rehabilitated approximately 45 lane kilometres to improve ride quality on inner urban roads and resealed and rehabilitated approximately 163 lane kilometres on rural roads.
- Commenced works on the Marion Road - Anzac Highway to Cross Road Project as part of the Tram Grade Separation Projects.
- Progressed longer term repairs to flood affected roads throughout the State following the River Murray flood event and the ex-tropical Cyclone Tiffany severe weather event.

- Engaged with more than 19,000 members of the community about various projects, including assisting thousands of Adelaide Aquatic Centre users with their relocation to alternative venues.
- Commissioned new electric trains on the Gawler Rail Line.
- Commenced construction of the new Adelaide Aquatic Centre.
- Completed the upgrade of the O'Sullivan Beach Boat Ramp and refurbishment of Beachport Jetty.
- Commenced the Cape Jervis and Kangaroo Island Ports Upgrade Project.
- Passenger transport transactions, previously only available in one location, have been made available across all Service SA centres.
- Commenced consultation for the five-year Recreational Boating Safety Strategy.
- Played an integral role in convening and participating in the South Australian Outback Roads Consultative Forum.
- Introduced the Ultra High Powered Vehicle Licensing Scheme.
- Delivered increased online services through MySAGOV, with increased security.
- Launched Koala State and Japanese special number plates.
- Implemented mobile phone detection technology at five priority locations across Adelaide.
- Released South Australia's Road Safety Action Plan 2023-2025.
- Reduced beach speed limits to 40 km/h and 25 km/h when passing, or within 50 metres of a person unless otherwise signposted.
- Continued to deliver the Black Spot Program to address 17 black spot locations.
- Implemented measures to improve Access Taxi services.
- Delivered the Freight and Supply Chain Strategy for South Australia.
- Progressed the review of the 2022 local government periodic elections.
- Worked with the new administration of the District Council of Coober Pedy to address the Council's financial sustainability and the future delivery of essential services in the township.
- The Office of the Chief Executive continued to deliver professional, strategic, and responsive executive support services to the Chief Executive, Ministerial Offices, and the Executive team.
- Continued to deliver on our responsibilities as a 'We're Equal' employer.

Agency specific objectives and performance

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

Agency objectives	Indicators	Performance
Effective Planning Policy	Infrastructure Planning	<p>Released the Forward Work Plan – Major Programs 2023-2026 to assist businesses, suppliers, and contractors contribute to the major projects that will transform South Australia’s transport infrastructure.</p> <p>Delivered the South Australian Freight and Supply Chain Strategy.</p> <p>Developed a strategic business case for the High Productivity Vehicle Network which will support the operation of 53.5 metre road trains between Bordertown and Border Village, including a connection from the Dukes Highway to the Sturt Highway and the Sturt Highway to Outer Harbor.</p> <p>Completed a strategic business case for the upgrading of Swanport Bridge to support 53.5 metre road trains.</p> <p>Engaged a contractor to develop a Transport Strategy and Public Transport Strategy.</p> <p>Continued transport studies for regions to identify key transport issues and opportunities aligned to land use planning.</p> <p>Continued development of strategic asset management plan.</p> <p>Commenced transport planning to support the development of growth areas.</p> <p>Delivered a feasibility study into a tourist train in the Barossa Valley.</p> <p>Continued development of Harbour Precinct Master plans for Cape Jervis and Penneshaw.</p> <p>Completed a strategic business case for transition to zero tailpipe emissions for public transport – bus fleet and depot upgrades.</p> <p>Progressed the development of a 10-year South Australia Level Crossing Safety</p>

Agency objectives	Indicators	Performance
		<p>Strategy through the State Level Crossing Advisory Committee.</p> <p>Implemented a Sustainable Procurement Policy to ensure sustainability risks and opportunities are identified as part of procurement planning, and the Department's procurement activity contributes to net zero emissions goals.</p>
<p>Efficient Transport Services</p>	<p>Customer Focused Services</p>	<p>Opened the \$43.5 million expansion of the Tea Tree Plaza Park 'n' Ride.</p> <p>Progressed construction of the new Crafers Park 'n' Ride.</p> <p>Continued construction of the new Port Rail Spur including the passing loop, signalling commissioning and the bus interchange, as part of the Port Dock Railway Line Project. Works continue on the railway station, Plaza area, Shared Use Paths and street scape upgrade.</p> <p>Station upgrades underway at Clarence Park, Nurlutta and West Croydon railway stations and the Ethelton Railway Station.</p> <p>Upgraded 13 pedestrian crossings on the Gawler line.</p> <p>Processed approximately 14,550 applications for heavy vehicle access via the National Heavy Vehicle Regulator.</p> <p>Continued to maintain and operate the 12 River Murray ferries 24 hours a day/seven days a week, safely transporting approximately 1.6 million vehicles across the river, free of charge to the community.</p> <p>Continued to work with the appointed Facilities Management Service Provider (FMSP) to stabilise core services and develop a sound relationship with government agencies.</p> <p>Expanded the \$25 lifting fee to cover trips undertaken by people with a disability who rely on access taxis, to people who are not a South Australian Transport Subsidy Scheme member.</p>

Agency objectives	Indicators	Performance
		<p>Extended the maximum age limit for metropolitan access taxis to 12 years, acknowledging the significant costs associated to set up an accessible vehicle in comparison to a standard taxi.</p> <p>Passenger transport transactions previously only available in one location have been made available across all Service SA centres.</p> <p>Launched the Adelaide Metro Facebook page to promote Adelaide Metro online tools, upcoming events, service information and to improve the Adelaide Metro brand through engaging content.</p> <p>Completed the rollout of next generation of smart validators that can read metroCARDS, credit/debit cards and digital QR tickets on the bus fleet.</p> <p>Delivered a new digital QR Ticketing app 'Buy & Go'.</p> <p>Completed the rollout of real time passenger counters on 40 buses, for improved capacity planning and open data availability to customers.</p> <p>Reinstated the 230/232 bus services along Harrison Road and Days Road after they were previously impacted by the Regency to Pym Project in 2020. This completed a commitment to return bus stops and closer access to bus services along Days Road, including 15 new bus stops.</p> <p>Delivered a Go Zone frequency between Lightsvew and the City.</p> <p>Introduced new bus services into the Riverlea development in the outer north. New routes 402 and 450 were implemented providing weekday services to Salisbury and Elizabeth, funded by the developer for a period of ten years, or until the services become sustainable, if this occurs earlier.</p> <p>Following ongoing feedback from residents of the Kalyra Retirement Village regarding limited weekend service frequency, routes 195 and 196 were extended on weekends from</p>

Agency objectives	Indicators	Performance
		<p>July 2023, to provide an hourly frequency between the Village and Blackwood, resulting in an improvement from the existing two hourly frequency.</p> <p>Stage One of a commitment to additional public transport services into the Adelaide Hills was introduced, delivering a 15-minute service during the weekday interpeak period between Mount Barker and the city and additional services on Sundays.</p> <p>Progressed the agreement to enable a collaborative approach with Keolis Downer Adelaide and Torrens Connect to return the operation of Adelaide’s rail network back to government in 2025.</p> <p>Continued progressing initiatives towards the target to achieve net zero emissions by 2050.</p> <p>Coordinated additional and special public transport services to cater for the significant increased demand generated by the AFL Gather Round, LIV Golf tournament, and FIFA Women’s World Cup.</p> <p>Increased services for visitors to Outback SA and outback residents through the Outback Futures Project.</p> <p>Worked with Aboriginal communities to identify practical improvements to the delivery of municipal services.</p>
Valuable Social and Economic Infrastructure	Customer Focused Services	<p>Completed works on the Prospect Pocket Park opposite ‘Scotty’s’ Motel on Nottage Terrace, at Medindie.</p> <p>Completed installation of an Archway at Ludgate Circus, Colonel Light Gardens.</p> <p>Works completed on the construction of a new junction into the Felmeri Homes development, at O’Halloran Hill.</p> <p>Released the Marine Safety SA online store.</p> <p>Released an online form for vessel special permits.</p> <p>Completed major works on the Main South Road Stage 1 and Victor Harbor Road</p>

Agency objectives	Indicators	Performance
		<p>Duplication projects as part the Fleurieu Connections package, and commenced Main South Road Stage 2 (Aldinga to Sellicks Beach).</p> <p>Conditional Registration Scheme for historic, left-hand drive and street rod vehicles expanded to include individually constructed vehicles, increasing the number of vehicles eligible for cheaper car registration.</p> <p>Launched Koala State plates and Japanese special number plates with ten Special Edition Japanese plates auctioned in March 2024.</p> <p>Conducted Round 2 of the South Australian Car Club Program, which issues grants to support local car and motorcycle clubs across South Australia.</p>
Valuable Social and Economic Infrastructure	Enhancement of current transport infrastructure	<p>Noarlunga Railway Station amenity and security upgrades, including the installation of new escalators.</p> <p>Completion of works on the expansion of the Tea Tree Plaza Park 'n' Ride.</p> <p>Significant upgrade of the Woodlands Park Railway Station including new wayfinding, upgraded station shelter, painting, platform surface replacement and the installation of CCTV.</p> <p>Introduction of public amenities at the Old Reynella Interchange.</p> <p>Commenced conversion of the 3,000 Class diesel railcars to include an energy storage and recovery system with 28 of the 50 railcars completed and introduced into service.</p> <p>Repair to the road surfaces at Klemzig, Paradise and Noarlunga Centre interchanges.</p> <p>Installed new wayfinding signage at Tea Tree Plaza, Aberfoyle Hub and Panalatinga bus interchanges.</p> <p>Completed the upgrade of the O'Sullivan Beach Boat Ramp Upgrade.</p> <p>Continued critical maintenance works and refurbishment of key structural elements of the</p>

Agency objectives	Indicators	Performance
		<p>Port Bonython Jetty to extend the operational lifespan.</p> <p>Completed construction of a new, four-lane Pedler Creek Bridge, replacing the old two-lane bridge. The bridge also includes a Shared Use Path to provide safe access for cyclists and pedestrians travelling across Main South Road.</p> <p>Reviewed and approved approximately 175 infrastructure projects on behalf of the department, councils and developers.</p> <p>Continued to deliver various programs of work to resurface and rehabilitate inner urban roads and reseal and rehabilitate rural roads.</p> <p>Established the South Australian Jetties Renewal Program to improve the condition and sustainability of the State’s jetties.</p> <p>Completed maintenance dredging to the Port of Cape Jervis and O’Sullivan Beach boat ramps.</p> <p>Award of the Tram Grade Separations Project Alliance.</p> <p>Awarded 22 contracts for the North South Corridor as part of the enabling works.</p>
<p>Valuable Social and Economic Infrastructure</p>	<p>Progress of Major Transport and Social Infrastructure Projects, Programs, and Planning Studies</p>	<p>Completed construction of the Adelaide Botanic High School Expansion, which included the development of a new integrated vertical building to accommodate 700 students adjacent to the existing facility.</p> <p>Completed construction of the second stage of the new Morialta Secondary College, providing new learning and administration spaces, a performing arts centre, gymnasium and sports courts for up to 1,200 students in Years 7 to 12.</p> <p>Completed the Findon Technical College, the first of a program of five technical colleges to be built.</p> <p>Progressed delivery of a program of education construction projects valued at just under</p>

Agency objectives	Indicators	Performance
		<p>\$50 million, to upgrade existing and develop new schools and preschools.</p> <p>Works have started for the relocation of Warriappendi School and Torrensville Bowls Club at Thebarton, as part of the North-South Corridor program.</p> <p>Completed construction of The Queen Elizabeth Hospital Redevelopment Stage 3 – Clinical Services Building and commenced construction of the new 24 bed Mental Health Unit.</p> <p>Completed construction of new South Australian Ambulance Service stations at Port Augusta, Norwood and Woodville.</p> <p>Commenced construction of the South Australian Ambulance Service Emergency Operations Centre.</p> <p>Commenced construction of the Flinders Medical Centre Redevelopment, with works underway on the Margaret Tobin Mental Health Centre Upgrade and enabling works to facilitate the main development including relocation of the adjacent bus interchange.</p> <p>Commenced construction of the Noarlunga Hospital Inpatient Expansion and Mental Health Unit.</p> <p>Commenced construction of a 24-bed Mental Health Unit, Older Persons' Mental Health Facility and Cancer Centre at the Modbury Hospital.</p> <p>Commenced construction of the Southern Fleurieu Health Service (Victor Harbor) Emergency Department Redevelopment.</p> <p>Continued construction of the Gawler Health Service Emergency Department Redevelopment.</p> <p>Continued construction of the Lyell McEwin Hospital 48 Bed Expansion.</p> <p>Continued construction of the Repat Health Precinct - Ward 3 and 4 Geriatric Evaluation and Management Unit Redevelopment.</p>

Agency objectives	Indicators	Performance
		<p>Continued Construction of the South Australian Sports Institute headquarters.</p> <p>Commenced construction of the Adelaide Aquatic Centre.</p> <p>Commenced construction of various South Australia Police facilities to accommodate functions relocating from the existing Thebarton Barracks.</p> <p>Commenced design of the SA Forensic Science Centre.</p> <p>Completed Main South Road Duplication Stage 1 (Seaford to Aldinga) and Victor Harbor Road Duplication, as part of the Fleurieu Connections project.</p> <p>Glen Osmond Road and Fullarton Road Intersection Upgrade was opened to traffic in October 2023.</p> <p>North-East Road and Nottage Terrace intersection opened to traffic mid-2023.</p> <p>Mitcham Hills Corridor, Main Road and Russell Street Upgrade opened to traffic in May 2024.</p> <p>Augusta Highway junction with Clements/Venning roads opened to traffic November 2023 and fully completed in April 2024.</p> <p>Six Sturt Highway rest areas completed.</p> <p>Completed works on Old Murray Bridge and reopened to two-way traffic.</p> <p>Commenced Main South Road Duplication Stage 2 (Aldinga to Sellicks Beach), as part of the Fleurieu Connections project.</p> <p>Commenced major construction of the Majors Road Interchange on the Southern Expressway.</p> <p>As part of the Tram Grade Separation Projects, works commenced on the Marion Road/Anzac Highway to Cross Road project.</p> <p>Early works commenced on the Marion Road and Sir Donald Bradman Drive Intersection Upgrade.</p>

Agency objectives	Indicators	Performance
		<p>Works commenced to upgrade the Brighton Road and Edwards Street junction at South Brighton.</p> <p>Major works commenced at Cape Jervis and Penneshaw as part of the Cape Jervis and Kangaroo Island Ports Upgrade.</p> <p>Continued works on key regional highway corridors, including the Sturt, Eyre, Barrier, Augusta, Princes and Horrocks Highways.</p> <p>Continued works on the \$215 million upgrade of the Strzelecki Track, which includes rehabilitation works and sealing along sections of the 472 km track.</p> <p>Continued works on the Heysen Tunnels Refit and Safety Upgrade as part of the South Eastern Freeway Upgrade.</p> <p>Continued delivery of the \$500 million Freight Highway Upgrade Program, jointly funded by the Australian and South Australian governments (80:20).</p> <p>Completed sealing of a 10.5 km section of Tea Tree Road, constructing three major floodways and one stormwater culvert to allow more water to run off the road.</p> <p>Preparatory work for awarding the Torrens to Darlington Project major construction works package.</p> <p>Continued enabling works for the T2D project.</p> <p>Continued to deliver the package of \$850 million Broader Network Upgrades to support the T2D Project.</p> <p>Delivered 12 new Electric Multiple Units into service to enable all services on the Gawler Line to be electric trains.</p> <p>Delivered zero emission public transport planning including a zero-emission bus transition plan and strategic business case, and a technology feasibility study and strategic business case for the replacement of the diesel services on the Outer Harbor and Belair lines.</p>

Agency objectives	Indicators	Performance
		<p>Introduced the first Battery Electric Bus into service with Adelaide Metro and commenced trials on another Battery Electric Bus and two Hydrogen Fuel Cell Buses.</p>
<p>Safe, Reliable and Efficient Movement</p>	<p>Speed / Safety Management Initiatives</p>	<p>Introduced to South Australia the new National Harmonisation of the Temporary Traffic Management qualifications which commenced on 1 February 2024.</p> <p>Increased routine and targeted skid testing to prioritise surfacing treatments to improve safety.</p> <p>Works continued to deliver the School Crossing Program.</p> <p>Works commenced on the Main Road, Cherry Gardens safety improvements as part of the \$150 million Adelaide Hills Productivity and Road Safety Package.</p> <p>As part of the \$168 million National Road Safety Program, works commenced on the Mallee, Thiele and Lincoln highways, and on Mannum Road and RM Williams Way.</p> <p>Installation of red light and speed camera technology, and other safety improvements, at the Kensington Road crossing outside Marryatville High School.</p> <p>Completed the initial roll out of mobile phone detection cameras at key metropolitan locations.</p> <p>Reduced the default speed limit on beaches to 40 km/h (and 25 km/h when passing, or within 50 metres of a person) unless otherwise signposted.</p> <p>Introduced the Ultra High Powered Vehicle Licensing Scheme.</p> <p>Continued to progress reforms to Rider Safe training, including conducting stakeholder information sessions.</p> <p>Continued the delivery of the Way2Go program, which promotes safer, greener and more active travel for primary school students and their communities.</p>

Agency objectives	Indicators	Performance
		<p>Ongoing delivery of bicycle education to provide primary school-aged children with practical skills and knowledge about cycling, traffic, and road rules.</p> <p>Continued to work with Local Government and schools to deliver improvements to local streets that facilitate the safe movement of children and young people travelling to and from school.</p> <p>Launched a trial of the ‘See me’ app to help people who are blind or visually impaired, to catch public transport.</p> <p>Released South Australia’s Road Safety Action Plan 2023-2025 Annual Report.</p> <p>Released outcomes of the personal mobility devices public consultation.</p> <p>Continued to grow the On The Right Track program, expanding the program to include heavy vehicle driving lessons, assisting vulnerable and incarcerated people to obtain vital identification documents.</p>

Corporate performance summary

During the 2023-2024 financial year, our People and Corporate Services Division enabled effective organisational assurance, safety and performance by:

- Coordinating and managing all industrial and human resource matters.
- Enhancing our People capability development framework that promotes a safe, inclusive, flexible engaging and productive workforce for all, where performance is managed consistently and effectively, and future workforce needs are considered.
- Developing and implementing initiatives to improve attraction, retention and development of individuals that represent the community we serve. These include the Women in DIT initiative that celebrates and strengthens the representation of women working in the Department, especially those in leadership and technical roles as well as the recommencement of the Aboriginal and Torres Straite Islander Traineeship program.
- Reaffirming our commitment to providing a safe and healthy workplace and ending gender-based violence through the expansion of our Mental Health First Aid and Peer Support Office network.

- Releasing our Wellbeing Framework and delivery of training and education related to Family and Domestic Violence and commencing our reaccreditation with White Ribbon.
- Managing the redeployment and retraining program, with successful placement of unassigned employees into vacant roles or projects within the public sector, such as project support, maintenance and compliance programs.
- Managing the continuous improvement of agency-wide risk management and business continuity governance, safety management systems and the Return to Work program.
- Increasing the Department's capacity and capability to respond to emergencies through training and upskilling activities.
- Managing continuous improvement activities that enhance the Department's delivery of the SA Protective Security Framework and mitigate security risks.
- Sustaining effective financial controls and management over the Department's program. Managing effective goods and services procurements and contracts, along with related policy frameworks.
- Providing professional and timely legal, legislative, commercial and assurance services to ensure the Department is compliant with all legal, revenue and statutory requirements.
- Supporting technologies across the Department and both coordinating and enabling the delivery and implementation of a prioritised pipeline of technology projects that supported the delivery of Departmental objectives and delivered a robust Cyber Security Framework.
- Managing Departmental records and information, further supporting the transition from paper records, assessing, archiving and disposing of records in line with the disposal schedule.

Employment opportunity programs

Program name	Performance
Undergraduate Vacation Employment	The Undergraduate Vacation Employment Program offers undergraduate university students, paid work placements that provide practical experience in their field of qualification. Six Undergraduate vacation program placements were completed in 2023-2024.
Graduate Program	In 2023-2024, the Department launched a new Graduate Program with a greater focus on Graduate experience including recruitment, in program care and graduate development. Thirty-five graduates commenced in 2023-2024 with qualifications in Law, Commerce, Computer Science, Public Affairs, Engineering (Civil, Mechanical, and Electrical) and Construction Management.
Undergraduate Intern Program	Whilst the Department did not employ any Undergraduate Interns to commence in 2023-2024, significant work was undertaken to re-establish an Intern Program with recruitment of new interns a scheduled activity for 2024-2025.
Denise Hatzi Memoriam Award	In 2023-2024, the Department opened applications for the Denise Hatzi Memoriam Award, recognising exceptional women or gender-diverse individuals studying a degree in civil engineering. A paid student placement will be offered in 2024-2025 to the recipient of the award, in addition to opportunity to enter the Graduate Program when they have formally completed their qualifications.
Aboriginal and Torres Strait Islander Employment Initiatives	The Department is committed to building the capability, confidence and resilience of Aboriginal and Torres Strait Islander people and providing opportunities to achieve their educational and employment aspirations. The Department employed nine Aboriginal and Torres Strait Islander Trainees, all commenced on 18 March 2024. It is an 18-month program and includes a Certificate III in Business.

Agency performance management and development systems

Performance management and development system	Performance
<p>Operating procedure 008: Managing our people</p>	<p>The Department uses a blended learning model for employees offering 70% of learning through on-the-job experience, 20% through mentoring, coaching and networks and 10% through formal training.</p> <p>It enables learning and development through formal training that is heavily supported by engagement, experiences, and exposure across the department. Greater accessibility of relevant emerging leadership training opportunities has increased participation and driven an increase in our learning and development investment.</p> <p>During 2023-2024, \$1.3 million was invested in formal learning and development for employees with a strong focus on building the capability of current and emerging leaders, Graduates and occupation specific training needs, Mentoring and the Aboriginal Cultural Footprint Program.</p> <p>There has also been an increase of completed Performance Learning Agreements across the department to 93% completed. Noting that 58% of bi-annual conversations are now due, as two formal conversations are required per annum.</p> <p>The Department continues to maintain a performance culture underpinned by regular conversations between employees and managers to develop capability and review progress against performance standards and role outcomes.</p> <p>In 2023-2024, an updated suite of training programs was introduced to support the Mental Health and Wellbeing of all employees. It also aimed to support managers to enhance their critical conversation skills as well as providing online resources and processes to document priorities and outcomes.</p>
<p>Executive Performance</p>	<p>In 2023-2024 Executive performance continues to be monitored through the executive performance reporting process. An improved Performance Learning Agreement that captures ‘Closing the Gap’ work priorities has been instigated for all South Australian Executive Service employees.</p>

Work health, safety and return to work programs

Program name	Performance
Influenza Vaccination Program	The percentage of employees participating in the 2024 Influenza Vaccination Program was 53%, a slight decrease of 4% from 2023. The 2024 program consisted of seven worksite sessions and was complemented by a large pharmacy voucher system.
Employee Assistance Program	A total of 11 worksites utilises the onsite walk and talk service. The traditional face-to-face service has an annual utilisation rate of 3.2% (of all employees). The effectiveness of the program is based on feedback received through customer satisfaction surveys. Customer satisfaction from the last 12 months indicated 86% were either satisfied or very satisfied with their EAP experience.
Corporate Cup	The Department supports workers participating in the Corporate Cup with 174 workers participating in 2023, an increase of 26 participants from 2022.
Fitness Passport	The Department has 75 primary members and 64 secondary members with 44 Single Memberships and 39 Family Memberships.
Mental Health First Aider Network	The Department has a network of 113 Mental Health First Aid Officers, who provide support to employees facing mental health challenges or in need of a confidential conversation. The Mental Health First Aid Officers are supported by quarterly Community of Practice meetings hosted by Workforce Strategy and Culture.
Rehabilitation Programs (Return to Work Program)	The Department's Injury Management and Return to Work Program (Rehabilitation) is administered by the Department of Treasury and Finance Work Injury Services. The Department works in close collaboration with all parties to facilitate successful return to work outcomes for all involved. The Department's Early Intervention Program continues to play an essential role in ensuring injured workers get the support they need as soon as possible.

