



Ministry of Transport

Annual Report 2007

MOVING FORWARD FOR



Letter to the Minister

The Hon John Watkins MP
Deputy Premier
Minister for Transport
Minister for Finance
Parliament House
Macquarie Street
SYDNEY NSW 2000

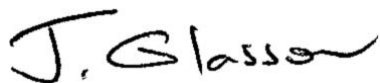
Dear Deputy Premier,

I am pleased to submit the Ministry of Transport's Annual Report for the year ended 30 June 2007.

This Annual Report has been prepared in accordance with the provisions of the *Annual Reports (Departments) Act 1985* and includes a Statement of Affairs, pursuant to the *Freedom of Information Act 1989*.

The report outlines the year's highlights and achievements against six key result areas identified in the Ministry of Transport's Corporate Plan for 2006–07 and identifies future directions.

Yours sincerely,

A handwritten signature in black ink, reading "J. Glasson". The signature is written in a cursive, flowing style with a large initial "J" and a long, sweeping underline.

Jim Glasson
Director-General
31 October 2007

Table of Contents

Overview	3
Who we are, what we do, our clients and stakeholders, corporate plan 2006–10, our structure	
2006–07 Highlights	7
Highlights in service delivery and focus for the year	
Our Performance	
Key service data, achievements and future directions	
Key Result Area 1	
Improving performance across the NSW rail, bus and ferry networks	12
Key Result Area 2	
Delivering equitable and accessible transport to match community needs	17
Key Result Area 3	
Contributing to the provision of secure, safe and reliable transport services	19
Key Result Area 4	
Improving communication with transport users and the community	22
Key Result Area 5	
Co-ordinating better use of resources across the NSW Transport Network	24
Key Result Area 6	
Improving transport services for regional and rural NSW	25
Financial Performance	27
Financial Statements for the NSW Ministry of Transport	
Appendices	55
Detailed information on selected topics	
Glossary of Terms and Acronyms	93



Overview

Overview

Who we are

The Ministry of Transport was established in 2003 and is the lead agency in the NSW transport portfolio. The Ministry provides strategic policy oversight and advice to the Minister for Transport on a number of key service initiatives that are designed to deliver a safe and reliable transport network across metropolitan, regional and rural New South Wales.

Vision	Key Goals	Culture Statement	Values
Effective public transport in NSW	More capable, competitive and sustainable transport services. Safe, reliable and clean transport services.	To develop a positive culture supported by clear objectives and good processes, which values people and recognises achievements.	We will be honest, ethical and transparent in our work. We will aim to deliver equitable service outcomes to the community. We will treat our stakeholders, and each other, with respect. We value the contribution of our staff and support their development.

What we do

Our primary goal is using our budget allocation of over \$3 billion to improve transport services for the people of NSW.

We achieve this by:

- providing funding for NSW public transport services and major capital works
- regulating NSW bus, taxi and hire car industries
- managing NSW bus and ferry contracts

At a policy level, we develop and co-ordinate high level transport priorities in NSW and implement them in collaboration with other government agencies. We are also responsible for integrating policies, regulations and service initiatives across NSW.

Our clients and stakeholders

Our clients and stakeholders include:

- public transport users and the community
- the Minister for Transport and the NSW Government
- private transport operators
- freight providers and users
- community transport providers and users
- transport portfolio agencies – RailCorp, the State Transit Authority, Sydney Ferries Corporation, the Transport Infrastructure Development Corporation, Rail Infrastructure Corporation, the Public Transport Ticketing Corporation, Office of Transport Safety Investigation, NSW Maritime Authority and the Independent Transport Safety and Reliability Regulator

- NSW transport and related agencies – the Roads and Traffic Authority, the Port Corporations, the Department of Planning, the Department of Ageing, Disability and Home Care and the Department of Community Services
- central agencies including NSW Treasury, the Cabinet Office and the Premier's Department (now the combined Department of Premier and Cabinet)
- Commonwealth Government agencies – the National Transport Commission, the Department of Transport and Regional Services and the Department of Health and Ageing
- industry, consumer and other organisations including: the Bus and Coach Association, the NSW Taxi Council, the Charter Vessels Association, NSW Council Of Social Service, the Community Transport Organisation, Local Councils, People with Disabilities, Vision Australia, Physical Disability Council of NSW, Spinal Cord Injuries Australia and the Isolated Children's Parents' Association and Neighbour Aid Association

Corporate Plan 2006–10

With approximately two million trips undertaken on rail, bus and ferry services across NSW on an average weekday, it is imperative that we take a long-term approach to transport services and infrastructure.

The *Ministry of Transport Corporate Plan 2006–10* details the direction, priorities and values of the Ministry and highlights major policy challenges. The Plan shows how the Ministry will contribute to the long-term improvement of transport services in NSW across six key result areas:

- Improving performance across the NSW rail, bus and ferry networks
- Delivering equitable and accessible transport to match community needs
- Contributing to the provision of secure, safe and reliable transport services
- Improving communication with transport users and the community
- Co-ordinating better use of resources across the NSW transport network
- Improving transport services for rural and regional NSW

Information about the Ministry's performance and achievements in 2006-07 action these key result areas is contained in the section of this report titled Our Performance commencing page 11.

Major policy challenges 2006–10

The Ministry's major policy challenges, as identified in the Corporate Plan, include:

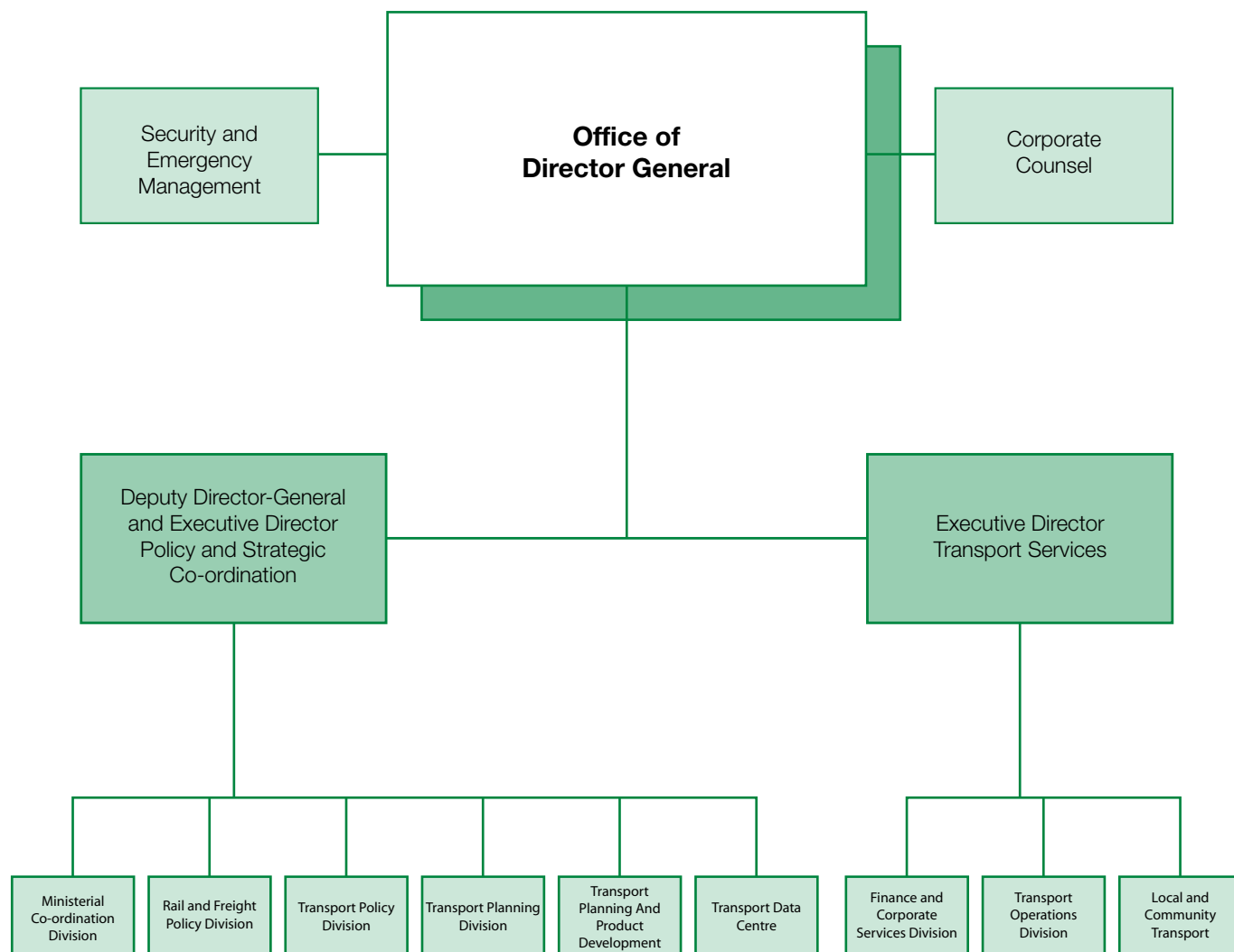
- leading, planning and working with partner agencies to deliver more effective transport services
- ensuring that the regulatory framework delivers safe, clean and reliable transport services
- increasing the capacity and role of public transport in meeting community needs
- ensuring financial resources are appropriately targeted to best meet transport service requirements
- co-ordinating agencies for the delivery of transport infrastructure upgrades
- contributing to a network of fast and reliable transport links to regional cities and major centres
- implementing performance-based bus service contracts for the metropolitan, outer metropolitan and rural and regional areas of NSW
- improving transport service provision for rural and regional areas of NSW
- continuing accreditation of transport providers and improving service standards
- implementing improvements to taxi services including reforms arising out of various reviews
- supporting the implementation of integrated ticketing across the Greater Sydney transport network

Our structure

Our organisational structure has been designed to ensure we achieve our objectives effectively and efficiently. The organisation consists of two key groups – the Policy and Strategic Co-ordination Group and the Transport Services Group – under which the various policy, operational and corporate service areas are managed.

During 2006–07, the Centre for Transport Planning and Product Development was established within the Ministry of Transport, and responsibility for the Transport Data Centre was also transferred to the Ministry to support the Government's strategic planning objectives.

Structure and Orginastional Chart



As at 30 June 2007.

The Ministry employs 296 staff in four offices in Sydney, Parramatta, Newcastle and Wollongong, as well as metropolitan transport co-ordinators, 11 regional transport co-ordinators and an Aboriginal Project Liaison Officer, who are located across rural and regional NSW.

Additionally, the Ministry provides corporate services to the Transport Administration Corporation; the Public Transport Ticketing Corporation; the Independent Transport Safety and Reliability Regulator; the Office of Transport Safety Investigation.

For more information on the Ministry's human resources policies, including EEO and OH&S, please see Appendices 8 (page 71), 10 (page 73) and 23 (page 80).



2006-07 Highlights

2006–07 Highlights

NSW State Plan

In November 2006 the Premier, the Hon Morris Iemma MP, launched the *NSW State Plan*. The Ministry of Transport was made lead agency for two of the 34 priorities identified in the State Plan – Priority S6: Increasing share of peak hour journeys on a safe and reliable transport system; and Priority E7: Improve the efficiency of the road network.

In 2006–07 the Ministry commenced analysis and planning for delivering on State Plan priorities, in conjunction with partner agencies and the Premier's State Plan Delivery Unit.

Urban Transport Statement

In November 2006, the Premier released the Government's Urban Transport Statement – a \$660 million package of new and accelerated initiatives to address Sydney's present and future transport needs. It outlines the Government's priorities and current and future investment in the key areas of road and rail.

The Statement identifies the need for a co-ordinated 'product focused' approach to respond to Sydney's transport challenges through the establishment of the Centre for Transport Planning and Product Development.

The Centre was established in the Ministry of Transport in early 2007 with a focus on the implementation of the transport planning priorities in the NSW Government's State Plan, Metropolitan Strategy, Urban Transport Statement and other supporting documents. It is responsible for providing leadership and direction in the development of major transport strategies.

As part of this new approach, the Transport Data Centre (TDC) is also now located within the Ministry of Transport. It is the premier source of transport planning data in NSW and will support the work of the Centre for Transport Planning and Product Development and the work of the Ministry generally, by providing reliable and up-to-date information on current and future travel patterns, as well as employment and population trends.

North-West T-way

The North-West T-way network is designed to provide north-western Sydney with a road-based public transport system that improves regional access to existing and developing urban areas.

The first stage of this \$524 million initiative – the Parramatta to Rouse Hill section, comprising 15 kilometres of bus only roads and two kilometres of bus lanes – opened on 10 March, 2007. At the same time, a new bus network and timetable were introduced for the surrounding catchment area, to integrate with the T-way, providing better services to people in the north-west sector of Sydney.

Bus Reform Program

This year the Government provided approximately \$786 million in funding for the provision of bus services across the State. The bus reform program, aimed at delivering improved bus services that better reflect community needs, has continued throughout this period.

In Sydney, the Ministry continued implementing Metropolitan Bus System Contracts worth \$2.8 billion over seven years. Regular service reviews, stronger reporting requirements and the roll-out of integrated service networks are now contractual requirements. 209 new and replacement buses were added to the Sydney Metropolitan fleet during 2006–07.

Service improvement initiatives including the operation of cashless buses on nine State Transit Authority (STA) routes and the provision of additional services on key routes such as the M2 were also undertaken.

The implementation of a network of 43 strategic corridors across metropolitan Sydney to provide fast, reliable and direct links to key destinations has continued. This year, five additional strategic corridors were added to the network, bringing the total number of corridors now in operation to 19.

Integrated service networks are also progressively being rolled out across the Sydney metropolitan area, ensuring that local services feed into strategic corridors and best match community needs. During 2006–07, implementation of integrated networks was completed for Regions 10 and 13 and for the North-West T-way (stage 1). Solid passenger growth has been observed as a result, particularly along strategic corridors.

There was an overall increase in bus patronage for 2006–07 in the Sydney metropolitan area of 2.7 per cent. Although modest, this increase demonstrates the positive impact of bus reform, particularly for private operator areas where patronage had previously been in overall decline for a number of years. Areas where the integrated network planning process has been undertaken showed particularly encouraging increases, up to 16 per cent in some instances.

This patronage growth is in part related to the introduction of bus priority measures to improve travel times. Infrastructure such as bus only lanes and technological solutions such as PTIPS – the Public Transport Information Priority System that gives late running buses priority at traffic lights – are being progressively rolled out across the network. Three strategic corridors are now operating with 68 PTIPS equipped buses on Corridor 33 (Liverpool to Bankstown), Corridor 24 (Hurstville to Miranda) and Corridor 29 (Bondi Junction to Burwood).

In 2006 the bus reform process moved to the outer metropolitan areas of Newcastle, the Lower Hunter, Central Coast, the Blue Mountains and Illawarra. The first of the new contracts for these areas commenced in July 2006, with all in place by January 2007.

The outer metropolitan reform process has resulted in the previous 99 contracts being reduced to 10, which like their metropolitan counterparts, are for a seven year term and contain stronger performance and reporting requirements.

Under the new outer metropolitan contracts the Ministry funded the replacement of 50 buses in 2006–07. Outer metropolitan passengers also now have access to the same suite of concessions that Sydney metropolitan operators provide.

The Ministry of Transport has continued to work with the bus industry on details of reform initiatives for rural and regional bus contracts and this is expected to be considered by Government during 2007–08.

Improving rail services

The Ministry continued to provide independent advice to the Minister for Transport on major rail and freight policy issues and service improvement initiatives, such as extending the Rail Clearways program to provide for additional capacity to the growing north-west sectors of Sydney; accelerating the Metropolitan Rail Expansion Program to ease capacity constraints on the main western line; and progressing a range of freight initiatives including improved rail links to Port Botany, northern access through Sydney and the development of a supporting intermodal network.

Advice was also provided in relation to new rail lines, rolling stock and technology, and ongoing work to improve safety at level crossings.

Enhancing infrastructure

Work continued on projects that are designed to better integrate public transport with private transport options through providing commuter car parks and upgrading/building transport interchanges at key locations. This work was funded primarily through the Parking Space Levy fund.

Improving taxi services

During 2006–07 a number of initiatives to improve taxi services were undertaken, including the preparation of proposed new Taxi Network Standards, the monitoring of Wheelchair Accessible Taxi activity to ensure these vehicles are directed at their target market, and the development of a comprehensive communications and compliance campaign focused on service delivery.

Ensuring safety

The Ministry continued its efforts to improve the safety of bus and taxi services, focusing on critical areas including driver capability, driver and passenger security, equipment and infrastructure, and operator systems.

Improvements made during 2006–07 included:

- an overhaul of the bus driver medical assessment process to ensure regular checks are being undertaken and appropriate advice and treatment followed
- the continued rollout of Secure Taxi Ranks at locations jointly identified with the taxi industry and NSW Police, and local communities
- the examination of school bus routes across NSW to identify routes with a higher risk of accidents so mitigation measures can be developed
- the finalisation of the new Bus Operator Accreditation Scheme including requirements for Safety Managements Systems incorporating a risk management approach, annual reporting and periodic audits

The Ministry also worked with the bus and taxi industries, unions and NSW Police through the Bus Driver Safety Working Group and the Taxi Driver Security Taskforce to develop specific initiatives to address safety and security issues for drivers following particular incidents that raised serious safety concerns.

Improving co-ordination and access to information

In 2006–07, the Ministry continued its lead role to improve co-ordination and information across the public transport system.

131 500 Transport Infoline

This year the 131 500 Transport Infoline continued to be the major source of transport related information in NSW. 8.5 million contacts were made to the 131 500 Transport Infoline call centre and internet services, including all call types, emails and website visits – a 13.3 per cent increase on 2005–06.

2006–07 Highlights

Over the last 12 months, the 131 500 website (www.131500.info) averaged over 450,000 visitors a month, with a peak in March of over 506,000 visitors to the site. This represents a 26 per cent increase on the previous year.

To sustain the increased traffic to the site, it was updated to improve functionality, reliability and speed. The Interactive Voice System was also improved, resulting in less calls requiring operator assistance.

State Transit school bus services were added to the website and call centre services and work commenced on enhancing the search functions to enable customers to search exclusively for wheelchair-accessible services.

Co-ordinating public transport for major events

During 2006–07 the Ministry continued to provide essential management, co-ordination and oversight for the delivery of transport for selected major events in Sydney, including:

- NRL Grand Final – October
- U2 Concerts – November
- Royal Easter Show – April
- NRL State of Origin II – June

Of the 877,481 visitors to the 2007 Royal Easter Show, 649,410 (74 per cent) took advantage of the integrated ticketing arrangements and used public transport to and from Sydney Olympic Park.

Improving passenger information

In 2006–07 the Ministry established the Passenger Information Review Group, comprising representatives of Government, transport operators, and related service areas. During the year the Group oversaw a significant assessment of public transport information systems. A report was delivered in May 2007 and the recommendations will form the basis of work the Group will oversee in 2007–08.

Transport services in rural and regional NSW

During 2006–07 the Ministry was involved in developing new contracting, planning and funding arrangements for the provision of bus services in rural and regional NSW. This process included consultative forums, bus operator surveys and analysis of existing service provision and key demographics. A final report from the Rural and Regional Bus Reform Consultative Taskforce (comprising industry and Ministry representatives) is due to be submitted by the end of 2007 for Government consideration.

1.9 million passengers flew on the intrastate air service network in NSW, representing a five per cent increase on 2005–06 patronage.

The State Aviation Working Group undertook public consultation and provided advice to the Minister regarding the regulation of intrastate air services. An Expression of Interest process for the allocation of licences for regulated intrastate air services was then commenced, with a view to new licences being in place by March 2008.

More than \$36 million was provided through the Ministry's Local and Community Transport Program to assist transport disadvantaged people within NSW, many in rural and regional locations. Grants totaling \$1.93 million were also provided under the Country Passenger Transport Infrastructure Grants Scheme to fund transport improvement projects in rural and remote areas across NSW.



Our Performance

Our Performance: Key Result Area 1

KRA 1: Improving performance across the NSW rail, bus and ferry networks

The Ministry is committed to improving performance across all three transport networks – rail, bus and ferry. In 2006–07, we provided strategic advice aimed at improving bus, freight and ferry services.

In addition to the goals set in the Corporate Plan, we are also committed to developing services that will meet the transport targets set out in the State Plan, being that by 2016, 25 per cent of commuter trips in Sydney will be by public transport and 75 per cent of commuter trips to the Sydney CBD during the peak will be by public transport. The State Plan also gives a commitment that reliability targets for transport modes will be consistently met (CityRail – 92 per cent of services on time; Sydney Buses – 95 per cent on time at departure and 80 per cent pass the mid point of strategic corridors on time; and Sydney Ferries – 99.5 per cent of services on time).

Improving bus services

This year, \$520 million was spent on providing bus services in metropolitan Sydney and the outer metropolitan areas of Newcastle, the Lower Hunter, Central Coast, the Blue Mountains and Illawarra. In addition, a bus replacement strategy is underway to ensure progressive upgrading of the fleet, with new buses being low floor, wheelchair accessible and air-conditioned.

Under the new Metropolitan Bus System Contracts a range of initiatives to improve bus services is underway.

In conjunction with the RTA, the Ministry is continuing to develop a network of 43 strategic corridors to link major centres, railway stations, hospitals, education and other community facilities and improve access to important destinations.

Bus priority measures, including bus lanes, bus priority signals at intersections, and technological solutions – such as the Public Transport Information Priority System (PTIPS) – are being implemented in critical areas along the strategic corridors to improve the reliability of services and reduce journey times. The Government has increased the allocation to fund these measures to \$235 million over six years, with the eventual goal of a 25km/h average bus speed on each of the corridors.

Integrated service networks are in place for regions 10, 13 and the North-West T-way (stage 1) and the planning process to develop new networks for regions 1–7 and 15 is underway.

The roll-out of new information stands to provide improved timetable and service information to passengers at bus stops is progressing, with the eventual aim of having nearly 2,000 information stands installed across the network by 2010.

Planning for the *CBD Bus Strategy*, a key element of the Urban Transport Statement is also underway. This will provide new bus lanes and bus stops to streamline and improve the efficiency of bus services in the CBD.