Workplace injury claims	2023-2024	2022-2023	% Change (+ / -)
Total new workplace injury claims	49	52	-6%
Fatalities	0	0	0%
Seriously injured workers*	1	1	0%
Significant injuries (where lost time exceeds a working week, expressed as frequency rate per 1,000 FTE)	5.7	3.8	+50%

*number of claimants assessed during the reporting period as having a whole person impairment meeting the relevant threshold under the Return to Work Act 2014 (Part 2 Division 5)

Work health and safety regulations	2023-2024	2022-2023	% Change (+ / -)
Number of notifiable incidents (<i>Work Health and Safety Act 2012, Part 3</i>)	45	49	-8%
Number of provisional improvement, improvement and prohibition notices (<i>Work Health and Safety Act 2012, sections 90, 191 and 195</i>)	14	14	0%

Return to work costs**	2023-2024	2022-2023	% Change (+ / -)
Total gross workers compensation expenditure (\$)	\$2.3 million	\$2.3 million	0%
Income support payments – gross (\$)	\$0.7 million	\$0.7 million	0%

**before third party recovery

Data for previous years is available at: [Work Health & Safety and Return to Work Performance for the Department for Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au).

Executive employment in the agency

Executive classification	Number of executives
EXEC0F	1
SAES1	38
SAES2	13

Data for previous years is available at: [Executive Employment in the Department for Infrastructure and Transport - Dataset - data.sa.gov.au](https://data.sa.gov.au/dataset/executive-employment-in-the-department-for-infrastructure-and-transport).

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

Financial performance

Financial performance at a glance

The following is a brief summary of the overall financial position of the agency. The information is unaudited. Full audited financial statements for 2023-2024 are at Attachment 1 of this report.

For a detailed breakdown of financial performance, please refer to Note 1.3 Budget Performance.

The Department has assets worth \$47.039 billion. This consists mainly of network, land and building assets, and Deposits at call with the Treasurer, the Hon Stephen Mullighan MP. The Department has total liabilities of \$1.553 billion. This mainly consists of financial lease liabilities and expenses due but not yet paid on supplies and services and capital projects.

Consultants disclosure

In 2023-2024 the Department did not engage any consultants.

Data for previous years is available at: [Consultants engaged by the Department of Planning, Transport and Infrastructure - Dataset - data.sa.gov.au](#).

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

Contractors disclosure

A summary of external contractors that have been engaged by the agency, the nature of work undertaken, and the actual payments made for work undertaken during the financial year, is attached as Appendix 2. Data for previous years is available at: [External contractors engaged by the Department for Infrastructure and Transport - Dataset - data.sa.gov.au](#).

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

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

Other financial information

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

Risk management

Risk and audit at a glance

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

Fraud detected in the agency

Category/nature of fraud	Number of instances
Confirmed	0

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

Strategies implemented to control and prevent fraud

- Continue to implement and continuously improve fraud and corruption control strategies in line with Australian Standard 8001-2008 Fraud and Corruption Control.
- Mandatory annual completion of the online Fraud and Corruption Control training module by all employees within the Department.
- Continue to promote behaviour in line with the Code of Ethics for the South Australian Public Sector.
- Assess and test controls relating to fraud as part of internal audit processes and reviews.
- Continue to develop relationships between the Investigations unit, People, Culture and Capability directorate and other business units to develop and plan projects and resources that mitigate any potential risks.
- Targeted face to face training sessions are held with specific business units based on their risk profile.
- Fraud and Corruption Control presentations at corporate induction days for new employees.
- Staff are reminded of their obligations to report any conflicts of interest and instances where they have received a gift or benefit. Conflicts of Interest and Gifts and Benefits reporting requirements are continuously monitored.
- Probity presentations to employees in the Department requiring probity briefings.
- Review of fraud and corruption control policies and procedures and training materials.

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

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

Public interest disclosure

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

Nil.

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

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

Reporting required under any other act or regulation

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

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

The following report is provided in accordance with section 10 of the *Harbors and Navigation Act 1993* (the H&N Act) for the 2023-2024 financial year.

Safe navigation for vessels River Murray flood event

The Department was a support agency to the State Emergency Service (SES) during the River Murray flood event. Under section 67 of the H&N Act several restrictions were placed on operating on the River Murray to keep river users safe due to the flood conditions.

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

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

Registration and Licences in 2023-2024

In 2023-2024, 3,207 new boat licences were issued, and 140 Special Permits were issued for persons aged 12 to 15. Of these Special Permit holders, 27 undertook a theory examination and a practical test to allow them to operate unsupervised. A further 113 undertook a theory test only, which only allows them to operate supervised with a full boat licence holder. There are a total of 309,639 boat licence holders in South Australia. In terms of registration, there were 2,257 new boat registrations in 2023-2024, with a total of 52,682 boats registered at the end of June 2024.

Safety Strategies

A marketing campaign ran from October 2023 to April 2024. The campaign was derived from the top compliance issues that Marine Safety Officers encountered on South Australian waters. The key areas were lifejacket wear and servicing, safe speed limits, having the correct safety equipment on board and understanding the weather conditions.

The campaign was supported by the dedicated Marine Safety SA Facebook page. The campaign included social media posts throughout the season and boosted social media posts around school holidays and long weekends, radio advertisements on metropolitan radio, radio interviews, radio advertisements on radio streaming

services and podcasts, advertising via YouTube videos, print adverts, Fishing SA magazine editorial and digital advertising on websites that boaters visit.

The non-compliance rate of vessels checked during the campaign period of October 2023 to April 2024 was 35.6%, an improvement on the previous year's campaign of 35.9%. A monthly newsletter was distributed to more than 5,500 subscribers (an increase of approximately 1,200 subscribers compared to the previous financial year), providing regular information about new regulations, and boating safety. Media releases were issued at peak boating periods with Marine Safety and Compliance staff undertaking radio interviews to promote key safety messages.

Aquatic Activity Licences

Aquatic Activity Licenses are issued to organisations for the purpose of an aquatic sport, activity, or other purpose to be conducted on State waters. During 2023-2024, 116 Aquatic Activity Licenses were issued for events such as races, exhibitions and fireworks displays.

Pilotage

The South Australian Government is responsible for issuing pilot licenses and pilotage exemptions for a vessel 35 metres or more in length which must not be navigated within a 'prescribed area' (compulsory pilotage area) unless the vessel is navigated under the control or at the direction of a licensed pilot; or the master of the vessel holds a Pilotage Exemption certificate; or the vessel is a Royal Australian Navy vessel. Three Pilot Licences and 15 pilotage exemptions covering 11 different ports across South Australia were issued during 2023-2024.

Safety Operation of Vessels

The Department employs a team of Marine Safety Officers who operate throughout the State. These officers conduct routine and targeted patrols by land and by water, to observe boating behaviours and to inspect vessels for compliance and safety equipment, registration and licensing requirements. During 2023-2024, there were 5,356 recreational vessels inspected with 34.95% non-compliant. This was a slight increase on 2022-2023, where 33.7% of vessels (2,993) were non-compliant, which can be attributed to the significantly higher number of vessel checks conducted, a 75% increase year-on-year. During 2023-2024, there were 581 expiation notices issued for a total of 713 offences and 1,279 cautions were issued to owners or operators. Most of these were issued for offences relating to failing to carry one to two items of safety equipment, failure to carry and / or wear lifejackets, failure to carry or expired flares, operating unregistered, and speeding.

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

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

Act or Regulation	Requirement
<p><i>Air Transport (Route Licensing—Passenger Services) Act 2002</i></p>	<p>Section 19</p> <p>(1) The administrative unit of the Public Services that is, under the Minister, responsible for the administration of this Act must, on or before 30 September in each year, present a report for the Minister on the operation and administration of this Act during the previous financial year.</p> <p>(2) A report required under this section may be incorporated in the annual report of the relevant administrative unit.</p> <p>(3) The Minister must, within 12 sitting days after receipt of a report under this section, cause copies of the report to be laid before each House of Parliament.</p>

Operation and Administration of the Act in 2023-2024

There were no Declared Routes or Route Licenses in 2023-2024.

Reporting required under the *Carers’ Recognition Act 2005*

The Department complies with the requirements of the *Carer’s Recognition Act 2005*, and actively incorporates the principles of the Carer’s Charter in its Human Resource Policy. The policy provides the overarching framework for human resource management within the Department. The Charter’s principles are reflected in our corporate induction and onboarding processes and material, which outline the options available to employees that can be tailored to meet their individual circumstances, along with the responsibilities of managers to support employees in utilising these arrangements. This includes measures such as flexible working arrangements, various types of leave including family carer’s leave, special leave, cultural leave and purchased leave and access to resources and services on wellbeing.

The Department is committed to ensuring our premises are a safe space for all people and our workplace is one where everyone is treated with dignity and respect. The Department continues to be a contributor to the ‘We’re Equal’ initiative, is a member of the Diversity Council and supports internal initiatives and actions related to Diversity, Equity and Inclusion in the form of Communities of Practice and implementation of a new Diversity, Equity and Inclusion Strategy 2024-2026.

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

The Department provides public transport information for people with a disability, their families and their carers on network accessibility via the Adelaide Metro mobile app, website, as well as the Adelaide Metro InfoLine and InfoCentres. The range of accessibility features has been enhanced to include ramps available on all public transport services, priority and allocated seating, provision for assistance animals, alternative signage and audible information.

Reporting against the *Passenger Transport Act 1994*

Act or Regulation	Requirement
<p><i>Passenger Transport Act 1994</i></p>	<p>Section 24A – Annual report</p> <p>(1) The administrative unit of the Public Service that is, under the Minister, responsible for the administration of this Act must, on or before 30 September in each year, prepare a report on the operation and administration of this Act for the financial year ending on the preceding 30 June.</p> <p>(2) The report must include specific reports on the following matters for the relevant financial year:</p> <p>(a) levels of public utilisation of passenger transport services within the State;</p> <p>(b) issues affecting the accessibility and utilisation of public transport within the State;</p> <p>(c) the number and nature of complaints, compliments and submissions made to the Minister by members of the public under any centralised system established for the purpose under this Act;</p> <p>(d) the general availability of taxis on taxi-stands in Metropolitan Adelaide, and response times to bookings within the taxi industry, and must also include any other information required by this Act.</p> <p>(3) A report under this section may be incorporated into the annual report of the relevant administrative unit.</p> <p>(4) The Minister must cause a copy of the report to be laid before both Houses of Parliament within 12 sitting days after the report is prepared.</p>

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, tram, taxi and hire car) across South Australia. Pursuant to section 24A of the PT Act the following report is provided.

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

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

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

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

In line with the South Australian Government's election commitment to return rail to government hands, an agreement has been reached with the train operator Keolis Downer Adelaide and tram operator Torrens Connect to hand back operational functions for train at 3am on Sunday, 2 February 2025, and for tram at 3am on Sunday, 27 July 2025, respectively.

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 services, special medical-related services and Dial-a-Ride services.

The Department supports community passenger networks across regional South Australia and within metropolitan Adelaide.

The Community Passenger Networks Program is established to facilitate access to transport for people who are transport disadvantaged. The program is jointly funded by the Commonwealth Home Support Program and the Department of Human Services.

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

The Department continues to upgrade selected stations along metropolitan passenger rail lines, with improvements focusing on safety, amenity and accessibility in line with the *Disability Discrimination Act 2002*, for public transport services. Improved facilities for commuters may include new shelters, improved lighting, platform furniture, improved access, pedestrian crossings, bike enclosures, additional CCTV cameras, new access paths and ramps along with new car and bike parking facilities.

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

Adelaide Metro patronage 2023-2024

The total patronage on the public transport system increased by 12.6% compared with the previous financial year.

Total patronage by mode

Bus	Tram	Train	Total patronage*
46,399,376	8,865,550	12,389,572	67,654,498

Total patronage by passenger type

Regular	Concession	Student	Seniors	Free Travel	Special Passes	Total patronage*
19,629,243	19,484,050	10,635,337	7,524,310	8,909,898	1,471,660	67,654,498

Total patronage by ticket type

Metrocard	Single trip	Daytrip	Free travel	Total patronage*
57,784,100	658,314	302,186	8,909,898	67,654,498

*Note: *The figures listed above include free travel data.*

South Australian Public Transport Authority (SAPTA) progressively introduced a range of additional new payment options including EMV (Eurocard, Mastercard and Visa) which allows full fare customers to tap onto the network using their credit and debit cards and new Buy & Go digital QR tickets through the Adelaide Metro Buy & Go app.

The progressive rollout of the new features and functions include:

- Tap and Pay (EMV) – Trams and O-Bahn Buses September 2021
- Tap and Pay (EMV) – All Remaining Buses November 2022
- Buy & Go app (Digital QR Tickets) February 2024

Below are the patronage details for the new payment systems for the 2023-2024 financial year, noting that these numbers are already included in above tables.

Tap and Pay*	Buy and Go*
4,224,302	96,304

Special event services

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

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

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

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

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

Throughout 2023-2024, the South Australian Government continued to support major events in Adelaide by providing additional public transport services to deliver patrons safely to and from events. In addition to the regular AFL seasons where a significant number of additional bus, train and tram services operate before and after games, special event public transport services were also provided to events such as the Royal Show, the Christmas Pageant, the VAILO 500, concerts at Adelaide Oval including Pink. Major international events hosted in Adelaide and supported by additional public transport services included Gather Round, LIV Golf, and the FIFA Women’s World Cup.

Regional services

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

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

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

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

New Regional Bus Service contracts commenced in October 2023, following a tender process for 14 Phase 1 contracts. The Department also released a tender process for the five Phase 2 Regional Bus Service contracts, to ensure that the current regional bus service levels are maintained, and all vehicles used for regional services comply with mandatory disability standards.

Patronage on regional bus services has continually decreased in the last ten years. This decrease 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.

Based on data provided by regional bus operators, regional bus patronage in 2023-2024 was 573,051, a decrease of 4.4% from the previous year.

Provincial city bus services

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

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

Based on data provided by provincial city bus operators, patronage in 2023-2024 was 327,792, an increase of 4.8% from the previous year. Although patronage has increased in the provincial cities, it is still lower than pre COVID-19 levels due to passengers appearing to have changed their travel habits or choosing alternative options, such as telehealth appointments, on-line shopping and delivery services.

Complaints, commendations and submissions

Feedback on public transport

Feedback from customers about passenger transport services is welcomed as it provides the ability to improve and assess existing services and practices. Customers are presented with multiple opportunities to provide their feedback through the Adelaide Metro website, Adelaide Metro InfoLine and InfoCentre, as well as social media such as Facebook and Twitter. Complaints represented 0.02% of total public transport patronage (initial boardings and transfers) in the 2023-2024 reporting year, with a decrease of 288 (2%) compared to the previous year. There was a decrease of 32 commendations (4%) compared to the previous year.

The table below shows feedback information on public transport.

Feedback	2021-2022	2022-2023	2023-2024
Commendations	703	851	819
Suggestions	694	818	784
Complaints			
Service changes and service quality	8,207	8,979	9,021
Punctuality	3,121	5,095	3,822
Fares and ticketing	523	618	1,345
Passenger comfort	254	345	561
Other	0	0	0
Total complaints	12,105	15,037	14,749

Feedback on taxi and small passenger vehicle (SPV) services

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

The table below shows feedback information on taxis and SPVs.

Feedback	2021-22	2022-23	2023-24
Commendations	0	1	2
Complaints	204	228	213

As at June 2024, there were 6,631 small passenger vehicles (including rideshare) in the metropolitan area that can provide point to point services; an increase from 5,572 in 2022-2023.

Waiting times

The taxi Centralised Booking Services reported that the average waiting time for general taxis in metropolitan Adelaide for 2023-2024 was 6 minutes and 17 seconds during the day (6am to 6pm), 8 minutes and 42 seconds on weekdays nights (6pm to 6am), 7 minutes and 40 seconds on weekend days and 8 minutes and 43 seconds on weekend nights. The figures include waiting times for phone-booked, hailed and taxi rank trips and meet the prescribed waiting time of 12 minutes, as stated in the conditions for accreditation.

There were 1,007 general licences in metropolitan Adelaide in 2023-2024, noting that not all licences were operational.

Access Taxis

The taxi Centralised Booking Services reported that the average waiting time for Access Taxis in metropolitan Adelaide for 2023-2024 was 4 minutes and 55 seconds during the day (6am to 6pm) on weekdays and 5 minutes and 16 seconds on weekends, and 11 minutes and 44 seconds at night (6pm to 6am) on weekdays and 12 minutes and 44 seconds on weekends.

Average waiting times for Access Taxis improved from 2022-2023, when the average waiting times were 5 minutes and 25 seconds during the day (6am to 6pm) on weekdays and 5 minutes and 30 seconds on weekends, and 13 minutes and 25 seconds at night (6pm to 6am) on weekdays and 13 minutes and 30 seconds on weekends.

Approximately 6,970 Access Taxi jobs took more than 30 minutes to pick up the passenger. This compares with 10,476 in 2022-2023, representing a decrease of 33.5% in the number of jobs with a 30 minutes or more waiting time.

As at 30 June 2024, there were 99 general licences with special conditions (Access Taxis), a reduction of 3 licences from 2022-2023, noting that not all licences were operational throughout the year.

Passenger Transport Standards Committee

The Passenger Transport Standards Committee 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 by the Minister from time to time.

In 2023-2024, the Passenger Transport Standards Committee sat on 131 occasions and considered 987 matters, which comprised:

- 235 accreditation applications; and
- 752 disciplinary matters.

Of the 752 disciplinary matters, the Passenger Transport Standards Committee:

- suspended the accreditation of 274 accredited persons for a period of time;
- revoked the accreditation of 423 accredited persons and disqualified them for a period of time; and
- permanently disqualified 2 persons from holding accreditation under the PT Act.

The remainder were dealt with by other actions, such as a fine, reprimand or caution and in some cases it was found there was no cause to answer.

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

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

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

After holding an enquiry, the Passenger Transport Standards Committee found no cause for disciplinary action against five accredited persons, while the remaining accredited persons were fined or reprimanded.

In addition to the above disciplinary matters, the Passenger Transport Standards Committee also placed conditions on the accreditation of seven persons.

Public complaints

Number of public complaints reported for Public Transport (as required by the Ombudsman)

Complaint categories	Sub-categories	Example	Number of Complaints 2023-2024
Professional behaviour	Staff attitude	Failure to demonstrate values such as empathy, respect, fairness, courtesy, extra mile; cultural competency.	2,769
Professional behaviour	Staff competency	Failure to action service request; poorly informed decisions; incorrect or incomplete service provided.	2,075
Professional behaviour	Staff knowledge	Lack of service specific knowledge; incomplete or out-of-date knowledge.	40
Communication	Communication quality	Inadequate, delayed or absent communication with customer.	108
Communication	Confidentiality	Customer's confidentiality or privacy not respected; information shared incorrectly.	0
Service delivery	Systems/technology	System offline; inaccessible to customer; incorrect result/information provided; poor system design.	2,065
Service delivery	Access to services	Service difficult to find; location poor; facilities/ environment poor standard; not accessible to customers with disabilities.	1,283
Service delivery	Process	Processing error; incorrect process used; delay in processing application; process not customer responsive.	2
Policy	Policy application	Incorrect policy interpretation; incorrect policy applied; conflicting policy advice given.	183
Policy	Policy content	Policy content difficult to understand; policy	0

Complaint categories	Sub-categories	Example	Number of Complaints 2023-2024
		unreasonable or disadvantages customer.	
Service quality	Information	Incorrect, incomplete, out-dated or inadequate information; not fit for purpose.	125
Service quality	Access to information	Information difficult to understand, hard to find or difficult to use; not plain English.	9
Service quality	Timeliness	Lack of staff punctuality; excessive waiting times (outside of service standard); timelines not met.	3,660
Service quality	Safety	Maintenance; personal or family safety; duty of care not shown; poor security service/premises; poor cleanliness.	2,061
Service quality	Service responsiveness	Service design doesn't meet customer needs; poor service fit with customer expectations.	369
No case to answer	No case to answer	Third party; customer misunderstanding; redirected to another agency; insufficient information to investigate.	64
		Total	14,813

Additional Metrics	Total
Number of positive feedback comments	819
Number of negative feedback comments	14,749
Total number of feedback comments	15,568
% complaints resolved within policy timeframes	86%

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

Service Improvements

Some of the improvements include:

Addition of the Where to go in Adelaide page on Adelaide Metro website

- After seeing multiple enquiries from tourists and locals looking for simple trip planning to popular locations, the 'Where to go in Adelaide' web page was developed which allows users to easily plan their trip to various key spots in Adelaide from their chosen destination.

Upgraded functionality of the Stop ID page to allow users to plan future trips

- Originally the intended purpose of the Stop ID web page was to allow customers to see the services that are due to arrive soon. The Adelaide Metro website received a lot of feedback from customers on these pages requesting to see future dates from their preferred stop pages, so the future date selection was developed.

Create the Transport to Adelaide Oval web page

- There was a demonstrated need to highlight the easy transport to Adelaide Oval for AFL games and all major Adelaide Oval events with a significant number of customers using search engines to find the available routes to and from the oval. This web page was developed to simplify this search and demonstrate to customers how easy it is to use public transport to get to and from Adelaide Oval.

Creation of the events calendar

- Similar to the Transport to Adelaide Oval page the events web page and calendar was developed to highlight to users how easy it is to use public transport to travel to and from events. The development of the tool to closely mimic Google Calendar has assisted our customers due to a simple interface. The web page also allows for social media to easily promote the use of public transport to get to and from major events.

Launched the Adelaide Metro Facebook page

- The Adelaide Metro Facebook page was successfully launched and has been used successfully to promote service information, website functionality, upcoming events and engage meaningfully with customers to increase public perception of the Adelaide Metro brand.

metroCARD website updates

- Received the third Statement of Accessibility for the metroCARD user portal that was merged on the Adelaide Metro website.
- Added below new products to online metroCARD page:
 - 3-Day visitor pass.
 - Senior's card replacement.
 - Interstate seniors.
 - Interstate TPI/VIP.

Payment Card Industry Data Security Standard (PCI DSS)

- Enabling DigiCert VMC subscription for the Adelaide Metro website for additional verification and security for credit card details.

Launched the new Microsoft Dynamics 365 CRM instance

- Streamlined workflow enabling customer feedback submissions to more efficiently be triaged.

Regency to Pym Project

- As part of the Regency to Pym Project (R2P), east-west connectivity from Pym Street across South Road was removed from 7 August 2020, with a left in/left out the only manoeuvre now allowed on both sides of South Road. This impacted bus routes 230 and 232 that operated along Pym Street between Days Road and Harrison Road. Following ongoing feedback about the altered public transport access within this area, 230/232 services along Harrison Road and Days Road were reinstated in July 2023, including 15 new bus stops (election commitment).

Go Zone between Lightsview and the City

- An upgraded route 206 was implemented in July 2023, delivering a Go Zone frequency between Lightsview and the City (election commitment).

New routes for Riverlea

- The Department has been in discussions with Walker Corporation to deliver on a condition of their development approval to provide public transport services by the time the first resident moved into Riverlea. Residents are now living within the development area and new routes 402 and 450 were implemented in July 2023, providing weekday services to Salisbury and Elizabeth.

Kalyra Retirement Village

- Following ongoing feedback from residents of the Kalyra Retirement Village regarding weekend frequency, Routes 195 and 196 were extended on weekends from July 2023, to provide an hourly frequency between the Village and Blackwood, resulting in an improvement from the existing two hourly frequency.

New shelters for the King electorate

- Twenty new bus shelters have been installed throughout the electorate of King, providing an improved journey for passengers in the north eastern suburbs (election commitment).

Additional Hills services

- The first stage of additional services between the City and the Hills was introduced on 29 January 2024, delivering a 15-minute service during the weekday interpeak period between Mount Barker and the City via Route T840 and additional services on Sundays to provide a half hour frequency between 7:17am and 6:15pm. This brought Sunday services to the same frequency as Saturdays and resulted in an additional 26 services (election commitment).

Compliance Statement

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

Public complaints

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

Complaint categories	Sub-categories	Example	Number of Complaints 2023-2024
Professional behaviour	Staff attitude	Failure to demonstrate values such as empathy, respect, fairness, courtesy, extra mile; cultural competency	14
Professional behaviour	Staff competency	Failure to action service request; poorly informed decisions; incorrect or incomplete service provided	92
Professional behaviour	Staff knowledge	Lack of service specific knowledge; incomplete or out-of-date knowledge	18
Communication	Communication quality	Inadequate, delayed or absent communication with customer	21
Communication	Confidentiality	Customer's confidentiality or privacy not respected; information shared incorrectly	38
Service delivery	Systems / technology	System offline; inaccessible to customer; incorrect result/information provided; poor system design	428
Service delivery	Access to services	Service difficult to find; location poor; facilities/ environment poor standard; not accessible to customers with disabilities	79
Service delivery	Process	Processing error; incorrect process used; delay in processing application; process not customer responsive	5

Complaint categories	Sub-categories	Example	Number of Complaints 2023-2024
Policy	Policy application	Incorrect policy interpretation; incorrect policy applied; conflicting policy advice given	12
Policy	Policy content	Policy content difficult to understand; policy unreasonable or disadvantages customer	199
Service quality	Information	Incorrect, incomplete, out-dated or inadequate information; not fit for purpose	2
Service quality	Access to information	Information difficult to understand, hard to find or difficult to use; not plain English	0
Service quality	Timeliness	Lack of staff punctuality; excessive waiting times (outside of service standard); timelines not met	2
Service quality	Safety	Maintenance; personal or family safety; duty of care not shown; poor security service/ premises; poor cleanliness	26
Service quality	Service responsiveness	Service design doesn't meet customer needs; poor service fit with customer expectations	99
No case to answer	No case to answer	Third party; customer misunderstanding; redirected to another agency; insufficient information to investigate	148
		Total	1,182

Additional Metrics	Total
Number of positive feedback comments	104
Number of negative feedback comments	214
Total number of feedback comments	318
% complaints resolved within policy timeframes	98%

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

Service Improvements

Report on how your organisation has improved its complaints management system, set new KPIs or updated system features.

- Trends in complaints and ministerial correspondence are discussed regularly at team meetings and improvements monitored and tracked.
- Regular reporting data is used to audit complaints data.
- Records management data is also used to audit positive feedback and other complaints not captured in other reporting processes.

Service Improvements resulting from complaints or consumer suggestions:

- Improved messaging within the registration and licensing database to ensure less errors are made when entering data.
- Updated wording to the sa.gov.au website to clarify and simplify the process for setup of direct debit.
- Implementation of a direct debit campaign to increase sign up to direct debit registration to reduce the occurrence of customers driving unregistered.
- An increase in the types of transactions that can be completed via phone due to the ability to verify a customer's identity using the Document Verification System.
- Removed the issue number on driver's licence cards, reducing misinterpretation of licence conditions.
- Streamlined process for licence applications for heavy vehicles and special purpose vehicles by having them assessed and approved in a Service SA Centre instead of the customer having to write to the Department for Infrastructure and Transport.
- Website updates to ezyplates.sa.gov.au with clearer descriptions of plate styles and plate services to simplify the process of ordering number plates.

Appendix 1: Audited financial statements 2023-2024



Our ref: A24/177

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

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

Dear Mr Whelan

Audit of the Department for Infrastructure and Transport

We have completed the audit of your accounts for the year ended 30 June 2024. Two key outcomes from the audit are the:

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

1 Independent Auditor's Report

We are returning the financial report for the Department for Infrastructure and Transport, with the Independent Auditor's Report. This report is unmodified. The *Public Finance and Audit Act 1987* allows me to publish documents on the Audit Office of South Australia website. The enclosed Independent Auditor's Report and accompanying financial report will be published on that website on Tuesday 15 October 2024.

Commentary on the Department will be included in an update report to Parliament which will indicate that we have issued an unmodified Independent Auditor's Report on your financial report.

2 Audit management letters

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

Significant matters related to:

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

We have received responses to our letters and will follow these up in the 2024-25 audit.

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

What the audit covered

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

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

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

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

OFFICIAL

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

Yours sincerely



Andrew Blaskett
Auditor-General

27 September 2024

enc

INDEPENDENT AUDITOR'S REPORT



Government of South Australia

Audit Office of South Australia

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

To the Chief Executive Department for Infrastructure and Transport

Opinion

I have audited the financial report of the Department for Infrastructure and Transport for the financial year ended 30 June 2024.

In my opinion, the accompanying financial report gives a true and fair view of the financial position of the Department for Infrastructure and Transport as at 30 June 2024, its financial performance and its cash flows for year then ended in accordance with relevant Treasurer's Instructions issued under the provisions of the *Public Finance and Audit Act 1987* and Australian Accounting Standards.

The financial report comprises:

- a Statement of Comprehensive Income for the year ended 30 June 2024
- a Statement of Financial Position as at 30 June 2024
- a Statement of Changes in Equity for the year ended 30 June 2024
- a Statement of Cash Flows for the year ended 30 June 2024
- notes, comprising material accounting policy information and other explanatory information
- a Statement of Administered Comprehensive Income for the year ended 30 June 2024
- a Statement of Administered Financial Position as at 30 June 2024
- a Statement of Administered Cash Flows for the year ended 30 June 2024
- a Schedule of Administered Expenses and Income by Administered Programs for the year ended 30 June 2024
- notes, comprising material accounting policy information and other explanatory information for administered items
- a Certificate from the Chief Executive and the Executive Director, People and Corporate Services.

Basis for opinion

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

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

Responsibilities of the Chief Executive for the financial report

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

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

Auditor's responsibilities for the audit of the financial report

As required by section 31(1)(b) of the *Public Finance and Audit Act 1987*, I have audited the financial report of the Department for Infrastructure and Transport for the financial year ended 30 June 2024.

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

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

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

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

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




Andrew Blaskett
Auditor-General

27 September 2024

Department for Infrastructure and Transport CERTIFICATION OF THE FINANCIAL STATEMENTS

We certify that the:

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



Jon Whelan
Chief Executive

Department for Infrastructure
and Transport
South Australia

24 September 2024



Graeme Jackson
Executive Director, People
and Corporate Services

Department for Infrastructure
and Transport
South Australia

24 September 2024

Department for Infrastructure and Transport - Controlled

Financial Statements

For the year ended 30 June 2024

Department for Infrastructure and Transport - Controlled
Statement of Comprehensive Income
for the year ended 30 June 2024

	Note	2024 \$'000	2023 \$'000
Income			
Appropriation	2.1	690 735	756 029
Fees and charges	2.2	826 615	788 908
Australian Government sourced funding	2.3	782 651	839 185
SA Government grants, subsidies and transfers	2.4	93 846	152 225
Sales of goods and services	2.5	36 749	38 578
Rental Income	2.6	218 204	198 208
Interest	2.7	13 316	10 244
Resources received free of charge	2.8	7 396	7 472
Net gain from the disposal of property plant and equipment	2.9	10 840	724
Other income	2.10	38 667	49 907
Total income		2 719 019	2 841 480
Expenses			
Employee related expenses	3.3	161 451	151 312
Supplies and services	4.1	852 715	864 894
Depreciation and amortisation	4.3	760 851	728 034
Grants, subsidies and SA Government transfers	4.4	113 711	103 933
Borrowing costs	4.5	30 361	26 350
Cash alignment payments to Department of Treasury and Finance	4.7	179 470	231 321
Other expenses	4.6	24 667	30 913
Total expenses		2 123 226	2 136 757
Net result		595 793	704 723
Other comprehensive income			
Items that will not be reclassified to net result:			
Changes in property, plant and equipment asset revaluation surplus	5.2,5.3,5.7	1 366 327	2 401 354
Total other comprehensive income		1 366 327	2 401 354
Total comprehensive result		1 962 120	3 106 077

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

Department for Infrastructure and Transport - Controlled
Statement of Financial Position
as at 30 June 2024

	Note	2024 \$'000	2023 \$'000
Current assets			
Cash and cash equivalents	6.1	3 921 839	4 341 966
Receivables	6.2	293 826	254 691
Inventories	5.6	6 204	6 366
Other Assets	6.3	27 898	27 595
Non-current assets held for sale	5.7	2 253	4 776
Total current assets		4 252 020	4 635 394
Non-current assets			
Receivables	6.2	128 797	139 355
Other Assets	6.3	76 712	63 033
Land Buildings and Facilities	5.1	4 477 387	4 043 333
Plant and Equipment	5.2	773 254	741 177
Network assets	5.3	35 273 132	33 430 525
Capital works in progress	5.4	2 039 858	1 712 922
Intangible assets	5.5	14 199	14 442
Total non-current assets		42 783 339	40 144 787
Total assets		47 035 359	44 780 181
Current liabilities			
Payables	7.1	293 737	309 914
Financial liabilities	7.2	116 696	111 545
Employee related liabilities	3.4	35 522	34 798
Provisions	7.3	9 815	11 721
Other current liabilities	7.4	19 023	19 082
Total current liabilities		474 793	487 060
Non-current liabilities			
Payables	7.1	3 725	7 382
Financial liabilities	7.2	1 004 893	980 863
Employee related liabilities	3.4	48 855	45 490
Provisions	7.3	20 544	15 803
Total non-current liabilities		1 078 017	1 049 538
Total liabilities		1 552 810	1 536 598
Net assets		45 482 549	43 243 583
Equity			
Contributed Capital		5 227 404	4 950 556
Retained earnings		14 187 517	13 592 080
Asset revaluation surplus		26 067 628	24 700 947
Total equity		45 482 549	43 243 583
Total equity is attributable to the SA Government as owner.			
Unrecognised contractual commitments	10.1		
Contingent assets and liabilities	10.2		

Department for Infrastructure and Transport - Controlled
Statement of Changes in Equity
for the year ended 30 June 2024

	Contributed capital \$'000	Asset revaluation surplus \$'000	Retained earnings \$'000	Total equity \$'000
Balance at 1 July 2022	4 673 708	22 300 558	12 889 395	39 863 661
Prior Period - error corrections	-	-	(2 678)	(2 678)
Restated Balance at 1 July 2022	4 673 708	22 300 558	12 886 717	39 860 983
Net result for 2022-23	-	-	704 723	704 723
Gain / (loss) on Revaluation of Land, Buildings and Facilities during 2022-23	-	76 192	-	76 192
Gain / (loss) on Revaluation of Network Assets during 2022-23	-	2 325 162	-	2 325 162
Total comprehensive result for 2022-23	-	2 401 354	704 723	3 106 077
Transfer between equity components				
Equity transfer on asset disposals	-	(965)	965	-
Net assets transferred as a result of an administrative restructure	-	-	(325)	(325)
Transactions with SA Government as Owner				
Equity Contribution Received	276 848	-	-	276 848
Balance at 30 June 2023	4 950 556	24 700 947	13 592 080	43 243 583
Net result for 2023-24	-	-	595 793	595 793
Gain / (loss) on Revaluation of Land, Buildings and Facilities during 2023-24	-	51 313	-	51 313
Gain / (loss) on Revaluation of Network Assets during 2023-24	-	1 268 635	-	1 268 635
Gain / (loss) on Revaluation of Plant and Equipment during 2023-24	-	46 379	-	46 379
Total comprehensive result for 2023-24	-	1 366 327	595 793	1 962 120
Transfer between equity components				
Equity transfer on asset additions and disposals	-	355	(355)	-
Other	-	(1)	(1)	(2)
Transactions with SA Government as Owner				
Equity Contribution Received	276 848	-	-	276 848
Balance at 30 June 2024	5 227 404	26 067 628	14 187 517	45 482 549

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

Department for Infrastructure and Transport - Controlled
Statement of Cash Flows
for the year ended 30 June 2024

		2024 (Outflows) Inflows \$'000	2023 (Outflows) Inflows \$'000
Cash flows from operating activities	Note		
Cash inflows			
Appropriation		690 735	756 029
Fees and charges		826 915	790 214
Receipts from Australian Government sourced funding		782 651	839 185
SA Government grants, subsidies and transfers		93 846	152 225
Rental income		211 373	207 945
Sale of goods and services		72 978	50 078
Interest received		12 482	9 624
Construction work reimbursements		829 432	467 255
GST received from the ATO		205 770	187 489
Other receipts		46 843	62 991
Cash generated from operations		3 773 025	3 523 035
Cash outflows			
Employee related payments		(151 666)	(151 474)
Payments for supplies and services		(830 695)	(784 381)
Payments of grants, subsidies and SA Government transfers		(113 711)	(103 121)
Interest paid		(30 361)	(26 350)
Cash alignment payments to Department of Treasury and Finance		(179 470)	(231 321)
Construction work payments		(794 676)	(525 545)
Other payments		(33 674)	(34 591)
Cash used in operations		(2 134 253)	(1 856 783)
Net cash provided by/(used in) operating activities	8.3	1 638 772	1 666 252
Cash flows from investing activities			
Cash inflows			
Proceeds from sale of property, plant and equipment		20 315	18 976
Cash generated from investing activities		20 315	18 976
Cash outflows			
Purchase of property, plant and equipment and network assets		(2 255 591)	(1948 882)
Cash used in investing activities		(2 255 591)	(1 948 882)
Net cash provided by/(used in) investing activities		(2 235 276)	(1 929 906)
Cash flows from financing activities			
Cash inflows			
Equity contributions received		276 848	276 848
Repayment of finance lease receivables		16 231	17 072
Cash generated from financing activities		293 079	293 920
Cash outflows			
Repayment of lease liabilities		(116 702)	(116 038)
Cash used in financing activities		(116 702)	(116 038)
Net cash provided by/(used in) financing activities		176 377	177 882
Net increase/(decrease) in cash and cash equivalents		(420 127)	(85 772)
Cash and cash equivalents at 1 July		4 341 966	4 427 738
Cash and cash equivalents at 30 June	6.1	3 921 839	4 341 966

Department for Infrastructure and Transport - Controlled

Notes to and forming part of the financial statements

for the year ended 30 June 2024

1. About the Department for Infrastructure and Transport

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

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

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

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

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

1.1. Basis of preparation

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

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

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

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

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

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

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

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

Material accounting policy information is outlined in Note 8.4 and within the Notes.

Department for Infrastructure and Transport - Controlled

Notes to and forming part of the financial statements

for the year ended 30 June 2024

1.2. Objectives and programs

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

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

Departmental Organisation

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

The divisions of the department as at 30 June 2024 are:

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

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

Program 1 Public Transport Services

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

Program 2 Roads and Marine

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

Program 3 Delivery of Transport Projects

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

Program 4 Provision and Management of Across Government Services

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

1.2. Objectives and programs (continued)

Program 5 Infrastructure Planning and Policy

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

Program 6 Office of Local Government

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

Program 7 Road Safety

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

The disaggregated disclosures schedules present expenses, income, assets and liabilities information attributable to each of the activities for the years ended 30 June 2024 and 30 June 2023 below.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

1.2. Objectives and programs (continued)

	SA Public Transport					
	Road Safety		Authority		Roads and Marine	
	2024	2023	2024	2023	2024	2023
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Income						
Appropriation	108 116	109 450	402 597	462 291	173 573	177 759
Fees and charges	2 479	2 350	107 711	93 863	716 425	692 695
Australian Government sourced funding	6 822	3 502	-	5 080	53 432	50 436
SA Government grants, subsidies and transfers	-	3 018	58 351	55 153	17 375	13 142
Sales of goods and services	-	9	16	104	4 322	4 102
Rental Income	-	-	127	37	44	58
Interest	1 529	571	-	-	1 903	1 246
Net gain from the disposal of property plant and equipment	-	-	(193)	(251)	(200)	5
Resources received free of charge	283	264	2 693	2 730	2 893	2 972
Other income	80	1 480	13 845	16 248	11 644	19 054
Total income	119 309	120 644	585 147	635 255	981 411	961 469
Expenses						
Employee related expenses	7 716	7 431	21 396	14 366	71 089	74 506
Supplies and services	6 333	5 010	520 702	517 819	196 448	218 635
Depreciation and amortisation	152	206	149 102	145 626	465 732	434 382
Grants, subsidies and SA Government transfers	59 637	54 762	15 030	16 848	15 752	15 613
Borrowing costs	-	1	2	1	45	15
Cash alignment payments to Department of Treasury and Finance	-	-	-	-	-	-
Other expenses	424	17	820	1 529	12 351	14 667
Total expenses	74 262	67 427	707 052	696 189	761 417	757 818
Net result	45 047	53 217	(121 905)	(60 934)	219 994	203 651

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

1.2. Objectives and programs (continued)

	Delivery of Transport		Provision and Management of		Infrastructure Planning	
	Projects		Across Government		and Policy	
	2024	2023	2024	2023	2024	2023
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Income						
Appropriation	-	-	-	-	6 449	6 529
Australian Government sourced funding	703 997	776 511	-	-	18 400	3 656
SA Government grants, subsidies and transfers	6 875	71 256	9 204	2 432	2 041	7 224
Sales of goods and services	76	-	32 335	34 363	-	-
Rental Income	10 533	-	207 500	198 113	-	-
Interest	-	-	8 737	7 705	1 147	722
Net gain from the disposal of property plant and equipment	-	-	11 233	970	-	-
Resources received free of charge	140	60	1 007	1 162	358	255
Other income	5 476	3 499	309	539	7 313	9 072
Total income	727 097	851 326	270 325	245 284	35 708	27 458
Expenses						
Employee related expenses	6 150	13 001	39 410	30 516	14 495	10 525
Supplies and services	28 588	1 939	82 647	102 907	16 741	15 665
Depreciation and amortisation	680	404	120 060	121 648	25 125	25 768
Grants, subsidies and SA Government transfers	201	-	5 086	1 030	14 754	12 912
Borrowing costs	44	9	30 270	26 324	-	-
Cash alignment payments to Department of Treasury and Finance	-	-	-	-	-	-
Other expenses	1 203	3	9 862	13 930	7	16
Total expenses	36 866	15 356	287 335	296 355	71 122	64 886
Net result	690 231	835 970	(17 010)	(51 071)	(35 414)	(37 428)

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

1.2. Objectives and programs (continued)

	Office of Local Government		General / Not Attributable		Total	
	2024 \$'000	2023 \$'000	2024 \$'000	2023 \$'000	2024 \$'000	2023 \$'000
Income						
Appropriation	-	-	-	-	690 735	756 029
Fees and charges	-	-	-	-	826 615	788 908
Australian Government sourced funding	-	-	-	-	782 651	839 185
SA Government grants, subsidies and transfers	-	-	-	-	93 846	152 225
Sales of goods and services	-	-	-	-	36 749	38 578
Rental Income	-	-	-	-	218 204	198 208
Interest	-	-	-	-	13 316	10 244
Net gain from the disposal of property plant and equipment	-	-	-	-	10 840	724
Resources received free of charge	22	29	-	-	7 396	7 472
Other income	-	15	-	-	38 667	49 907
Total income	22	44	-	-	2 719 019	2 841 480
Expenses						
Employee related expenses	1 195	967	-	-	161 451	151 312
Supplies and services	1 256	2 919	-	-	852 715	864 894
Depreciation and amortisation	-	-	-	-	760 851	728 034
Grants, subsidies and SA Government transfers	3 251	2 768	-	-	113 711	103 933
Borrowing costs	-	-	-	-	30 361	26 350
Cash alignment payments to Department of Treasury and Finance	-	-	179 470	231 321	179 470	231 321
Other expenses	-	751	-	-	24 667	30 913
Total expenses	5 702	7 405	179 470	231 321	2 123 226	2 136 757
Net result	(5 680)	(7 361)	(179 470)	(231 321)	595 793	704 723

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
For the year ended 30 June 2024

1.2. Objectives and programs (continued)

	SA Public Transport					
	Road Safety		Authority		Roads and Marine	
	2024	2023	2024	2023	2024	2023
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Assets						
Cash and cash equivalents	-	-	-	-	-	-
Receivables	-	-	19 824	6 704	854	638
Inventories	-	-	4 079	4 283	2 102	2 061
Other assets	-	-	289	152	165	-
Non-current assets classified as held for sale	-	-	246	246	-	-
Land, buildings and facilities	288	550	377 682	325 326	652 830	690 464
Plant and equipment	692	2 274	739 078	690 945	28 554	42 788
Network assets	-	-	3 342 590	3 138 974	31 900 909	30 291 551
Capital works in progress	1 912	906	60 049	50 837	88 335	49 772
Intangible assets	-	-	4 829	3 461	9 370	10 981
Total assets	2 892	3 730	4 548 666	4 220 928	32 683 119	31 088 255
Liabilities						
Payables	-	79	29 991	43 904	38 008	59 414
Financial liabilities	-	-	-	-	-	-
Employee benefits	4 446	4 332	1 946	656	46 066	43 295
Provisions	936	579	7 137	7 008	15 643	15 726
Other liabilities	-	-	17 220	17 448	155	73
Total liabilities	5 382	4 990	56 294	69 016	99 872	118 508

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

1.2. Objectives and programs (continued)

	Delivery of Transport Projects		Provision and Management of Across Government Services		Infrastructure Planning and Policy	
	2024 \$'000	2023 \$'000	2024 \$'000	2023 \$'000	2024 \$'000	2023 \$'000
Assets						
Receivables	6 212	-	393 976	341 908	1 736	821
Inventories	-	-	-	-	23	22
Other assets	25	4 018	104 093	86 410	38	48
Non-current assets classified as held for sale	-	-	2 007	4 530	-	-
Land, buildings and facilities	151	-	2 990 682	2 552 691	455 754	474 302
Plant and equipment	370	6	586	561	3 974	4 603
Network assets	29 633	-	-	-	-	-
Capital works in progress	1 678 700	1 444 523	59 192	17 642	151 670	149 242
Total assets	1 715 091	1 448 547	3 550 536	3 003 742	613 195	629 038
Liabilities						
Payables	136 463	143 318	74 862	58 416	18 124	12 074
Financial liabilities	-	-	1 117 589	1 089 415	4 000	2 993
Employee benefits	3 381	7 578	19 107	17 340	9 061	6 135
Provisions	712	1 013	4 023	2 378	1 908	820
Other liabilities	278	136	781	599	589	826
Total liabilities	140 834	152 045	1 216 362	1 168 148	33 682	22 848

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

1.2. Objectives and programs (continued)

	Office of Local Government		General / Not Attributable		Total	
	2024 \$'000	2023 \$'000	2024 \$'000	2023 \$'000	2024 \$'000	2023 \$'000
Assets						
Cash and cash equivalents	-	-	3 921 839	4 341 966	3 921 839	4 341 966
Receivables	-	14	21	43 961	422 623	394 046
Inventories	-	-	-	-	6 204	6 366
Other assets	-	-	-	-	104 610	90 628
Non-current assets classified as held for sale	-	-	-	-	2 253	4 776
Land, buildings and facilities	-	-	-	-	4 477 387	4 043 333
Plant and equipment	-	-	-	-	773 254	741 177
Network assets	-	-	-	-	35 273 132	33 430 525
Capital works in progress	-	-	-	-	2 039 858	1 712 922
Intangible assets	-	-	-	-	14 199	14 442
Total assets	-	14	3 921 860	4 385 927	47 035 359	44 780 181
Liabilities						
Payables	14	91	-	-	297 462	317 296
Financial liabilities	-	-	-	-	1 121 589	1 092 408
Employee benefits	370	952	-	-	84 377	80 288
Provisions	-	-	-	-	30 359	27 524
Other liabilities	-	-	-	-	19 023	19 082
Total liabilities	384	1 043	-	-	1 552 810	1 536 598

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

1.3. Budget performance

The budget performance table compares the department's outcomes against budget information presented to Parliament (2023-24 Budget Paper 4, Volume 3). The budget amounts have not been adjusted to reflect revised budgets or administrative restructures.