A major initiative for 2006–07 was the opening of Stage 1 of the North-West T-way – the Parramatta to Rouse Hill section – in March 2007. Since the commencement of services, patronage is approximately 70,000 passengers per month. The North-West T-way is part of an integrated network with services from catchment areas feeding into the T-way and building frequency towards the main centres, Parramatta and Blacktown.

The commencement of the bus reform process in the outer metropolitan areas of Newcastle, the Lower Hunter, Central Coast, the Blue Mountains and Illawarra has seen a reduction in contract regions from 99 to 10, with new contracts in place for all regions from January 2007. The contracts, which are for a seven year term and contain stronger reporting and performance requirements, also provide outer metropolitan passengers with access to the same suite of concessions offered by Sydney metropolitan operators.

Achievements for 2006–07

- Introduced five new strategic bus corridors – Parramatta – Bankstown; Liverpool – Bankstown; Bankstown – Burwood; Bankstown – Fairfield (partly completed) and Parramatta – Rouse Hill (stage 1 of the North-West T-way).
- Introduced PTIPS on the Liverpool – Bankstown corridor in September 2006.
- Commenced rollout of new bus stop information stands on five strategic corridors.
- Opened Stage 1 of the North-West T-way (Parramatta to Rouse Hill) in March 2007, comprising 15 kilometres of bus only roads and 2 kilometres of bus lanes.
- Provided funds to metropolitan and outer metropolitan bus operators for 259 new and replacement buses.
- Introduced additional bus services on the M2 motorway to accommodate increased patronage.
- Introduced prepay cashless bus services on nine State Transit routes.
- Ensured all Outer-metropolitan Bus System Contracts were signed, and all contract regions were committed to the new contracting framework for improved bus services.

Future Directions

- Continue development and rollout of strategic bus corridors in conjunction with the bus priority program, the integrated network planning process and new bus stop information stands.
- Implement the Sydney CBD bus strategy.
- Extend cashless bus services to a further 13 State Transit routes.

- Open stage 2 of the North-West T-way in November 2007.
- Commence the integrated network planning process for outer metropolitan areas.
- Further develop systems for measuring operator performance, and customer satisfaction.

Improving rail performance

RailCorp provides passenger rail services in NSW. The metropolitan passenger network in NSW is also used to transport freight to key destinations.

The Ministry of Transport supports the Minister in the area of rail services by providing advice and assistance to ensure that regulatory, funding and service delivery arrangements are in line with Government objectives and to deliver improved outcomes for customers.

The Ministry has contributed to the development of planning and funding proposals for new rail lines, rolling stock and technology. In 2006–07 the Ministry worked closely with RailCorp and ITSRR to devise appropriate regulatory protections for rail corridors to guard against development that could potentially compromise the structural integrity of the corridor. The Ministry also worked with RailCorp, the Department of Commerce and Treasury to identify and secure funding for the implementation of the Government's commitment to rolling out Automatic Train Protection as recommended by the Waterfall Special Commission of Inquiry. A trial is currently underway and further work is continuing.

A range of initiatives are underway, with more planned, to improve performance across the rail network including separating the rail network into five independent clearway routes by 2010; extending the *Rail Clearways Program* to provide for additional capacity to the growing north-west sectors to Riverstone by 2010 and Vineyard by 2012; and accelerating the *Metropolitan Rail Expansion Program*, specifically to ease capacity constraints on the main western line to the Hills Centre by 2015 and Rouse Hill by 2017. The Ministry continues to monitor and provide advice on these important initiatives.

The Ministry continued its co-ordination role through the Level Crossing Safety Council in support of the Government's policy to reduce risk at, and where appropriate, to close railway level crossings across NSW. From July 2003 to the end of June 2007, 41 crossings on the NSW rail network were closed. Following the Kerang level crossing incident in Victoria in June and at the request of the Minister, the Ministry and ITSRR commenced a review of current arrangements for the management of level crossing safety, with a view to identifying any improvements required. The Ministry, in conjunction with RTA and ITSRR is also contributing to the development of a national level crossing behaviour strategy and appropriate regulatory measures.

During the year, the Ministry continued work on improving freight rail services by identifying congestion points, capacity constraints and gaps in rail infrastructure. A Rail Freight Plan is being developed in conjunction with the Commonwealth's AusLink process to improve the performance of rail in the metropolitan area, both in regard to port and interstate traffic. The key priorities of the plan are to improve rail links to Port Botany, northern access through Sydney and the development of a supporting intermodal terminal network.

The Government has committed substantial funds to the Southern Sydney Freight Line, a new 35 kilometre single-track dedicated line for freight services between Sydney and Melbourne, Adelaide and southern NSW and between Port Botany and south-western metropolitan intermodal terminals.

The new line, which is scheduled for completion in 2009, is to be constructed by the Australian Rail Track Corporation (ARTC) alongside the existing tracks used by CityRail from Macarthur to Cabramatta and then east to Sefton Park Junction. The line will then join the existing dedicated freight line to the Chullora and the proposed Enfield freight terminal.

In conjunction with RTA and other states, the Ministry actively participated in the development of the following Auslink Corridor Strategies:

- Sydney Urban
- Sydney – Brisbane
- Sydney – Melbourne
- Sydney – Adelaide
- Sydney – Wollongong
- Melbourne – Brisbane (inland)
- Sydney – Dubbo

Achievements for 2006–07 – Passenger Rail

- Provided strategic advice, monitoring and support on major rail passenger improvement initiatives.
- Co-ordinated whole-of-government approaches to road and rail interface issues.
- Continued co-ordination of NSW level crossing safety policy, including the commencement of a review in conjunction with ITSRR of current arrangements, to ensure NSW adopts best practice approaches to the management of this issue.
- Provided advice to the Minister on international developments in rail services and technology to inform expectations regarding performance in NSW.

Key Result Area 1

Future Directions – Passenger Rail

- Progress the introduction of national rail safety legislation, which is due to be implemented by all states and territories in the coming year.
- Continue to monitor and support RailCorp and advise Government in relation to capacity enhancements and other major initiatives.
- Finalise the review of arrangements for the management of level crossing safety.
- Continue to advise the Minister regarding improvements to RailCorp performance.

Achievements for 2006–07 – Freight Rail

- Provided \$1.33 million in financial assistance to freight rail operators for the haulage of petroleum fuel by rail over the Blue Mountains. Following a review, the scheme was expanded to provide freight operators, hauling petroleum to any destination west of the Blue Mountains, access to the subsidy (previously only available for haulage to Dubbo and Orange). The result was a reduction in the number of heavy vehicles crossing the Blue Mountains; and an increase in the volume of petroleum fuel carried by rail, from 60,000 tonnes in 2001–02 to 71,300 tonnes in 2006–07.
- Provided \$130 million to the Rail Infrastructure Corporation for the maintenance of the Country Regional Network (CRN). In 2006–07 traffic volumes, defined by gross tonne per kilometre, for coal and passenger services on the CRN increased by 50 per cent and 24 per cent respectively, compared to the average volumes over the period between 2004–05 and 2005–06.
- Continued to work on the development of two new freight terminals at Enfield and Moorebank to meet the Government's target of 40 per cent of all Port Botany freight to be carried by rail by 2011. Work included discussions with the Australian Government (as the owner of one of the proposed sites), the Moorebank School of Military Engineering, in Sydney's south-west. A report by the Freight Infrastructure Advisory Board is expected back by the end of 2007.
- Continued to work with industry representatives and rail operators to create a sustainable network for grain rail services, given the fluctuating scale of the grain rail task due to the drought.

Future Directions – Freight Rail

- Advise the Minister regarding the best models of development for intermodal terminals.
- Continue to advise and negotiate to secure project outcomes for NSW through AusLink.
- Continue to advise the Minister regarding improvements to freight rail performance.

- Develop a sustainable policy framework for grain rail services.
- Advise on the development in technology, including train control, which will impact on the efficiency and operation of rail services.

Improving ferry services

Ferry services continue to be an important part of the public transport network, particularly in Sydney. This year, the Ministry worked closely with Sydney Ferries and private ferry operators to assist with service and reliability improvements.

Achievements for 2006–07

- Worked with NSW Maritime on a sustainable ferry wharf strategy for Sydney Harbour, which involves the transfer of ownership and maintenance of all Government-owned ferry wharves to NSW Maritime. Negotiations are also underway with local councils to transfer the ownership of wharves that are currently under their jurisdiction.
- Granted \$3 million to NSW Maritime in conjunction with the transfer of wharves to facilitate the commuter wharf improvement project.
- Provided assistance to the Special Commission of Inquiry into Sydney Ferries, which was established in April 2007. The inquiry was still in progress at the end of the reporting period.
- Finalised an agreement between the Ministry and the private ferry industry on a trial package of improvements to support operator viability and improved integration of private ferries into the public transport network. The improvements will index Government payments for fuel price rises, establish a new monthly reporting system and provide for the participation of private ferry operators in the 131 500 Transport Infoline and the Tcard project.
- Assisted with service improvements on the Parramatta River and the provision of services to Cockatoo Island.
- Offered Sutherland Shire Council a grant of up to \$700,000 to enable re-development of the Cronulla and Bundeena ferry wharves during the 2007–08 financial year.

Future Directions

- Respond to the findings of the Special Commission of Inquiry into Sydney Ferries.
- Implement the trial improvement package for the private ferry industry and undertake further discussions regarding improving contracting and funding arrangements.
- Finalise Sydney Harbour wharf transfers to NSW Maritime.
- Provide funding to Sutherland Council for the upgrade of Cronulla and Bundeena ferry wharves.

Improving infrastructure

Providing infrastructure such as commuter car parks and effective transport interchanges across the network aims to make using public transport a more attractive and viable alternative to driving a private car.

The *Parking Space Levy Act 1992* is the primary source of funding such initiatives. The Act applies a levy to certain off-street car parking spaces in the Sydney CBD, North Sydney and Milson's Point areas (category 1); and in the Parramatta, Bondi Junction, St Leonards and Chatswood areas (category 2). In 2006–07, the levy rates for category 1 were \$900 and for category 2, \$400 per annum.

Revenue raised from the Parking Space Levy (PSL) is used to fund construction and maintenance of bus, rail and ferry interchanges, commuter car parks and other transport infrastructure including improved passenger information and security systems.

This year, PSL expenditure totalled \$54.5 million. From these funds a number of infrastructure projects were progressed as well as contributing towards the completion of stage 1 of the North-West T-way (\$21.2 million) and a final payment for the Parramatta Transport Interchange project completed in February 2006 (\$25.4 million).

The Ministry developed a strategic framework to aid in identifying priority interchanges for construction/upgrade under the PSL. The Ministry also continued to chair the Interagency Project Control Group, Commuter Car Parks (CCP) – comprising Rail Infrastructure Corporation, RailCorp and Department of Planning, to oversee the development of commuter car parks.

In November, the Premier announced that five new commuter car parks would be built in Sydney's west as part of a \$45 million strategy under the Urban Transport Statement to expand and improve commuter car parking facilities at key locations across Sydney. The new facilities will provide an extra 4,000 car spaces by 2011 and will make public transport a more convenient travel option.

Achievements for 2006–07

- Provided funding enabling development work to commence to build or upgrade commuter car parking and/or transport interchanges at identified stations – Wentworthville, Bankstown, Macarthur, Windsor, Morriset, Woy Woy and Tuggerah.
- Commenced work on the five commuter car parks (including Wentworthville) announced as part of the Urban Transport Statement, to be delivered by 2011.
- Provided \$1.2m to the 'Secure Bicycle Locker' program, which enabled 442 lockers to be installed at transport

interchanges across the metropolitan network and in the Central Coast and Illawarra areas so that cyclists can park their bikes securely and continue their journeys by public transport.

- Developed assessment criteria and processes to identify and prioritise the upgrade of transport interchanges under the PSL funding program, in line with Government policy objectives.

Future Directions

- Continue work to deliver commuter car park and transport interchange facilities with funding assigned under Urban Transport Statement and from the PSL funding program.
- Undertake planning, scoping and the development of concept designs for provision of and upgrade of further transport interchanges Identified by the prioritisation process.
- Commence development work in relation to the Holsworthy and Werrington car park expansions.

The Urban Transport Statement

The *Urban Transport Statement*, announced by the Premier in November, is critical to achieving improvements to Sydney's passenger transport network. The Statement outlines new initiatives, such as the expansion of the Rail Clearways Program and providing additional road capacity at places that experience high congestion, to improve passenger transport services and capacity in coming years.

It also highlights important projects already underway which will be accelerated to better meet Sydney's future transport needs. These include acceleration of the Metropolitan Rail Expansion Program to bring forward staging of the north-west rail link to deliver services as far as the Hills centre by 2015 instead of 2017. The South West Rail Link will extend services from Glenfield to Leppington to cater for the needs of the South West Growth Centre. The implementation of bus priority measures along strategic corridors and expansion of commuter car parking facilities at key locations have also been accelerated.

The Ministry of Transport, through the Centre for Transport Planning and Product Development, is the lead agency for delivering the Urban Transport Statement.

Achievements for 2006–07

- Established the Centre for Transport Planning and Product Development within the Ministry of Transport.
- Progressed delivery of the south-west rail link from Glenfield to Leppington, with construction due to commence at the end of 2008.
- Commenced detailed planning, scoping and analysis to accelerate the North-West Rail Link project.

Key Result Area 1



- Commenced exploration of longer term transport solutions such as metro-style rail mass transit systems.

Future Directions

- Continue to progress implementation of initiatives outlined in the Urban Transport Statement.

Co-ordinating delivery of State Plan priorities

The Ministry is the lead agency for the State Plan's transport priorities. This year, work commenced on identifying strategies to deliver these priorities in conjunction with partner agencies and the Premier's State Plan Delivery Unit. We will play a key role in the co-ordination and delivery of these major initiatives to increase public transport mode share, in line with the Plan's targets, by 2016.

Achievements for 2006–07

- Actively involved in the State Plan consultation process, leading to the identification of State Plan priorities.
- Undertook preliminary analysis and planning undertook to achieve State Plan targets and to develop the Priority Delivery Plan, in consultation with partner agencies and the Premier's State Plan Delivery Unit.
- Contributed as a partner agency to the development of Priority Delivery Plans for other State Plan priorities.

Future Directions

- Finalise modelling and research to identify strategies for incorporation into an integrated plan, building on existing initiatives to tackle State Plan transport priorities.
- Bring forward detailed proposals on key initiatives for Government consideration.
- Track progress and report against targets.
- Monitor and/or co-ordinate timely delivery of key projects.
- Support governance arrangements designed to ensure interagency collaboration across relevant priorities.

Our Performance: Key Result Area 2

KRA 2: Delivering equitable and accessible transport to match community needs

The Government is committed to ensuring public transport is affordable, convenient, easy to use and able to connect people to key activities in the community.

In accordance with these objectives, the Ministry administers a range of schemes and programs to assist identified groups to access the transport system. The programs and schemes include the:

- **Local and Community Transport Program** – the Ministry administers a number of key government programs and employs a network of Metropolitan and Regional Transport Co-ordinators to provide improved transport options to transport disadvantaged people including isolated families, the frail aged, people with disabilities and their carers.
- **Concessions schemes** – NSW provides the most generous concessions scheme in Australia, with concessional travel available to a range of groups who meet established criteria including pensioners, the unemployed, full-time tertiary students, apprentices and trainees.
- **School Student Transport Scheme (SSTS)** – subsidised travel on rail, bus and ferry services is provided to school students in NSW who meet required distance criteria.
- **Private Vehicle Conveyance Scheme (PVC)** – parents and guardians of students may be eligible for a Private Vehicle Conveyance subsidy where a public transport service between home and school is not available.
- **Taxi Transport Subsidy Scheme (TTSS)** – residents of NSW who are unable to use public transport because of a qualifying severe or permanent disability can have the cost of their taxi travel subsidised up to a maximum of \$30 per trip.

The Ministry also provides advice to the Government on a range of fares, ticketing, accessibility and related issues to support Government objectives. We co-ordinate the accessible transport action planning process to assist transport operators and other relevant parties meet their obligations to provide accessible transport under the *Disability Discrimination Act 1992*.

The extent to which transport planning is integrated with other local and regional planning processes also impacts on the ability of people to access a range of community activities via public transport. The Ministry plays a key role in working with local councils and other planning entities to ensure that access to, and provision of transport services are a key part of the urban planning process.

Achievements for 2006–07

- More than \$36 million in grants and programs was administered to local community transport and other organisations to improve transport options for target groups under the Home and Community Care (HACC) program, the Community Transport Program (CTP) and the Area Assistance Scheme (AAS).
- Through Regional Transport Co-ordinators, funded a range of trial projects, such as indigenous bus driver training, taxi voucher programs and improved local bus links, to facilitate innovative solutions to transport problems.
- Funded metropolitan and outer metropolitan bus operators under new contracting arrangements for the provision of school transport and concessional travel, and provided \$265 million in SSTS payments and concession reimbursement to rural and regional bus operators.
- Provided \$201 million to RailCorp for the provision of SSTS and concessional travel.
- Provided \$10 million to Sydney Ferries for the provision of SSTS and concessional travel.
- Provided \$19 million in funding under the Private Vehicle Conveyance Scheme.
- Issued nearly \$19.6 million in subsidies to more than 64,000 participants of the Taxi Transport Subsidy Scheme who undertook more than 1.9 million subsidised journeys.
- Provided an incentive payment of \$10 per journey on Christmas Day and Easter Sunday to wheelchair accessible taxi drivers for taking bookings from passengers in wheelchairs to counter low driver availability on these days.
- Issued 116 new Wheelchair Accessible Taxi (WAT) licences for Sydney and 30 new WAT licences for rural and regional NSW.
- Revised and updated concession information provided to the public and organisations involved in concessions issuance. A process to improve concessions administration and controls was also commenced.
- Prepared Government's submission on bus fare increases for the IPART annual fare determination process.
- Provided advice to private ferry operators on their responsibilities in relation to the Disability Standards for Accessible Public Transport.
- Provided advice on accessibility issues, the accessible transport action planning process and requirements under the Disability Discrimination Act to transport forums in Blacktown, Bankstown, Campbelltown, Coffs Harbour, Ballina, Orange and Bathurst.
- Commenced updating the NSW Accessible Transport Action Plan.
- Provided advice to local and state planning authorities on integrated land use and transport planning for local, sub-regional and regional plans as well as major projects.
- Worked with the Growth Centres Commission on initial precinct planning for the south-west and north-west growth centres.

Key Result Area 2



Future Directions

- Continue to manage and improve transport programs and schemes.
- Provide advice to Government on options for improved concessions administration.
- Establish an Accessible Transport Consultative Group comprised of representatives of transport operators/agencies and the disabled community to improve the NSW accessible transport action planning process.
- Update the NSW Accessible Transport Action Plan.
- Provide strategic advice to Government on ticketing and fares issues.
- Continue to work with local and state planning authorities to achieve better integration of transport and land use planning and to cater for growth areas.
- Continue working in partnership with the NSW Department of Planning in the preparation and public release of the Government's Sub-regional strategies to support Sydney's Metropolitan Strategy.
- Develop new approaches to funding infrastructure to meet forecast State Plan growth in public transport.

Integrated event and transport ticketing

The Ministry continues to work with venue managers and event organisers to apply integrated event and transport ticketing to certain events in Sydney whereby ticket holders are entitled to entry and travel on designated public transport services.

Achievements for 2006–07

- Provided integrated event and transport ticketing for the following events:
 - Wallabies v South Africa Rugby Test – August 06
 - Sydney Swans v Brisbane Lions – August 06
 - Sydney Swans v Fremantle – September 06
 - NRL Grand Final – October 06
 - U2 Concerts – November 06
 - Sydney Swans v West Coast Eagles – March 07
 - Sydney Royal Easter Show – April 07
 - Wallabies v Wales Rugby Test – May 07
 - Socceroos v Uruguay – June 07
 - State of Origin II – June 07
 - Sydney Swans v Collingwood – June 07
- Public transport mode share for the integrated ticket events in 2006–07 averaged over 60 per cent indicating that it continues to be the travel mode of choice for major events.
- Reached agreement with John Fairfax Pty Ltd where a transport levy was included in the registration for the City to Surf event in August 2006 and participants were entitled to free travel on special event buses from Bondi Beach to Bondi Junction or the Sydney CBD after the race.

Future Directions

- Apply the integrated event and transport ticket for such upcoming events at Telstra Stadium as the LA Galaxy v Sydney FC match in Nov 2007 and The Police concert in January 2008.
- Continue to explore further opportunities for the use of integrated event and transport ticketing and will work together with other transport agencies, venue managers and event organisers to encourage increased use of public transport to major events.

Our Performance: Key Result Area 3

KRA 3: Contributing to the provision of secure, safe and reliable transport services

The Ministry undertakes a range of activities to address safety issues, ensure the security of the transport system and improve and monitor reliability outcomes.

Security and emergency management

The Ministry of Transport is responsible for the Transport Services Functional Area under the *State Emergency and Rescue Management Act 1989*, as well as the Counter Terrorism Transport Security policy. This requires the Ministry to take the lead role across the portfolio in the co-ordination of security policy and emergency management activities.

In light of recent world events, the NSW Government has invested significantly in resources and training to ensure essential services are prepared for any major emergency, including terrorism and natural disasters.

The Ministry participates in a range of forums at a national and state level to develop counter terrorism measures, with a particular focus on the land transport system.

The Ministry also participates, along with other government agencies, in the ongoing planning and development of measures to prevent, prepare, respond and, if required, provide recovery arrangements in the event of an emergency.

Achievements for 2006–07

- Participated in exercises to test and refine the NSW and national counter terrorism arrangements.
- Co-ordinated transport operator briefing sessions on counter terrorism security issues.
- Undertook extensive transport security and emergency planning in preparation for APEC 2007 – the largest security and logistical operation ever undertaken in Australia.
- Contributed to the development of transport plans developed in support of the Parramatta, Wollongong and Newcastle CBD emergency sub-plans.
- Participated in district and state level emergency management planning and exercises in the following areas:
 - The Hawkesbury – Nepean Flood Emergency Plan
 - The Sydney CBD Emergency Plan
 - Human Influenza Pandemic
 - Exotic Animal Disease
 - Rail incidents
- Co-ordinated emergency transport resources in response to the 2006–07 bushfires and the June 2007 storm disasters in Central Coast and Hunter regions.