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

Statement of Comprehensive Income	Note	Original budget 2024 \$'000	Actual 2024 \$'000	Variance \$'000
Income				
Appropriation		691 440	690 735	(705)
Fees and charges		790 349	826 615	36 266
Australian Government sourced funding	a	994 823	782 651	(212 172)
SA Government grants, subsidies and transfers		73 865	93 846	19 981
Sales of goods and services		33 744	36 749	3 005
Rental Income		208 608	218 204	9 596
Interest		9 101	13 316	4 215
Net gain from the disposal of property plant and equipment		300	10 840	10 540
Resources received free of charge		-	7 396	7 396
Other income		49 939	38 667	(11 272)
Total income		2 852 169	2 719 019	(133 150)
Expenses				
Employee related expenses		158 209	161 451	3 242
Supplies and services	b	700 475	852 715	152 240
Depreciation and amortisation		753 863	760 851	6 988
Grants, subsidies and SA Government transfers		100 226	113 711	13 485
Borrowing costs		21 498	30 361	8 863
Cash alignment payments to Department of Treasury and Finance	c	-	179 470	179 470
Other expenses		40 502	24 667	(15 835)
Total expenses		1 774 773	2 123 226	348 453
Net result		1 077 396	595 793	(481 603)
Other comprehensive income				
Items that will not be reclassified to net result				
Changes in property, plant and equipment asset revaluation surplus	d	40 761	1 366 327	1 325 566
Total other comprehensive income		40 761	1 366 327	1 325 566
Total comprehensive result		1 118 157	1 962 120	843 963

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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1.3. Budget Performance (continued)

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

- a) Australian Government sourced funding was lower than original budget largely due to the timing and recognition of Australian Government contributions towards several major projects.
- b) Indexation escalation and cost increases related to the delivery of public transport and road maintenance services.
- c) Cash Alignment payments are determined from previous financial year net result for the department's Operating Account. Budgets are determined during the financial year and are not part of the original budget.
- d) Changes in the revaluation surplus are due to the revaluation of property, plant and equipment.

Investing Expenditure Summary

	Note	Original budget 2024 \$'000	Actual 2024 \$'000	Variance \$'000
Investing expenditure summary				
Total new projects	a	17 000	30 536	(13 536)
Total existing projects	b	1 880 380	1 742 224	138 156
Total annual programs		154 986	155 966	(980)
Total investing expenditure		2 052 366	1 928 726	123 640

a) Total new projects investing expenditure was higher than original budget due to the addition of the New Road Safety Program.

b) Total existing projects investing expenditure was lower than original budget predominantly due to the reprofiling of expenditure in accordance with delivery schedules on projects including: Strzelecki Track, Greater State Bypass Route-Truro, Road Safety Package and Targeted Investments to improve National Supply Chain Resilience.

1.4. Significant transactions with government related entities

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

2. Income

2.1. Appropriation

	2024	2023
	\$'000	\$'000
Appropriation		
Appropriations from Consolidated Account pursuant to the Appropriation Act	690 735	749 342
Appropriations from Governor's Appropriation fund	-	6 687
Total appropriation	690 735	756 029

Appropriations are recognised on receipt.

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

2.2. Fees and Charges

	2024	2023
	\$'000	\$'000
Fees and Charges		
Drivers licence fees	75 534	87 478
Metrotickets	89 852	77 897
Motor registrations	604 401	569 552
Marine related fees and charges	22 590	22 517
Other fees and charges	34 238	31 464
Total fees and charges	826 615	788 908

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

Road Safety

In accordance with the *Highways Act 1926*, \$12.589 million (\$14.580 million) being one-sixth of driver's licence collections and \$1.315 million (\$1.226 million) being 1/100th of Heavy Vehicle Registrations, was applied towards funding transport safety related initiatives under the Road Safety activity.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

2.3. Australian Government sourced funding

	2024	2023
	\$'000	\$'000
Australian Government sourced funding		
Australian Government sourced funding*	763 148	831 872
Roads to Recovery Program**	7 597	1 200
Local Roads and Community Infrastructure Program***	5 906	6 113
Regional Hydrogen Hub Program****	6 000	-
Total Australian Government sourced funding	782 651	839 185

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

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

*** Australian Government sourced grants received for the Local Roads and Community Infrastructure Program.

**** Australian Government grant funding provided to the Department under the Regional Hydrogen Hubs: Hub Implementation program. This funding is provided to the Office of Hydrogen Power South Australia to oversee the Port Bonython Hydrogen Hub program, refer note 4.4 Grants, subsidies and SA Government transfers.

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

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

Where the department receives the grant monies directly from the Australian Government (i.e. Roads to Recovery funding, Regional Hydrogen Hub and Local Roads and Community Infrastructure program) the department is the representative of the State and the obligations under the funding arrangements rest with the department. This funding is recognised progressively as the department satisfies its obligations under the agreement through expenditure on these programs. As at 30 June 2024 the department did not have any unsatisfied obligations on the revenue recognised as all funds were spent.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

2.4. SA Government grants, subsidies and transfers

	2024	2023
	\$'000	\$'000
SA Government grants, subsidies and transfers		
Intra-government transfers	26 234	32 152
Transfers from contingency provisions	11 349	66 493
Concessional passenger income	56 173	53 482
Other	90	98
Total SA Government grants, subsidies and transfers	93 846	152 225

Intra-government transfers and transfers from contingency provisions relate to amounts received from other SA government entities for the delivery of departmental objectives. These are recognised as income on receipt.

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

2.5. Sales of Goods and Services

	2024	2023
	\$'000	\$'000
Sale of Goods and Services		
Maintenance services	1 453	6 234
Project and contract management fees	23 914	18 274
Other sale of goods and services	11 382	14 070
Total sales of goods and services	36 749	38 578

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

Maintenance services:

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

Prior to the existing contract the department managed property maintenance and enhancement services to its portfolio of buildings, facilities and assets and recovered the costs of providing these services from participating agencies under the previous AGFMA. This revenue is recognised over time once the department has satisfied its performance obligations. Participating agencies are invoiced in arrears of the performance obligation being satisfied.

Project and contract management fees:

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

2.6. Rental Income

	2024	2023
	\$'000	\$'000
Rental Income		
Government accommodation	198 719	187 024
Property rents and recoveries	13 377	4 692
Other	6 108	6 492
Total Rental Income	218 204	198 208

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

Under AASB15, contract assets and liabilities are recognised where consideration has been received for rental periods in advance or rental periods in arrears. Contract assets and liabilities in relation to rental income are immaterial.

2.7. Interest

	2024	2023
	\$'000	\$'000
Interest		
Interest on deposit accounts	9 039	5 436
Interest on finance leases	4 261	4 808
Other	16	-
Total interest	13 316	10 244

Deposits at call with the Treasurer earn a floating interest rate based on a daily banking deposit rate.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

2.8. Resources Received Free of Charge

	2024	2023
	\$'000	\$'000
Resources received/receivable free of charge		
Plant and equipment	-	50
Services provided by Shared Services SA	3 982	4 335
Services provided by the Department of the Premier and Cabinet	3 414	3 087
Total resources received free of charge	7 396	7 472

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

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

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

	2024	2023
	\$'000	\$'000
Net gain (loss) from the disposal of non-current assets received / receivable		
Land, Buildings and Facilities		
Net Proceeds from disposal	15 041	14 315
Less carrying amount of assets disposed	(7 921)	(14 787)
Costs incurred to facilitate disposal	(9)	(33)
Net gain (loss) from disposal of land, buildings and facilities	7 111	(505)
Plant and equipment		
Net Proceeds from disposal	155	84
Less carrying amount of assets disposed	(527)	(547)
Net gain (loss) from disposal of plant and equipment	(372)	(463)
Non-Current Assets Held for Sale		
Net Proceeds from disposal	5 119	4 577
Less carrying amount of assets disposed	(3 416)	(3 034)
Costs incurred to facilitate disposal	2 398	149
Net gain (loss) from disposal of non-current assets held for sale	4 101	1 692
Total assets		
Net Proceeds from disposal	20 315	18 976
Less carrying amount of assets disposed	(11 864)	(18 368)
Costs incurred to facilitate disposal	2 389	116
Net gain (loss) from disposal of assets	10 840	724

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

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

	2024	2023
	\$'000	\$'000
Other Income		
Recoveries and contributions	17 875	27 000
Reimbursement works and external project contributions	20 242	22 297
Service recoveries received from other government agencies	550	610
Total other income	38 667	49 907

The Department receives recoveries and contributions in accordance with contractual obligations. Reimbursement works and external project contributions relate to recoveries that the Department receive in relation to contracted project works.

3. Board, committees and employees

3.1. Key Management Personnel

Key management personnel of the department include the Minister for Infrastructure and Transport, the Chief Executive and the 9 members of the Executive Team who have responsibility for the strategic direction and management of the department.

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

	2024	2023
	\$'000	\$'000
Compensation		
Salaries and other short term employee benefits	3 141	2 932
Post-employment benefits	358	315
Total	3 499	3 247

Transactions with key management personnel and other related parties

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

3.2. Board and Committee Members

Members during the 2023-24 financial year were:

Passenger Transport Standards Committee

BIRD M
DUNSTONE J
KING B
MADAN V
MORTIMER K P*
RICHARDS J
SPAGNOLETTI M*
SIMIONATO P
TURNER M
WIGGLESWORTH R*
WILSON J*

Performance and Risk Committee

ALFORD A
BUCKERFIELD W*
CLARK S*
DAVIES T (Resigned 20/08/2023)
DAW S (Appointed 13/12/2023)
HASLAM R
JACKSON, G*

South Australian Boating Facility Advisory Committee

ANDREW B
BOLTON G
FLAHERTY T
MILAZZO A J
SCHAHINGER B M
SEAMAN V
STEPHENS L
TOUMAZOS K
VINES S

Road User Safety Advisory Committee

TUCKEY A (Appointed 23/10/2023)
KOKAR E M*
MOUNTAIN C
MCARDLE S
PLOUFFE J
PETROCCHITTO S
PARROT I*
SHANNON A B
WUNDERSITZ L
WADDINGTON-POWELL J M*

Mount Barker Infrastructure Advisory Committee

BHINDI M (Resigned 12/09/2023)
BROPHY N
CLANCEY B J
EXCELL A*
KERNICH G*
WARD G (Appointed 15/05/2024)

Behavioural Standards Panel

CRICHTON A
JERVIS R
LEGIERSE T

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

3.2. Board and Committee Members (continued)

Board and Committee Remuneration

The number of members whose remuneration received or receivable falls within the following bands:	2024	2023
\$0 - \$19 999	15	17
\$20 000 - \$39 999	1	-
Total number of members	16	17

Remuneration of members reflects all costs of performing committee member duties including sitting fees, superannuation contributions, fringe benefits tax and other salary sacrifice arrangements. The total remuneration received by members was \$0.118 million (\$0.148 million).

3.3. Employee Related Expenses

	2024	2023
	\$'000	\$'000
Salaries and wages	111 175	105 392
Board and committee fees	105	106
Employment on-costs - superannuation	13 500	11 983
Employment on-costs - payroll	6 853	6 474
Annual leave	11 054	10 722
Long service leave	6 010	6 061
Workers compensation expenses	8 297	2 687
TVSPs payments	2 449	5 046
Skills and Experience Retention Leave	1 266	1 190
Other employee related expenses	742	1 651
Total employee related expenses	161 451	151 312

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

3.3. Employee Related Expenses (continued)

Remuneration of Employees

Remuneration of employees

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

	2024	2023
	No.	No.
\$160 001 - \$166 000*	n.a.	10
\$166 001 - \$186 000	30	22
\$186 001 - \$206 000	12	12
\$206 001 - \$226 000	15	9
\$226 001 - \$246 000	9	11
\$246 001 - \$266 000	10	5
\$266 001 - \$286 000 (a), (c)	4	3
\$286 001 - \$306 000 (d)	3	5
\$306 001 - \$326 000 (a)	4	4
\$326 001 - \$346 000 (b)	5	1
\$346 001 - \$366 000	-	2
\$366 001 - \$386 000	1	1
\$386 001 - \$406 000	1	-
\$426 001 - \$446 000 (a)	1	-
\$506 001 - \$526 000	1	1
Total	96	86

*This band has been included for the purposes of reporting comparative figures based on the executive base level remuneration rate for 2022-23.

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

The total remuneration received by these employees for the year was \$22.1 million (\$19.1 million).

(a) 2024 - includes TVSP payment for one employee

(b) 2024 - includes executive termination payment for one employee

(c) 2023 - includes TVSP payment for one employee

(d) 2023 - includes TVSP for two employees

The department had 51 (45) Executives as at 30 June 2024.

There were executive termination payments of \$0.150 million in 2023-24.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

3.3. Employee Related Expenses (continued)

Targeted Voluntary Separation Packages (TVSPs)

The number of employees who received a TVSP during the reporting period was 28 (60).

	2024	2023
	\$'000	\$'000
Amounts paid to separated employees:		
Targeted voluntary separation packages	2 449	5 046
Leave paid to separated employees	1 125	2 942
Recovery from the Department of Treasury and Finance	(1 609)	(4 682)
Net cost to the department	1 965	3 306

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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3.4. Employee Related Liabilities

	2024	2023
	\$'000	\$'000
Current		
Annual leave	22 245	21 385
Long service leave	6 802	7 196
Skills and Experience Retention Leave	1 674	1 645
Employment on-costs	4 801	4 572
Total current employee related liabilities	35 522	34 798
Non-current		
Long service leave	44 309	41 370
Employment on-costs	4 546	4 120
Total non-current employee related liabilities	48 855	45 490
Total employee related liabilities	84 377	80 288

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

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

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

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

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

Long Service Leave

Details about the measurement of long service leave is provided as Note 11.1.

Employment on-costs

Employment on-costs include payroll tax, ReturnToWorkSA levies and superannuation contributions and are settled when the respective employee benefits that they relate to are discharged. These on-costs primarily relate to the balance of leave owing to employees. Estimates as to the proportion of long service leave estimated to be taken as leave, rather than paid on termination, affects whether certain on-costs are recognised as a consequence of long service leave liabilities.

The department contributes 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 to the South Australian Superannuation Board and externally managed schemes.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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3.4. Employee Related Liabilities (Continued)

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 2023 rate (43%) to 44% and the average factor for the calculation of employer superannuation cost on-costs has also changed from the 2023 rate (11.1%) to 11.5%. These rates are used in the employment on-cost calculation. The net financial effect of the changes in the current financial year is an increase in the employment on-cost of \$0.154 million (\$0.164 million) and employee benefits expense of \$0.154 million (\$0.164 million). The impact on future periods is impracticable to estimate.

4. Expenses

4.1. Supplies and Services

	2024	2023
	\$'000	\$'000
Public transport service contracts	447 336	441 052
Rail Commissioner salary reimbursements	9 664	16 948
Major infrastructure maintenance contracts	116 543	140 583
Other service contracts	109 433	93 548
Property expenses	55 610	62 616
Plant, equipment and vehicle expenses	4 027	4 193
Information technology and communications	10 879	11 738
Materials and other purchases	9 508	12 495
Utilities	30 660	30 282
Insurance	6 180	6 200
Legal services	4 126	2 734
Short term and low value leases	17 743	14 628
Commissions - transaction processing	1 324	1 499
Auditor's remuneration*	1 746	1 224
Administrative costs	7 526	6 729
Other	20 410	18 425
Total supplies and services	852 715	864 894

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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4.2. Expenditure – SA Business and Non-SA Business

The following table includes all expenditure in relation to contracts above \$55,000 (GST inclusive) resulting from a procurement as defined in Treasurer’s Instructions 18 – Procurement.

Arrangements between public authorities and arrangements with other governments are not included.

Expenditure is inclusive of non-recoverable GST.

	2024	Proportion SA and Non-SA businesses
	\$'000	%
Total expenditure with South Australian businesses	2 547 052	91.5%
Total expenditure with Non-South Australian businesses	237 935	8.5%
Total expenditure	2 784 987	100%

Classification as SA business or non-SA business is generally based on circumstances as at the time of entering into a contract. For contracts entered into before 20 February 2023, where sufficient evidence of an assessment made under previous procurement requirements is known to the Department, this was used to determine classification. For contracts where such evidence of prior assessment is not available and for all other contracts, classification is based on the definition of an SA business provided in Treasurer’s Instruction 18.

Treasurer’s Instruction 18 defines a business as being South Australian where it operates in South Australia and more than 50% of the workforce delivering the contract, resulting from the procurement on behalf of the business, are South Australian residents.

The disclosure for expenditure with SA businesses reflects the total spent on contracts within the Treasurer’s Instruction 18 definition and in some instances includes the cost of goods sourced from outside South Australia.

In many cases, the determination has been made on the basis of representations made by suppliers at a point in time which has not been subject to independent verification.

The table above includes expenditure on contracts executed on behalf of other government agencies, as the department is responsible to deliver the requirements under Premier and Cabinet Circular 028 (PC028) Construction Procurement Policy Project Implementation Process and Premier and Cabinet Circular 114 (PC114) Government Real Property Management. The department recovers the costs of providing these services directly from the government agencies as it delivers the service.

The table above also includes expenditure on contracts executed for the delivery of capital projects classified as Works in Progress.

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

	2024	2023
	\$'000	\$'000
Depreciation		
Network assets	532 148	496 856
Plant and equipment	62 311	62 297
Buildings and facilities	66 986	64 280
Right-of-use plant and equipment	1 659	1 166
Right-of-use building	94 812	100 911
Total Depreciation	757 916	725 510
Amortisation		
Intangible assets	2 935	2 524
Total Amortisation	2 935	2 524
Total depreciation and amortisation	760 851	728 034

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

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

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

4.3. Depreciation and Amortisation (continued)

Useful Life

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

<u>Asset Class</u>	<u>Depreciation Method</u>	<u>Estimated Useful Life</u>
Buildings and Facilities:		
Buildings and facilities	Straight Line	1 to 150 years
Dwellings	Straight Line	10 to 67 years
Right-of-use buildings	Straight Line	1 to 19 years
Plant and Equipment:		
Plant and equipment	Straight Line	1 to 100 years
Buses	Diminishing Value	25 years
Tram and train rolling stock	Straight Line	21 to 40 years
Information technology	Straight Line	3 to 15 years
Right-of-use plant and equipment	Straight Line	1 to 5 years
Network Assets:		
Roads (sealed surface)	Straight Line	25 to 30 years
Roads (sealed pavement)	Straight Line	48 to 77 years
Roads (sheeted)	Straight Line	18 years
Structures	Straight Line	20 to 195 years
Metro rail Infrastructure	Straight Line	10 to 149 years
Busway Infrastructure	Straight Line	10 to 100 years
Other	Straight Line	28 to 100 years
Intangible Assets:		
Intangible	Straight Line	3 to 20 years

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

Review of accounting estimates

In 2023-24 the department reassessed the useful life of some of its assets. As a result, the 2023-24 and future depreciation expense will decrease by \$7.9 million (excludes revaluations).

Department for Infrastructure and Transport - Controlled
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4.4. Grants, subsidies and SA Government transfers

Grants, subsidies and SA Government transfers by program	2024	2023
	\$'000	\$'000
Contribution for policing services	48 063	46 893
Transport Subsidy Scheme	11 110	10 276
Grants to local councils	26 024	21 487
Transport concessions	3 273	3 360
Provision of Municipal Services	3 240	2 515
Local Roads and Community Infrastructure Program	2 394	2 845
Regional Hydrogen Hub Program	6 000	-
Other	13 607	16 557
Total grants, subsidies and SA Government transfers	113 711	103 933

4.5. Borrowing Costs

	2024	2023
	\$'000	\$'000
Interest paid/payable on Borrowing Costs		
Interest on leases	30 361	26 350
Total borrowing costs	30 361	26 350

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

4.6. Other Expenses

	2024	2023
	\$'000	\$'000
Rates, taxes and levies	9 331	7 024
Donated assets	608	425
Bad debts	112	80
Write-off of assets	981	3 628
Indentured Ports**	11 260	12 868
Increase in provision for contractual arrangements	474	611
Other payments to consolidated account*	850	5 535
Expected credit loss movement	(132)	(94)
Other	1 183	836
Total other expenses	24 667	30 913

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

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

4.7. Cash alignment payments to Department of Treasury and Finance

	2024	2023
	\$'000	\$'000
Return of surplus cash pursuant to cash alignment policy	179 470	231 321
Total cash alignment payments to department of treasury and finance	179 470	231 321

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

5. Non-Financial Assets

5.1. Land, Buildings and Facilities

	2024	2023
	\$'000	\$'000
Land		
Land at fair value	983 651	946 480
Total Land	983 651	946 480
Land Under Roads		
Land under roads at cost	345 914	270 855
Total Land Under Roads	345 914	270 855
Land for Current Projects		
Land for current projects at cost*	912 810	612 243
Total Land for Current Projects	912 810	612 243
Buildings and Facilities		
Buildings and facilities at fair value	2 436 261	2 353 311
Accumulated depreciation at 30 June	944 046	864 873
Total Buildings and Facilities	1 492 215	1 488 438
Right-of-use land and buildings		
Right-of-use land and buildings at cost	1 312 426	1 235 440
Accumulated depreciation at 30 June	569 629	510 123
Total Right-of-use land and buildings	742 797	725 317
Total Land, Buildings and Facilities	4 477 387	4 043 333

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

5.1. Land, Buildings and Facilities (continued)

RECONCILIATION OF LAND, BUILDINGS AND FACILITIES

Reconciliation 2023-24

	Land Under	Land for	Buildings &	ROU Land &		
	Land	Roads	Current Projects	Facilities	Buildings	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2023	946 480	270 855	612 243	1 488 438	725 317	4 043 333
Reclassification from/(to) assets held for sale	(780)	-	-	(113)	-	(893)
Additions	7 494	-	409 567	64 301	99 753	581 115
Disposals	(7 414)	-	-	(507)	-	(7 921)
Donated assets	(188)	-	-	(5)	-	(193)
Write offs	-	-	-	(178)	-	(178)
Revaluation increment/(decrement)	4 318	-	-	46 995	-	51 313
Depreciation and amortisation	-	-	-	(66 986)	(94 812)	(161 798)
Transfers due to reclassification of assets	33 741	75 059	(109 001)	(39 731)	-	(39 932)
Re-Measurement	-	-	-	-	12 541	12 541
Other movements	-	-	1	1	(2)	-
Carrying amount at 30 June 2024	983 651	345 914	912 810	1 492 215	742 797	4 477 387

Reconciliation 2022-23

	Land Under	Land for	Buildings &	ROU Land &		
	Land	Roads	Current Projects	Facilities	Buildings	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2022	911 804	225 736	291 079	1 437 864	676 905	3 543 388
Reclassification from/(to) assets held for sale	(1 146)	-	-	(355)	-	(1 501)
Additions	120	-	377 820	79 477	118 703	576 120
Disposals	(9 774)	-	-	(5 009)	(4)	(14 787)
Donated assets	(27)	-	-	(371)	-	(398)
Write offs	-	-	-	(1 084)	-	(1 084)
Revaluation increment/(decrement)	34 877	-	-	41 315	-	76 192
Depreciation and amortisation	-	-	-	(64 280)	(100 911)	(165 191)
Transfers due to reclassification of assets	10 627	45 119	(56 656)	880	-	(30)
Reclassification to finance lease receivables	-	-	-	-	(904)	(904)
Re-Measurement	-	-	-	-	31 525	31 525
Other movements	(1)	-	-	1	3	3
Carrying amount at 30 June 2023	946 480	270 855	612 243	1 488 438	725 317	4 043 333

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

5.1. Land, Buildings and Facilities (continued)

Valuation of Land, Buildings and Facilities

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

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

For specialised building and facilities, the valuer used depreciated replacement cost given the lack of an active market. The valuation has been prepared from a combination of internal records, specialised knowledge, acquisition and or transfer costs. During 2023-24 fair value reviews were prepared for bus depots, bus interchanges, commercial land and buildings and other departmental land. These reviews have been prepared using construction indices published by the Australian Bureau of Statistics or by the Office of the Valuer-General.

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

In 2023-24 independent valuers were engaged by the department to undertake and prepare full fair value valuations for the Government Employee Housing and Adelaide Oval assets.

Right-of-Use (ROU) Buildings

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

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

5.1. Land, Buildings and Facilities (Continued)

Timing of Land, Buildings and Facilities Revaluations

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

Asset Class	Assets Valued	Last Valued / Revalued	By Whom	Timing of Revaluations (years)	Input level	Fair Value Approach	
Land	Government Employee Housing	1 July 2023	Valuer-General	1	2	Market	
	Government Agency Accommodation	1 July 2020	Savillis/Opteon/m3	6	2	Market	
	Ex Australian National Railways Land	1 July 2019	Valuer-General	6	2	Market	
	Metro Rail Stations, Yards and Corridors	1 July 2018	Valuer-General	6	2	Market	
	Marine Land	1 July 2018	Public Private Property	6	2&3	Market	
	Bus Depot Land	1 July 2020	Knight Frank	6	2	Market	
	Future Road Construction	1 July 2019	Valuer-General	6	2	Market	
	Leigh Creek Land	1 July 2019	Valuer-General	6	2	Market	
	Adelaide Oval	1 July 2023	Marsh Ltd	6	2	Market	
	Other Departmental Land (Bus Interchanges)	1 July 2020	M3 property Strategist	6	2	Market	
Buildings and Facilities	Marine Related	1 July 2018	Public Private Property	6	3	Cost	
	Metro Rail Stations and Yards	1 July 2018	Valuer-General	6	3	Cost	
	Ex Australian National Railways	1 July 2019	Maloney Field Services	6	3	Cost	
	Bus Depots	1 July 2020	Knight Frank	6	3	Cost	
	Tram Depot	1 July 2018	Valuer-General	6	3	Cost	
	Leigh Creek Building	1 July 2019	Valuer-General	6	3	Cost	
	Adelaide Oval	1 July 2023	Marsh Ltd	6	3	Cost	
	Other	1 July 2019	Valuer-General	6	3	Cost	
	Residential Buildings						
	Government Employee Housing	1 July 2023	Valuer-General	1	2	Market	
Future Road Construction	1 July 2019	Valuer-General	6	2	Market		
Commercial Buildings							
Government Agency Accommodation	1 July 2020	Savillis/Opteon/m3	6	2	Market		
Future Road Construction	1 July 2019	Valuer-General	6	2	Market		
Depots	1 July 2018	Valuer-General	6	2	Market		
Land, Buildings and Improvements Under Lease	Land, Buildings and Improvements Under Lease- RMH	NA	NA	NA	NA	NA	

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

5.2. Plant and Equipment

	2024	2023
	\$'000	\$'000
Plant and equipment (at fair value)	2 015 392	1 892 517
Information technology	5 352	6 979
Right-of-use vehicle at cost	5 704	4 710
	2 026 448	1 904 206
Accumulated Depreciation:		
Accumulated depreciation - Plant and equipment	1 246 120	1 154 445
Accumulated depreciation - Information technology	4 525	5 875
Accumulated depreciation - ROU Vehicle	2 549	2 709
	1 253 194	1 163 029
Total Plant and Equipment	773 254	741 177

RECONCILIATION OF PLANT AND EQUIPMENT

Reconciliation 2023-24

	Plant and Equipment	Information Technology	ROU Vehicle	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2023	738 072	1 104	2 001	741 177
Additions	50 443	420	2 851	53 714
Disposals	(527)	-	-	(527)
Donated assets	(415)	-	-	(415)
Write offs	(497)	(3)	-	(500)
Revaluation increment/(decrement)	46 379	-	-	46 379
Depreciation and amortisation	(61 616)	(695)	(1 659)	(63 970)
Transfers due to reclassification of assets	(2 567)	-	(37)	(2 604)
Other movements	-	1	(1)	-
Carrying amount at 30 June	769 272	827	3 155	773 254

Reconciliation 2022-23

	Plant and Equipment	Information Technology	ROU Vehicle	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2022	689 920	1 519	1 699	693 138
Additions	110 998	539	1 475	113 012
Disposals	(521)	-	(26)	(547)
Donated assets	(27)	-	-	(27)
Resources received free of charge	50	-	-	50
Write offs	(995)	(5)	-	(1 000)
Re-Measurement	-	-	(9)	(9)
Depreciation and amortisation	(61 348)	(949)	(1 166)	(63 463)
Other movements	(5)	-	28	23
Carrying amount at 30 June	738 072	1 104	2 001	741 177

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

5.2. Plant and Equipment (continued)

Valuation of Plant and Equipment

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

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

The impact of the department's annual review of bus depot plant and equipment, patrol boats and metro rail rolling stock resulted in a net fair value increase of \$46.4million for these assets.

Right- of-Use (ROU) vehicles

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

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

5.2. Plant and Equipment (continued)

Timing of Plant and Equipment Revaluations

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

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

5.3. Network Assets

	2024	2023
	\$'000	\$'000
Network Assets		
Roads and structures (at fair value)	44 801 182	42 379 301
Rail and bus track (at fair value)	5 235 847	4 835 711
	50 037 029	47 215 012
Accumulated Depreciation		
Accumulated depreciation - Roads and structures	13 164 081	12 366 928
Accumulated depreciation - Rail and bus track	1 599 816	1 417 559
	14 763 897	13 784 487
Total Network Assets	35 273 132	33 430 525

RECONCILIATION OF NETWORK ASSETS

Reconciliation 2023-24

	Roads	Structures	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2023	26 335 275	3 677 098	3 418 152	33 430 525
Additions	897 797	138 760	27 371	1 063 928
Write offs	-	(303)	-	(303)
Revaluation increment/(decrement)	804 336	179 398	284 901	1 268 635
Depreciation and amortisation	(358 424)	(76 348)	(97 376)	(532 148)
Transfers due to reclassification of assets	(415)	39 927	2 982	42 494
Other movements	-	-	1	1
Carrying amount at 30 June 2024	27 678 569	3 958 532	3 636 031	35 273 132

Reconciliation 2022-23

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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5.3. Network Assets (continued)

Valuation of Roads and Structures

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

The Department conducts annual review of road component and structures unit rates by an independent external estimator. This measure is to ensure the Department Network asset portfolio is not significantly different from fair value at reporting. The last annual review was conducted as at 1 July 2023 for the 2023-24 financial year. The revaluation of Road Network assets is conducted every 5 years. The impact of the department's annual review of the road network has resulted in a net fair value increase of \$0.984m of the roads and structures network value. The increase is mainly due to an increase in labour rates and an increase in materials used in road and bridge construction.

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

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

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

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

Each road component is then characterised by a representative stereotype. The main representative stereotypes are Motorways, Heavy Urban, Light Urban, Heavy Rural, Light Rural and Unsealed Roads (Sheeted, Graded, and Formed). Replacement unit rates are calculated based on the estimated resources necessary to complete a ten-kilometre length for each stereotype. The Department adjusts the unit rates to account for their construction overhead costs by allocating them to each stereotype road component (i.e. earthworks, Sub-base, Base and Surface) based on time spent for each component. This approach allocates more construction costs to the non-depreciation components (earthworks and sub-base) compared to the cost-based approach. Finally, the Department estimates the current replacement cost of the sealed pavements, surfacing and earthworks by multiplying the relevant adjusted replacement cost unit rate by the surfacing areas and unsealed pavements by the carriageway area.

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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5.3. Network Assets (continued)

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

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

Valuation of Rail and Bus Network Assets

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

The impact of the department's internal fair value review of the Rail and Bus network assets has resulted in a net fair value increase of \$285 million due to increases in material and labour rates. The fair value review was endorsed by the Office of the Valuer General.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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5.3. Network Assets (continued)

Timing of Network Asset Revaluations

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

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

Department for Infrastructure and Transport - Controlled
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5.4. Capital Works in Progress

	2024	2023
	\$'000	\$'000
Land, buildings and facilities	120 084	67 120
Road network	1 780 772	1 563 508
Plant, equipment and intangibles	71 581	40 540
Rail and bus track	67 421	41 754
Total capital works in progress	2 039 858	1 712 922

Reconciliation of Capital Works in Progress

Reconciliation 2023-24

	Road Network	Plant and Equipment/ Intangibles	Land, Buildings and Facilities	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2023	1 563 508	40 540	67 120	41 754	1 712 922
Additions	1 253 940	85 265	534 459	53 038	1 926 702
Transfer to capital	(1036 557)	(53 555)	(481 362)	(27 371)	(1 598 845)
Transfer to operating	(118)	(668)	(133)	-	(919)
Other movements	(1)	(1)	-	-	(2)
Carrying amount at 30 June 2024	1 780 772	71 581	120 084	67 421	2 039 858

Reconciliation 2022-23

	Road Network	Plant and Equipment/ Intangibles	Land, Buildings and Facilities	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2022	1 679 903	45 340	34 515	93 772	1 853 530
Additions	1 079 291	117 111	461 287	24 375	1 682 064
Transfer to capital	(1 195 080)	(118 446)	(427 646)	(76 365)	(1 817 537)
Transfer to operating	(606)	(3 465)	(1036)	(27)	(5 134)
Other movements	-	-	-	(1)	(1)
Carrying amount at 30 June 2023	1 563 508	40 540	67 120	41 754	1 712 922

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 for Infrastructure and Transport - Controlled
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5.5. Intangible Assets

	2024	2023
	\$'000	\$'000
Intangibles		
Intangibles	85 295	82 747
	85 295	82 747
Accumulated amortisation		
Accumulated amortisation - Intangibles	71 096	68 305
	71 096	68 305
Total Intangible Assets	14 199	14 442

RECONCILIATION OF INTANGIBLE ASSETS

Reconciliation 2023-24

	Total
	\$'000
Carrying amount at 1 July 2023	14 442
Additions	2 692
Amortisation	(2 935)
Carrying amount at 30 June 2024	14 199

Reconciliation 2022-23

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

Intangible Assets

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

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

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

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

	2024	2023
	\$'000	\$'000
Current - held for distribution at no or nominal consideration		
Road making material and stores at cost	2 103	2 061
Rail material and stores at cost	3 765	3 924
Total inventories held for distribution at no or nominal consideration	5 868	5 985
Current - other than those held for distribution at no or nominal consideration:		
Other inventory at cost	336	381
Total inventories other than those held for distribution at no or nominal consideration	336	381
Total Current Inventories	6 204	6 366

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

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

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

5.7. Non-Current Assets Classified as Held for Sale

	2024	2023
	\$'000	\$'000
Non-Current Assets Classified as Held for Sale		
Land, buildings and facilities	2 253	4 776
Total non-current assets classified as held for sale	2 253	4 776

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

Valuation of Non-Current Assets Classified as Held for Sale

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

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

6. Financial assets

6.1. Cash and Cash Equivalents

	2024	2023
	\$'000	\$'000
Deposits at call with the Treasurer	3 921 710	4 341 203
Imprest Account	15	15
Deposits with SAFA	1	624
Other	113	124
Total cash and cash equivalents	3 921 839	4 341 966

6.2. Receivables

	2024	2023
	\$'000	\$'000
Current		
Contractual receivables		
From government entities	204 155	178 100
From non-government entities	31 602	23 273
Less impairment loss on receivables	(411)	(543)
Total contractual receivables	235 346	200 830
Statutory receivables		
GST input tax recoverable	4 071	13 576
Total statutory receivables	4 071	13 576
Finance lease receivables	14 554	15 902
Accrued revenues	39 855	24 383
Total current receivables	293 826	254 691
Non-current		
Trade receivables		
From government entities	174	174
From non-government entities	269	181
Finance lease receivables	128 354	139 000
Total non-current receivables	128 797	139 355
Total receivables	422 623	394 046
Allowance for impairment loss on contractual receivables	2024	2023
	\$'000	\$'000
Carrying amount at the beginning of the period	543	637
Amounts written off	(112)	(80)
Increase / (Decrease) in allowance recognised in profit or loss	(20)	(14)
Carrying amount at 30 June	411	543

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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6.2 Receivables (continued)

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

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

Statutory receivables do not arise from contracts with customers. They are related to taxes and equivalents as well as statutory fees and charges. Statutory receivables are recognised and measured similarly to contractual receivables but are not classified as financial instruments for disclosure purposes.

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

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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6.2 Receivables (continued)

Finance lease receivables

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

During 2023-24, the department recognised finance income on finance lease receivables of \$4.261 million (\$4.808 million).

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

<i>Finance Lease receivables</i>	2024	2023
	\$'000	\$'000
Finance lease receivables contracted for at the reporting date are as follows:		
Within one year	18 469	20 400
Later than one year but no longer than five years	76 130	74 135
Later than five years	68 206	84 624
Minimum lease payments	162 805	179 159
Less unearned finance income	(19 897)	(24 257)
Total Finance Lease Receivables	142 908	154 902

The present value of finance lease receivable is as follows:		
Within one year	14 554	15 902
Later than one year but no longer than five years	64 672	60 708
Later than five years	63 682	78 292
Present Value of Finance Lease	142 908	154 902

Representing:		
Current	14 554	15 902
Non-current	128 354	139 000
Total Finance Lease Receivables	142 908	154 902

Refer to Note 11.3 for further information on risk management.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

6.3. Other Assets

	2024	2023
	\$'000	\$'000
Current		
Prepayments	16 974	19 912
Accommodation Incentives	10 384	7 267
Other	540	416
Total Current Other Assets	27 898	27 595
Non-Current Assets		
Accommodation Incentives	76 712	63 033
Total Non-Current Other Assets	76 712	63 033
Total other assets	104 610	90 628

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

7. Liabilities

7.1. Payables

	2024	2023
	\$'000	\$'000
Current		
Contractual payables	3 715	19 544
Accrued expenses	281 956	280 322
Rail Commissioner (Federally Awarded Employees)	4 571	6 670
Statutory payables	3 495	3 378
Total current payables	293 737	309 914
Non-Current:		
Rail Commissioner (Federally Awarded Employees)	3 725	7 382
Total non-current payables	3 725	7 382
Total payables	297 462	317 296

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

Statutory payables do not arise from contracts. Statutory payables include government taxes and equivalents, statutory fees and charges and Auditor-General's Department audit fees. This is in addition to employee related payables, such as payroll tax, Fringe Benefit Tax, Pay as You Go Withholding and ReturnToWorkSA levies. Statutory payables are carried at cost.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

7.2. Financial Liabilities

	2024	2023
	\$'000	\$'000
Lease Liabilities	116 696	111 545
Total current lease liability	116 696	111 545
Non-Current		
Lease Liabilities	1 004 893	980 863
Total non-current lease liability	1 004 893	980 863
Total lease liability	1 121 589	1 092 408
Movements in the Lease Liabilities:	2024	2023
	\$'000	\$'000
Carrying amount at the beginning of the period	1 092 408	1 005 173
Additions	135 194	159 576
Increase/(Decrease) due to lease modifications and re-measurements	10 689	43 698
Reductions resulting from payments	(116 702)	(116 039)
Carrying amount at 30 June	1 121 589	1 092 408

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

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

As at 30 June 2024 the department had committed to material leases for building assets which had not yet commenced. The future cash flows for these leases is \$24.643 million over 10 years.

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

7.3. Provisions

	2024	2023
	\$'000	\$'000
Current		
Provision for workers compensation	2 472	1 918
Site remediation	5 942	8 822
Provision for contractual arrangements	1 401	981
Total current provisions	9 815	11 721
Non-current		
Provision for workers compensation	15 583	9 795
Site remediation	-	1 100
Provision for contractual arrangements	4 961	4 908
Total non-current provisions	20 544	15 803
Total provisions	30 359	27 524

Reconciliation of Workers Compensation

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

Carrying amount as at 1 July	11 713	11 235
Increase (decrease) in provision due to revision of estimates	8 179	2 079
Reductions resulting from payments	(1 837)	(1 601)
Carrying Amount at 30 June	18 055	11 713

Reconciliation of Site Remediation

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

Carrying amount as at 1 July	9 922	21 197
Reductions resulting from payments	(3 980)	(11 275)
Carrying Amount at 30 June	5 942	9 922

Reconciliation of Provision for contractual arrangements

The following table shows the movement of the contractual arrangements provision:

Carrying amount as at 1 July	5 889	5 278
Increase in provision due to initial estimate	1 247	1 097
Reductions resulting from payments	(774)	(486)
Carrying Amount at 30 June	6 362	5 889

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

The workers compensation provision is based on an actuarial assessment of the outstanding liability as at 30 June 2024 provided by a consulting actuary engaged through the Office of the Commissioner for Public Sector Employment. The provision is for the estimated cost of ongoing payments to employees as required under current legislation. The department is responsible for the payment of workers compensation claims.

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

7.4. Other Liabilities

	2024	2023
	\$'000	\$'000
Current		
Deferred income	16 755	16 455
Other	2 268	2 627
Total current other liabilities	19 023	19 082
Total other liabilities	19 023	19 082

Deferred Income

The department sells MetroCards for travel on public transport. The value of unused MetroCards as at 30 June 2024 was \$13.923 million (\$13.896 million) and is recognised as a liability.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

8. Other disclosures

8.1. Equity

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

8.2. Equity Adjustments

	2024
	\$'000
Restatement of Opening Balances	
Adjustments against Retained Earnings:	
Work in progress adjustments	(2 384)
Asset recognition adjustments	64
Other adjustments	(358)
Total equity	(2 678)

The table above represents total adjustments to the equity opening balance. Adjustments totalling \$2.678 million(\$5.931 million) were identified in the year ended 30 June 2024 which affect the year ended 30 June 2022 and prior years.

RESTATEMENT OF OPENING BALANCES

Adjustments against Retained Earnings

Work in progress adjustment

A review of projects expenditure by the department in the year ended 30 June 2024 identified \$4.897million (\$13.546 million) of costs included in capital works in progress at 30 June 2023 that should have been expended in a prior year. The prior period errors are corrected in the current year by an adjustment to retained earnings. The impact on the financial statements for 2022-23 is summarised below:

	2023	2022
	\$'000	\$'000
Road network - work in progress	(495)	(18)
Plant, Equipment and Intangibles - work in progress	(1 867)	(1 794)
Land, Buildings and Facilities - work in progress	(151)	(572)
Total work in progress adjustment	(2 513)	(2 384)

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

8.3. Equity Adjustments (continued)

Asset Recognition

The total effect of assets book value adjustments that relate to prior financial periods is \$0.391 million (\$1.823 million) mainly due to addition and disposal of various land and facilities assets omitted in prior years. The prior period errors are corrected in the current year by an adjustment to retained earnings. The impact on the financial statements prior to 2022-23 is summarised below:

	2023	2022
	\$'000	\$'000
Land, buildings and facilities	(455)	267
Plant and equipment	-	(203)
Total asset recognition adjustments	(455)	64

Other Adjustments

A review of operating income and expenditure by the department in the year ended 30 June 2024 identified \$1.171 million (\$8.382 million) of prior period errors predominantly due to incorrect issue of Accounts receivable invoices in prior years and incomplete accruals recorded as at 30 June 2023. The prior period errors are corrected in the current year by an adjustment to retained earnings. The impact on the financial statements for 2022-23 is summarised below:

	2023	2022
	\$'000	\$'000
Accounts Receivables	-	(358)
Grants, subsidies and SA Government transfers expense	(813)	
Total other adjustments	(813)	(358)

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

8.4. Cash Flow Reconciliation

	2024	2023
	\$'000	\$'000
Leases		
Buildings	109 899	107 102
Plant and equipment	8 335	6 493
Total cash outflow for leases	118 234	113 595
	2024	2023
	\$'000	\$'000
Reconciliation of cash and cash equivalents at the end of the reporting period		
Cash and cash equivalents disclosed in the Statement of Financial Position	3 921 839	4 341 966
Balance as per the Statement of Cash Flows	3 921 839	4 341 966
Reconciliation of net cash provided by operating activities to net result		
Net cash provided by/(used in) operating activities	1 638 772	1 666 252
Add / (less) non-cash Items		
Net gain (loss) on sale or disposal of non-current assets	10 840	724
Depreciation/amortisation expense of non-current assets	(760 851)	(728 034)
Assets written off	(981)	(3 628)
Assets donated	(608)	(425)
Resources received free of charge	7 396	7 472
Expensing of works in progress	-	(2 512)
Movements in Assets and Liabilities:		
Increase (Decrease) in receivables	45 835	63 387
Increase (Decrease) in inventories	(162)	83
Increase (Decrease) in other assets	16 908	3 259
(Increase) Decrease in payables and provisions	(357 981)	(303 644)
(Increase) Decrease in employee benefits	(3 434)	639
(Increase) Decrease in other liabilities	59	1 150
Net result	595 793	704 723

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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8.5. Accounting policies

Accounting policy information not disclosed elsewhere in this report are detailed below.