- Worked with the Department of Premier and Cabinet and the police to prepare the Surface Transport Security Management Framework and the establish Transport Precinct Security Committees.
- Convened the NSW Transport Chief Executive Officers Security Committee. The committee met on four occasions and worked to build a consistent security approach for both the public and private transport systems.
- Assisted the Commonwealth Inspector of Transport Security in assessing progress on surface transport security arrangements.

Future Directions

- Continue to participate in national and state forums for the development of counter terrorism measures.
- Implement an electronic emergency management system to improve communications and operational response capabilities between transport agencies and operators.
- Continue preparing and updating State and District transport plans to support the State Disaster Plan.
- Strengthening transport precinct security arrangements through stakeholder engagement in the co-ordination of security and emergency response arrangements.
- Contribute to the development of improved arrangements for the management of major transport incidents in the CBD.

Ensuring safe and reliable bus and taxi services

Through its regulatory role, the Ministry monitors the safety and reliability of bus and taxi services and undertakes initiatives to improve outcomes for passengers, drivers and operators in this regard.

Bus services

The Ministry continued to monitor operator performance under the new contracting arrangements. This occurred through analysis of operator reports and targeted monitoring of particular routes in relation to on-time running and patronage.

Progress was made in the development of an Operational Performance Regime through the trialling of methodologies for collecting reliability information and working with the Bus and Coach Association (BCA) to identify appropriate benchmarks.

Following a number of serious incidents where rocks were thrown at buses, the Ministry co-ordinated relevant stakeholders including unions, industry and police, to ensure appropriate responses to such incidents.

Key Result Area 3

Information sessions to inform bus operators about new requirements under the improved Bus Operator Accreditation Scheme were also undertaken. Operators are now required to conduct annual self assessments and renew their accreditation every three years. There is a stronger focus on safety and risk management. Improvements to requirements and processes relating to bus driver medical assessments have also been made.

Achievements for 2006–07

- Reviewed 29,000 bus driver medical files to ensure regular medical checks have been undertaken and appropriate advice and treatment followed.
- Prepared a draft regulation for mandatory post-incident drug and alcohol testing for consultation with the bus industry for introduction in 2007–08.
- Prepared for the rollout of an improved Bus Operator Accreditation Scheme, incorporating a strong focus on safety and risk management.
- Consistent with National guidelines, modelling of bus routes across rural and regional NSW commenced to enable the identification of routes requiring risk mitigation measures. This included the successful trial of the model in the Blue Mountains area, which demonstrated that the modelling approach was technically feasible.
- In conjunction with the Bus Driver Safety Working Group, involving unions, industry, the Ministry and NSW Police, developed communications protocols to minimise disruption in the event of rock throwing incidents and commenced work on a Bus Incident Database to enable identification of systemic issues and emerging trends.
- Trialled the use of surveys for collecting reliability information for bus services to assist in the development of an Operational Performance Regime for metropolitan bus services.
- Prepared a revised Passenger Transport Regulation, combining bus, ferry, taxi, hire car and tourist vehicles into a consolidated regulation, for public consultation.

Future Directions

- Maintain and improve systems to ensure the accuracy of bus driver medical records, including involvement in the National Transport Commission's 2008 review of the Fitness to Drive guidelines.
- Introduce mandatory drug and alcohol testing following certain incidents across the bus industry.
- Implement and monitor the first year of the rollout of the new Bus Operator Accreditation Scheme to ensure it is meeting its objectives.
- Develop a system for reliable reporting of on-time running and other performance measures for metropolitan bus services, in consultation with the bus industry.

- Finalise the risk analysis of school bus routes, including the identification of high risk routes and the locally-appropriate measures required.

Taxi services

A number of initiatives were undertaken in 2006–07 to improve taxi services. Increased monitoring was undertaken in relation to taxi driver behaviour during busy periods such as the leadup to Christmas and to ensure wheelchair accessible taxis are adequately servicing their target market. In addition, the incentive payment to drivers for performing wheelchair passenger work on Christmas Day and Easter Sunday was continued.

The Taxi Industry Safety and Security Taskforce, chaired by Mr Dave Madden was established during the year to assess the risk facing drivers and to suggest strategies for improvement.

The Secure Taxi Ranks Program was steadily expanded and by 30 June 2007, 25 secure ranks had been established across NSW. Of these, 24 have security guards and one has closed circuit television (CCTV). This year, in consultation with the NSW Police, the Taxi Council, and local hotels, secure ranks were also established for special events such as Derby Day in Dubbo, the Tamworth Country Music Festival and Australia Day celebrations in Sydney.

Achievements for 2006–07

- Developed a combined communications and enforcement strategy to target rogue taxi drivers who take advantage of increased passenger demand in the lead up to Christmas.
- Increased monitoring of the wheelchair usage of Wheelchair Accessible Taxis to ensure these vehicles are being directed at their target market.
- Further development of proposed taxi network standards to enable assessment and reporting against clear benchmarks.
- The Taxi Industry Safety and Security Taskforce, chaired by Mr David Madden, commenced its consultations with industry and prepared an interim report for public comment.
- Establishment of 18 new secure taxi rank locations: Manly, Orange, Tamworth, Byron's Bay, Griffith, Penrith, Kiama, Coogee, Kings Cross (2 ranks), Port Macquarie, Mudgee, Wollongong, Goulburn, Lithgow, Cowra, Bateman's Bay, Tumut and Coffs Harbour. The location of regional and rural ranks was based on a number of factors including input from the local community, police and from the Ministry's Local and Community Transport Regional Transport Co-ordinators.

Future Directions

- Finalise the report of the Taxi Industry Safety and Security Taskforce, including industry consultation, and implementing Government's response to the report.
- Develop a strategic approach to enforcement of taxi and hire car regulations at Sydney Airport to maintain service quality, including a trial of joint operations with airport staff.
- Implement a standardised process for monitoring Wheelchair Accessible Taxis to ensure they are focussed on their target market, including remedial compliance or licencing activity where required.
- Finalise proposed taxi network standards and commencing the assessment of services against benchmarks.



Our Performance: Key Result Area 4

KRA 4: Improving communication with transport users and the community

Community and industry consultation

This year the Ministry continued to engage with transport users and the community to provide transport service information and to encourage effective two-way communication. As well as the 131 500 Transport Infoline, customer hotlines were established, such as the Taxi Hotline, which enabled customers to report unlawful taxi practices and unethical standards.

During 2006–07, the Ministry involved stakeholders in the development of transport solutions via a number of forums, including:

- the Sydney Ferries Services Working Group, through which the Ministry and Sydney Ferries Corporation met quarterly to consult with stakeholders on service and performance issues
- providing information to transport operators, councils and other stakeholders on compliance requirements of the Disability Discrimination Act 1992 and its Disability Standards for Accessible Public Transport 2002. Forums were held in a number of locations including Coffs Harbour, Ballina, Campbelltown, Orange, Bathurst, Blacktown and Bankstown
- the Rural and Regional Bus Reform Taskforce, which undertakes a number of consultative measures with bus operators and local communities to inform the development of options for improved bus contracting arrangements in country areas
- four regional planning forums in metropolitan Sydney as part of the integrated network planning process
- regular consultation and liaison with industry groups, such as the Bus and Coach Association, the NSW Taxi Council and the Chartered Vessels Association

A number of publications were also developed to provide information to stakeholders on key issues. A full list of publications produced during 2006–07 can be found in Appendix 13 on page 76.

131 500 Transport Infoline

The Ministry manages the Integrated Transport Information Service on behalf of all transport portfolio agencies. The aim of the Service is to ensure that the public has access to reliable and accurate transport information. To this end, the Ministry is continually improving and upgrading transport information to customers via the 131 500 Transport Infoline call centre and website.

The Transport Infoline offers customers reliable and accurate timetable, fare and ticket information for trains, ferries and buses in the greater Sydney metropolitan area including Newcastle, the Central Coast, Wollongong and Illawarra regions.

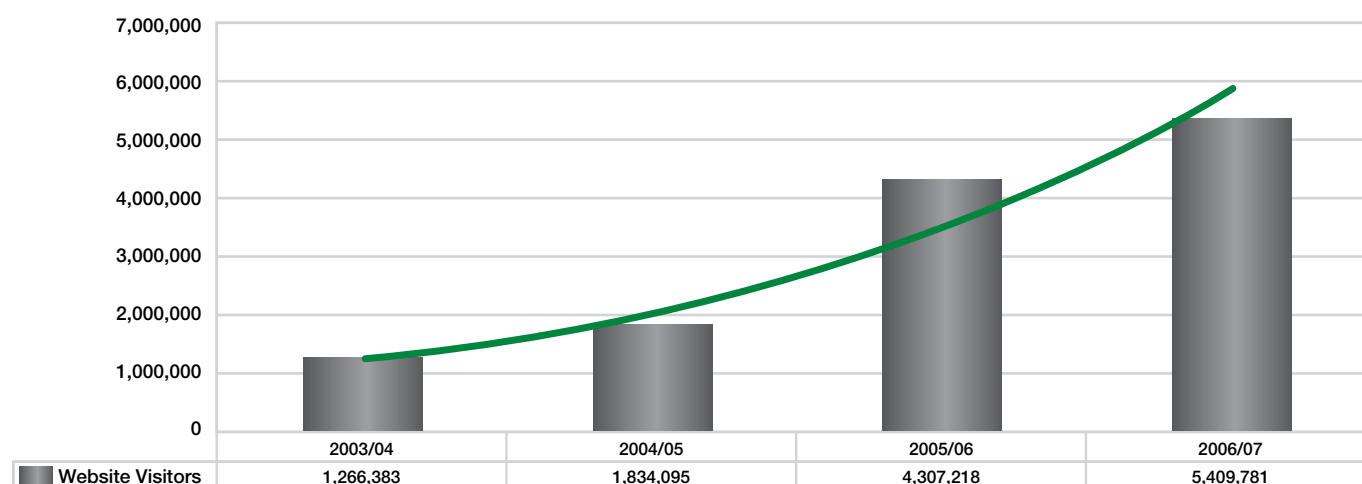
Passengers can access the information from either the 131500.info website or the call centre which utilises both an Interactive Voice Response System and call centre operators.

Other services provided by Transport Infoline include special event transport information, service interruption updates and trip planning tools.

The Transport Infoline mobile phone internet service also enables passengers to access timetable and service information direct to their mobile phones. Since its launch in April 2006, more than 8,000 visits have been recorded.

In total, 8.5 million contacts were made to the 131 500 call centre and internet services for 2006–07. This was a 13.3 per cent increase on 2005–06.

131500 website visitors (www.131500.info)
Financial year 2003/04 to 2006/07



Passenger information Review

The Ministry, at the request of the Minister, established the Passenger Information Review Group in November 2006, with the aim of providing a more consistent, co-ordinated approach to the provision of passenger transport information. The Group comprises representatives of key government stakeholders in the transport portfolio. It will provide advice to Government on cost effective strategies for improving passenger information and will have an ongoing role in co-ordinating the development and implementation of a passenger information improvement plan.

Achievements for 2006–07

- Updated the 131 500 website to improve functionality, reliability and speed to sustain the increased traffic to the site.
- Call centre operators handled 2.12 million transport information calls from customers. Improvements to the 131 500 website and IVR services resulted in greater use of these automated channels with the number of operator-managed calls decreasing from 2005–06.
- There were more than 5.3 million visitors to the 131 500 website, (an average of 450,815 visitors a month representing an increase of 26 per cent on 2005–06 figures) and over 25 million pages downloaded.
- Nearly 28 per cent (over 800,000) of the calls received through the call centre were resolved using the Interactive Voice Response System – representing a marginal increase on the 2005–06 calls resolved.
- Updated the call centre and website services to include State Transit school bus timetables for the first time, thereby encouraging school students and parents to consider these options when planning their journeys.
- Commenced the process to upgrade 131 500 Transport Infoline services to allow customers to search exclusively for wheelchair accessible services. This enhancement will enable trip plans to be presented that include only train stations with lift access and low floor accessible buses. The call centre service was the first to be upgraded in June, as part of a trial, with the 131 500 Transport Infoline website service being upgraded during 2007–08.

Future Directions

- Continue to engage stakeholders in developing appropriate transport solutions via a range of forums, consultations and publications.
- Undertake ongoing improvements to the Transport Infoline services.
- Through the Passenger Information Review Group, develop and implement a plan for more co-ordinated consistent passenger information provision across the transport network, with a particular focus on information provision in emergencies.



- Continue to conduct Regional Planning Forums as part of the integrated network planning process for each region.

Our Performance: Key Result Area 5

KRA 5: Co-ordinating better use of resources across the NSW Transport Network

In the 2006–07 reporting period, the Ministry administered a budget of \$3.47 billion, including \$3.39 billion for the provision of grants and the purchase of services from both public and private sector passenger transport providers. The Ministry ensures value for money in the delivery of transport outcomes by co-ordinating, planning, budgeting and allocating resources across transport service providers.

The Ministry continued to look for ways in which resources can be more efficiently utilised across the transport network to provide passengers with improved services that better match demand. We also continued to improve our internal processes and systems to ensure efficiency, accountability and appropriate controls.

The Transport Data Centre relocated to the Ministry of Transport during 2006–07. This centralises a key resource in the planning and development of transport services to meet current and future needs. The Transport Data Centre undertakes a range of data collection, analysis and modelling activities, enabling the identification of population and employment trends as well as current and future travel patterns. This information and analysis is essential to the planning and delivery of major projects such as the Urban Transport Statement initiatives and those required to deliver State Plan targets.



Achievements for 2006–07

- Doubled the number of staff using the *Electronic Document and Records Management System*. Increased the capture, tracking and reporting of correspondence to and from the Ministry, improving responsiveness.
- Introduced a *Statement of Business Ethics* to further promote standards of fairness, ethical conduct and accountability in all areas of the Ministry's operations.
- Implemented intellectual property arrangements to protect and support key assets of the Ministry.
- Met planning, budgeting and reporting requirements contained in the Ministry's *Strategic Management Calendar 2006–07*.

Future Directions

- Continue to extend the *Electronic Document and Records Management System* to remainder of staff requiring access and benefit from a central corporate repository of records, information and knowledge.
- Comply with planning, budgeting and reporting requirements as outlined in the Ministry's *Strategic Management Calendar 2007–08*.
- Improve governance arrangements with partner agencies across the transport portfolio to progressively work towards the achievement of key service delivery outcomes, including those identified in the State Plan.
- Strengthen alignment of the Ministry's Corporate Plan and Results and Services Plan with the *NSW State Plan and the Urban Transport Statement* priorities.
- Continue to monitor results and services against key performance indicators and measures.

Achievements for 2006–07 – Transport Data Centre

- Conducted the 2006–07 Household Travel Survey.
- Provided data, mapping, analysis, demand modelling and expert advice for bus planning, the State Plan and the Urban Transport Statement including planning for the north-west and south-west sectors and the Metropolitan Rail Expansion Program.

Future Directions – Transport Data Centre

- Continue data collection for the Household Travel Survey.
- Review and redevelop the Sydney Land Use Model and Freight Movement Study.
- Continue to support major government projects and initiatives.

Our Performance: Key Result Area 6

KRA 6: Improving transport services for regional and rural NSW

Regional Bus reform

During 2006–07, the rural and regional bus reform program was progressed with a view to establishing: more flexible service planning so that services best match local community needs; transparent contracting arrangements with clear performance and reporting requirements; sustainable funding arrangements; improved cooperation between neighbouring operators; and continuity of service.

In August, the Rural and Regional Bus Reform Consultative Taskforce provided an initial report to the Minister for Transport that identified broad options for improving bus services in country NSW.

The report recommended a number of interim measures to ensure smaller operators remained viable during the reform phase which were accepted by the Minister. These included:

- a quarterly fuel adjustment scheme for non-commercial operators. The scheme will help small bus operators to manage their cash flow.
- relief from average bus age requirements, provided the bus is proven to be safe and reliable, for operators with no more than two buses.
- a phased reduction of payments for non-commercial operators who are affected by declining student numbers where the impact is 10 per cent or more of revenue.

The Taskforce has undertaken work to further develop contracting, planning and funding options for Government consideration. This has been informed by consultation with a range of large, medium and small operators from across country NSW. Other work undertaken includes a travel pattern survey of a representative sample of residents, and a business activity survey of a sample of operators.

The Taskforce will use the results of these processes to inform its final report to Government towards the end of 2007.

In the meantime, the Ministry continues to manage existing rural and regional contracts and to work with operators to address service issues.

Achievements for 2006–07

- Up to \$265 million was provided for bus services in Regional areas.
- The Rural and Regional Bus Reform Taskforce provided an initial report to the Minister in August, identifying broad options for improving bus services and has further

progressed the development of contracting, planning and funding options for Government consideration.

- Introduction of Local Link flexi community bus services by Deans Bus lines in Queanbeyan and Eden.
- Introduced new school bus services in Trangie, Tea Gardens-Medowie, Orange, Nashdale, Borenore, Meadow Flat, Mt Lambie, Canberra, Wililamsdale and Barooka Road.

Future Directions

- Finalise the report of the Rural and Regional Bus Reform Consultative Taskforce on planning, funding and contracting options for rural and regional bus services, for submission to Government.
- Subject to Government approval, rollout of new arrangements for bus services across rural and regional NSW.

Regional aviation services

In 2006–07, 1.9 million passengers flew on the intrastate air service network in NSW. This is a record number of passengers for any financial year and represents a five per cent increase on 2005–06.

The Government regulates intrastate air routes by limiting competition on low volume routes and licencing those routes on a one-route, one-licence basis. Higher volume routes are deregulated (unlicensed), which allows open competition. These arrangements recognise that higher volume routes can operate competitively, while low volume routes may not be as robust and are protected from competition to provide greater stability and encourage route development.

During 2006–07, a State Aviation Working Group, chaired by the Ministry of Transport and involving representation from local government, airport operators, regional airlines and relevant government agencies, was established to advise the Director-General and the Minister on matters relating to the regulation of air transport services within NSW.

A public consultation process was held to inform the Working Group's deliberations, with 18 submissions received. A number of recommendations were put to the Minister, including: deregulation of the three largest regulated routes; continued regulation of the remaining smaller 20 NSW intrastate air routes by licencing one operator per route; introducing service level monitoring on single-operator routes; and the need to further consider the air service needs of remote communities and continue to monitor other air service issues, such as access to Sydney Airport and intrastate network strategies. The Minister accepted the Working Group's recommendations and the new measures will apply from March 2008.

Key Result Area 6

With existing licences due to expire in March 2008, an expression of interest process was conducted for regulated routes. A licence application process will follow to ensure that new licences are in place from March 2008 and a seamless transition in the air service operations is achieved.

Achievements for 2006–07

- NSW regional airlines recorded record passenger numbers on intrastate air services in 2006–07.
- The process for awarding new regulated route licences was commenced. These licences are effective for five years, from March 2008.
- Following the withdrawal in November of Big Sky Express Airline from Grafton, Taree, Inverell and Gunnedah, the Ministry sought licence applications from eligible airlines to service the vacated routes. Rex Airlines entered the Grafton and Taree routes, while Aeropelican took up the Inverell service. The Gunnedah service is still to be filled.

Future Directions

- Completion of the assessment of licence applications for regulated regional air transport routes, with a view to new licences being allocated for commencement in March 2008.
- The State Aviation Working Group will continue its work on future regulation and strategies for rural and regional air services. It will also monitor and advise the Government on key issues, including those pertaining to access to Sydney Airport, intrastate network strategies and air services to remote areas.
- Through the Air Freight Council of NSW Inc, the Ministry will undertake strategic assessment and advise on a potential for regionally located airports to play a role in the movement of international air cargo.

Broadening transport options

The Local and Community Transport Program plays an important role in rural and regional areas of NSW by funding organisations and groups who provide services to those who are transport disadvantaged. Regional Transport Co-ordinators also work with transport providers and other stakeholders to facilitate service improvements and innovative responses to identified needs.

Regional Transport Co-ordinators fund projects that are designed to improve the co-ordination of services and generate extra patronage. Examples of such projects include targeted promotion of existing services, travel training, and discount and transport voucher schemes.

The Ministry also funds projects that directly benefit passengers in rural, regional and remote communities through the Country Passenger Transport Infrastructure Grants Scheme (CPTIGS). This scheme assists rural and regional communities to develop passenger transport facilities and infrastructure.

Over the last five years, CPTIGS has allocated around \$8 million to 221 projects. These projects range from taxi shelters in Bourke and bus bays in Dubbo, to lighting the main CBD bus stops in the Wingecarribee Shire.

Achievements for 2006–07

- Regional Transport Co-ordinators funded 75 projects to broaden the transport options available to many isolated communities – in many cases, providing a form of public transport for the first time.
- \$1.93 million in funding was allocated for 66 projects under CPTIGS for transport shelters signage, seating and lighting to improve country passenger comfort and security across rural and regional NSW.
- Implementation of a state-wide focus on improving transport options and outcomes for Aboriginal people, by funding initiatives targeted to Aboriginal communities.

Future Directions

- Continue and improve the administration of key grants programs, including improved monitoring to ensure value for money and accountability.
- Continue to develop flexible solutions to address transport disadvantage in rural and regional NSW.
- Continue and expand funded service improvement trial projects by Regional Transport Co-ordinators.
- Review of HACC funded community transport services to ensure that Aboriginal people have equitable access to services.
- Promote Aboriginal Cultural Awareness for all community transport service providers and explore opportunities to address Aboriginal transport disadvantage.



Financial Performance

Financial Performance Summary

During 2006-07 the Ministry of Transport funded transport services provided by Government-owned and private sector operators to achieve equitable transport outcomes for the community of New South Wales. The Ministry also accredited and regulated passenger transport service providers and evaluated and audited their performance.

The Ministry also continued its progress with a number of significant passenger transport reforms including:

- Implementation of new service planning, funding and contractual arrangements with operators in 10 regions in the outer metropolitan areas of Sydney, in addition to 15 regions within the Sydney metropolitan area completed during 2005-06;
- Commencement of the review process for reforms in bus service contracts and funding in rural and regional New South Wales; and
- The establishment of a new Centre for Transport Planning and Product Development within the Ministry, that will lead strategic, multi-mode transport planning and coordinate transport and planning activities generally.