Business Overheads

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

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

Contracts in progress

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

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

Non- Current Assets

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

Acquisition and Recognition of Non-Current assets

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

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

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

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

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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8.5 Accounting policies (continued)

Revaluation of Non-Current Assets

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

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

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

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

If at any time the carrying amount of an asset materially differs from its fair value, the department re-values the asset regardless of when the last valuation took place. 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. Non-current physical assets that are acquired between revaluations are held at cost until the next valuation.

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

AASB116.70 specifies that an entity will de-recognise the carrying amount of a replaced portion of an asset and if unable to determine this amount, the replacement cost may be used. The Department does not recognise the disposal of road pavements or track network assets as the determination of the disposal amount is impracticable to calculate due to the data structure of the financial systems.

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

Impairment

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

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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8.5 Accounting policies (continued)

Remediation of Non-Current Assets

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

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

Leases

The department enters lease arrangements as both lessee and lessor.

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

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

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

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

Lease activities in the department:

As Lessee:

Commercial Property:

The department is responsible for the management of accommodation arrangements on behalf of other government agencies under Premier and Cabinet Circular *PC018 Government Office Accommodation Framework* (PC018). The department has approximately 291 leases of commercial properties from external parties as well as departmentally owned properties to enable this. Approximately 235 of these external leases include extension options.

Commercial accommodation leases with external parties are non-cancellable with remaining terms ranging from 1 to 18 years. Lease extensions or options are typically renegotiated before the end of the current term. Rent is generally payable monthly in advance. Leases include a fixed rate increase, CPI and/or periodic market review. Major value leases typically have a predetermined fixed rate annual increase (between 2%-4%) factored into the lease.

Department for Infrastructure and Transport - Controlled
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8.5 Accounting policies (continued)

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

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

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

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

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

Significant judgments/policy:

Reasonably certain

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

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

Lease components

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

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

Plant and Equipment:

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

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

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
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8.5 Accounting policies (continued)

As Lessor:

Departmental Owned property

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

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

Recreational Jetties

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

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

9. Changes in accounting policy

The department has assessed that the Australian Accounting Standards and Interpretations that first applied during 2023-24 did not have a material impact on the department's financial statements, this included AASB 2021-2 *Amendments to Australian Accounting Standards – Disclosure of Accounting Policies and Definition of Accounting Estimates*.

Department for Infrastructure and Transport - Controlled
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10. Outlook

10.1. Unrecognised Commitments

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

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

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

Capital Contractual commitments

	2024	2023
	\$'000	\$'000
Capital expenditure contracted for at the reporting date but not recognised as liabilities in the financial report, are payable as follows:		
Within one year	1 870 301	1 662 295
Later than one year but not longer than five years	307 561	247 198
Later than five years	2 505	25 011
Total capital commitments	2 180 367	1 934 504

Other contractual commitments

	2024	2023
	\$'000	\$'000
Within one year	652 685	529 407
Later than one year but not longer than five years	2 005 011	1 867 180
Later than five years	1 264 737	761 685
Total expenditure commitments	3 922 433	3 158 272

Operating Lease Commitments as Lessor

	2024	2023
	\$'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	1 281	2 033
Later than one year but no later than five years	754	996
Total Operating Lease Commitments as Lessor	2 035	3 029

The department's operating lease commitments as lessor are for commercial accommodation and access rights to State Owned land sites for departmentally owned properties. These leases relate to office accommodation leased to Public Financial Corporations and Public Non-Financial Corporations and operational sites leased to government agencies. Commercial accommodation leases are non-cancellable with remaining lease terms ranging from 1 to 24 years. Rent is receivable in advance.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

10.2. Contingent Assets and Liabilities

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

Contingent Assets

At 30 June 2024, the department:

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

Contingent Liabilities

At 30 June 2024, the department had:

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

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

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

10.3. Impact of standards not yet effective

Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet effective have not been adopted by the Department for the reporting period ending 30 June 2024.

The Department has reviewed the impact of *AASB 2022-10 Amendments to Australian Accounting Standards-Fair Value Measurement of Non-Financial Assets of Not-for Profit Public Sector Entities*, which takes effective in 2024-25. The Department has conferred with its valuation partners and has assessed that the impact on the fair value of its affected assets will not have a material impact.

10.4. Events after the reporting period

Events between 30 June and the date the financial statements are authorised that may have a material impact on the results of subsequent years and are set out below.

In August 2024, the department selected their preferred alliance partner for the delivery of the River Torrens to Darlington Project. At the time of the financial report the amount had not been finalised.

On 5 August 2024, the Australian Security Intelligence Organisation (ASIO) increased the National Terrorism Threat Level (NTTL) from POSSIBLE to PROBABLE. Future impacts to the Department could be expected as the Department is the responsible Authority for a majority of the State's critical assets.

Restructuring of administrative arrangements

As a result of the restructuring of administrative arrangements, the Office of the Local Government will be assigned to the Department for Housing and Urban Development, as of 1 July 2024.

As a result of the restructuring of administrative arrangements, the Office of Northern Water Delivery will be established and attached the Department for Infrastructure and Transport, as of 1 July 2024.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

11. Measurement and risk

11.1. Long Service Leave liability - measurement

The liability for long service leave is measured as the present value of expected future payments to be made in respect of services provided by employees up to the end of the reporting period using the projected unit credit method. The expected timing and amount of long service leave payments is determined through whole-of-government actuarial calculations, which are based on actuarial assumptions on expected future salary and wage levels, experience of employee departures and periods of service. These assumptions are based on employee data over SA Government entities.

The discount rate used in measuring the liability is reflective of the yield on long-term Commonwealth Government bonds. The yield on long term Commonwealth Government bonds has increased from 4.0% in 2023 to 4.25% in 2024.

This increase in the bond yield results in a decrease in the reported long service leave liability.

The actuarial assessment performed by the Department of Treasury and Finance increased the salary inflation rate from the 2023 rate of 2.5% to 3.5% for long service leave liability. As a result, the net financial effect is an increase in the long service leave liability.

The net financial effect of the changes to the actuarial assumptions in the current financial year is an increase in the long service leave liability of \$2.11 million and employee related expense of \$0.217 million. The impact on future periods is impracticable to estimate as the long service leave liability is calculated using a number of demographical and financial assumptions – including the long-term discount rate.

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

11.2. Fair Value Measurement

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

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

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

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

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

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

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

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

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

During 2023-24 the department transferred \$7.75m of land assets from level 2 to level 3. These assets were determined to be level 3 as they are not able to be traded in an active market. The transfer was identified during the revaluation of these assets.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

11.2 Fair Value Measurement (continued)

Fair value measurements at 30 June 2024

	2024	Level 2	Level 3
	\$'000	\$'000	\$'000
Recurring fair value measurements			
Land (note 5.1)	983 651	955 794	27 857
Buildings and facilities (note 5.1)	1 492 215	339 337	1 152 878
Plant and Equipment (note 5.2)	769 272	1 147	768 125
Road and structures (note 5.3)	31 637 101	-	31 637 101
Rail and bus track (note 5.3)	3 636 031	-	3 636 031
Total recurring fair value measurements	38 518 270	1 296 278	37 221 992
Non-recurring fair value measurements			
Land, buildings and facilities held for sale (note 5.7)	2 253	2 253	-
Total non-recurring fair value measurements	2 253	2 253	-
Total fair value measurements	38 520 523	1 298 531	37 221 992

Fair value measurements at 30 June 2023

	2023	Level 2	Level 3
	\$'000	\$'000	\$'000
Recurring fair value measurements			
Land (note 5.1)	946 480	928 837	17 643
Buildings and facilities (note 5.1)	1 488 438	334 445	1 153 993
Plant and Equipment (note 5.2)	738 072	1 294	736 778
Road and structures (note 5.3)	30 012 373	-	30 012 373
Rail and bus track (note 5.3)	3 418 152	-	3 418 152
Total recurring fair value measurements	36 603 515	1 264 576	35 338 939
Non-recurring fair value measurements			
Land, buildings and facilities held for sale (note 5.7)	4 776	4 776	-
Total non-recurring fair value measurements	4 776	4 776	-
Total fair value measurements	36 608 291	1 269 352	35 338 939

Valuation Techniques and Inputs

Valuation techniques used to derive Level 2 and 3 fair values are detailed in Notes 5.1 – 5.5. There were no changes in valuation techniques during 2023-24.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

11.2 Fair Value Measurement (continued)

Reconciliation of Level 3 Fair value Measurements as at 30 June 2024

2024	Land	Buildings and Facilities ⁽¹⁾	Plant and Equipment	Road and Structures	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Opening balance at the beginning of the period	17 643	1 153 993	736 778	30 012 373	3 418 152	35 338 939
Additions	-	55 178	50 443	1 036 557	27 371	1 169 549
Disposals	-	-	(527)	-	-	(527)
Donated assets	-	-	(415)	-	-	(415)
Write offs	-	(178)	(498)	(303)	-	(979)
Revaluation increment (decrement) (3)	2 610	31 974	46 376	983 735	284 901	1 349 596
Depreciation and amortisation	-	(47 857)	(61 465)	(434 773)	(97 375)	(641 470)
Transfers due to reclassification of assets at same Fair Value level	-	(39 927)	(2 567)	39 512	2 982	-
Transfer into Level 3	7 750	-	-	-	-	7 750
Transfer out of Level 3	(146)	(305)	-	-	-	(451)
Other Movements	-	-	-	-	-	-
Carrying amount at the end of the period	27 857	1 152 878	768 125	31 637 101	3 636 031	37 221 992

(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

-	-	385	-	-
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Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

11.2 Fair Value Measurement (continued)

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

2023	Land	Buildings and Facilities (1)	Plant and Equipment	Road and Structures	Rail and Bus Track	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Opening balance at the beginning of the period	17 643	1 105 658	688 232	27 166 917	3 164 630	32 143 080
Additions	-	62 410	110 998	1 195 080	76 365	1 444 853
Disposals	-	(4 502)	(305)	-	-	(4 807)
Donated assets	-	(279)	(27)	-	-	(306)
Resources received free of charge	-	-	50	-	-	50
Write offs	-	(1 060)	(995)	(69)	(735)	(2 859)
Revaluation increment (decrement) (3)	-	37 489	-	2 055 583	269 579	2 362 651
Depreciation and amortisation	-	(45 724)	(61 173)	(405 168)	(91 687)	(603 752)
Transfer into Level 3	-	-	-	30	-	30
Other Movements	-	1	(2)	-	-	(1)
Carrying amount at the end of the period	17 643	1 153 993	736 778	30 012 373	3 418 152	35 338 939

(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

-	-	4428	221	-	-	4649
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Transfers In and Out of Level 3

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

11.3. Financial Instruments

Financial risk management

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

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

Liquidity Risk

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

Refer to Notes 7.1 and 7.2 for further information.

Credit Risk

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

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

Impairment of financial assets

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

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

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

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

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

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
for the year ended 30 June 2024

11.3. Financial Instruments (continued)

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

	Debtor gross carrying amount \$'000	Loss %	Lifetime expected losses \$'000
Current (not past due)	11 329	1.22%	138
1 – 30 days past due	894	2.81%	25
31 – 60 days past due	591	2.89%	17
More than 60 days past due	4 934	4.67%	231
Loss allowance			411

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

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

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

Receivables with a contractual amount of \$0.112 million written off during the year are still subject to enforcement activity.

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

Market Risk

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

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

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

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

Categorisation of financial instruments

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

Classification of financial instruments

The department measures all financial instruments at amortised cost.

Department for Infrastructure and Transport - Controlled
Notes to and forming part of the financial statements
For the year ended 30 June 2024

11.3. Financial Instruments (continued)

Category of financial asset and financial liability		Note	Carrying amount / fair value \$'000	2024 Contractual maturities*		
				Within 1 year \$'000	1-5 years \$'000	More than 5 years \$'000
Financial assets						
Cash and cash equivalents:	Cash and cash equivalent	6.1	3 921 839	3 921 839		
Financial assets at amortised cost	Contractual Receivables**	6.2	275 644	275 201	443	
	Finance lease receivable	6.2	162 805	18 469	76 130	68 206
Total financial assets			4 360 288	4 215 509	76 573	68 206
Financial liabilities						
Financial liabilities at amortised cost:	Contractual Payables**	7.1	293 966	290 241	3 725	
	Lease liability	7.2	1 331 193	146 617	482 175	702 401
Total financial liabilities			1 625 159	436 858	485 900	702 401

Category of financial asset and financial liability		Note	2023 Carrying amount / fair value \$'000	2023 Contractual maturities*		
				Within 1 year \$'000	1-5 years \$'000	More than 5 years \$'000
Financial assets						
Cash and cash equivalents:	Cash and cash equivalent	6.1	4 341 966	4 341 966	-	-
Financial assets at amortised cost	Contractual Receivables**	6.2	225 568	225 213	355	-
	Finance lease receivable		179 159	20 400	74 135	84 624
Total financial assets			4 746 693	4 587 579	74 490	84 624
Financial liabilities						
Financial liabilities at amortised cost:	Contractual Payables**	7.1	313 972	306 590	7 382	-
	Lease liability	7.2	1 278 246	137 195	464 491	676 560
Total financial liabilities			1 592 218	443 785	471 873	676 560

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

** Contractual receivables do not include prepayments as these are not financial instruments. Prepayments are presented in note 6.3.

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

Administered Financial Statements

For the year ended 30 June 2024

Department for Infrastructure and Transport - Administered
Statement of Administered Comprehensive Income
for the year ended 30 June 2024

	Note	2024 \$'000	2023 \$'000
Administered income			
Appropriation	A10	8 853	7 986
Fees and charges	A11	2 648	1 835
Collection on Behalf of Third Parties	A12	1 077 525	1 053 862
Other income	A13	140	169
Total income		1 089 166	1 063 852
Administered expenses			
Employee related expenses	A5	988	959
Supplies and services	A6	1 185	1 071
Grants and subsidies expense	A8	6 351	4 742
Disbursements on Behalf of Third Parties	A9	1 080 616	1 056 928
Total administered expenses		1 089 140	1 063 700
Net result		26	152
Total comprehensive result		26	152

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

Department for Infrastructure and Transport - Administered
Statement of Administered Financial Position
as at 30 June 2024

	Note	2024 \$'000	2023 \$'000
Current assets			
Cash and cash equivalents	A14	24 804	22 853
Receivables	A15	23	27
Total current assets		24 827	22 880
Total assets		24 827	22 880
Current liabilities			
Payables	A16	22 499	20 578
Total current liabilities		22 499	20 578
Total liabilities		22 499	20 578
Net assets		2 328	2 302
Administered equity			
Retained earnings		2 328	2 302
Total equity		2 328	2 302

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

Contingent assets and liabilities A18
 Unrecognised contractual commitments A17

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

Department for Infrastructure and Transport - Administered
Statement of Administered Cash Flows
for the year ended 30 June 2024

		2024	2023
		(Outflows)	(Outflows)
		Inflows	Inflows
	Note	\$'000	\$'000
Cash flows from operating activities			
Cash inflows			
Appropriation		8 853	7 986
Receipts from fees and charges		2 647	2 246
Collection on behalf of third parties		1 077 529	1 053 854
Interest		1	-
Other income		140	177
Cash generated from operations		1 089 170	1 064 263
Cash outflows			
Employee related expenses		(988)	(962)
Payments for supplies and services		(1 444)	(916)
Grants and subsidies		(6 351)	(4 742)
Disbursements on behalf of third parties		(1 078 436)	(1 053 044)
Cash used in operations		(1087 219)	(1 059 664)
Net cash provided by / (used in) operations	A17	1 951	4 599
Net increase (decrease) in cash held		1 951	4 599
Cash at 1 July		22 853	18 254
Cash at 30 June	A14	24 804	22 853

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

Department for Infrastructure and Transport - Administered Expenses and Income by Administered Programs
For the year ended 30 June 2024

Administered programs - refer note A2	Infrastructure Planning and			
	Roads and Marine		Policy	
	1		2	
	2024	2023	2024	2023
	\$'000	\$'000	\$'000	\$'000
Administered income				
Appropriation	3 091	3 079	2 156	2 090
Fees and charges	2 648	1 835	-	-
Collections on behalf of third parties	1 077 375	1 053 704	150	158
Other income	-	-	140	169
Total administered income	1 083 114	1 058 618	2 446	2 417
Administered expenses				
Employee related expenses	-	-	988	959
Supplies and services	-	-	1 185	1 071
Grants and subsidies	2 745	1 925	-	-
Disbursements on behalf of third parties	1 080 466	1 056 770	150	158
Total administered expenses	1 083 211	1 058 695	2 323	2 188
Net result	(97)	(77)	123	229

	General/Not Attributable		Total	
	5		5	
	2024	2023	2024	2023
	\$'000	\$'000	\$'000	\$'000
Administered income				
Appropriation	3 606	2 817	8 853	7 986
Fees and charges	-	-	2 648	1 835
Collections on behalf of third parties	-	-	1 077 525	1 053 862
Other income	-	-	140	169
Total administered income	3 606	2 817	1 089 166	1 063 852
Administered expenses				
Employee related expenses	-	-	988	959
Supplies and services	-	-	1 185	1 071
Grants and subsidies	3 606	2 817	6 351	4 742
Disbursements on behalf of third parties	-	-	1 080 616	1 056 928
Total administered expenses	3 606	2 817	1 089 140	1 063 700
Net result	-	-	26	152

Department for Infrastructure and Transport - Administered Notes to and forming part of the Administered Financial Statements for the year ended 30 June 2024

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

A1: Basis of preparation and accounting policies

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

A2: Objectives/programs of the Department

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

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

Department Organisation

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

The Administered Items of the department as at 30 June 2024 comprised the following:

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

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2024

A3: Transfer Payments

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

	2024	2023
	\$'000	\$'000
Transfer payments to SA Government Entities		
Department of Treasury and Finance	362 923	329 833
Lifetime Support Authority	208 235	189 713
CTP Regulator	110 085	111 541
South Australian Fire and Emergency Services Commission	52 269	51 577
South Australian Police	3 829	3 253
Outback Communities Authority and Local Govt Grants Commission	3 606	2 817
Other	1 827	1 640
Transfer payment to non-SA Government Entities		
Compulsory Third Party Insurance	308 324	338 129
Refunds	20 966	18 230
National Heavy Vehicle Regulator	15 337	15 295
Other	751	713
Total Transfer Payments	1 088 152	1 062 741

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

	Note	Original budget	Actual	Variance
		2024 \$'000	2024 \$'000	
Statement of Administered Comprehensive Income				
Administered Income				
Appropriation		8 676	8 853	177
Fees and charges		-	2 648	2 648
Collections on behalf of third parties		1 010 694	1 077 525	66 831
Other income		-	140	140
Total administered income		1 019 370	1 089 166	69 796
Administered Expenses				
Employee related expenses		813	988	175
Supplies and services		1 180	1 185	5
Grants and subsidies		3 223	6 351	3 128
Disbursements on behalf of third parties		1 013 646	1 080 616	66 970
Payments to Consolidated Account		515	-	(515)
Total administered expenses		1 019 377	1 089 140	69 763
Net result		(7)	26	33

The budget performance table compares the department's outcomes against budget information presented to Parliament (2023-24 Budget Paper 4, Volume 3). The budget amounts have not been adjusted to reflect revised budgets or administrative restructures. The budget process is not subject to audit.

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2024

A5: Employee Related Expenses

	2024	2023
	\$'000	\$'000
Ministers' salaries	988	959
Total employee related expenses	988	959

Includes Minister for Infrastructure and Transport and Minister for Local Government.

A6: Supplies and Services

	2024	2023
	\$'000	\$'000
Professional and Technical Services	1 068	1 065
Other	117	6
Total supplies and services	1 185	1 071

A7: Expenditure-SA Business and Non-SA Business

All expenditure in relation to contracts above \$55,000 (GST inclusive) resulting from a procurement as defined in Treasurer's Instructions 18 – Procurement are to be disclosed. The Department considered this disclosure as relevant for the Administered Financial Statements however the amounts that would have met the conditions required for this note are deemed immaterial.

A8: Grants and Subsidies Expenses

	2024	2023
	\$'000	\$'000
Land Tax Equivalent - Flinders Ports (Transfer to DTF)	2 648	1 835
Transfer to Outback Communities Authority and Local Govt Grants Commission*	3 606	2 817
Lincoln Cove Marina (Transfer to DTF)	97	90
Total grants and subsidies expense	6 351	4 742

*Transfer to Outback Communities Authority and Local Government Grants Commission is a transfer of Appropriation received by DIT on their behalf.

A9: Disbursements on Behalf of Third Parties

	2024	2023
	\$'000	\$'000
Compulsory Third Party Insurance	418 409	449 670
Stamp Duties - Department of Treasury and Finance	279 132	248 272
Lifetime Support Scheme - Lifetime Support Authority	208 235	189 713
Hospital Fund - Department of Treasury and Finance	81 046	79 636
Emergency Services Levy - SA Fire & Emergency Services Commission	52 269	51 577
Refunds	20 966	18 230
National Heavy Vehicle Regulator	15 337	15 295
Other	5 222	4 535
Total disbursements on behalf of third parties	1 080 616	1 056 928

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2024

A10: Appropriation

	2024	2023
	\$'000	\$'000
Appropriations from the Consolidated Account pursuant to the Appropriations Act*	7 829	6 293
Appropriations from Governor's Appropriation Fund	48	754
Special Act Salaries	976	939
Total revenues from appropriation	8 853	7 986

*Includes \$3.091million (\$3.079 million) to fund remissions provided on Emergency Services Levy charges. Includes Appropriations for the Outback Communities Authority and the Local Government Grants Commission.

A11: Fees and Charges

	2024	2023
	\$'000	\$'000
Land Tax Equivalent - Flinders Ports	2 648	1 835
Total fees and charges	2 648	1 835

A12: Collections on Behalf of Third Parties

	2024	2023
	\$'000	\$'000
Compulsory Third Party Insurance	418 409	449 670
Stamp Duties - Department of Treasury and Finance	279 132	248 272
Lifetime Support Scheme - Lifetime Support Authority	208 235	189 713
Hospital Fund - Department of Treasury and Finance	81 046	79 636
Emergency Services Levy - SA Fire & Emergency Services Commission	49 178	48 511
Refunds	20 966	18 230
National Heavy Vehicle Regulator	15 337	15 295
Other	5 222	4 535
Total Collection on Behalf of Third Parties	1 077 525	1 053 862

A13: Other Income

	2024	2023
	\$'000	\$'000
Other income	140	169
Total other income	140	169

Department for Infrastructure and Transport - Administered
Notes to and forming part of the Administered Financial Statements
for the year ended 30 June 2024

A14: Cash and Cash Equivalents

	2024	2023
	\$'000	\$'000
Deposits at call	24 804	22 853
Total cash and cash equivalents	24 804	22 853

A15: Receivables

	2024	2023
	\$'000	\$'000
Current		
Current Receivables	1	1
Accrued Revenues	22	26
Total current receivables	23	27
Total receivables	23	27

Refer to Note A20 for information on risk management.

A16: Payables

	2024	2023
	\$'000	\$'000
Current		
Creditors	20 799	18 619
Accrued Expenses	1 700	1 959
Total current payables	22 499	20 578
Total payables	22 499	20 578

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

For further information on risk management refer to Note A20.