The Ministry in 2006-07 was responsible for a State budget allocation for transport of more than \$3.4 billion.

2006-07 Operating Result

The Ministry's net cost of services in 2006-07 was \$3,412.9 million compared to \$3,268.9 million in 2005-06, an increase of \$144 million. The operating deficit for 2006-07 amounted to \$11.8 million compared to a deficit of \$4.3 million in 2005-06. This variation in the operating result was principally due to the expenditure in 2006-07 of grant and other funding that was received in prior years.

The Ministry's total expenses in 2006-07 increased by \$145.8 million from \$3,322.1 million in 2005-06 to \$3,467.9 million.

An increase in Grants and Subsidies of \$134.9 million was the major reason for the increase in total expenses. In this regard additional payments were made to facilitate improved transport services provided by the State Transit Authority and private sector bus operators (\$43.6 million), Sydney Ferries (\$23.4 million) and by rail services agencies, including RailCorp, the Transport Infrastructure Development Corporation and Rail Infrastructure Corporation (\$38.4 million). Funding for the Newcastle Transport Strategy (\$20.0 million) and the financing costs of new fleet under the new bus contracts (\$6.6 million) also impacted on the Ministry's total expenditure in 2006-07.

2006-07 Balance Sheet

The Ministry's Balance Sheet as at 30 June 2007 disclosed total assets of \$249.6 million. These assets included the net book value of 320 new buses (\$145.0 million) funded under the Metropolitan and Outer Metropolitan Bus System Contracts. The disclosure of the lease arrangements for new fleet in the Ministry's Balance Sheet contributed to an increase of \$35.4 million in the value of the Ministry's total assets as compared to 30 June 2006.

During 2006-07 the Ministry's asset base was however also impacted by the transfer of the capital cost of the Tcard project (\$45.7 million) and the related borrowings to the Public Transport Ticketing Corporation from 1 July 2006.

The Ministry's net assets totalled \$72.1 million as at 30 June 2007, \$11.3 million less than as at 30 June 2006.

2006-07 Consolidated Fund Allocations

In addition to the initial recurrent budget allocation of \$3,340.4 million, the Ministry received supplementations of \$67.8 million, which increased the 2006-07 recurrent budget allocation to \$3,408.2 million. The Ministry expended \$3,397.9 million of this amount, with savings mainly achieved in grants provided to passenger transport operators.

The Ministry also used its capital allocation of \$11.3 million in 2006-07 to fund improvements in its management information systems (\$1.1 million) and major transport initiatives (\$10.2 million).

Financial Management

During the financial year the Ministry continued to maintain and further improve its control over the financial aspects of its core business operations and related projects to ensure that it was successfully able to operate within its budget allocation for 2006-07.

NB: This Financial Performance Summary is not part of the audited financial statements.



GPO BOX 12
Sydney NSW 2001

INDEPENDENT AUDITOR'S REPORT

Ministry of Transport

To Members of the New South Wales Parliament

I have audited the accompanying financial report of the Ministry of Transport (the Ministry), which comprises the balance sheet as at 30 June 2007, and the operating statement, statement of recognised income and expense, cash flow statement, program statement – expenses and revenues, and summary of compliance with financial directives for the year then ended, and a summary of significant accounting policies and other explanatory notes.

Auditor's Opinion

In my opinion, the financial report:

- presents fairly, in all material respects, the financial position of the Ministry as of 30 June 2007, and of its financial performance and its cash flows for the year then ended in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations)
- is in accordance with section 45E of the *Public Finance and Audit Act 1983* (the PF&A Act) and the Public Finance and Audit Regulation 2005.

Director-General's Responsibility for the Financial Report

The Director-General is responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the PF&A Act. This responsibility includes establishing and maintaining internal control relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

My responsibility is to express an opinion on the financial report based on my audit. I conducted my audit in accordance with Australian Auditing Standards. These Auditing Standards require that I comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An Audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Ministry's preparation and fair presentation of the financial report 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 Ministry's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Director-General, as well as evaluating the overall presentation of the financial report.

Independent Auditor's Report

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

My opinion does *not* provide assurance:

- about the future viability of the Ministry,
- that it has carried out its activities effectively, efficiently and economically,
- about the effectiveness of its internal controls, or
- on the assumptions used in formulating the budget figures disclosed in the financial report.

Independence

In conducting this audit, the Audit Office has complied with the independence requirements of the Australian Auditing Standards and other relevant ethical requirements. The PF&A Act further promotes independence by:

- providing that only Parliament, and not the executive government, can remove an Auditor-General, and
- mandating the Auditor-General as the auditor of public sector agencies but precluding the provision of non-audit services, thus ensuring the Auditor-General and the Audit Office are not compromised in their role by the possibility of losing clients or income.



P Carr FCPA
Director, Financial Audit Services

SYDNEY
5 October 2007

MINISTRY OF TRANSPORT

STATEMENT BY DIRECTOR-GENERAL

For the year ended 30 June 2007


Pursuant to section 45F of the *Public Finance and Audit Act 1983*, I state that:

(a) The accompanying financial statements have been prepared in accordance with

- Applicable Australian Accounting Standards (which include Australian Equivalents to International Financial Reporting Standards (AEIFRS))
- The requirements of the *Public Finance and Audit Act* and *Regulations*; and
- The Financial Reporting Directions published in the Financial Reporting Code for Budget Dependent General Government Sector Agencies or issued by the Treasurer under section 9(2) (n) of the Act.

(b) The statements exhibit a true and fair view of the financial position and transactions of the Ministry; and

(c) There are no circumstances, which would render any particulars included in the financial statements to be misleading or inaccurate.



Acting Director-General

Date: 5 October 2007

Operating Statement for the Year Ended 30 June 2007

	Notes	Actual 2007 \$'000	Budget 2007 \$'000	Actual 2006 \$'000
Expenses excluding losses				
Operating expenses				
Employee related	2(a)	26,675	27,383	23,795
Other operating expenses	2(b)	40,288	38,393	39,268
Depreciation and amortisation	2(c)	7,116	6,677	5,738
Grants and subsidies	2(d)	3,387,283	3,402,027	3,252,435
Finance costs	2(e)	6,561	5,579	859
Total Expenses excluding losses		3,467,923	3,480,059	3,322,095
Less:				
Revenue				
Sale of services	3(a)	6,167	5,621	8,796
Investment revenue	3(b)	5,157	1,284	3,739
Retained taxes, fees and fines	3(c)	2,006	1,895	1,918
Grants and contributions	3(d)	38,680	35,399	39,343
Other revenue	3(e)	2,971	4,513	6,312
Total Revenue		54,981	48,712	60,108
Loss on disposal of assets				
	4	-	-	6,863
		-	-	6,863
Net Cost Of Services	23	3,412,942	3,431,347	3,268,850
Government Contributions				
Recurrent appropriation	6	3,397,914	3,405,603	3,259,069
Capital appropriation	6	1,105	1,105	3,373
Acceptance by the Crown Entity of Employee benefits and other Liabilities	8	2,090	1,972	2,093
Total Government Contributions		3,401,109	3,408,680	3,264,535
(DEFICIT)/SURPLUS FOR THE YEAR	19	(11,833)	(22,667)	(4,315)

The accompanying notes form part of these statements.

Statement of Recognised Income and Expense for the Year Ended 30 June 2007

	Notes	Actual 2007 \$'000	Budget 2007 \$'000	Actual 2006 \$'000
TOTAL INCOME AND EXPENSE RECOGNISED DIRECTLY IN EQUITY		-	-	-
(Deficit)/Surplus for the Year	19	(11,833)	(22,667)	(4,315)
TOTAL INCOME AND EXPENSE RECOGNISED FOR THE YEAR	19	(11,833)	(22,667)	(4,315)

The accompanying notes form part of these statements.

Balance Sheet as at 30 June 2007

	Notes	Actual 2007 \$'000	Budget 2007 \$'000	Actual 2006 \$'000
ASSETS				
Current Assets				
Cash and cash equivalents	10	56,070	46,865	77,608
Receivables	11	12,584	17,170	19,559
Other financial assets	12	120	130	112
Plant and equipment	13	-	-	3,130
Intangible assets	14	-	-	45,674
Total Current Assets		68,774	64,165	146,083
Non-Current Assets				
Other financial assets	12	262	280	268
Property, plant and equipment				
Leasehold improvements	13	276	466	808
Plant and equipment	13	1,436	896	1,156
Finance leased assets	13	145,011	146,000	33,249
Transport infrastructure systems	13	2,915	2,500	2,915
Total Property, plant and equipment		149,638	149,862	38,128
Intangible assets				
Computer systems	14	8,403	8,700	10,207
Ultimo Pyrmont Light Rail Line	14	22,539	23,000	19,568
Total Intangible assets		30,942	31,700	29,775
Total Non-Current Assets		180,842	181,842	68,171
Total Assets		249,616	246,007	214,254
LIABILITIES				
Current Liabilities				
Payables	15	25,228	27,000	56,449
Provisions	16	3,814	4,200	3,640
Other	17	3,425	-	168
Borrowings	18	6,084	15,000	38,834
Total Current Liabilities		38,551	46,200	99,091
Non-Current Liabilities				
Payables	15	31	31	31
Borrowings	18	138,926	131,000	31,868
Total Non-Current Liabilities		138,957	131,031	31,899
Total Liabilities		177,508	177,231	130,990
Net Assets		72,108	68,776	83,264
EQUITY				
Accumulated funds	19	72,108	68,776	83,264
Total Equity		72,108	68,776	83,264

The accompanying notes form part of these statements.

Cash Flow Statement for the Year Ended 30 June 2007

	Notes	Actual 2007 \$'000	Budget 2007 \$'000	Actual 2006 \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Payments				
Employee related		(24,588)	(26,268)	(21,542)
Grants and subsidies		(3,439,006)	(3,456,143)	(3,314,454)
Finance costs		(6,561)	(5,579)	(859)
Other		(50,233)	(31,275)	(37,222)
Total Payments		(3,520,388)	(3,519,265)	(3,374,077)
Receipts				
Sale of services and grants received		47,152	41,244	50,702
Retained taxes, fines and fees		2,006	1,500	1,918
Interest Received		4,153	1,284	3,654
Goods and Services Tax received		60,841	43,088	57,146
Total Receipts		114,152	87,116	113,420
Cash Flows from Government				
Recurrent appropriation		3,401,339	3,405,603	3,259,127
Capital appropriation		1,105	1,105	3,483
Cash transfers to Consolidated Fund		(168)	-	(3,025)
Net Cash Flows from Government		3,402,276	3,406,708	3,259,585
NET CASH FLOWS FROM OPERATING ACTIVITIES (NOTE 23)		(3,960)	(25,441)	(1,072)
CASH FLOWS FROM INVESTING ACTIVITIES				
Advances to taxi operators		(2)	-	(8)
Purchase of property, plant and equipment		(528)	(528)	(930)
Purchase of intangible assets		(744)	(744)	(14,249)
Payments for finance leased assets		(3,688)	(3,833)	(506)
NET CASH FLOWS FROM INVESTING ACTIVITIES		(4,962)	(5,105)	(15,693)
CASH FLOWS FROM FINANCING ACTIVITIES				
Treasury Corporation loan for the Tcard		-	-	10,474
Security Deposit		-	-	629
NET CASH FLOWS FROM FINANCING ACTIVITIES		-	-	11,103
NET (DECREASE)/INCREASE IN CASH		(8,922)	(30,546)	(5,662)
Cash transfers through administrative restructure		(12,616)	-	-
Opening cash and cash equivalents		77,608	77,608	83,270
CLOSING CASH AND CASH EQUIVALENTS (Note 10)		56,070	47,062	77,608

The accompanying notes form part of these statements.

Summary of Compliance with Financial Directives For the Year ended 30 June 2007

	2007				2006			
	Recurrent Appropriation \$'000	Expenditure/ net Claim on Consolidated Fund \$'000	Capital Appropriation \$'000	Expenditure/ net Claim on Consolidated Fund \$'000	Recurrent Appropriation \$'000	Expenditure/ net Claim on Consolidated Fund \$'000	Capital Appropriation \$'000	Expenditure/ net Claim on Consolidated Fund \$'000
Original Budget Appropriation/ Expenditure								
- Appropriation Act	3,340,386	3,330,098	11,331	1,105	2,930,414	2,927,613	11,244	3,373
- Additional appropriations	-	-	-	-	-	-	-	-
S24 PF&AA - transfers of functions between departments	1,279	1,279	-	-	-	-	-	-
	3,341,665	3,331,377	11,331	1,105	2,930,414	2,927,613	11,244	3,373
OTHER APPROPRIATIONS/ EXPENDITURE								
- Treasurer's advance	27,512	27,512	-	-	21,671	21,671	-	-
- Transfer to/from another agency								
(S 27 of the Appropriation Act)	39,026	39,026	-	-	309,785	309,785	-	-
	66,538	66,538	-	-	331,456	331,456	-	-
Total appropriation/expenditure	3,408,203	3,397,915	11,331	1,105	3,261,870	3,259,069	11,244	3,373
Drawdown against Appropriations (Note 6)		3,401,340		1,105		3,259,127		3,483
Liability to Consolidated Fund		3,425		-		58		110

The Summary of Compliance is based on the assumption that Consolidated Fund moneys are spent first (except where otherwise identified or prescribed). Liability to Consolidated Fund represents the difference between the "Amount Drawn Down against Appropriation" and the "Total Expenditure"/Net Claim on Consolidated Fund.

Program Statement - Expenses and Revenue

For the Year ended 30 June 2007

AGENCY'S EXPENSES AND REVENUES	Program 50.1.1 Transport Policy & Strategy		Program 50.2.1 Contracting & Regulating Transport Services		Not Attributable		Total	
	2007 \$'000	2006 \$'000	2007 \$'000	2006 \$'000	2007 \$'000	2006 \$'000	2007 \$'000	2006 \$'000
EXPENSES								
Operating expenses								
Employee related	7,578	5,499	19,097	18,296	-	-	26,675	23,795
Operating expenses	7,424	5,404	32,864	33,864	-	-	40,288	39,268
Depreciation and amortisation	-	-	7,116	5,738	-	-	7,116	5,738
Finance costs	-	-	6,561	859	-	-	6,561	859
Grants and subsidies	-	-	3,387,283	3,252,435	-	-	3,387,283	3,252,435
Total Expenses	15,002	10,903	3,452,921	3,311,192	-	-	3,467,923	3,322,095
REVENUE								
Sale of services	370	202	5,797	8,594	-	-	6,167	8,796
Investment revenue	-	-	5,157	3,739	-	-	5,157	3,739
Retained taxes, fees and fines	-	-	2,006	1,918	-	-	2,006	1,918
Grants and contributions	514	-	38,166	39,343	-	-	38,680	39,343
Other revenue	2,971	2,782	-	3,530	-	-	2,971	6,312
Total Revenue	3,855	2,984	51,126	57,124	-	-	54,981	60,108
Loss on disposal of assets	-	-	-	6,863	-	-	-	6,863
Net Cost of Services	11,147	7,919	3,401,795	3,260,931	-	-	3,412,942	3,268,850
Government Contributions	-	-	-	-	3,401,109	3,264,535	3,401,109	3,264,535
Net (Expense)/Revenue	(11,147)	(7,919)	(3,401,795)	(3,260,931)	3,401,109	3,264,535	(11,833)	(4,315)
Administered Revenue								
Fees	-	-	-	-	16,457	10,596	16,457	10,596
Port Cargo Access Charges	-	-	-	-	12,936	12,560	12,936	12,560
Fines	-	-	-	-	173	100	173	100
TOTAL ADMINISTERED REVENUE	-	-	-	-	29,566	23,256	29,566	23,256

The names and purpose of each program is summarised in Note 9. Appropriations are made on an agency basis and not to individual program.

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

(a) Reporting Entity

The Ministry of Transport as a reporting entity comprises all the operating activities under its control including the Transport Administration Corporation.

The Transport Administration Corporation is established as a body corporate under S104D (3) of the *Transport Administration Act 1988*. The Corporation is a statutory body representing the Crown. The Corporation is, for the purposes of the *Public Finance and Audit Act 1983*, the *Annual Reports (Departments) Act 1985* or any other prescribed Act, taken to be part of the Ministry.

The Ministry of Transport is a New South Wales government department. The Ministry is a not-for-profit entity as profit is not its principal objective and it has no cash generating units. The reporting entity is consolidated as part of the NSW Total State Sector Accounts.

In 2006-07 the Ministry transferred responsibility for the management of the integrated ticketing project to the Public Transport Ticketing Corporation and took over the functions of the Air Transport Council, which was abolished, and transport planning activities previously managed by the Department of Planning.

These financial statements have been authorised for issue by the Director-General on 5 October 2007.

(b) Basis of Preparation

The Ministry's financial statements are a general purpose financial report, which has been prepared in accordance with:

- applicable Australian Accounting Standards (which include Australian equivalents to International Financial Reporting Standards (AEIFRS));
- the requirements of the *Public Finance and Audit Act 1983* and Regulation; and
- the Financial Reporting Directions published in the Financial Reporting Code for Budget Dependent General Government Sector Agencies or issued by the Treasurer under Section 9(2) (n) of the Act.

Property, plant and equipment, investment property, assets (or disposal groups) held for sale and financial assets at 'fair value' through profit or loss and available for sale are measured at fair value. Other financial report items are prepared in accordance with the historical cost convention.

Judgements, key assumptions and estimations management has made are disclosed in the relevant notes to the financial statements.

All amounts are rounded to the nearest one thousand dollars and are expressed in Australian currency.

(c) Statement of Compliance

The financial statements and notes comply with Australian Accounting Standards, which include AEIFRS.

(d) Administered Activities

The Ministry administers, but does not control, certain activities on behalf of the Crown Entity. It is accountable for the transactions relating to those administered activities but does not have the discretion, for example, to deploy the resources for the achievement of the Ministry's own objectives.

Transactions and balances relating to the administered activities are not recognised as the Ministry's revenues, expenses, assets and liabilities, but are disclosed in Notes 25 to 27 as Administered Assets and Liabilities, Administered Revenue – Crown Revenue and Administered Revenue – Schedule of Uncollected Amounts.

The accrual basis of accounting and all applicable accounting standards have been adopted for the reporting of the administered activities.

(e) Income Recognition

Income is measured at the fair value of the consideration or the contribution received or receivable. Additional comments regarding the accounting policies for the recognition of income are discussed below:

(i) Parliamentary Appropriations and Contributions from Other Bodies:

Parliamentary appropriations and contributions from other bodies (including grants and donations) are generally recognised as income when the Ministry obtains control over the assets comprising the appropriations and contributions. Control over appropriations and contributions is normally obtained upon the receipt of cash.

An exception to the above is when appropriations are unspent at year-end. In this case the authority to spend the money lapses and generally the unspent amount must be repaid to the Consolidated Fund in the following financial year. As a result, unspent appropriations are accounted for as liabilities rather than revenue. The liability is disclosed in Note 17 as part of Current Liabilities – 'Other'. The amount will be repaid and the liability will be extinguished next financial year.

(ii) Rendering of services:

Revenue is recognised when the service is provided.

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

(iii) Investment revenue:

Interest revenue is recognised using the effective interest method as set out in AASB 139 *Financial Instruments: Recognition and Measurement*.

(iv) Taxi operators' accreditation renewal fees:

In accordance with Treasury letter dated 24 June 1999 the Ministry has authority to retain the levy collected for Taxi Industry Committee operations and initiatives.

(f) Employee Benefits

(i) Salaries and Wages, Annual Leave, Sick Leave and On-Cost: Liabilities for salaries and wages (including non-monetary benefits), annual leave and paid sick leave that fall due wholly within 12 months of the reporting date are recognised and measured in respect of employees' services up to the reporting date at undiscounted amounts based on the amounts expected to be paid when the liabilities are settled.

Long-term annual leave, that is not expected to be taken within 12 months, is measured at present value in accordance with AASB 119 *Employee Benefits*. Market yields on government bonds are used to discount long-term annual leave.

Unused non-vesting sick leave does not give rise to a liability as it is not considered probable that sick leave taken in the future would be greater than the benefits accrued in the future.

The outstanding amounts of payroll tax, workers' compensation insurance premiums and fringe benefits tax, which are consequential to employment, are recognised as liabilities and expenses where the employee benefits to which they relate have been recognised.

(ii) Long Service Leave and Superannuation:

The Ministry's liabilities for long service leave and defined benefit superannuation are assumed by the Crown Entity. The Ministry accounts for the liability as having been extinguished resulting in the amount assumed being shown as part of the non-monetary revenue item described as 'Acceptance by the Crown Entity of Employee benefits and other Liabilities'.

Long service leave is measured at present value in accordance with AASB 119 *Employee Benefits*. This is based on the application of certain factors (specified in NSWTC 07/04) to employees with 5 or more years of service, using current rates of pay. These factors were determined based on an actuarial review to approximate present value.

The superannuation expense for the financial year is determined by using the formulae specified in the Treasurer's Directions. The expense for certain superannuation schemes (i.e. Basic Benefit and First State Super) is calculated as a percentage of the employees' salary. For other superannuation schemes (i.e. State Superannuation Scheme and State Authorities Superannuation Scheme), the expense is calculated as a multiple of the employees' superannuation contributions.

(g) Finance costs

Finance costs are recognised as expenses in the period in which they are incurred in accordance with Treasury's mandate to general government sector agencies.

(h) Insurance

The Ministry's insurance activities are conducted through the NSW Treasury Managed Scheme of self insurance for Government agencies. The expense (premium) is determined by the Fund Manager based on past experience. The Ministry also has insurance cover for heritage trains through a private insurance company.

(i) Grants and Subsidies

Grants and subsidies are accounted for on an accrual basis in accordance with the various contractual obligations. Under the Metropolitan and Outer Metropolitan Bus System Contracts arrangements, the Ministry established 15 regions in the Sydney Metropolitan area and 10 regions in the Outer Metropolitan area. The Ministry has signed contracts with each of the regional lead operators to fund their bus operations for a period of 7 years.

(j) Acquisitions of Assets

The cost method of accounting is used for the initial recording of all acquisitions of assets controlled by the Ministry. Cost is the amount of cash or cash equivalents paid or the fair value of the other consideration given to acquire the asset at the time of its acquisition or construction.