Department for Infrastructure and Transport - Administered
Notes to and forming part of the financial statements
For the year ended 30 June 2024

A17: Cash Flow Reconciliation

	2024	2023
	\$'000	\$'000
Reconciliation of cash and cash equivalents at the end of the reporting period		
Statement of Cash flows	24 804	22 853
Statement of Financial Position	24 804	22 853
Reconciliation of net cash provided by / (used in) operating activities to net result		
Net cash provided by/(used in) operating activities	1 951	4 599
Add / (less) non-cash items		
Movement in assets and liabilities		
Increase / (decrease) in receivables	(4)	(411)
(Increase) / decrease in payables	(1 921)	(4 036)
Net result	26	152

A18: Unrecognised Contractual Commitments

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

A19: Contingent Assets and Liabilities

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

A20: Events After the Reporting Period

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

Department for Infrastructure and Transport - Administered
Notes to and forming part of the financial statements
For the year ended 30 June 2024

A21: Financial Instruments

A21.1 Financial Risk Management

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

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

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

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

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

A21.2 Categorisation of Financial Instruments

	Carrying Amount \$'000	Contract Maturities		
		< 1 year \$'000	1-5 years \$'000	> 5 years \$'000
2024				
Financial Assets				
Cash and cash equivalents	24 804	24 804	-	-
Contractual receivables	23	23	-	-
Total Financial Assets	24 827	24 827	-	-
Financial liabilities				
Contractual Payables	1 700	1 700	-	-
Total Financial Liabilities	1 700	1 700	-	-
2023				
Financial Assets				
Cash and cash equivalents	22 853	22 853	-	-
Contractual receivables	27	27	-	-
Total Financial Assets	22 880	22 880	-	-
Financial liabilities				
Contractual Payables	1 959	1 959	-	-
Total Financial Liabilities	1 959	1 959	-	-

Appendix 2: Contractors engaged by the agency

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

Contractors with a contract value below \$10,000

Contractors	Purpose	\$ Actual payment
All consultancies below \$10,000 each - combined	N/A	Nil

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

Contractors	Purpose (Contract Title)	\$ Actual payment
MCCONNELL DOWELL CONSTRUCTORS (AUST) PTY LTD, CPB CONTRACTORS PTY LTD, ARUP AUSTRALIA PTY LTD AND MOTT MACDONALD AUSTRALIA PTY LTD	Design and Construction of the Tram Grade Separation Projects	\$404,591,459
BUILT ENVIRONS PTY LTD	Flinders Medical Centre Redevelopment (Managing Contractor)	\$355,867,872
SARAH CONSTRUCTIONS PTY LTD	Adelaide Aquatic Centre new work (General Building Contractor)	\$125,288,393
BUILT ENVIRONS PTY LTD	Modbury Hospital Mental Health Precinct (Managing Contractor)	\$97,916,097
ACCIONA CONSTRUCTION AUSTRALIA PTY LTD	Design and Construction of the Majors Road Interchange	\$97,082,606
HANSEN YUNCKEN PTY LTD	SA Ambulance EOC / SHCC headquarters and Adelaide Ambulance Station	\$90,611,727
MCPMAHON SERVICES AUSTRALIA PTY LTD	Construction of the Kangaroo Island Ports Refurbishment Project	\$58,060,771
MOSSOP GROUP PTY LTD	Noarlunga Hospital Mental Health Rehabilitation Unit and Inpatient Expansion (Managing Contractor)	\$57,142,655
HINDMARSH CONSTRUCTION AUSTRALIA PTY LTD	The Queen Elizabeth Hospital - New 24 Bed Mental Health Unit (General Building Contractor)	\$40,972,405

Contractors	Purpose (Contract Title)	\$ Actual payment
SPOTLESS FACILITY SERVICES PTY LTD	Soft Facilities Management Services	\$37,550,370
BADGE CONSTRUCTIONS (SA) PTY LTD	Torrensville Bowling and Warriappendi School Relocation (General Building Contractor)	\$36,183,290
SARAH CONSTRUCTIONS PTY LTD	Port Augusta Technical College new work (General Building Contractor)	\$35,008,962
MCPMAHON SERVICES AUSTRALIA PTY LTD	Safety Upgrade on Upper Yorke Road (Kulpara – Arthurton)	\$32,043,005
BUILT PTY LTD	The Heights Technical College new work (General Building Contractor)	\$29,531,141
PREMIER ROADLINES PTY LTD	Regional Bus Services Procurement	\$29,257,050
MOSSOP GROUP PTY LTD	Flinders Medical Centre - Margaret Tobin Mental Health Centre Upgrade (Managing Contractor)	\$28,636,292
SARAH CONSTRUCTIONS PTY LTD	Fregon Anangu School Redevelopment (General Building Contractor)	\$27,373,815
MOSSOP GROUP PTY LTD	Port Augusta Prison Upgrade - Builder	\$23,098,698
LINKSA PTY LTD	Regional Bus Services Procurement	\$21,739,276
HANSEN YUNCKEN PTY LTD	Roma Mitchell Secondary College upgrade (General Building Contractor)	\$19,527,324
BAUKULTUR PTY LTD	South Australia Forensic Centre new work (Lead PSC - Architecture)	\$17,345,027
SHAPE AUSTRALIA PTY LTD	Seaview Downs Primary School redevelopment (General Building Contractor)	\$16,903,147
PREMIER ROADLINES PTY LTD	Regional Bus Services Procurement	\$13,049,619
SCHIAVELLO (SA) PTY LTD	Southern Fleurieu Health Service Emergency Department (General Building Contractor)	\$12,365,854
PREMIER ROADLINES PTY LTD	Regional Bus Services Procurement	\$12,290,898
LINKSA PTY LTD	Regional Bus Services Procurement	\$11,544,593
BARDAVCOL PTY LTD	Adelaide Hills Productivity and Road Safety Program - Main	\$11,299,590

Contractors	Purpose (Contract Title)	\$ Actual payment
	Road Cherry Gardens safety upgrades	
DOWNER EDI WORKS PTY LTD	Asphalt works on Stuart Highway and Augusta Highway	\$11,133,618
PASCALÉ CONSTRUCTION PTY LTD	Pimpala Primary School Redevelopment (General Building Contractor)	\$10,762,748
MICMAHON SERVICES AUSTRALIA PTY LTD	Central Port Lincoln Intersection Upgrades (PSACB)	\$10,532,305
DOWNER EDI WORKS PTY LTD	Mallee Highway safety improvements - Peake to Jabuk	\$9,957,471
MICMAHON SERVICES AUSTRALIA PTY LTD	Replacement of Patawalonga Lake South Gates	\$9,642,071
DOWNER EDI WORKS PTY LTD	Safety upgrade on Lincoln Highway	\$9,552,607
DEEPRATE PTY LTD	Regional Bus Services Procurement	\$9,505,761
DOWNER EDI WORKS PTY LTD	Main South Road Rehabilitation (James Congdon Drive to Ashwin Parade)	\$9,004,411
CEDUNA BULK HAULIERS & EARTHMOVING PTY LTD	Oodnadatta Track pavement rehabilitation and floodway construction	\$8,984,069
BARDAVCOL PTY LTD	Urgent maintenance works on Strathalbyn Road	\$8,958,123
HINDMARSH CONSTRUCTION AUSTRALIA PTY LTD	Mount Barker Ambulance Station new work (General Building Contractor)	\$8,802,340
DES'S TRANSPORT PTY LTD	Regional Bus Services Procurement	\$8,541,373
BILD INFRASTRUCTURE PTY LTD	Safety upgrade on R M Williams Way	\$8,353,040
MOSSOP GROUP PTY LTD	Thebarton Aquatic Centre refurbishment (General Building Contractor)	\$8,222,130
DOWNER EDI WORKS PTY LTD	Safety upgrade on Mallee Highway	\$7,620,513
PARTEK INDUSTRIES PTY LTD	Victor Harbor Ambulance Station new work (General Building Contractor)	\$6,981,394
MICMAHON SERVICES AUSTRALIA PTY LTD	Great Western Bridge demolition	\$6,775,540
BLU-BUILT CONSTRUCTIONS PTY LTD	Edwardstown Ambulance Station new station	\$6,735,595
ACCIONA RAIL PTY LTD	Ethelton Railway Station upgrade	\$6,712,580

Contractors	Purpose (Contract Title)	\$ Actual payment
LINKSA PTY LTD	Regional Bus Services Procurement	\$6,512,901
BARDAVCOL PTY LTD	Construction of the Manton Street and Adam Street intersection upgrade	\$6,254,986
FULTON HOGAN INDUSTRIES PTY LTD	Safety upgrade on Barrier Highway	\$5,873,547
ERNST & YOUNG	The provision of financial auditing services for the North-South Corridor main transaction	\$5,869,302
AIMSUM PTY LTD	Tactical Adelaide Model Development Services	\$5,845,448
MCCMAHON SERVICES AUSTRALIA PTY LTD	Golden Grove Ambulance Station new work (General Building Contractor)	\$5,718,462
LINKSA PTY LTD	Regional Bus Services Procurement	\$5,652,975
DOWNER EDI WORKS LTD	Asphalt resurfacing on Military Road, Tennyson	\$5,527,210
JAKELCO CONTRACTING PTY LTD	Safety upgrade on Upper Yorke Road (Port Broughton - Bute)	\$5,442,151
SWAN HILL BUS LINES PROPRIETARY LTD	Regional Bus Services Procurement	\$5,265,585
JAKELCO CONTRACTING PTY LTD	Safety upgrade on Thiele Highway	\$4,949,795
FULTON HOGAN INDUSTRIES PTY LTD	Shoulder sealing and widening Port Augusta to Pimba	\$4,671,311
SERVICE STREAM MAINTENANCE PTY LTD	Road maintenance in the APY Lands	\$4,671,163
BITUMAX PTY LTD	Pavement rehabilitation on the Dukes Highway	\$4,635,715
G-FORCE BUILDING AND CONSULTING PTY LTD	Nailsworth Primary School Redevelopment (General Building Contractor)	\$4,558,720
DEEPRATE PTY LTD	Regional Bus Services Procurement	\$4,464,718
BARDAVCOL PTY LTD	Brighton Road and Edwards Street intersection upgrade (PSACB)	\$4,137,300
DOWNER EDI WORKS PTY LTD	Asphalt resurfacing works northern Adelaide	\$3,965,806
AUGUSTA QUARRIES PTY LTD	Supply and delivery of D50 - 150mm Rock Rip Rap to Strzelecki Track	\$3,927,979

Contractors	Purpose (Contract Title)	\$ Actual payment
MOSSOP GROUP PTY LTD	DCP 33 Richmond Road Keswick Fit Out (General Building Contractor)	\$3,879,744
WSP AUSTRALIA PTY LTD	NSC T2D Phase 5 ground investigation works	\$3,726,459
TUNARAMA COACHLINES	Regional Bus Services Procurement	\$3,668,925
ABB AUSTRALIA PTY LTD	Flexity Tram Auxiliary Power Unit retrofit	\$3,575,440
FDC CONSTRUCTION & FITOUT (SA) PTY LTD	Adelaide Sexual Health Centre 260 Currie Street, Adelaide Fit Out	\$3,538,994
P.D. EXCAVATIONS PTY LTD	Construction and shoulder sealing on Naracoorte Road, between Bordertown and Stott Road junction	\$3,299,942
J.F. & N. DUREGON PTY LTD	Ceduna Area School Special Education Unit (General Building Contractor)	\$3,133,460
FULTON HOGAN INDUSTRIES PTY LTD	Pavement rehabilitation and drainage improvement works on various roads around Wallaroo township	\$2,857,860
LECKRING PTY LTD	NSC T2D Cost Estimating Contractor	\$2,849,563
RUSSELL AND YELLAND PTY LTD	Mount Gambier Technical College (Lead Professional Services Contractor - Architect)	\$2,838,924
BARDAVCOL PTY LTD	Construction of a new junction into Felmeri Homes at 1700-1704 Main South Road, O'Halloran Hill	\$2,641,444
DEEPRATE PTY LTD	Regional Bus Services Procurement	\$2,634,167
SMEDLEY TECHNICAL & STRATEGIC	North-South Corridor CSCR Development and Traffic Modelling Advisory Service	\$2,618,889
BARDAVCOL PTY LTD	Urgent roadworks on River Road	\$2,618,889
BMD CONSTRUCTIONS PTY LTD	Carparking Crafers Park 'N' Ride	\$2,569,677
MEDIANEST PTY LTD	Supply and management of road safety billboards	\$2,495,680
STRIDE CONSTRUCTION (SA) PTY LTD	The Heights School Multipurpose Building new work (General Building Contractor)	\$2,430,560
TURNER & TOWNSEND PTY LTD	SA Forensic Science Centre (Cost Manager)	\$2,255,990

Contractors	Purpose (Contract Title)	\$ Actual payment
FIELDQUIP	NSC T2D the provision of fencing services	\$2,244,781
THE TRUSTEE FOR COMUNET UNIT TRUST	Migration of software services to cloud environment	\$2,206,000
ALSANTO CONSTRUCTIONS PTY LTD	Hawker Ambulance Station new work (General Building Contractor)	\$2,195,600
MCPMAHON SERVICES AUSTRALIA PTY LTD	Augusta Highway and Flinders View Drive Junction upgrade	\$2,069,740
TONKIN CONSULTING PTY LTD	Augusta Highway, Port Pirie to Crystal Brook - various sites	\$2,042,232
MC HARBOURS & MARINE PTY LTD	Supply and installation of navigation beacons at various locations around SA	\$1,944,744
JACOBS GROUP PTY LTD	Planning and design for construction of intersection of Holbrooks, Grange and Marion Roads	\$1,897,200
DEEPRATE PTY LTD	Regional Bus Services Procurement	\$1,885,312
BICYCLE SA	Way2Go Bike Ed	\$1,851,735
BITUMAX PTY LTD	Asphalt resurfacing of Ral Ral Avenue and Renmark Avenue	\$1,847,077
FUSCO CONSTRUCTIONS PTY LTD	SAAS Elizabeth Ambulance Station part refurbishment and extension (General Building Contractor)	\$1,831,253
MLEI CONSULTING ENGINEERS PTY LTD	Planning and design for construction of the intersection of Marion Road and Richmond Road	\$1,804,800
HEAD, TRANSPORT FOR VICTORIA	Spray seal works Southern Ports Highway	\$1,787,118
FULTON HOGAN INDUSTRIES PTY LTD	Spray seal works on Overland Track and Riddoch Highway	\$1,786,812
SHAPE AUSTRALIA PTY LTD	PIRSA 11 Waymouth Street, Adelaide Fit Out (General Building Contractor)	\$1,623,996
WGA CONSULTING PTY LTD	James Congdon Drive and Sir Donald Bradman Drive intersection upgrade	\$1,550,400
TOP COAT ASPHALT CONTRACTORS PTY LTD	Asphalt resurfacing on Commercial Road, Salisbury and Main North Road, Blair Athol	\$1,500,969
AGON ENVIRONMENTAL	NSC T2D waste derived fill assessments	\$1,482,085

Contractors	Purpose (Contract Title)	\$ Actual payment
LANE BROS. PRINTERS PTY LTD	Provision of intelligent print imaging and pre-postal services	\$1,480,546
DOWNER EDI WORKS PTY LTD	Asphalt resurfacing of the South Eastern Freeway (Verdun to Beerenberg Farm)	\$1,404,208
FULTON HOGAN INDUSTRIES PTY LTD	Specific maintenance (large patching) - Asset Sustainment Program	\$1,400,825
HANNOVER CONSULTING PTY LTD	Operational Integration Advisor	\$1,400,000
THOMSON ROSSI ASSOCIATES PTY LTD	Virginia Primary School and Preschool upgrade and expansion (Lead Professional Services Contractor - Architect)	\$1,313,638
BITUMAX PTY LTD	Asphalt resurfacing Noarlunga Bus interchange and Gepps Cross intersection	\$1,298,727
FIELDQUIP	NSC T2D Supply and installation of noise walls	\$1,252,372
BIANCO WALLING PTY LTD	Supply, delivery and unload precast drainage for Strzelecki Track (Della Road)	\$1,179,585
TONKIN CONSULTING PTY LTD	Planning and design - intersection of Flaxley, Wellington and Adelaide Roads, Mount Barker	\$1,146,735
ZMR MARINE PTY LTD	Patrol vessel replacement	\$1,116,105
MATTHEWS & PARTNERS PTY LTD	Plympton International College - Infrastructure upgrade (Lead Professional Services Contractor - Architect)	\$1,109,450
INFRASTRUCTURE CONSULTING PTY LTD	Independent construction verification services for the Kangaroo Island Port refurbishment	\$1,091,481
TPG NETWORK PTY LTD	Mile End Data Centre	\$1,050,000
AECOM AUSTRALIA PTY LTD	Provision of planning and design for the Victoria Road / Pelican Point Road intersection upgrade	\$1,043,925
AUS ENVIRONMENTAL AUDITOR PTY LTD	NSC T2D waste derived fill audits	\$1,042,389
ROYAL PARK SALVAGE ASBESTOS PTY LTD	NSC T2D demolition of nominated properties (package 7)	\$1,038,838

Contractors	Purpose (Contract Title)	\$ Actual payment
PAINTED DOG RESEARCH PTY LTD	Public Transport Network - Customer Satisfaction Survey	\$1,023,000
KPMG AUSTRALIA	Financial Auditor for the Truro Bypass Project and the Tram Grade Separations Project	\$1,009,632
GRIEVE GILLETT PTY LTD	Barossa Hills and Fleurieu LHN Kangaroo Island Health Service Upgrade (Lead PSC)	\$994,588
SWART AND SONS PTY LTD	Kidman Bridge refurbishment	\$976,380
ROYAL PARK SALVAGE ASBESTOS PTY LTD	NSC T2D demolition of nominated properties (package 5)	\$952,683
AQUEST (SA) PTY LTD	Port Bonython Capstan and QRH Electrical Infrastructure upgrade	\$919,542
GRIEVE GILLETT PTY LTD	Port Augusta Prison Bluebush upgrade (Architect)	\$884,096
ROADSIDE SERVICES AND SOLUTIONS PTY LTD	Mannum Road safety upgrade	\$873,709
PLATINUM CIVIL CONSTRUCTION GROUP PTY LTD	Urrbrae Agricultural High School - accommodation work	\$871,986
FYFE PTY LTD	NSC T2D the provision of Surveying Services	\$814,646
EICHLER EARTHMOVERS PTY LTD	Phase 2 Flood Recovery Activities Package 1 - Hunter Road, Burdett Road, and Randall Street	\$762,856
G-FORCE BUILDING AND CONSULTING PTY LTD	Acoustic property treatments associated with the Cross Road and Fullarton Road intersection upgrade	\$751,245
WGASA PTY LTD	North East Road, between Houghton and Gumeracha Corridor investigations and detailed design	\$745,000
ASSET VISION PTY LTD	Maintenance Management System	\$737,273
ROYAL PARK SALVAGE ASBESTOS PTY LTD	NSC T2D demolition of nominated properties	\$702,136
VALOREM ADVISORY PTY LTD / APP CORPORATION PTY LTD	Engagement for Procurement, Contract Administration and Final Business Case Advisory Services	\$685,696
INTRACT PTY LTD	Shoulder backup works on the Onkaparinga Valley Road	\$654,781

Contractors	Purpose (Contract Title)	\$ Actual payment
INTRACT PTY LTD	Shoulder construction and sealing works on Mannum Road	\$639,020
ABORIGINAL BUILDING AND CIVIL CONSTRUCTION ACADEMY PTY LTD	Supply of an Aboriginal Workforce for Departmental Infrastructure Projects	\$635,484
BMD CONSTRUCTIONS PTY LTD	Bridge widening and strengthening projects	\$610,277
PROBITUMEN PTY LTD	Maintenance asphalt patching in Metropolitan region package 3	\$610,046
LEAR SIEGLER AUSTRALASIA PTY LTD	Demolition impact air quality monitoring	\$610,000
WSP AUSTRALIA PTY LIMITED	Adelaide South and Fleurieu Transport Area Plan	\$598,963
KENNETT PTY LTD	Woodville Ambulance Station new station	\$594,168
OUTSIDE IDEAS CLC PTY LTD	Reinstatement of access tracks Main South Road Project	\$591,663
SWART & SONS PTY LTD	The cleaning and protective treatment of River Murray Ferry	\$578,110
KARA RESOURCES PTY LTD	Supply of quarry material for pavement construction (Upper Yorke)	\$577,500
RUSSELL AND YELLAND PTY LTD	Capital Works Upper Sturt Primary School (Lead Professional Services)	\$567,254
THE TRUSTEE FOR MCSHERRY FAMILY INVESTMENTS TRUST	Maintenance asphalt patching in Metropolitan Region package 1	\$565,031
IBM AUSTRALIA	North-South Corridor River Torrens to Darlington Project - MAXIMO Advisory, Development and implementation services (proof of concept)	\$561,000
PROBITUMEN PTY LTD	Maintenance asphalt patching in metropolitan region package 2	\$548,908
DIALOG PTY LTD	Digital journey management system support and managed services	\$530,000
EMA CONSULTING PTY LTD	HR / IR Transition Support Advisor	\$528,528
ALTUS TRAFFIC PTY LTD	Undertake traffic management for the Field Testing Group for a variety of mobile works	\$520,000
MCPMAHON SERVICES AUSTRALIA PTY LTD	Urgent slope remediation works on Greenhill Road	\$507,778

Contractors	Purpose (Contract Title)	\$ Actual payment
THE TRUSTEE FOR MCSHERRY FAMILY INVESTMENTS TRUST	Maintenance asphalt patching in Metro Region package 4	\$505,832
ABBOTT RISK CONSULTING LTD	Rail Safety Accreditation Advisor	\$500,000
CRESTWARE INDUSTRIES PTY LTD	Supply and installation of fencing - Main South Road	\$499,934
RIDER LEVETT BUCKNALL SA PTY LTD	Port Augusta Hospital and Regional Health Service upgrade (Lead PSC - Architecture)	\$486,120
BETA MANAGEMENT SERVICES	Provision of a Project Management Resource for the Rail Projects Section, Category E (Specialist Project Manager)	\$485,100
ISOLVE ENGINEERED SOLUTIONS PTY LTD	Heysen Tunnel Systems, and NSC T2D Advisory Support Services	\$482,680
BST AUSTRALIA PTY LTD	CCTV Replacement Program	\$477,598
WSP AUSTRALIA PTY LTD	Active Transport projects - package 5 (traffic signals)	\$476,613
MMP COMPUTER CABLE PTY LTD	Maintenance of wide area network	\$475,000
URBANVIRONS GROUP PTY LTD	Landscaping Services - property accommodation works - Main South Road Project Stage 2 (Aldinga to Sellicks)	\$469,292
MPH Architects	CBD Integrated Fit Out - Lead PSC	\$450,000
JAKELCO CONTRACTING PTY LTD	Thiele Highway storm / flood damage repair	\$449,224
HODGKINSON GROUP PTY LTD	Port Augusta Hospital upgrade (Lead Professional Services Contractor - Architect)	\$443,839
RICOH AUSTRALIA PTY LTD	Replacement printers for publishing and online services	\$443,140
ESCIENT PTY LTD	DIT website redevelopment and Governance arrangements	\$439,340
UNIVERSAL FENCING (SA) PTY LTD	The supply and installation of steel beam safety barrier on Main South Road	\$433,457
DANVERS SCHULZ HOLLAND ARCHITECTS PTY LTD	Mount Gambier TAFE SA facility and equipment upgrade (Lead Professional Services Contractor)	\$430,650
R.J. SHANNON PTY LTD	Capital Works Elsie Ey Children's Centre (Hewett) - Lead Professional Services	\$418,468