Assets acquired at no cost or for nominal consideration are initially recognised at their fair value at the date of acquisition. Fair value is the amount for which an asset could be exchanged between knowledgeable, willing parties in an arm's length transaction.

The Ministry's transport infrastructure systems comprise interchanges in course of construction. The Ministry manages the construction of these interchanges and, on completion, transfers them to other state-owned transport agencies or local government agencies as appropriate for no consideration. Only project direct costs are capitalised.

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

Property, plant, equipment (including computers and related IT equipment) and intangible assets costing \$5,000 and above individually (or forming part of a network costing more than \$5,000) are capitalised.

Emerging asset: The Ministry's emerging interest in the Ultimo-Pymont Light Rail Train system has been valued in accordance with NSW Treasury Policy Paper 06-8 *Accounting for Privately Financed Projects*. This policy required the Ministry to initially determine the estimated written down replacement cost by reference to the project's historical cost escalated by a construction index and the system's estimated working life. The estimated written down replacement cost was then allocated on a systematic basis over the concession period of 30.5 years using the annuity method and the Government bond rate of 6.74% at commencement of the concession period.

(k) Leased Assets

A distinction is made between finance leases which effectively transfer from the lessor to the lessee substantially all the risks and benefits incidental to ownership of the leased assets, and operating leases under which the lessor effectively retains all such risks and benefits. Under the Metropolitan and Outer Metropolitan Bus System Contracts, payments to bus operators for the acquisition of new buses are considered to be in the nature of finance leases. As such these new buses are recognised at their fair value at the commencement of the lease term. The corresponding liabilities are established at the same amount. Lease payments are allocated between the principal component and the interest expense.

Operating lease payments are charged to the Operating Statement in the periods in which they are incurred.

(l) Intangible Assets

The Ministry recognises intangible assets only if it is probable that future economic benefits will flow to the Ministry and the cost of the asset can be measured reliably. Intangible assets are measured initially at cost. Where an asset is acquired at no or nominal cost, the cost is its fair value as at the date of acquisition.

All research costs are expensed. Development costs are only capitalised when certain criteria are met.

The useful lives of intangible assets are assessed to be finite. Intangible assets are subsequently measured at fair value only if there is an active market. As there is no active market for the Ministry's intangible assets, the assets are carried at cost less any accumulated amortisation.

(m) Depreciation and Amortisation

Depreciation and amortisation are provided for on a straight-line basis for all depreciable assets so as to write off the depreciable amount of each asset as it is consumed over its useful life to the Ministry. The depreciation rates used are leasehold improvements (20%), office furniture and equipment (20%), computer equipment (10% - 33.3%), intangible assets (20%). Finance leased assets are amortised on a systematic basis over their useful life (15 years) in accordance with the terms of the lease agreements.

(n) Maintenance

The costs of day-to-day servicing costs or maintenance are charged as expenses as incurred, except where they relate to the replacement of a part or component of an asset, in which case the costs are capitalised and depreciated.

(o) Advances and Receivables

Advances and receivables are recognised initially at fair value, usually based on the transaction cost or face value. Short-term interest-free advances are measured at the original invoice amount because the financial impact of using the interest rate method is immaterial. An allowance for impairment of receivables is established when there is objective evidence that the Ministry will not be able to collect all amounts due. The amount of the allowance is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the effective interest rate. Bad debts are written off as incurred.

(p) Equity Transfers

The transfer of net assets between agencies as a result of an administrative restructure, transfers of program/functions and parts thereof between NSW public sector agencies is designated as a contribution by owners and recognized as an adjustment to 'Accumulated Funds'. This treatment is consistent with AASB Interpretation 1038 *Contributions by Owners Made to Wholly-Owned Public Sector Entities*.

(q) Payables

These amounts represent liabilities for goods and services provided to the Ministry and other amounts. Payables are recognised initially at fair value, usually based on the

transaction cost or face value. Subsequent measurement is at amortised cost using the effective interest method. Short-term payables with no stated interest rate are measured at the original invoice amount where the effect of discounting is immaterial.

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

(r) Borrowings

Borrowings are measured at amortised cost using the effective interest method.

(s) Budgeted Amounts

The budgeted amounts are drawn from the budgets as formulated at the beginning of the financial year and with any adjustments for the effects of additional appropriations, s21A, s24 and / or s26 of the *Public Finance and Audit Act 1983*.

The budgeted amounts in the Operating Statement and the Cash Flow Statement are generally based on the amounts disclosed in the NSW Budget Papers (as adjusted above). However, in the Balance Sheet, the amounts vary from the Budget Papers, as the opening balances of the budgeted amounts are based on carried forward actual amounts i.e. per the audited financial statements (rather than carried forward estimates).

(t) New Australian Accounting Standards Issued But Not Yet Effective

Certain new accounting standards and interpretations have been published that are not mandatory for 30 June 2007 reporting periods. The following new Accounting Standards and Interpretations have not yet been adopted and are not yet effective:

- AASB 7 Financial Instruments: Disclosure (1 January 2007) & AASB 2005-10 Amendments to Australian Accounting Standards (1 January 2007)
- AASB 8 Operating Segments (1 January 2009) & 2007-3 Amendments to Australian Accounting Standards from AASB 8 (1 January 2009)
- AASB 101 Presentation of Financial Statements (1 January 2007)
- AASB 123 Borrowing Costs (1 January 2009) & 2007-6 Amendments to Australian Accounting Standards arising from AASB 123 (1 January 2009)
- AASB 1049 Financial Reporting of General Government Sectors by Governments (1 July 2008)
- 2007-4 Amendments to Australian Accounting Standards arising from ED 151 and Other Amendments (1 July 2007)
- Interpretation 4 Determining whether an Arrangement contains a Lease (1 January 2008)
- Interpretation 12 Service Concession Arrangements (1 January 2008) & AASB 2007-2 Amendments to Australian Accounting Standards arising from AASB Interpretation 12 (1 January 2008)
- Interpretation 129 Service Concession Arrangements: Disclosures (1 January 2008)

It is considered that the adoption of these Standards and Interpretations in future periods will have no material financial impact on the financial statements of the Ministry of Transport.

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

	2007 \$'000	2006 \$'000
2. EXPENSES EXCLUDING LOSSES		
(a) Employee related expenses <i>comprise the following specific items:</i>		
Salaries (including recreation leave)	21,200	19,040
Superannuation – defined benefits plan	853	633
Superannuation – defined contribution plan	1,385	1,204
Long service leave	1,103	1,350
Workers' compensation insurance	158	136
Payroll tax and fringe benefit tax	1,751	1,432
Redundancies	225	-
	26,675	23,795
(b) Other operating expenses		
Accommodation		
Property rent minimum lease payments	2,102	3,071
Other property costs	259	270
External services		
Call centre management fees	6,762	6,882
Hire of bus and rail services –major events	6,655	5,947
Contractors	11,620	10,522
Consultants	607	112
Legal services	1,509	1,658
Audit fees – internal	73	118
Audit fees – external	142	135
Others	164	189
Information Technology		
Computer leasing	155	258
Communication lines	420	306
Other computer costs	1,535	929
Motor Vehicle running expenses		
Operating lease minimum lease payments	273	218
Other motor vehicle costs	341	335
Advertising and promotion	2,094	586
Staff training and development costs	494	554
Administration		
Printing and stationery	936	859
Telephones	329	304
Postage and courier	282	256
Travel	271	290
Insurance	509	545
Impairment of receivables	-	(80)
Others	2,756	2,077
Marketing costs written off	-	2,927
	40,288	39,268

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

	2007 \$'000	2006 \$'000
Salaries and other operating expenses include costs relating to the following projects:		
Bus reform implementation	1,221	2,511
Integrated Transport Information Line	7,553	7,773
Taxi Advisory Committee activities	1,748	1,043
Transport for Major Events	7,160	6,412
Maintenance	272	411

Maintenance expenses do not include employee related costs.

(c) Depreciation and amortisation		
Depreciation		
Leasehold improvements	572	614
Plant and equipment	511	2,525
	1,083	3,139
Amortisation		
Finance leased assets	3,688	504
Computer systems	2,345	2,095
	6,033	2,599
	7,116	5,738

Amortisation on finance leased assets relates to the funding of new buses under Metropolitan and Outer Metropolitan Bus System Contracts (Note 1(k)).

(d) Grants and subsidies		
(i) Private and public transport operators including STA		
School students transport scheme	278,664	323,747
Metropolitan & Outer Metropolitan Bus System Contracts	491,575	382,074
Pensioner half fare concession and others	12,377	33,238
Taxi transport subsidy scheme	19,560	17,002
	802,176	756,061

The cost of the school students transport scheme and pensioner half fare concessions relate only to rural and regional areas.

(ii) Community Groups & Certain Individuals		
Community transport groups	36,071	34,031
Private vehicle conveyance	19,066	19,328
	55,137	53,359
(iii) Rail Infrastructure Corporation		
Community service obligations	130,000	115,000
Transitional funding	59,500	214,000
	189,500	329,000
(iv) Sydney Ferries		
SSTS	291	301
Concessions	9,847	9,522
Community service obligations	61,021	33,082
Capital grant	-	4,830
	71,159	47,735

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

	2007 \$'000	2006 \$'000
(v) Freight Rail Services		
Community service obligations	1,335	1,746
(vi) Other Projects		
Parking space levy funded projects	7,606	5,511
Newcastle transport strategy	20,000	-
South Sydney freight line	30,226	-
Transitway grants	21,200	21,300
Epping to Chatswood Rail Line grant	152,219	206,012
	231,251	232,823
(vii) Other grants and subsidies		
Contributions on behalf of private bus operators for Tcard project	7,269	5,412
Local government transport grants	1,476	2,476
Community transport grants	297	1,150
Newcastle Port lease administration	146	140
Contracted passenger services	208	482
National Transport Commission	809	789
Transport and Logistics Centre of Excellence grant	2,904	-
Tow Truck Authority grant	800	-
Miscellaneous	1,847	1,718
	15,756	12,167
(viii) Railcorp and State Rail Authority		
SSTS	28,629	28,208
Concessions	172,141	171,904
Community service obligation	1,259,267	1,104,239
Transitional funding	19,900	39,900
Interest subsidy – clearways	20,332	8,776
Capital grant	520,700	466,517
	2,020,969	1,819,544
Total Grants and Subsidies	3,387,283	3,252,435
(e) Finance Costs		
Finance lease interest charges	6,561	859
	6,561	859

Finance lease interest charges relate to the funding of new buses under Metropolitan and Outer Metropolitan Bus System Contracts (Note 1(k)).

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

	2007 \$'000	2006 \$'000
3. REVENUES		
(a) Sale of services		
Rendering of services	1,560	4,643
Revenue from major events	4,607	4,153
	6,167	8,796
(b) Investment revenue		
Interest on bank balances	5,157	3,739
(c) Retained taxes, fees and fines		
Taxi operators' accreditation renewal fees	2,006	1,918
(d) Grants and contributions		
Community transport projects	31,001	31,026
Integrated Transport Information Service	4,286	4,302
Costs recovered	3,393	4,015
	38,680	39,343
(e) Other Revenue		
Emerging value of private sector provided infrastructure: Ultimo		
Pymont Light Rail Train Line	2,971	2,782
Contract revenue	-	3,530
	2,971	6,312

4. LOSS ON DISPOSAL OF ASSETS

Proceeds from disposal	-	-
Construction costs (Note 13)	-	6,863
Net loss on disposal of assets	-	6,863

5. CONDITIONS ON CONTRIBUTIONS

The Ministry collects taxi operators' accreditation fees which can only be used to fund Taxi Advisory Committee operations and initiatives. The Ministry also receives grants from the Department of Ageing, Disability and Home Care Services which can only be used to fund the HACC program. Related restricted cash assets are disclosed in Note 10.

6. APPROPRIATIONS

Recurrent appropriations		
Total recurrent drawdowns from NSW Treasury		
(per Summary of Compliance)	3,401,339	3,259,127
Less: Liability to Consolidated Fund (Note 17)(per Compliance Summary)	(3,425)	(58)
Recurrent appropriations (per Operating Statement)	3,397,914	3,259,069
Capital appropriations		
Total capital drawdowns from NSW Treasury (per Summary of Compliance)	1,105	3,483
Less: Liability to Consolidated Fund (Note 17) (per Compliance Summary)	-	(110)
Capital appropriations (per Operating Statement)	1,105	3,373

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

	2007 \$'000	2006 \$'000
--	----------------	----------------

7. FINANCE LEASES

The funding of new buses under the Metropolitan and Outer Metropolitan Bus System Contracts are considered to be "deemed" finance leases and are reported in accordance with AASB 117 *Leases*. The resulting finance leased assets (Note 13) and finance leased liabilities (Note 18) are reported in the balance sheet.

8. ACCEPTANCE BY THE CROWN ENTITY OF EMPLOYEE BENEFITS AND OTHER LIABILITIES

The following liabilities and/or expenses have been assumed by the Crown Entity		
Superannuation	853	634
Long service leave	1,103	1,349
Payroll tax on superannuation	134	110
(Note 24)	2,090	2,093

9. PROGRAM INFORMATION

The Ministry has 2 programs namely:

Program 50.1.1 – Transport Policy and Strategy

Objective: To provide independent policy advice and financial and strategic co-ordination for the Transport Portfolio to improve transport service outcomes for the people of New South Wales.

Program Description: Deliver to the Minister and Government sound, impartial and independent advice on policy and related issues. Manage portfolio legislation and support the Minister in his statutory, parliamentary, cabinet and other roles. Co-ordinate the activities of portfolio agencies. Maintain strong working relationships with external and other Government agencies.

Program 50.2.1 – Contracting and Regulating Transport Services

Objective: To contract and regulate transport providers to provide high quality passenger and freight transport services to the community.

Program Description: Develop and improve regulated standards and monitoring/auditing of transport service providers. Provide efficient and effective regulation services for transport service providers. Undertake strategic co-ordination of the Transport Budget allocation. Contract and fund services from providers (eg Rail Corporation, State Transit Authority, private transport operators, Rail Infrastructure Corporation and freight providers) which would not otherwise be available at the current fare and/or service levels. Deliver funding from Government for improvements to public transport. Provide funding from Government to identified community groups and certain individuals to meet their particular transport service needs.

10. CASH AND CASH EQUIVALENTS

Cash at Bank and on hand	56,070	65,667
Deposit with NSW Treasury Corporation	-	11,941
	56,070	77,608

For the purposes of the Cash Flow Statement, cash and cash equivalents include cash at bank, deposit with NSW Treasury Corporation and cash on hand. Cash and cash equivalent assets recognised in the Balance Sheet are reconciled at the end of the financial year to the Cash Flow Statement as follows:

Cash and cash equivalents (per Balance Sheet)	56,070	77,608
Closing cash and cash equivalents (per Cash Flow Statement)	56,070	77,608

Restricted cash and cash equivalents:

Cash at bank which earns interest at the going Treasury interest rate, includes restricted funds of approximately \$40m which can only be used for specific purposes.

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

	2007 \$'000	2006 \$'000
11. RECEIVABLES		
Sale of services	4,463	8,103
Less: Allowance for impairment	26	40
	4,437	8,063
Goods and Services Tax – recoverable	5,627	6,000
Investment revenue receivable	2,235	1,231
Other	-	3,530
Prepayments	285	735
	12,584	19,559
12. OTHER FINANCIAL ASSETS		
At amortised cost		
Current Assets		
Repayable interest-free advances – Taxi operators	120	112
	120	112
Non-Current Assets		
Repayable interest-free advances – Taxi operators	262	268
	262	268
Advances to taxi operators		
Later than 1 year but not later than 2 years	111	107
Later than 2 years but not later than 3 years	85	85
Later than 3 years but not later than 5 years	66	76
	262	268
13. PROPERTY, PLANT AND EQUIPMENT		
Leasehold Improvements	3,574	3,534
Accumulated depreciation	3,298	2,726
Carrying amount at fair value	276	808
Plant and equipment	4,987	4,307
Accumulated depreciation	3,551	3,151
Carrying amount at fair value	1,436	1,156
Finance Leased Assets (Note 7)	149,203	33,753
Accumulated amortisation	4,192	504
Carrying amount at fair value	145,011	33,249
Transport Infrastructure Systems		
Carrying amount at fair value	2,915	2,915
Total Property, Plant and Equipment	160,679	44,509
Accumulated depreciation and amortisation	11,041	6,381
Carrying amount at fair value	149,638	38,128

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

Reconciliation of the carrying amounts by asset class at the beginning and end of the current reporting period is set out below:

	Carrying amount 1 July 2006 \$'000	Additions \$'000	Depreciation Expense \$'000	(Disposals) /Transfers \$'000	Carrying amount 30 June 2007 \$'000
Leasehold improvements	808	40	572	-	276
Plant and equipment	1,156	690	511	101	1,436
Transport infrastructure systems	2,915	-	-	-	2,915
Finance leased assets	33,249	115,450	3,688	-	145,011
	38,128	116,180	4,771	101	149,638

	Carrying amount 1 July 2005 \$'000	Additions \$'000	Depreciation Expense \$'000	Assets Expensed \$'000	Carrying amount 30 June 2006 \$'000
Leasehold improvements	1,413	9	614	-	808
Plant and equipment	6,106	705	2,525	3,130	1,156
Transport infrastructure systems (Note 4)	9,778	-	-	6,863	2,915
Finance leased assets	-	33,753	504	-	33,249
	17,297	34,467	3,643	9,993	38,128

	2007 \$'000	2006 \$'000
--	----------------	----------------

14. INTANGIBLE ASSETS

Computer systems	14,484	13,949
Accumulated amortisation	6,082	3,742
Carrying amount at fair value	8,402	10,207
Ultimo Pyrmont Light Rail Line (UPLRL)		
Carrying amount at fair value	22,540	19,568
	22,540	19,568
Total Intangible Assets	37,024	33,517
Accumulated Amortisation	6,082	3,742
Carrying amount at fair value	30,942	29,775

Reconciliation of the carrying amounts by asset class at the beginning and end of the current reporting period is set out below:

	Carrying amount 1 July 2006 \$'000	Marketing Costs w/off \$'000	Additions \$'000	Amortisation Expense \$'000	Carrying amount 30 June 2007 \$'000
Computer systems	10,207	-	541	2,345	8,403
Ultimo Pyrmont Light Rail	19,568	-	2,971	-	22,539
	29,775	-	3,512	2,345	30,942

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

	Carrying amount 1 July 2005 \$'000	Marketing Costs w/off \$'000	Additions \$'000	Amortisation Expense \$'000	Carrying amount 30 June 2006 \$'000
Computer systems	45,162	2,927	15,741	2,095	55,881
Ultimo Pyrmont Light Rail	16,786	-	2,782	-	19,568
	61,948	2,927	18,523	2,095	75,449

Intangible assets (\$45.674m) relating to the Tcard were reported under current assets in 2005-06.

	2007 \$'000	2006 \$'000
--	----------------	----------------

15. PAYABLES

Current Liabilities		
Creditors	405	1,322
Accruals:		
Salaries and on-costs (note 16)	89	73
Transport schemes	15,563	18,519
Others	9,171	10,594
Security Deposit	-	25,941
	25,228	56,449
Non Current Liabilities		
Creditors	31	31
	31	31

16. PROVISIONS

Current Liabilities		
Recreation leave	3,093	2,982
Employee related oncost	721	658
	3,814	3,640
Aggregate employee benefits and related on-cost		
Provisions – current	3,093	2,982
Employee related oncost	721	658
Accrued salaries (Note 15)	89	73
	3,903	3,713

17. OTHER

Liability - Consolidated Fund (Note 6)	3,425	168
	3,425	168

The liability to Consolidated Fund at 30 June 2007 represented allocations drawn down by the Ministry in anticipation of payments expected to be made in June 2007, which did not occur.

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

	2007 \$'000	2006 \$'000
18. BORROWINGS		
Current Liabilities		
Treasury Corp – Borrowings		
– Tcard project	-	37,453
Finance Leases (Note 7 and 20(d))	6,084	1,381
	<u>6,084</u>	<u>38,834</u>
Non-Current Liabilities		
Finance Leases (Note 7 and 20(d))	138,926	31,868
	<u>138,926</u>	<u>31,868</u>
	<u>145,010</u>	<u>70,702</u>
Repayment of Borrowings		
Not later than one year	6,084	38,834
Between one and five years	29,024	6,556
Later than five years	109,902	25,312
	<u>145,010</u>	<u>70,702</u>

The Ministry is contracted to fund the acquisition of new buses under the Metropolitan and Outer Metropolitan Bus System Contracts. This funding arrangement is considered to be a “deemed” finance lease.

19. CHANGES IN EQUITY

Opening equity	83,264	87,579
Increase in net assets from administrative restructure	677	-
(Deficit)/Surplus for the year	<u>(11,833)</u>	<u>(4,315)</u>
Balance at the end of the financial period	<u>72,108</u>	<u>83,264</u>

20. COMMITMENTS FOR EXPENDITURE

(a) Capital Commitments		
Aggregate capital expenditure contracted at balance date and not provided for:	<u>2,761</u>	<u>92,786</u>
Not later than one year	2,761	44,547
Later than one year but not later than five years	-	48,239
Total (including GST)	<u>2,761</u>	<u>92,786</u>
(b) Other Expenditure Commitments		
Aggregate other expenditure contracted for at balance date and not provided for:		
Not later than one year	564,931	422,349
Later than one year but not later than five years	2,247,200	1,678,342
Later than five years	<u>171,886</u>	<u>504,809</u>
Total (including GST)	<u>2,984,017</u>	<u>2,605,500</u>

Other expenditure commitments include the obligations under the Sydney Metropolitan and Outer Metropolitan Bus System Contracts. The portion of these Contracts relating to the funding of new buses is reported under finance Leased liabilities (Note 18).

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

	2007 \$'000	2006 \$'000
(c) Operating Lease Commitments		
Future non-cancellable operating lease rentals not provided for:		
Not later than one year	2,719	3,158
Later than one year but not later than five years	5,380	5,919
Later than five years	-	-
Total (including GST)	8,099	9,077

The Ministry leases its motor vehicles, office accommodation and some computers. Input tax on all commitments estimated at \$151m (2005-06 - \$104m) will be recouped from the Australian Taxation Office.

(d) Finance Lease Commitments

The Ministry is contracted to fund the acquisition of new buses under the Metropolitan and Outer Metropolitan Bus System Contracts. This funding arrangement is a "deemed" finance lease and the finance lease commitments are as follows:

Not later than one year	16,318	3,587
Later than one year but not later five years	65,113	14,348
Later than five years	151,176	34,509
Future minimum lease payments	232,607	52,444
Less: Future finance costs	87,597	19,195
Present value of minimum lease payments	145,010	33,249
Classified as follows		
Current liabilities (Note 18)	6,084	1,381
Non-current liabilities (Note 18)	138,926	31,868
	145,010	33,249

The future and present value of minimum lease payments are reconciled as follows:

	Future Minimum Lease payments	Present value of Minimum Lease payments
Not later than one year	16,318	6,084
Later than one year but not later than five years	65,113	29,024
Later than five years	151,176	109,902
	232,607	145,010

21. CONTINGENT LIABILITIES AND GUARANTEES

Contingent Liabilities

The Ministry has no material contingent liabilities as at 30 June 2007.

Guarantees

The Ministry holds guarantees of \$99.6m from Pacific National as security for contractual performance in its grain business. These guarantees comprise \$89.6m held for completion of the mandatory works specified in the Works Deed (Grain) and \$10m relating to obligations under the Grain Haulage Services Deed.

In addition the Ministry also holds various performance bonds totalling \$26m relating to the provision of bus services under the Metropolitan and Outer Metropolitan Bus Services Contracts.

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

22. BUDGET REVIEW

Net Cost of Services

The net cost of services for the 12 months ended 30 June 2007 was \$3,413m compared to the budget of \$3,431m, an underspending of \$18m. The main factors contributing to this result are summarised below:

- **Employee related expenses** at \$26.7m were \$.7m below the budget due mainly to lower than expected oncost and some salary savings. These savings were applied to fund other operating expenses.
- **Other operating expenses** were \$1.9m higher than budget due to project expenditure that was not budgeted for.
- **Grants and subsidies:** At \$3,387m, grants and subsidies were lower than budget. This result was achieved as a result of savings in some programs.
- **Finance costs** relate to borrowing costs for the funding of new buses.
- **Sale of services** was higher than budget due to higher than expected revenue received.
- **Investment revenue** includes interest on parking space levy fund balances which were not included in the budget.
- **Retained taxes, fees and fines** relate to the taxi operators' accreditation fees.
- **Grants and contributions** include grants received from the Department of Ageing, Disability and Home Care to fund the home, ageing and community care program. Grants received under than this program have increased substantially and were used to fund various local community transport organisations.

Assets and Liabilities

The main changes in the Balance Sheet are set out below:

- **Cash** held was higher than budget due mainly to timing differences between receipts and payments.
- The **receivables** were lower than budget due to improved debtors management.

Cash Flows

- Net cash inflows from operating activities were lower than the budget due to savings in some programs.

	2007 \$'000	2006 \$'000
23. RECONCILIATION OF CASH FLOWS FROM OPERATING ACTIVITIES TO NET COST OF SERVICES AS REPORTED IN THE OPERATING STATEMENT		
Net Cash inflow from Operating Activities	(3,960)	(1,072)
Cash flows from Government/Appropriations	(3,402,276)	(3,259,585)
Non-cash revenue	2,933	2,782
Assets expensed and written down	-	(9,790)
Acceptance by the Crown Entity of Employee Entitlements	(2,090)	(2,093)
Impairment of receivables	(17)	80
Depreciation and amortisation	(7,116)	(5,738)
(Decrease)/Increase in receivables	(925)	6,716
Decrease/(Increase) in creditors	509	(150)
Net Cost of Services	<u>(3,412,942)</u>	<u>(3,268,850)</u>

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

	2007 \$'000	2006 \$'000
--	----------------	----------------

24. NON-CASH FINANCING AND INVESTING ACTIVITIES

During the period, the Ministry undertook the following non-cash financing and investing activities:

Employees' entitlements and liabilities Assumed by the Crown Entity (Note 8)	2,090	2,093
	<u>2,090</u>	<u>2,093</u>

25. ADMINISTERED ASSETS AND LIABILITIES

Administered Assets		
Cash (1)	209	42
Total Administered Assets	<u>209</u>	<u>42</u>
Administered Liabilities		
Payables (1)	209	42
Total Administered Liabilities	<u>209</u>	<u>42</u>

(1) This amount represents Crown revenue collected but not remitted to the Crown.

26. ADMINISTERED REVENUE - CROWN REVENUE

Private transport operators fees	16,457	10,596
Fines	173	100
Port Cargo Access Charge	12,936	12,560
	<u>29,566</u>	<u>23,256</u>

27. ADMINISTERED REVENUE - SCHEDULE OF UNCOLLECTED AMOUNTS

There were no uncollected amounts for Crown revenue at 30 June 2007 and 2006.

28. FINANCIAL INSTRUMENTS

Cash

Cash comprises deposit with NSW Treasury Corporation, cash on hand and bank balances within the Treasury Banking System. Interest is earned on daily bank balances at the monthly average NSW Treasury Corporation 11am unofficial cash rate adjusted for a management fee to Treasury.

Receivables

All trade debtors are recognised as amounts receivable at balance date. Collectability of trade debtors is reviewed on an ongoing basis. Debts, which are known to be uncollectable, are written off. An allowance for impairment is raised when some doubt as to collection exists. The credit risk is the carrying amount (net of any provision for doubtful debts). No interest is earned on trade debtors. The carrying amount approximates net fair value. Sales are made on 30 days terms.

Trade creditors and Accruals

The liabilities are recognised for amounts due to be paid in the future for goods or services received, whether or not invoiced. Amounts owing to suppliers (which are unsecured) are settled in accordance with the policy set out in Treasurer's Direction 219.01. If trade terms are not specified, payment is made no later than the end of the month following the month in which an invoice or a statement is received. Treasurer's Direction 219.01 allows the Minister to award interest for late payment.

Notes to and Forming Part of the Financial Statements

For the year ended 30 June 2007

(a) Interest Rate Risk

Interest rate risk is the risk that the value of the financial instruments will fluctuate due to changes in market interest rates. The exposure to interest rate risk and the effective interest rates of financial assets and liabilities both recognised and unrecognised at 30 June 2007 are as follows:

Financial Instruments

	Floating Interest rate		Non-Interest Bearing		Total carrying amount as per Balance Sheet		Weighted average effective interest rate	
	2007 \$'000	2006 \$'000	2007 \$'000	2006 \$'000	2007 \$'000	2006 \$'000	2007 %	2006 %
Financial Assets								
Cash	56,070	77,608	-	-	56,070	77,608	6.18	4.96
Receivables	-	-	12,299	18,824	12,299	18,824	-	-
Other financial assets	-	-	382	380	382	380	-	-
Total	56,070	77,608	12,681	19,204	68,751	96,812		
Financial Liabilities								
Borrowings	145,010	70,702	-	-	145,010	70,702	6.27	6.27
Payable	-	25,941	25,259	30,539	25,259	56,480	-	5.40
	145,010	96,643	25,259	30,539	170,269	127,182		

(b) Credit Risk

Credit risk is the risk of financial loss arising from another party to a contract or financial position failing to discharge a financial obligation thereunder. The Ministry was not exposed to a credit risk from carrying amounts of financial assets in the Balance Sheet.

29. ADMINISTRATIVE RESTRUCTURES

As per Note 1(a) the Ministry was involved in a number of administrative restructures which resulted in the transfer of the following assets and liabilities:

	Transfers out (PTTC) \$'000	Transfers in (ATC) \$'000	Transfers in (DOP) \$'000	Transfers in (Out) (Total) \$'000
Cash and cash equivalents	14,133	1,226	291	(12,616)
Receivables	4,147	38	-	(4,109)
Plant and equipment	3,130	-	101	(3,029)
Intangible assets	45,674	-	-	(45,674)
	67,084	1,264	392	(65,428)
Payables	28,855	7	-	(28,848)
Provisions	95	-	291	196
Borrowings	37,453	-	-	(37,453)
	66,403	7	291	(66,105)
Net Assets	681	1,257	101	677

Transfers out (PTTC) = transfer of assets and liabilities of the Tcard project to the Public Transport Ticketing Corporation.

Transfers in (ATC) = transfer of assets and liabilities of the Air Transport Council to the Ministry.

Transfers in (DOP) = transfer of assets and liabilities of the Department of Planning's transport planning function and related activities to the Ministry.

END OF AUDITED FINANCIAL STATEMENTS



Appendices

Appendices

Contents

Appendix 1: Management and Structure – including Executive Performance Statements.....	57
Appendix 2: Significant Committees	59
Appendix 3: Grants to Non-Government Community Organisations	63
Appendix 4: Legal changes	67
Appendix 5: Management and Activities	69
Appendix 6: Research and Development.....	70
Appendix 7: Major Works in Progress	70
Appendix 8: Human Resources	71
Appendix 9: Consultants	73
Appendix 10: Equal Employment Opportunity.....	73
Appendix 11: Disability Plan.....	75
Appendix 12: Land Disposals	75
Appendix 13: Ministry of Transport Publications.....	76
Appendix 14: Overseas Visits	77
Appendix 15: Consumer Response 2006–07	77
Appendix 16: Guarantee of Service	78
Appendix 17: Payment of Accounts.....	78
Appendix 18: Time for Payment of Accounts	78
Appendix 19: Risk Management and Insurance Activities	79
Appendix 20: Disclosure of Controlled Entities	79
Appendix 21: Ethnic Affairs Priorities Statement (EAPS)	79
Appendix 22: Action Plan for Women	79
Appendix 23: Occupational Health and Safety (OH&S).....	80
Appendix 24: Waste Reduction	80
Appendix 25: Major Assets.....	80
Appendix 26: Amendments to Code of Conduct	81
Appendix 27: After Balance Date Events.....	81
Appendix 28: Annual Report Costs and Availability Details.....	81
Appendix 29: Freedom of Information (FOI).....	82
Appendix 30: Implementation of Price Determinations	87
Appendix 31: Privacy Management Plan.....	88
Appendix 32: Acts Administered by the Minister for Transport	88
Appendix 33: Departures from Subordinate Legislation.....	88
Appendix 34: Government Energy Management Policy	89
Appendix 35: Electronic Service Delivery	89
Appendix 36: Credit Card Certification by Director-General.....	89
Appendix 37: Response to Matters Raised by the Auditor General	89
Appendix 38: Exemptions.....	89
Appendix 39: Contracting and Market Testing Policy	89
Appendix 40: Licensing, Accreditation and Audit Statistics	89
Appendix 41: Country Passenger Transport Infrastructure Grants Scheme	90

Note – in this section the NSW Ministry of Transport may also be referred to as 'The Ministry' or 'MoT'.

Appendix 1: Management and Structure – including Executive Performance Statements

Names, offices and qualifications of principal officers as at 30 June 2007.

Name	Position	SES Level	Qualifications
Jim Glasson	Director-General	7	Bachelor of Urban and Regional Planning, Land and Engineering Survey Drafting Certificate
Elizabeth McNamara	Deputy Director-General, Policy and Strategic Co-ordination Group	6	B Ec (Hons)
Peter Scarlett	Executive Director, Transport Services Group	6	B Ec Cert Commerce (Accounting Procedures)
Bill Grant	Director, Transport Operations	4	BA (Hons)
Cassandra Wilkinson	Director, Rail and Freight Policy	3	BA
Robert Chivers	Corporate Counsel	3	BA, Dip. Law
Pauline Ross	Director, Ministerial Co-ordination	3	BA, MA, LLB
Bruce Eldridge	General Manager, Contracts and Planning	3	Certificate of Transport Mgmt (CTM), Master Transport Mgmt (MTM)
Joanna Quilty	Manager, Bus and Ferry Policy	2	BA, BSW, Masters of Interdisciplinary Studies.

Numbers of Executive Positions at Each Level for the Current and Prior Reporting Periods.

SES Level	2005–06	2006–07
1	0	0
2	2	1
3	3	4
4	1	1
5	0	0
6	3	2
7	1	1
8	0	0
Female Executive Officers	3	4

Appendices

Statement of Performance Executive Officers Levels 5 and Above

Name: Jim Glasson

Title: Director-General

Remuneration Package: \$333,840 per annum

Level: SES Level 7

The Minister for Transport has expressed satisfaction with Mr Glasson's performance during 2006–07.

Mr Glasson achieved the performance deliverables contained in his performance agreement including the provision of leading and directing the Ministry of Transport and the portfolio-wide co-ordination of partner transport agencies.

Transport challenges and growth in demand for services continued and during 2006–07 the Ministry of Transport was given a lead role under the *NSW State Plan* and the *Urban Transport Statement* to co-ordinate for the increase in public transport usage, improve efficiency of the road network and implement urban transport projects. Mr Glasson is planning and working collaboratively with central agencies and transport service agencies to deliver these services priorities.

In addition, significant achievements in 2006–07 included:

- Actively representing NSW in Commonwealth and State forums on transport policy and regulation
- Providing strategic direction and contribution to a range of high level industry forums
- Overseeing the progressive implementation of the Bus Contract System across NSW establishing the basis to service and performance improvements
- Building strong partnership arrangements with transport agencies and industry peak bodies to focus on delivering public transport service priorities in NSW
- Establishing the Centre for Transport Planning and Product Development within the Ministry

Name: Elizabeth McNamara

Title: Deputy Director-General,
Policy and Strategic
Co-ordination Group

Remuneration Package: \$278,000 per annum

Level: SES Level 6

The Director General has expressed satisfaction with Ms McNamara's performance during 2006–07.

Ms McNamara achieved the performance deliverables contained in her performance agreement including the provision of NSW transport policies and strategies for passengers and commercial goods and advice on industry development, investment and regulation.

Consistent with the service priorities identified in both the *NSW State Plan* and the *Urban Transport Statement*, Ms McNamara is leading the consolidation and integration of the resources and functions of the Centre for Transport Planning and Product Development and the Transport Data Centre to support the service priorities.

In addition, significant achievements in 2006–07 included:

- Developing the Priority Delivery Plan against the transport priorities in the *NSW State Plan*
- Overseeing the continued development of the Metropolitan Rail Expansion Program
- Continuing the implementation of the Metropolitan Bus Contracts and specifically the launch of the North-West Transitway and the associated bus service network
- Progressing the development and implementation of the State's Freight Strategy, specifically advancing the introduction of the Inter-Modal Terminal Strategy with the Federal Government
- Continuing to improve public transport information services to passengers in NSW



Name:	Peter Scarlett
Title:	Executive Director, Transport Services Group
Remuneration Package:	\$277, 945 per annum
Level:	SES Level 6

The Director-General has expressed satisfaction with Mr Scarlett's performance during 2006–07.

Mr Scarlett achieved the performance deliverables contained in his performance agreement including the allocation of funding for the provision of NSW passenger transport services and specific infrastructure projects which in 2006–07 was a total Budget of \$3.43 billion.

Mr Scarlett provided leadership and direction in the areas of strategic financial management on a whole-of-Government and portfolio-wide basis.

In addition, significant achievements in 2006–07 included:

- Participating on the Evaluation Committee for the Public Private Partnership on the Rail Services *Rollingstock Project*
- Representing the Ministry of Transport on a Council on the Quality of Government Review of Internal Audit
- Finalising the establishment of the Transport and Logistics Centre as a company
- Co-ordinating the Internal Audit Plan and managing an external Performance Audit on *Connecting with Public Transport* to ensure the development and implementation of continuous improvement practices across the Ministry of Transport
- Strengthening risk management processes across the Ministry of Transport
- Effectively managing the corporate services functions of human resources, information technology services and the financial management matters of the Ministry of Transport

Appendix 2: Significant Committees

In 2006–07, the Ministry took the opportunity to expand its committee structure in response to the growth in major transport initiatives.

Committee	Ministry Representatives
Accessible Public Transport National Advisory Committee	Richard Langereis
Accessible Public Transport Jurisdictional Committee	Richard Langereis
Air Freight Council	John Morandini
Australian Logistics Council	Jim Glasson
Australian Passenger Transport Group	Joanna Quilty
Australian Transport Council	Jim Glasson
Aviation Working Group	John Morandini
Burwood Project Control Group	Wade Holmes
Bus Reform Contract Steering Committee	Jim Glasson, Bill Grant
Bus Priority Project Control Group	Lyall Kennedy, Matthew James
Campbelltown Camden Integrated Transport Strategy	Juliet Grant
Central Steering Committee for Whole of Government Community Transport Industry Reform	Caroline Mason (Chair)
CEOs Forum on Economic Development	Liz McNamara
CEO Surface Transport Security Committee	Jim Glasson, Greg Nott

Appendices

Committee	Ministry Representatives
Community Transport Industry Reform Home and Community Care	Caroline Mason (Chair)
Community Transport Industry Improvement Stakeholder Reference Group	Caroline Mason (Chair) Simon Carroll Mark Brimfield Marilyn Leeds
Commuter Car Park Project Control Group	Matthew James
Country Passenger Transport Infrastructure Grants Scheme Assessment Panel	Mark Brimfield (Chair) John Hartmann Dominique Winn
Cross City Tunnel Public Transport Committee	Lyall Kennedy (Chair)
Department of Environment and Climate Change: Action for Air Senior Officer's Group	Andrew Nicholls
East Darling Harbour (Barangaroo) Taskforce	Jim Glasson
GCIO Back Office Application Consolidation Committee (BOAC)	Keith Gregory
Greater Western Sydney Health Impact Assessment Group	Juliet Grant
Green Square Town Centre Co-ordination Group	Juliet Grant
Hunter Rail Project Control Group	Lyall Kennedy, Cassandra Wilkinson
Interagency Standing Committee on Disability	Liz McNamara
Integrated Transport Information Service Project Liaison Group	Mark Wooldridge (Chair)
Joint Officers Group Steering Committee	Jim Glasson
Joint Officers Group (MoT/DADHC and Cth Govt)	Caroline Mason Marion Browne Mark Brimfield Simon Carroll
Lane Cove Tunnel Public Transport Committee	Stephen Timbrell
Level Crossings Strategy Council	Jim Glasson (Chair)
Mass Transit Incident Response Management in NSW Committee	Jim Glasson (Chair), Greg Nott
Melbourne-Brisbane AusLink Corridor Strategy Steering Committee	Cassandra Wilkinson
Metropolitan CEOs Group	Jim Glasson
Metropolitan Rail Expansion Program Steering Group	Liz McNamara
Metropolitan Senior Officers Group	Juliet Grant
MoT Audit Committee	Liz McNamara Peter Scarlett Bill Grant

Committee	Ministry Representatives
NSW Environmental Trust – Clean Air, Healthy Communities Sub-committee	Joanna Quilty
NSW Interagency Greenhouse Network – CEO Steering Committee	Liz McNamara
NSW Population Projections Group (PPG)	Tim Raimond (Chair)
NSW Statistical Co-ordination and User Forum (SCUF)	Tim Raimond
NSW Transport Reform Taskforce	Jim Glasson (Chair), Liz McNamara
North West T-Way	Stephen Timbrell
Passenger Information Review Group	Liz McNamara
Pinch Points Project Control Group	Matthew James
Premier's Council for Active Living	Juliet Grant
Rail Heritage Advisory Group	Liz McNamara
Roads and Traffic Advisory Committee	Liz McNamara
Rural and Regional Bus Reform Taskforce	Deborah Sutton
SCOT Rail Group	Liz McNamara
Sea Freight Council	Peter Ferris
Southern Sydney Freight Line Project Control Group	Dimi Rigas
South-West Growth Centre – Oran Park & Turner Road Government Agency Group	William Gastineau-Hills
Standing Committee on Transport (SCOT)	Jim Glasson Liz McNamara
State Aviation Working Group	Liz McNamara (Chair), John Morandini
State Emergency Management Committee	Greg Nott, Glenn Sheedy
Sydney-Adelaide AusLink Strategy Steering Committee and Project Team	Cassandra Wilkinson, Dimi Rigas
Sydney-Brisbane AusLink Strategy Steering Committee and Project Team	Cassandra Wilkinson, Dimi Rigas
Sydney CBD Bus Strategy – Implementation Working Group	Matthew James
Sydney-Dubbo AusLink Strategy Steering Committee and Project Team	Cassandra Wilkinson, Dimi Rigas
Sydney-Melbourne Pilot for AusLink Corridor Strategy Project Team	Cassandra Wilkinson, Dimi Rigas
Sydney Ferries Services Working Group	Andrew Nicholls
Sydney Urban AusLink Steering Committee and Project Team	Cassandra Wilkinson, Dimi Rigas

Appendices

Committee	Ministry Representatives
Sydney-Wollongong AusLink Strategy Steering Committee and Project Team	Cassandra Wilkinson, Dimi Rigas
Taxi Taskforce	Roy Wakelin-King
Transport Agencies Chief Executives Group (TACE)	Jim Glasson, Liz McNamara
Transport CEOs Cluster Group	Jim Glasson (Chair)
Transport Chief Executive Officers' Security Committee	Jim Glasson (Chair)
Transport Security Working Group	Greg Nott, John Morandini
SCOT Urban Congestion Management Working Group	Joanna Quilty
Victoria Road Upgrade	Matthew James



Appendix 3: Grants to Non-Government Community Organisations

The table below details Community Transport Grants disbursed to non-government organisations during 2006–07.