Contractors	Purpose (Contract Title)	\$ Actual payment
ROYAL PARK SALVAGE PTY LTD	Demolition of residential properties for the Marion Road and Sir Donald Bradman Drive intersection upgrade	\$399,850
ARDECHE CONCEPTION ET REALISATIONS EN ELECTRONIQUE (ACOREL)	Passenger Counters on the bus fleet	\$397,891
INFRASTRUCTURE CONSULTING PTY LTD	Project Management Resource (Category B) for Northern Rural Project Team	\$386,100
WHEATON ENTERPRISES	Engagement of a Category B Procurement Management Resource	\$386,100
BMT COMMERCIAL AUSTRALIA PTY LTD	River Murray Replacement Project - Design services for 30 metre Steel Hull Ferry	\$379,033
MC HARBOURS & MARINE PTY LTD	Replacement of buoy mooring systems at Port Bonython	\$378,440
ARK PROJECT MANAGEMENT PTY LTD	Category B - Senior Marine Project Manager	\$376,200
RCP	CBD Integrated Fit Out – Project Manager	\$375,958
EQUIPPED CIVIL PTY LTD	Civil Works associated to the Power Line Environment Committee at Tea Tree Gully	\$374,251
WALTHAM PROJECT GROUP PTY LTD	PMCM Senior Project Management Services for the Rail Projects Section	\$374,220
WGASA PTY LTD	Birdsville Track - Disaster Recovery Funding Arrangements Flood Plain	\$370,000
ARCBLUE CONSULTING (AUS) PTY LTD	Procurement Resource Category B	\$366,300
APP CORPORATION PTY LTD	Engagement of a Category B, Procurement Management Resource	\$366,300
TRON CIVIL CONTRACTING PTY LTD	Civil Works associated with the Power Line Environment Committee Scheme at Jamestown	\$360,848
D.J STEHBENS & L.A STEHBENS	Operation and maintenance of the Beachport Boatyard	\$354,750
SANCUS PTY LTD	Category A Specialised Commercial Advisor	\$348,480
TURNER & TOWNSEND PTY LTD	North South Corridor - Turner & Townsend - NSC T2D Independent Cost Reviewer	\$348,264

Contractors	Purpose (Contract Title)	\$ Actual payment
ANTHONY DONATO ARCHITECTS PTY LTD	Brahma Lodge Kindergarten - new facility (Lead Professional Services Contractor - Architect)	\$346,995
ARCBLUE CONSULTING (AUS) PTY LTD	Procurement Resource (Category B) to the Building Projects Directorate	\$346,500
WSP AUSTRALIA PTY LTD	Stuart Highway pavement rehabilitation investigations between Marla and Coober Pedy	\$338,012
SPRINKLR INCORPORATED	Software solution (social media management tool)	\$336,000
PHILLIPS/PILKINGTON ARCHITECTS PTY LTD	Marden Open Access College Refurbishment (Lead Professional Services Contractor)	\$331,293
TONKIN CONSULTING PTY LTD	Active Transport projects - package 3 - raised platforms	\$328,518
MARSHFIELD CONSULTING SERVICES PTY LTD	Community Information Hub - exterior LED screens	\$327,900
BURTON DEMOLITION	NSC T2D Demolition Nominated Properties (package 5B)	\$324,048
MARSHFIELD CONSULTING PTY LTD	Project Management Resources	\$322,740
MARSHFIELD CONSULTING SERVICES PTY LTD	PMCM Category C Project Management Resource	\$322,740
COSTPLAN PTY LTD	Engagement of two Category C, Project Management resources	\$322,740
CLIMBING TREE CREATIONS PTY LTD	Aboriginal Homeland Playground upgrade	\$321,230
RICARDO RAIL AUSTRALIA PTY LTD	Program Assurance Adviser	\$320,608
MARITIME CONSTRUCTIONS PTY LTD	Streaky Bay Remediation Works. Early Contractor Involvement Agreement	\$320,602
TUF CONSTRUCTION NOMINEES PTY LTD	West Lakes revetment repairs	\$320,000
COSTPLAN PTY LTD	Engagement of a Category C, Project Management resource	\$316,800
BRETT JULIAN ARCHITECTS PTY LTD	TAFE SA Barossa Valley Campus Digital Skilling Precinct	\$316,349
R. J. SHANNON PTY LTD	Westport Primary School Infrastructure upgrade (Lead Professional Services Contractor - Architect)	\$308,000

Contractors	Purpose (Contract Title)	\$ Actual payment
PRINCEPS PROJECT ADVISORY PTY LTD	North-South Corridor, River Torrens to Darlington Project - Alliance readiness support and Alliance training	\$300,300
WGASA PTY LTD	West Lakes Boulevard Road Management Plan	\$293,018
GHD PTY LTD	Provision of design support for the Patawalonga South Gates Upgrade (DEW)	\$292,226
MOUNTFORD WILLIAMSON ARCHITECTURE PTY LTD	Two Wells Community Children's Centre - Expansion (Lead Professional Services Contractor - Architect)	\$290,895
COSTPLAN PTY LTD	Category C PSAPMCM Project Manager for Southern Fleurieu Projects	\$287,000
BEKAERT WIRE ROPES PTY LTD	Supply of wire rope for the Murray River Ferry Crossing	\$282,233
CUNDALL JOHNSTON AND PARTNERS PTY LTD	Sustainable Government Building requirements	\$279,015
ECODYNAMICS LANDSCAPING PTY LTD	Long Valley Road overtaking lane 2 landscaping	\$278,418
URPS	Regional Drought Resilience Plan - Far North	\$275,800
J & J PROJECTS PTY LTD	NSC T2D The Provision of Constructability Advisory Support	\$275,000
RAW SA PTY LTD	Hardstand and Service Investigation - Majors Road Interchange Project	\$272,270
COSTPLAN PTY LTD	Project Management Resource (Category C)	\$267,300
EVE AUSTRALIA PTY LTD	Electric Vehicle Charging Equipment – non-CBD locations	\$267,198
JVH TECHNOLOGY (SA) PTY LTD	Supply and install of 14 bus shelters	\$263,659
SOUTH AUSTRALIAN ROCK LOBSTER ADVISORY COUNCIL INCORPORATED	Waste Oil Stations- management and operation	\$262,610
COSTPLAN PTY LTD	Engagement of Category D, Project Management resource	\$259,380
W.D.M LIMITED	Deflectograph pavement evaluation vehicle system upgrade	\$255,000
MARSHFIELD CONSULTING SERVICES	NSC T2D the provision of constructability advisory support	\$252,197

Contractors	Purpose (Contract Title)	\$ Actual payment
TSA MANAGEMENT (SA) PTY LTD	Project Management Services	\$249,480
RUSSELL AND YELLAND PTY LTD	Para Hills High School STEAM upgrade (Lead Professional Services Contractor - Architect)	\$234,482
SAFETY BARRIER SOLUTIONS PTY LTD	The removal, supply and installation of steel beam safety barrier on Barrier Highway	\$233,429
WAVEMAKER AUSTRALIA PTY LTD	Engagement and Awareness Campaign	\$232,518
LEADING CRANE SERVICES PTY LTD	Provision of services for the inspection, testing and servicing of jetty cranes	\$232,216
RLB	CBD Integrated Fit Out - Cost Manager	\$232,000
INFRASTRUCTURE CONSULTING PTY LTD	Inspection of structural assets – various sites - rural	\$229,900
MLEI ADELAIDE PTY LTD	New junction into Felmeri Homes at 1700 Main South Road, O'Halloran Hill	\$227,816
JACOBS PTY LTD	Inspection of structural assets - various sites	\$222,727
JACOBS GROUP (AUSTRALIA) PTY LTD	Victor Harbor Road / Brookman Road intersection	\$221,367
SATORI AUSTRALIA PTY LTD	Purchase Card Analytics Software	\$221,229
TSP	Nationwide Freight Highway Upgrade Program - Stuart Highway planning	\$219,450
HOLMES DYER PTY LTD	Precinct Master Plans	\$217,855
IPD GROUP LTD	Communications Hardware Upgrade for Seaford Rail Fleet	\$216,755
KPMG	Improved AGFMA Roadmap	\$216,476
GHD AUSTRALIA PTY LTD	Lincoln Highway intersection Porter Street traffic signals	\$211,922
PROJECT PARTNERS ADVISORY PTY LTD	Wirrina Cove Marina Future Options Business Case	\$205,000
JACOBS AUSTRALIA PTY LIMITED	Inspection of structural assets – various sites - urban	\$203,541
SCYNE ADVISORY PTY LTD	Alliance Audit Services	\$202,406
AUSTRALIAN PAYROLL CONSULTING PTY LTD	HR / Payroll Functional Specialist	\$200,750
SWART & SONS PTY LTD	Ferry 26 refurbishment blasting and painting	\$196,858
BDO SERVICES PTY LTD	Local Government Boundaries Commission	\$193,314

Contractors	Purpose (Contract Title)	\$ Actual payment
INFRASTRUCTURE CONSULTING PTY LTD	Category B, Senior Project Management Resource	\$193,050
ULTIMATE ENGINEERING AND MAINTENANCE SERVICES PTY LTD	Fabrication and delivery of River Murray ferry engine cabinets	\$187,148
TURNER AND TOWNSEND	Mount Gambier Technical College (Lead - Cost Manager)	\$187,067
ACN059144286 PTY LTD (T/A EVANS AND CLARK)	NSC T2D supply and delivery of temporary fencing panels	\$184,784
PRICEWATERHOUSECOOPERS INDIGENOUS CONSULTING PTY LIMITED	Development of an Aboriginal Engagement and Inclusion Strategy	\$184,127
NB CIVIL PTY LTD	PSAPMCM Category B Project Management Resource	\$183,150
SEMPAC PTY LTD	Estimating Services for the Yorke Peninsula region jetties	\$182,292
MORAN SERVICES PTY LTD	PSAPMCM Category B Resources required North	\$178,200
VALOREM ADVISORY PTY LTD	Cat B Senior Procurement Manager	\$173,250
KASADA AUSTRALIA PTY LTD	BOT protection for Service SA	\$163,944
BUILDSURV PTY LTD	Flinders Medical Centre redevelopment (Building Certifier)	\$163,900
BICYCLE SOUTH AUSTRALIA INCORPORATED	Way2Go Bike Education bike checks	\$163,000
OSMOND ENTERPRISES PTY LTD	Category B Senior Procurement Manager	\$162,360
KPMG AUSTRALIA	Development and documentation of a minimum data requirement specification	\$160,893
JEANETTE LINDQVIST	Assessing applications against eligibility criteria for SA Transport Subsidy Scheme	\$159,600
CHRIS SALE CONSULTING PTY LTD	Port Augusta Prison bluebush upgrade (Cost Manager)	\$159,500
ALL STATE GROUP SERVICES PTY LTD	NSC T2D demolition of nominated properties (package 6)	\$155,208
SENSUM SA PTY LTD	Engagement of a Senior Project Management Resource (Category B) for the Barossa Hills and Fleurieu Local Health Network – Kangaroo Island Health Service project	\$150,480
GHD PTY LTD	Audit of preventative maintenance for emergency and high risk assets / systems	\$147,715

Contractors	Purpose (Contract Title)	\$ Actual payment
WGASA PTY LTD	Active Transport projects - package 2 - 2 x PACs, detailed design	\$147,066
GREENWAY ARCHITECTS (SA) PTY LTD	Adelaide Sexual Health Centre 260 Currie Street Fit Out	\$145,981
LINKING FUTURES	Warriappendi School Relocation Discipline PSC Cultural Advisor	\$143,665
SAFEGROUP PTY LTD	North-South Corridor - SafeGroup - safety evaluation of main works	\$134,769
NGARRINDJERI ABORIGINAL CORPORATION RNTBC	NAC Services to the Old Murray Bridge Refurbishment Project	\$131,168
KPMG	Compliance Audit	\$130,734
DELOITTE TOUCHE TOHMATSU	Engagement of consultant to undertake cost recovery activities related to Across Government contracts	\$129,516
MJS SIMISTER PTY LTD	Urgent tree trimming and cleanup works on River Road	\$128,205
ROYAL PARK SALVAGE PTY. LIMITED	Demolition of commercial properties at Marion Road Anzac Highway intersection	\$126,610
SLATTERY AUCTIONS SA PTY LTD	Number Plate Auctioneer	\$125,000
RIDER LEVETT BUCKNALL SA PTY LTD	SAPOL Barracks relocation advice (Cost Manager) project 2	\$123,664
ENVIROLAB SERVICES PTY LTD	NSC T2D surface water analysis	\$121,914
COMPASS IOT PTY LTD	Provision of connected vehicles data on South Australian roads	\$121,000
YANUN PROJECT SERVICES PTY LTD	Warriappendi School relocation (Project Manager)	\$112,122
MC HARBOURS & MARINE PTY LTD	West Lakes outlet gates (cleaning and inspection)	\$111,503
MINISTER FOR ENVIRONMENT AND WATER (ACTING THROUGH THE DEPARTMENT FOR ENVIRONMENT AND WATER)	Eyre Highway water supply wells rehabilitation	\$110,000
WGASA PTY LTD	Dukes Highway - Freight Highway Upgrade Program	\$108,900
BDS CONTRACTING PTY LTD	Provision of supervision of the piling works at the Adelaide Aquatic Centre development	\$108,900

Contractors	Purpose (Contract Title)	\$ Actual payment
DONALD CANT WATTS CORKE (SA) PTY LTD	Barossa Hills and Fleurieu Local Health Network, Kangaroo Island Health Service upgrade (Cost Manager)	\$104,808
TURNER & TOWNSEND PTY LTD	Virginia Primary School and Preschool upgrade and expansion (Cost Manager)	\$104,500
CLOVER GREEN SPACE PTY LTD	Ovingham public parks	\$102,934
WSP AUSTRALIA PTY LIMITED	Port Pirie to Crystal Brook Augusta Highway pavement rehabilitation design	\$102,784
MECHANICAL VEGETATION SOLUTIONS PTY LTD	Vegetation removal services for property accommodation works - Main South Road Project (Aldinga to Sellicks)	\$100,513
GRANT THORNTON AUSTRALIA LIMITED	Grange Road, Holbrooks Road and East Avenue intersection upgrade project (Business Valuation Services)	\$97,438
REDFLEX TRAFFIC SYSTEMS PTY LTD	Supply, install and commission speed and red light camera at Marryatville High School Pedestrian Actuated Crossing, Marryatville	\$97,031
WGA PTY LTD	Inspection of structural assets - various sites	\$92,730
MIKE CARTER CONSULTING	Inspection of structural assets – various sites - rural	\$92,110
MBMPL PTY LTD	Plympton International College - Infrastructure upgrade (Cost Manager)	\$89,925
BLUESPHERE ENVIRONMENTAL PTY LTD	Islington rail site - data gaps and risk assessment	\$86,000
WGASA PTY LTD	Inspection of structural assets – various sites - urban	\$84,458
TURNER AND TOWNSEND	Port Augusta Hospital upgrade (Cost Manager)	\$84,062
CAPISCE QS PTY LTD	Meningie Area School Administration and Library facilities new work (Cost Manager)	\$83,534
GREENHILL ENGINEERS PTY LTD	Eyre Highway, Iron Knob Rest Area	\$78,624
MPH ARCHITECTS	SAPOL Barracks Relocation Advice (Lead PSC - Architecture)	\$78,220

Contractors	Purpose (Contract Title)	\$ Actual payment
CAPISCE QS PTY LTD	Mount Gambier TAFE SA facility and equipment upgrade (Cost Manager)	\$67,881
ANTHONY DONATO ARCHITECTS	Willaston SES Station new work (Lead PSC - Architecture)	\$67,250
MOSSOP GROUP PTY. LTD.	TAFE SA Barossa Valley Campus digital skilling precinct upgrade (Cost Manager)	\$65,575
INFRASTRUCTURE CONSULTING	Inspection of structural assets - various sites	\$63,636
DONALD CANT WATTS CORKE (SA) PTY LTD	Marden Open Access College refurbishment (Quantity Surveyor)	\$63,140
MBMPL PTY LTD	Capital Works Hackham West Children's Centre (Cost Manager)	\$61,600
RESONATE CONSULTANTS PTY LTD	Marion Road and Sir Donald Bradman Drive intersection upgrade (facade treatment scope)	\$58,580
INFRASTRUCTURE CONSULTING PTY LTD	Inspection of structural assets – various sites - urban	\$58,263
RIDER LEVETT BUCKNALL SA PTY LTD	Brahma Lodge Kindergarten - new facility (Cost Manager)	\$51,245
ALDRIDGE TRAFFIC CONTROLLERS PTY LTD	North-South Corridor, River Torrens to Darlington Project – development of standard traffic signal controller for Tunnel Closure Barrier System	\$49,720
ABORIGINAL URBAN DESIGN PTY LTD	Provision of facilitation services for Aboriginal Acknowledgement of Country signage	\$49,273
CAPISCE QS PTY LTD	Capital Works Norwood International HS (Cost Manager)	\$46,910
SOUTH AUSTRALIAN NATIVE TITLE SERVICES LTD	Provision of facilitation services for Aboriginal Acknowledgement of Country signage	\$45,577
RIDER LEVETT BUCKNALL SA PTY LTD	Capital Works Upper Sturt Primary School (Cost Manager)	\$44,770
ROBB PROJECT CONSULTING PTY LTD	Two Wells Community Children's Centre - Expansion (Cost Manager)	\$44,473
CAPISCE QS PTY LTD	Westport Primary School Infrastructure upgrade (Cost Manager)	\$41,756

Contractors	Purpose (Contract Title)	\$ Actual payment
GBA Projects	Delay claim review for the design and construction of two Fullarton Road intersections (Glen Osmond Road and Cross Road)	\$39,710
OXIGEN PTY LTD	NSC T2D connecting Edwardstown - urban and landscape design	\$39,325
NORTH PROJECTS	Main North Road / Regency Road intersection	\$38,083
SEMPAC	Keswick Creek flow diversions, Anzac Highway Ashford to Le Hunte Street Wayville, stormwater board design	\$37,747
REBECCA PETERS	Training advice	\$33,000
TRACEY BRUNSTROM & HAMMOND	Princes Highway Corridor upgrade works, program review	\$30,800
SATORI AUSTRALIA PTY LTD	Implementation of purchase Card Analytics Software	\$30,250
NATURE FOUNDATION LIMITED	Native Vegetation Council accredited third party offset provider (Truro)	\$30,000
RIDER LEVETT BUCKNALL	Marion Road / Sir Donald Bradman Drive intersection upgrade	\$28,886
SEMPAC	Keswick Creek flow diversions, Anzac Highway Ashford to Le Hunte Street Wayville, DIT design	\$27,247
DONALD CANT WATTS CORKE	Adelaide Road / Alexandrina Road / Wellington Road / Flaxley Road, Mount Barker	\$26,664
NORTH PROJECTS	Road Safety Program Mallee Highway	\$26,473
NORTH PROJECTS	Mallee Highway safety improvements, Peake to Jabuk	\$25,100
NORTH PROJECTS	Tram Grade Separation Projects, program review	\$24,244
SEMPAC	Road maintenance contract review	\$24,090
RIDER LEVETT BUCKNALL	Upper Yorke Road (Kulpara to Arthurton), road safety program works	\$22,248
NORTH PROJECTS	Ethelton Station platform replacement	\$21,384
COSTPLAN	Lincoln Highway, road safety program works	\$21,054

Contractors	Purpose (Contract Title)	\$ Actual payment
RIDER LEVETT BUCKNALL	Thiele Highway, safety upgrade between Eudunda and Morgan	\$18,728
BAKER ABLE CONSULTING	Strzelecki Track, construction of various floodways	\$18,700
COSTPLAN	Bookmark Creek Shared Use Path footbridge structure and tie-in to adjacent footpath	\$18,282
RIDER LEVETT BUCKNALL	Main Road, safety improvements	\$16,885
NORTH PROJECTS	Construction of Port Lincoln intersection upgrades and asphalt pavement rehabilitation	\$16,808
NORTH PROJECTS	Kidman Bridge refurbishment	\$16,566
COSTPLAN	Marion Road / Sturt Road, intersection upgrade, right turn filter review	\$16,203
MCGARRY ASSOCIATES	Thiele Highway, shoulder sealing and safety improvements	\$16,060
NORTH PROJECTS	Hahndorf Township improvement and access upgrade	\$15,472
NORTH PROJECTS	Tram Grade Separation Projects, bridge structure cost assessment	\$14,850
CAPISCE QS	Old Rapid Bay Jetty make safe works	\$14,784
COSTPLAN	Bridge Road / Wynn Vale Drive junction upgrade	\$14,636
NORTH PROJECTS	Princes Highway Corridor upgrade works program review	\$14,520
COSTPLAN	Stuart Highway, flood prone area upgrade	\$14,188
SEMPAC	Outer Harbor and Grange Rail Line, West Croydon Station CCTV and pedestrian crossing upgrade near Jane Street	\$13,981
SEMPAC	Rail Minor Works installation of bicycle cages at Woodville Railway Station and Mawson Lakes Railway Stations	\$13,637
SEMPAC	Rail Minor Works Jane Street pedestrian crossing, Stage 4	\$13,305
SEMPAC	West Croydon (Jane Street) pedestrian crossing activation and West Croydon Railway Station CCTV	\$13,189

Contractors	Purpose (Contract Title)	\$ Actual payment
COMMERCIAL & INFRASTRUCTURE	RM Williams Way (Black Rock - Jamestown), road safety program works	\$12,958
NORTH PROJECTS	North South Motorway, northern connector gantries review	\$12,892
COMMERCIAL & INFRASTRUCTURE	Findon Road / Hartley Road / Valetta Road junctions upgrade	\$12,760
RIDER LEVETT BUCKNALL	Upper Yorke Road (Port Broughton - Bute), road safety program works	\$12,694
RIDER LEVETT BUCKNALL	Augusta Highway, overtaking lane at Winninowie, (including Horrocks Pass junction upgrade)	\$12,628
NORTH PROJECTS	Lobethal Road, bridge upgrade	\$12,562
NORTH PROJECTS	Urrbrae Agricultural High School accommodation works, landscaping and COLA	\$12,386
MCGARRY ASSOCIATES	Goyder Highway, betterment works	\$12,133
SEMPAC	River Road / Strathalbyn Road, junction upgrade	\$12,001
MCGARRY ASSOCIATES	Gillman Spoil Reveal Facility, Eastern Parade Access Road upgrade	\$11,898
COSTPLAN	Eyre Highway flood remediation works	\$11,678
SEMPAC	Road and bridge asset revaluation (1 July 2023)	\$11,644
BAKER ABLE CONSULTING	Augusta Highway / Flinders View Drive, junction upgrade	\$10,880
COMMERCIAL & INFRASTRUCTURE	Barrier Highway (Burra - Riverton), road safety program works	\$10,780
NORTH PROJECTS	Horrocks Highway, culvert replacement	\$10,131
	Total	\$2,177,495,143