Organisation	Area Assistance Scheme Funds \$	Community Transport Program Funds \$	Home and Community Care Funds \$	Grand Total \$
Aboriginal Culture and Resource Centre (ACRC) Blue Mountains	-	-	98,911	98,911
Aboriginal Corporation Enterprise Services	-	15,090	-	15,090
Accessible Bridge Services Inc	-	-	281,646	281,646
Awabakal Newcastle Aboriginal Co-op Ltd	-	-	163,274	163,274
Bankstown Community Transport Inc	-	-	599,107	599,107
Baptist Community Services (Auburn)	-	61,038	227,378	288,416
Baptist Community Services (Wagga Wagga)	-	-	271,723	271,723
Bathurst Community Transport Group Inc	-	66,121	268,165	334,286
Batlow Community Transport Service Inc	-	11,592	-	11,592
Batlow Community Transport Service Inc	-	-	40,172	40,172
Bega Valley Community Transport Service Inc	-	20,262	-	20,262
Bega Valley Community Transport Service Inc	-	-	194,547	194,547
Blacktown Community Transport Inc	-	46,113	563,620	609,733
Blind And Vision Impaired Support Group	7,817	-	-	7,817
Bungree Aboriginal Association Inc	-	-	105,865	105,865
Central Sydney Community Transport Group Inc	-	-	183,714	183,714
Cessnock Community Transport Inc	-	145,834	237,946	383,780
Clarence Community Transport Inc	14,631	65,558	774,369	854,558
Coalfields Neighbour Aid And Transport Service Inc	-	-	231,346	231,346
Coastwide Community Transport Inc	-	33,330	725,846	759,176
Coffs Harbour Bellingen and Nambucca Community Trans Inc	56,866	71,630	817,280	945,776
Community Transport (Central Coast) Inc (Wyang)	-	26,453	804,336	830,789
Community Transport Group of Port Stephens Inc	-	82,275	477,364	559,639
Community Transport Warren Inc	-	-	76,089	76,089

Appendices

Appendix 3: cont.

Organisation	Area Assistance Scheme Funds \$	Community Transport Program Funds \$	Home and Community Care Funds \$	Grand Total \$
Community Wheels (Holroyd)	-	111,795	680,891	792,686
Cowra Information and Neighbourhood Centre	-	39,001	110,188	149,189
Disabled Alternative Road Travel Services	-	-	244,561	244,561
Dubbo Community Services and Information Services Inc	-	10,762	304,730	315,492
Dungog and District Neighbourcare Inc	4,535	3,739	202,477	210,751
Far West Home And Community Care Services Inc (Broken Hill)	-	18,656	127,095	145,751
GREAT Community Transport Inc	30,240	34,656	814,026	878,922
Greater Inner West Community Transport Inc (Burwood)	-	-	238,756	238,756
Greater Inner West Community Transport Inc (Marrickville)	-	-	617,363	617,363
Guriwal Aboriginal Corporation	-	-	95,105	95,105
Gwydir Home And Community Care Services Inc	-	16,949	145,874	162,823
Hastings Macleay Community Transport Service Inc	-	12,007	859,934	871,941
Holdsworth Street Community Care Inc	-	-	156,579	156,579
Hornsby Ku-ring-gai Community Aged/Disabled Transport	-	-	349,873	349,873
Illawarra Community Services Inc (Dapto)	-	31,704	24,939	56,643
Inner West Community Transport Inc	-	-	420,827	420,827
Inverell Home And Community Care Services Inc	-	6,736	133,331	140,067
Kalianna Enterprises Inc	-	22,284	502,758	525,042
Lake Cargelligo & District Care for the Aged Association	-	6,871	131,301	138,172
Lane Cove Meeting House Association Inc	-	-	74,312	74,312
Leichhardt Community Transport Group Inc	-	59,969	206,397	266,366
Lithgow Community Transport (Translinc) Inc	-	29,913	189,699	219,612
Liverpool District Combined Senior Citizens Progress Association	-	25,837	-	25,837

Organisation	Area Assistance Scheme Funds \$	Community Transport Program Funds \$	Home and Community Care Funds \$	Grand Total \$
Lockhart and Districts Community Services Inc	-	11,062	57,793	68,855
Lower North Shore Community Transport Inc	-	32,921	493,269	526,190
Maitland Community Transport and Neighbour Aid Inc	-	61,608	390,648	452,256
Manly-Warringah Pittwater Community Transport Inc	-	36,181	-	36,181
Manly-Warringah Pittwater Community Transport Inc	-	-	347,448	347,448
Manning Valley & Area Community Transport Group Inc	-	112,951	778,913	891,864
Mercy Community Services	-	78,574	865,229	943,803
Murrumburrah-Harden Flexible Care Services Inc	-	2,840	45,314	48,154
Narrabri Home And Community Care Inc	-	-	116,907	116,907
Newcastle Community Transport Group Inc	-	-	523,260	523,260
Northern Illawarra Neighbour Aid Inc	-	12,728	72,822	85,550
Northern Rivers Community Transport Inc	5,537	66,408	677,868	749,813
Northern Rivers Social Development Council	79,750	-	-	79,750
Orange Community Resource Organisation (OCRO)	-	-	250,874	250,874
Oxley Community Transport Service Inc	-	92,600	336,861	429,461
Parkes & District Information and Neighbourhood Centre	-	42,315	151,046	193,361
Peak Hill Community Bus Committee Inc	-	-	62,571	62,571
Randwick-Waverley Community Transport Group Inc	-	-	583,124	583,124
Regional Social Development Group Inc	-	16,745	147,397	164,142
Ryde-Hunters Hill Community Transport Association	-	-	364,571	364,571
Scotland Island Residents Association Inc	-	14,251	-	14,251
Shoalhaven Community Transport Service Inc	43,931	109,424	540,202	693,557
Singleton Home And Community Care Services Inc	-	-	237,847	237,847
Sisters of Charity Outreach	-	-	33,250	33,250
South East Neighbourhood Centre	-	-	197,442	197,442

Appendices

Organisation	Area Assistance Scheme Funds \$	Community Transport Program Funds \$	Home and Community Care Funds \$	Grand Total \$
South Sydney Community Transport Inc	-	65,258	469,967	535,225
South West Community Transport Inc (Walomi Aboriginal Community Transport)	-	19,491	348,665	368,157
South West Community Transport Inc	-	-	1,645,403	1,645,403
Southern Highlands Community Transport Inc	-	71,383	539,061	610,444
St George Community Transport Project Inc	-	38,334	587,644	625,978
St George Community Transport Project Inc (Non med)	-	-	197,614	197,614
Summit Care Inc	-	38,213	-	38,213
Summit Care Inc (Former Griffith)	-	-	182,264	182,264
Sutherland Shire Community Transport Inc	-	28,488	479,593	508,081
Tenterfield Home And Community Care Committee Inc	-	-	198,379	198,379
Tweed Byron Ballina Community Transport Project Inc	27,621	40,991	1,050,546	1,119,157
Upper Hunter Community Care Inc	45,238	29,150	269,791	344,178
Upper Hunter Community Care Inc (New Pickup Project)	46,856	-	52,097	98,953
Upper Clarence Valley Health And Welfare Council Inc	-	-	10,090	10,090
Weddin Community Services Inc	-	11,242	160,238	171,480
Wee Waa and District Home & Community Care Association	-	42,968	-	42,968
Western Region Community Transport Forum Inc	-	-	18,303	18,303
Western Sydney Community Forum-P1 (Sub Regional)	62,281	-	-	62,281
Western Sydney Community Forum-P2 (Western Sydney)	81,997	-	-	81,997
Wyalong and District Community Transport Group Inc	-	-	90,214	90,214
Young Community Transport Service Inc	-	13,907	105,053	118,960
Total	507,299	2,166,207	27,453,292	30,126,798

Appendix 4: Legal changes

Legislative Change

(a) Acts

During the period 1 July 2006 to 30 June 2007, the following amending legislation was enacted in respect of Acts Administered by the Minister for Transport:

- **Transport Administration Amendment (Travel Concession) Act 2006, No. 165** – Commenced on date of assent (28 September 2006).

This Act amends the Transport Administration Act 1988 with respect to travel concessions.

- **Passenger Transport Amendment Act 2006, No. 77** – Commenced on date of assent (27 October 2006).

This Act amends the Passenger Transport Act 1990 to make further provision with respect to the accreditation of operators of public passenger services; and for other purposes.

- **Transport Administration Amendment (Portfolio Minister) Act 2007, No. 2** – Commenced on date of assent (6 June 2007).

This Act amends the Transport Administration Act 1988 to remove the prohibition on the portfolio Minister being a shareholder in a State Owned Corporation constituted under that Act.

(b) Regulations

During the period 1 July 2006 to 30 June 2007, the following regulations were made under Acts Administered by the Minister for Transport:

Rail Safety Act 2002

- **Rail Safety (Drug and Alcohol Testing) Amendment (Samples) Regulation 2006** – Government Gazette No. 98 of 4 August 2006 – Commenced on gazettal.

The object of this regulation is to amend the Rail Safety (Drug and Alcohol Testing) Regulation 2003 to change the way that urine samples are dealt with for the purpose of testing for alcohol or other drugs.

Transport Administration Act 1988

- **Transport Administration (General) Amendment (State Taxes) Regulation 2006** – Government Gazette No. 183 of 15 December 2006 – Commenced on gazettal.
The object of this regulation is to amend the Transport Administration (General) Regulation 2005 to extend until 18 December 2007 the period for which RailCorp is not liable for certain State taxes and levies.

(c) Orders

- (i) During the period 1 July 2006 to 30 June 2007, the following orders were made concerning legislation administered by the Minister for Transport:

Passenger Transport Act 1990

- **Passenger Transport (Bus Security Camera Systems) Order 2006 (No. 1)** – Government Gazette No. 106 of 25 August 2006 – Commenced on gazettal.

The object of this order is to establish the requirements with which approved security camera systems must comply.

Subordinate Legislation Act 1989

- **Subordinate Legislation (Postponement of Repeal) Order 2006** – Government Gazette No. 103 of 18 August 2006 – Commenced on 31 August 2006.

The object of this order is to postpone from 1 September 2006 to 1 September 2007 the automatic repeal of (among other regulations) the following regulations:

- ☐ Parking Space Levy Regulation 1997
- ☐ Passenger Transport (Bus Services) Regulation 2000
- ☐ Passenger Transport (Ferry Services) Regulation 2000
- ☐ Passenger Transport (General) Regulation 2000
- ☐ Passenger Transport (Private Hire Vehicle Services) Regulation 2001
- ☐ Passenger Transport (Taxi-cab Services) Regulation 2001

Transport Administration Act 1988

- **Transport Administration (State Transit Authority – Fares) Further Amendment Order 2006** – Government Gazette No. 189 of 22 December 2006.
- **Transport Administration (Sydney Ferries – Fares) Further Amendment Order 2006** – Government Gazette No. 189 of 22 December 2006.

Appendices

- **Transport Administration (Transfer of Transport Administration Corporation Integrated Ticketing System Contracts) Order 2007** – Government Gazette No. 31 of 9 February 2007 – Commenced on gazettal.

The object of this order is to transfer to the Public Transport Ticketing Corporation from the Transport Administration Corporation assets, rights and liabilities arising from certain contracts and other agreements entered into by the Transport Administration Corporation in respect of an integrated ticketing and fare payment system for public transport passengers and participating public transport operators in the greater Sydney area. This order also transfers assets, rights and liabilities of the Transport Administration Corporation arising from agreements that are related to that integrated ticketing and fare payment system but to which the Transport Administration Corporation is not a party.

- (ii) During the period 1 July 2006 to 30 June 2007 the following orders were made concerning the Ministry of Transport:

Public Sector Employment and Management Act 2002

- **Public Sector Employment and Management (Infrastructure and Transport Planning) Order 2007**
 - Government Gazette No. 16 of 25 January 2007
 - Commenced 29 January 2007.

The object of this order is to remove the Infrastructure and Transport Planning Branch from the Department of Planning and add it to the Ministry of Transport.

- **Public Sector Employment and Management (Transport and Population Data Centre) Order 2007** – Government Gazette No. 68 of 18 May 2007
 - Commenced on gazettal.

The object of this order is to remove the group of staff employed in connection with the Transport Data and Population Data Centre (except such staff who in the opinion of the Director-General of the Department of Premier and Cabinet are principally involved in population data analysis) from the Department of Planning and add them to the Ministry of Transport.

Notices

During the period 1 July 2006 to 30 June 2007 the following notices were published by the Ministry of Transport concerning legislation administered by the Minister for Transport:

Parking Space Levy Act 1992

- **Government Gazette No. 83 of 29 June 2007** – Notice pursuant to section 12A of the Parking Space Levy Act 1992 publishing details of the determination by the Minister of a levy under that Act.

Passenger Transport Act 1990

- **Government Gazette No. 98 of 4 August 2006** – Notice pursuant to section 60A of the Passenger Transport Act 1990 publishing details of a determination by the Director-General in respect of fares.
- **Government Gazette No. 114 of 8 September 2006**
 - Notice pursuant to clause 47A(2) of the Passenger Transport (Bus Services) Regulation 2000 publishing guidelines for managing the behaviour of school students on buses.

Litigation

During the period 1 July 2006 to 30 June 2007, litigation involving the Director-General of the Ministry of Transport was as follows:

- Claim by Sydney University Post Graduate Association ('SUPRA') and Ors in the Administrative Decisions Tribunal (Nos. 041012, 041013 and 041014). Judgement (final orders) handed down on 6 September 2006 in favour of SUPRA and Ors (but note provisions of Transport Administration Amendment (Travel Concession) Act 2006).
- Appeal by Ahmed Musa in the Federal Court of Australia (No. NSD 2145 of 2006) against the decision of the Administrative Decisions Tribunal (Matter No. 063168 – which concerned refusal to issue a driver authority under the Passenger Transport Act 1990). Judgement handed down in this matter by the Federal Court of Australia on 28 November 2006 in favour of the Ministry of Transport.
- Appeal commenced by Margaret Penhall-Jones in the Federal Court of Australia (No. NSD1516 of 2006) against the decision of the Federal Magistrates Court of Australia in matter No. SYG 3013 / 2005 – which concerned alleged breaches of the Disability Discrimination Act 1992 (Cth). Judgement handed down in this matter by the Federal Court of Australia on 28 June 2007, in favour of the State of NSW (Ministry of Transport).

- Action commenced by Wahyu Sasterawan in the Court of Criminal Appeal against the Ministry of Transport (Officer Morris) (matter [2007] NSWCCA 185). This matter concerned a challenge to the authority of a public officer to commence criminal proceedings in the Local Court. Judgement in favour of the Ministry of Transport was handed down on 28 June 2007.
- Claim by Margaret Penhall-Jones (no. SYG 185 / 2005) in the Federal Magistrates Court of Australia alleging breaches of the Disability Discrimination Act 1992 (Cth) – pending hearing.
- Claim by Margaret Penhall-Jones (No. SYG 1233 / 2007) in the Federal Magistrates Court of Australia alleging breaches of the Disability Discrimination Act 1992 (Cth) – pending hearing.

Appendix 5: Management and Activities

Internal and External Performance Reviews

The Ministry's Audit Committee directed an ongoing program of internal audits of its key operations, as follows:

Review and Test of the Business Continuity Plan including the IT Disaster Recovery procedures – The purpose of this internal audit review was to test the Ministry's capacity to respond to a major failure affecting key business processes and IT support systems. This test also included the activation of the IT disaster recovery procedures.

The review concluded that the test was successful in that staff responses and systems were broadly restored within pre-determined acceptable outage times and validated by independent end users.

A number of improvement recommendations were made including clarifying and strengthening communication processes and the requirement to continually monitor the operational impact of the disaster recovery processes with key representatives of the business units affected. In line with standards AS/NZS 4360:2004, HB 221:2004 and HB 292-2006 and as part of the continuous improvement process, these recommendations will be implemented in 2007.

Review of Metropolitan and Outer Metropolitan Bus Contracts – The purpose of this internal audit review was to identify the risks that will impact on the Ministry's objectives in the Metropolitan and Outer Metropolitan Bus Service Contracts payment processes and assess the effectiveness of existing controls to manage those risks. This included identifying control weaknesses and assessing how risks can be better managed.

The review concluded that the controls associated with the management of the Metropolitan and Outer Metropolitan Bus Service Contracts payments were operating in an efficient and effective manner to satisfy contract arrangements and to ensure accurate and timely payment to Bus Operators.

A number of opportunities and recommendations to enhance the control framework were made specifically in the areas of information received from Bus Operators via the Contract Reports and strengthening controls around contract payment calculation and review. An implementation plan has been developed to introduce the recommended improvements during 2007–08. Subject to the implementation of these recommendations, it was considered that the controls were designed to adequately mitigate potential risks including a reasonable probability of detecting error, misstatement and material fraud.

Review of the Integrated Transport Information Service Contract

– The purpose of this internal audit review was to identify the risks that will impact on the Ministry's objectives in the Integrated Transport Information Service (IT IS) Contract management processes and assess the adequacy and effectiveness of existing controls to manage those risks. This included identifying control weaknesses and assessing how risks can be better managed. The ITIS contract is the outsourcing agreement for the provision of the 131 500 Transport InfoLine call centre and website services.

The review concluded that the controls associated with the management of the Integrated Transport Information Service contract were generally operating in an efficient and effective manner to facilitate the Ministry to improve communication with transport users and the community and are designed to adequately mitigate potential risks.

A number of opportunities and recommendations to enhance the control framework were made specifically in the areas of contract transitioning and data management. An implementation plan has been developed to introduce the recommendations during 2007.

In addition to the internal audit program, a **Connecting with Public Transport Performance Audit** was conducted by the Audit Office. A report was issued in June 2007. The purpose of the audit was to establish the effectiveness of interchanges in promoting increased use of public transport in Sydney. The audit reviewed interchange projects built since 1992–93 and identified areas for improvement that the Ministry could apply in its development of new processes.

The audit concluded that there was potential for the Ministry to plan and manage interchanges more effectively, leading to better use of the public transport network.

Appendices

A number of recommendations were made around placing more focus on interchange performance and addressing the need for long term funding. The recommendations arising from the report are being examined with actions being taken to implement the key audit findings. These include enhancing the project criteria applied for developing forward interchange programs, introducing a more comprehensive post project evaluation process and continuing to address the long term funding requirements for the interchange program.

Management Improvement Plans

The *Strategic Management Calendar* guided the Ministry's main planning, budgeting and reporting processes over 2006–07. The *Results and Services Plan 2007–2008* was further developed to reflect new and emerging issues and in particular the Ministry's lead role in co-ordinating with partner delivery agencies to progress the delivery of priorities under the *NSW State Plan* and the Ministry's planning role in co-ordinating new and accelerated initiatives to cater for passenger transport growth under the *Urban Transport Statement* is also reflected. Additional key performance measures have been developed around these priorities.

Other management improvement plans and processes put in place were:

- Divisional Business Plans
- Executive Performance Agreements linked to Divisional Business Plans
- Risk management workshop conducted included a risk treatment and monitoring program
- Internal Audit Plan 2006–2007
- Information Management and Technology Plan 2006–2009
- Total Assets Management Plan 2007–2010
- Office Accommodation Strategy 2007–2010
- Efficiency Improvement Plan

This included progress monitoring and reporting against key measures.

Appendix 6: Research and Development

Listed below is a summary of completed research, continuing research and development activities undertaken by the Transport Data Centre from 18 May to 30 June 2007.

- **Household Travel Survey** – the only source of detailed travel data for Sydney collected continuously throughout the year. This is used to provide an understanding of travel behaviour and to monitor State Plan targets such as public transport mode share.

- **Strategic Travel Model** – produces travel forecasts that underpin transport and land-use planning decisions, such as the Metropolitan Rail Expansion Program and other projects outlined in the Urban Transport Statement.

- **Sydney Land-use Model** – Produces small area population and employment forecasts which reflect the Metropolitan Strategy and Metropolitan Development program and is an essential input to the Strategic Travel Model.

- **Place of Work Profile Data** – development and validation from the 2006 Census – detailed data about the journey to work is a key input to transport planning for the whole state.

Appendix 7: Major Works in Progress

Tcard Project

On 1 July 2006, the Ministry transferred responsibility for the management of the Tcard project to the Public Transport Ticketing Corporation pursuant to the proclamation in the Government Gazette of 30 June 2006.

The Ministry transferred assets totaling \$67.1 million and liabilities of \$66.4 million related to the Tcard project.

Transport Interchanges and Car Parks

The Ministry of Transport administers the Parking Space Levy fund pursuant to the Parking Space Levy Act 1992. These funds are hypothecated to the provision of a range of transport infrastructure to facilitate better access to public transport services. The Ministry manages a comprehensive program of works that primarily provides inter-modal interchanges and commuter car parks.

The main components of expenditure in 2006–07 included \$21.2 million towards the North West Transitway (T-way) project, and \$25.4 million as a final contribution towards the Parramatta Transport Interchange project.

Services on the Parramatta – Rouse Hill section began operation in March 2007. Work continues on the Blacktown – Burns Road section which is expected to be completed in late 2007.

Interchange assessment criteria has been used to identify future interchange projects for upgrade under the Parking Space Levy funded program. The interchange assessment criteria categorises interchanges by size and function in the context of support for the NSW Government's Metropolitan Strategy, support for transport policy and projects, existing and future passenger numbers and ease of implementation.

During 2006–07 several infrastructure projects were progressed through a development phase. These projects included Wentworthville commuter car park, Woy Woy commuter car park expansion, Tuggerah interchange and car park upgrade, Bankstown rail station interchange upgrade and establishment of a new bus interchange at Hurstville railway station.

Additionally, works continued on the installation of bus stop information stands along strategic bus corridors across the Sydney bus network.

The secure bicycle locker program installed more than 400 new lockers.

Transport Infrastructure Improvement

An amount of \$30.23 million from the infrastructure improvement program was provided to RailCorp as part of the NSW contribution to the Southern Sydney Freight Line Project which is being delivered by the Australian Rail Track Corporation.

Information and Communications Technology Projects

The Ministry's Business Improvement Program, which includes the Tcard Enablement Project and the Business Improvement Project, is now being progressed. The Program supports the new Bus Contracts, schemes' administration and payment systems. The legacy schemes' case management system *BusFair* has been replaced as part of the program.

Appendix 8: Human Resources

During the reporting period, a four per cent wage increase under the Crown Employee's Salaries Award was given to all non SES staff members of the Ministry. The wage increase was effective from 13 July 2007, being the commencement of the first full pay period as prescribed by the Award.

In accordance with the 2006 Statutory and Other Officers Remuneration Tribunal determination and following approval by the Director-General and the Minister for Transport, all members of the Senior Executive Service, whose performance was assessed against the performance agreement, received a four per cent increase in their total remuneration packages effective from 1 October 2006.

To more effectively meet and respond to the agency's charter, we undertook a number of structural realignments including:

- Policy and Strategic Co-ordination Group (commenced in the second quarter of 2006, completed in first quarter of 2007)
- Transport Operations Division (Bus Contracts and Strategic Infrastructure and Performance both commenced in the second quarter of 2006)
- Information Technology (commenced in second quarter of 2006)
- The redistribution of a number of functional areas throughout the Ministry to aligned and/or related areas

Functional areas dealing with transport and transport support services were transferred by Executive Order from the Department of Planning to the Ministry during the reporting period, specifically, the Transport Data Centre and the Transport Planning and Product Development Branch. Both of these areas are now located in the Policy and Strategic Co-ordination Group of the Ministry.

Actions to restructure the Policy and Strategic Co-ordination Group commenced in 2007, following the transfer of the above areas from the Department of Planning and also to place the Ministry in a position to meet expectations under the NSW State Plan.

Restructuring has involved consultation with staff and the Unions and progressed in adherence to the Ministry's practices and procedures for Job Evaluation and Recruitment.

The Ministry has continued to outsource its payroll function, under a Service Partnership Agreement with the Central Corporate Services Unit of the Department of Commerce NSW, throughout this reporting period. This relationship has been further developed during the current reporting period and the Ministry continues to review opportunities for accessing or providing shared service arrangements.

In 2005–06, the Employee Relations Unit of the Ministry developed a Service Level Agreement for the provision of Human Resource services to the Public Transport and Ticketing Corporation. This Service Level Agreement became operational during this reporting period and further enhances the Ministry's commitment to the Government's agenda for shared services.

Staff Number by Category	2003–04	2004–05	2005–06	2006–07
Department of Transport Officer known as DTO under the agencies Enterprise Agreement	207	223	217	262
Senior Officer	20	27	27	25
Senior Executive Officer	13	8	10	9
Total	240	258	254	296

Ministry of Transport 2006–07 – Per cent of Total Staff by Level

LEVEL	TOTAL STAFF (Number)	Respondents	Men	Women	Aboriginal People & Torres Strait Islanders	People from Racial, Ethnic, Ethno- Religious Minority Groups	People Whose Language First Spoken as a Child was not English	People with a Disability Requiring Work-related Adjustment
< \$33,910	3	67%	-	100%	-	-	-	-
\$33,910 - \$44,537	6	83%	-	100%	-	20%	-	-
\$44,538 - \$49,791	9	100%	-	100%	-	22%	-	22%
\$49,792 - \$63,006	62	90%	27%	73%	-	25%	5%	7%
\$63,007 - \$81,478	90	88%	47%	53%	-	29%	10%	5%
\$81,479 - \$101,849	50	88%	58%	42%	-	20%	11%	9%
> \$101,849 (non SES)	65	86%	77%	23%	-	7%	4%	7%
> \$101,849 (SES)	9	67%	56%	44%	-	-	-	-
Total	294	87%	49%	51%	-	20%	7%*	7%

* The variance in figures from 2005–06 to 2006–07 are attributed to the acquisition of 30 staff members as a group from another NSW agency without the provision of EEO information for inclusion in this report. This anomaly will be addressed in the following reporting period.

Appendix 9: Consultants

Consultants over \$30,000		
Name of Consultant	Amount \$'000	Purpose
Evans & Peck	142	Establishment of new Centre for Transport Planning and Product Development
Ernst & Young	97	Analyse tax options to provide incentives for greater public transport use in NSW
PricewaterhouseCoopers	72	Taxi licensing analysis
LEK Consulting	35	Fares advice
The Lancastock Consulting Group	150	Tcard advice

Consultants under \$30,000		
Seven engagements	111	
Total	607	

Appendix 10: Equal Employment Opportunity

Trends in the Representation of EEO Groups

EEO Group	Benchmark or Target	2004–05	2005–06	2006–07
Women	50%	52%	50%	51%
Aboriginal people and Torres Strait Islanders	2%	0.4%	-	-
People whose first language was not English	20%	18%	30%	7%
People with a disability	12%	6%	8%	7%
People with a disability requiring work-related adjustment	7%	2.2%	1.7%	2.3%



Appendices

Trends in the Distribution of EEO Groups

EEO Group	Benchmark or Leading Target	2004–05	2005–06	2006–07
Women	100	85	87	82
Aboriginal people and Torres Strait Islanders	100	n/a	n/a	n/a
People whose first language was not English	100	63	94	101
People with a disability	100	n/a	108	99
People with a disability requiring work-related adjustment	100	n/a	n/a	n/a

Notes:

1. Staff numbers as at 30 June 2007.
2. Excludes casual staff.
3. A Distribution Index of 100 indicates that the centre of the EEO group across salary levels is equivalent to that of other staff. Values less than 100 means that the EEO group tends to be more concentrated at lower salary levels than is the case for other staff. The more pronounced the tendency is, the lower the index will be. In some cases the index may be more than 100, indicating that the EEO group is less concentrated at lower salary levels. The Distribution Index is automatically calculated by the software provided by ODEOPE.
4. The Distribution Index is not calculated where EEO group or non-EEO group numbers are less than 20.

The Ministry has continued to provide access to development and acting arrangements through higher duties arrangements for women, including opportunities in Senior Officer and Senior Executive Service Officer roles.

During the reporting period, Ministry staff had an opportunity to participate in the 2007 Women's Forum conducted by the Department of Premier and Cabinet. Three female officers from the Ministry participated in the Forums which provided an opportunity for input from women across the NSW public sector on a new women's employment and development strategy, reflecting the needs and opinions of women from different occupations, including non-traditional occupations, salary levels, ages and locations.

Ministry staff have been provided with access to a number of initiatives during the reporting period including:

Training and Development Courses for Staff

- Coaching Skills for Team Leaders
- Community Engagement – Consultation and Participation
- Conducting Productive Meetings
- Cost Benefit Analysis for Project
- Developing Effective Operational Policy and Procedures
- Excellent Customer Service
- Grievance Handling
- Job Evaluation – Mercer CED
- Job Seeking Skills

- Merit Selection
- OH&S Awareness Training
- OH&S Induction For Employees
- OH&S Risk Management for Supervisors and Managers

Identified Position

Recruitment to an identified position of Aboriginal Project and Liaison Officer was completed in the last reporting period in the Local and Community Transport Branch. The establishment and filling of this role has assisted the Ministry in progressing initiatives in this area.

Future priorities for Aboriginal Employment within the Ministry include a targeted recruitment strategy working towards the Government's target employment level of two per cent.

Scholarships and Graduate Development Opportunities for Staff

Staff of the Ministry continued to be provided with, and encouraged to nominate for, Executive Development programs offered to Government Agencies through the Premier's Department. During the reporting period three Ministry staff members, two of which were female, were successfully nominated for these courses.

Advertising of Vacant Positions

The Ministry monitors the placement of advertisements to ensure the absence of discriminatory language and to verify the relevance of selection criteria. This has been of importance due to the increased level of recruitment action following restructure and realignment and integration of new functions into a number of Ministry structures.

Job Evaluation

The process of job evaluation and consideration of outcomes has been strengthened within the Ministry and includes a Classification Committee. To further enhance the job evaluation process, the Ministry has reviewed composition of the evaluation committee membership and provided training in Mercer Job Evaluation for staff comprising both management and union representatives.

Grievance Management

A number of grievances have been successfully managed to the satisfaction of all parties. The Ministry engaged the services of an outside provider in the interests of the staff members, natural justice and transparency in the process.

Review of Policy and Procedures

During the reporting period, a number of Employee Relations policies and procedures were reviewed. Implementation of the enhancements included referral through the recognised consultative arrangements with the Occupational Health and Safety Committee and the Unions through the Joint Consultative Committee relating to:

- Occupational Health and Safety
- Employee Assistance Program
- Employment Application Material and Information of Applicants
- On-line staff Induction
- Assisted in Business Continuity Planning process and policy development
- Assisted in CCTV – review of draft policy and consideration of employment and Industrial considerations
- Assisted in the review of Induction and Orientation materials for contractors engaged by the Ministry
- Revised sick leave policy and procedures for staff and managers (commenced in final quarter of reporting period)
- Revised staff training nomination process and documentation (commenced in final quarter of reporting period)

Future EEO Strategies for 2007–08

In the next reporting period the Ministry will be focusing on the following EEO initiatives:

- Review of the Ministry's Flexible Working Hours Agreement
- Review the EEO distributions and representation across the Ministry
- Carry out an EEO re-survey in order to update EEO profile data
- Continue with development or enhancement of policies and procedures
- Development and implementation of processes to improve access for Aboriginal people and Torres Strait Islanders to employment opportunities in the Ministry

Appendix 11: Disability Plan

Under the NSW *Disability Services Act 1993*, the Ministry of Transport is the co-ordinating agency for disability action plans within the Transport portfolio. The Ministry and relevant transport agencies have developed a portfolio-wide Accessible Transport Action Plan. The Action Plan outlines:

- Responsibilities of transport agencies
- The guiding principles towards integrating accessible transport services
- Progress to date and future strategies for the provision of accessible transport services

The first Plan was completed in December 2002 and an updated version was completed in June 2005. Accessible transport statistics in the report are updated semi-annually.

The Ministry also continues to identify objectives and initiatives for people with disabilities that are aimed to ensure our services, programs and facilities are accessible. The Ministry has established a range of facilities, such as TTY phones, to assist people with a disability. Adjustments to the workplace and modification of work practices and procedures have been integrated to aid in the successful placement of visually and hearing-impaired staff.

In 2006–07 the Ministry of Transport commenced an update of the Action Plan to be completed by the end of 2007.

Appendix 12: Land Disposals

There were no land disposals during the reporting period.

Appendix 13: Ministry of Transport Publications

- Access Guides (for disabled access to public transport interchanges):
 - Holsworthy Interchange
 - Oak Flats Interchange
 - Rockdale Interchange
- Annual Report for Ministry of Transport 2006–07
- Best Practice Guidelines for NSW Public Transport Signage and Information Displays
- Corporate Plan 2006–10
- Country Transport Resource Kit
- Cross Border Transport Taskforce – Discussion Paper – February 2007
- Discussion Paper on the Rural Taxi Industry in NSW
- Grain Infrastructure Advisory Committee Report
- Guide to Bus Services at Parramatta Transport Interchange
- Guidelines for Managing School Students' Behaviour on Buses – A code of conduct for students, and procedures for bus drivers, operators, school principals and parents/carers. Code of Conduct Translations are available in the following languages:
 - Arabic
 - Chinese
 - Samoan
 - Spanish
 - Vietnamese
- Guidelines Relating to Drug and Alcohol Programs for Bus Operators
- Guidelines Relating to Drug and Alcohol Programs for Ferry Operators
- Hire Car Reports:
 - Hire Car Hardship Assessment Panel Final Report, February 2003
 - Review of the Taxi Cab and Hire Car Industries – IPART, November 1999
 - Inquiry into Short Term Hire Car Licence Fees – NSW Ombudsman, August 1999
- Information Package to Become an Authorised Taxi Network in the Metropolitan Transport District
- Integrating Land Use and Transport – A Planning Policy Package
- Lower Hunter Transport Working Group:
 - Final Report
 - Second Report
 - First Report
- LACT publications include:
 - Country Transport Resource Kit
 - 2006–07 Audit documents
 - Funding Agreement and attachments
 - Funding application form
 - Operating Budget Statements
 - Critical Dates form
 - Data Collection form (Area Assistance Scheme)
 - Data Collection form (Community Transport Program)
 - Expressions of Interest packages
 - Country Passenger Transport Infrastructure Grants Program packages
- Medlock Report Into the Management of Safety Critical Infrastructure
- Ministerial Inquiry into Sustainable Transport (Parry Inquiry):
 - Final Report
 - Interim Report
- Ministerial Inquiry into the Taxi Industry Interim Report
- National Taxi Users Survey Report 2002
- Parramatta Rail Link Options Report
- Producing and Using Transport Access Guides
- Report on Fares for Private Buses
- Report on NSW Taxi Fares
- Review by the Infrastructure Implementation Group of the Freight Infrastructure Advisory Board Report and Recommendations
- Review of Bus Services in NSW (Unsworth Review):
 - Final Report
 - Interim Report
- Review of the Regulatory Framework For Community and Courtesy Transport Services in NSW: Report May 2002 – A review of the regulatory framework for Community and Courtesy Transport Services was undertaken during 2001–02
- School Students' Behaviour on Buses Brochure – An important message for school students, their parents and carers

- School Student Transport Scheme Booklet:
 - English □ Filipino
 - Arabic □ Spanish
 - Chinese □ Vietnamese
- Service Planning Guidelines for Bus Services in Metropolitan Sydney
- Submission to the Independent Pricing and Regulatory Tribunal Review of Bus Fares 2004–05
- Summary of Affairs of the NSW Ministry of Transport – December 2006
- Sydney Knowledge and Regulation Test – A Guide for Taxi Drivers – October 2003
- Tax Incentives for Public Transport Users – August 2006
- Taxi Industry Safety and Security Taskforce – Interim Report – July 2007
- Wheelchair Accessible Taxi Taskforce – Interim Brief to the Minister for Transport Services

Appendix 14: Overseas Visits

Officer: Andrew Nichols
 Date: 18th to 22nd June 2007
 Destination: New Zealand
 Purpose: Attended the ANZSOG residential program in Wellington.

Appendix 15: Consumer Response 2006–07

Key 131 500 Initiatives in 2006–07

To ensure that the public had access to public transport information which is reliable and accurate, the following

Integrated Transport Information Service projects were developed and successfully rolled out to address customer issues:

- 131 500 website redesign – online usage of www.131500.info has grown considerably since the implementation of the redesign site in July 2005 and further upgrades in December 2006. The number of website visits has increased significantly and the redesign has reduced the number of pages that need to be accessed to obtain the relevant transport information. The redesign aimed to improve the layout, functionality, accessibility, reliability and speed of the online service.
- 131 500 mobile internet service promotion – Increased usage of the convenient mobile service that allows customers to access internet timetables and service information via their mobile phones, mobile.131500.info, has been achieved through promotion of this service and allowing customers to SMS the service bookmark to their mobile phone through the main 131 500 website.
- School bus services – 131 500 now includes Sydney and Newcastle school bus timetables and routes from the commencement of term one 2007. A trial of the new service commenced in January 2007 with no complaints received.

Key achievements for 2006–07

This year, there was a 17 per cent reduction in the number of complaints received by the the 131 500 Transport InfoLine. The improvement in customer satisfaction levels is highlighted in the table below, based on the key feedback categories over the past two years.

Feedback category (During 2006–07 the feedback issues were in the following main categories) 131 500 Call centre	Volume of cases	Rate of incidents per 100,000 contacts	
		2006–07	% diff from 2005–06
Incorrect information from agents	234	11.02	-20.4%
Agent rude/unhelpful	101	4.75	-7.4%
Agent compliments	224	10.54	+15.2%
Interactive voice response complaints	124	3.84	-37.1%
131 500 Website			
Complaints and suggestions	518	9.58	-32.2%
Compliments	52	0.96	-27.4%

Data Source ITIS monthly invoices July 2006 to June 2007.

Appendices

Appendix 16: Guarantee of Service

This year, the Ministry's *Customer Service Commitment* was updated and placed on the website. It is located in the *About Us* section at www.transport.nsw.gov.au/aboutus.

Appendix 17: Payment of Accounts

Aged analysis at the end of each quarter

Quarter	Current (Within due date) \$'000	Less than 30 days overdue \$'000	Between 30 and 60 days overdue \$'000	Between 60 and 90 days overdue \$'000	More than 90 days overdue \$'000
September	1,193	-	-	-	-
December	1,841	-	-	-	-
March	1,777	-	-	-	-
June	226	-	-	-	-

Appendix 18: Time for Payment of Accounts

Accounts paid on time within each quarter

Quarter	Target %	Actual %	Total Accounts Paid on Time \$	Total Amount Paid \$
September	100	99.7	784,784	787,425
December	100	99.7	935,400	938,197
March	100	99.8	868,552	870,591
June	100	99.5	924,434	929,137
Total				\$3,525,350

There were no instances in 2006–07 where the Ministry was charged interest for the late payment of accounts.



Appendix 19: Risk Management and Insurance Activities

The Ministry has an ongoing commitment to continuously implement an effective system to manage risks that may impact on business objectives including the protection of assets, funding and staff and to minimise liabilities, both personnel and public, against loss or incidents. The foundations of standard AS/NZS 4360:2004 are adopted.

An annual risk management workshop is conducted to review risks, identify new risks, assess risk severity and develop treatment plans. The Ministry introduced an organisation specific Impact (Consequence) Evaluation Table in 2007 and uses a matrix approach to categorise risk severity. The Ministry's risks are assessed using these processes and a risk profile is established. Risks are regularly reviewed by the Ministry's Executive.

The Ministry continues to operate an Audit Committee that monitors its risk management and oversees the implementation and review of its internal audit program. The Committee meets on a quarterly basis and is comprised of an independent Chairperson and members of the Executive. Representatives of the Audit Office of NSW attend as observers.

The Ministry operated a Bus Reform Contract Steering Committee to monitor the ongoing performance and financial aspects of the Metropolitan and Outer Metropolitan Bus System Contracts. The Committee met monthly and was comprised of the Director-General, members of the Executive and senior officers of the Ministry.

The Ministry has an Information Management and Technology Steering Committee in place to ensure the cost effective application and management of information communication and technology systems and resources across the Ministry. The Committee meets bi-monthly and is comprised of members of the Executive, the Chief Information Officer and other senior officers in the Ministry.

The Ministry has a Staff Development and Training Committee to ensure that training strategies, programs and funding are aligned to corporate directions and priorities. The Committee meets quarterly and is comprised of members of the Executive, senior officers of the Ministry and the manager, Employee Relations.

The Ministry continues to use the Treasury Managed Fund for its insurance purposes.

Appendix 20: Disclosure of Controlled Entities

The Ministry of Transport has no controlled entities.

Appendix 21: Ethnic Affairs Priorities Statement (EAPS)

The Ministry's print media includes information on the Code of Conduct and the School Students' Transport Scheme in five languages (in addition to those in English) which are accessible on the Internet.

Ministry staff have been provided with access to training in Community Engagement and Consultation courses to enhance and sharpen their awareness of the needs of members of a culturally diverse community.

Position descriptions for established positions within the Ministry contain EAPS responsibility statements which also form part of the merit selection criteria when recruiting to vacant positions.

Appendix 22: Action Plan for Women

The NSW Government's Action Plan for Women aims to:

- Reduce violence
- Promote safe and equitable workplaces
- Maximise interests in economic reforms
- Promote the position of women in society
- Improve access to education, health and quality of life

In addressing the NSW Government's Action Plan, the Ministry adheres to the following guiding principles and incorporates them into Ministry policy and procedures:

- Equity
- Access
- Rights
- Natural Justice
- Participation

Adherence to these principles is reflected in the Ministry's:

- Policy and Procedures
- Regulation of the industry
- Representation on Committee's working groups
- Provision of educational opportunities
- Carriage of compliance activities and programs

For staff of the Ministry, consideration of these principles is incorporated into:

- EEO Management Plan
- OH&S Plan and activities
- Training and Development opportunities
- Consultative arrangements

Appendix 23: Occupational Health and Safety (OH&S)

The Ministry continues with its commitment to protect the health, safety and welfare of all staff, clients and visitors in the workplace. Elections for a new OH&S Consultation Committee were held during the reporting period with nominations sought from each of the Ministry’s workplace locations and each of the levels within the actual workplace location for a two-year term.

In keeping with the Accident, Incident and Hazard notification process, in consultation with the Occupational Health and Safety Committee, the Ministry has progressed in meeting the ‘Working Together’ targets including:

- Half-yearly Claims Management Reviews
- Ongoing Training of Managers in OH&S awareness and procedures
- Development and release of a new Induction Kit and Orientation Program for staff who are new to the Ministry
- Updated protocol for carrying out Workplace Inspections
- Review and enhancement of Emergency Evacuation procedures
- Commencement of the review of First Aid Officers and First Aid arrangement

To further progress OH&S, the Ministry, during the next reporting period, will:

- Continue awareness training for all staff
- Develop Accountability and Responsibility Statements for the various levels of Management
- Develop and implement an OH&S and Injury Management Plan

Ministry of Transport Occupational Health and Safety Performance 2006–07

Number of work related injuries	1
Number of work related illnesses	0
Total weeks lost due to work-related injuries or illnesses	0.20
Number of worker’s compensations claims	1
Number of prosecutions reported during the last financial year	0
Prosecutions under the Occupational Health and Safety Act	0

Employee Assistance

The Ministry’s Employee Assistance Program, offered through a joint contract with Davidson Trahaire Corpsych, continued to be offered to all employees and their immediate families. The service entails professional, confidential counselling and advice for work or personal problems and a managerial assistance service on people management issues.

Appendix 24: Waste Reduction

The Ministry is committed to achieving the average environmental performance score targets indicated in memorandum 2005–03 – Cleaner NSW Government Fleet. For the year 2006–07, the Ministry met the required average ‘environment performance score’ of 11 out of 20, with a result of 11.3.

The Ministry has implemented an internal approval procedure for the leasing of new and replacement vehicles to better monitor the vehicle fleet as all applications are received at a central point and processed by the Fleet Manager. Additionally, there is a continual downsizing of six cylinder vehicles to four cylinder vehicles where operational business needs allow. This contributed to the 6.5 per cent improvement in the Ministry’s environmental score compared to 2005–06.

Only energy efficient office equipment with power saving features is purchased and when procuring kitchen appliances such as dishwashers, water and energy consumption is taken into account.

The Ministry now has three sites on Government Contract 777 – Retail supply of Electricity, purchasing a percentage of green power. The Ministry’s Parramatta office has been accredited under the Australian Building Greenhouse Rating scheme (ABGR). An energy audit has also been conducted identifying possible areas for improvement. The feasibility of implementing the recommendations arising from the audit are to be investigated.

This year the Ministry also took part in the Earth Hour initiative.

Appendix 25: Major Assets

The Ministry’s physical assets consist of office leasehold fit-outs, computer equipment and systems and office furniture. The Ministry leases its motor vehicles and office space.

In addition, the Ministry also reports in its financial statement the Government’s emerging interest in the Ultimo Pyrmont Light Rail and the funding of new buses under the Metropolitan and Outer Metropolitan Bus System Contracts. The funding of these buses is reported as ‘Deemed Finance Lease Assets’ in the Ministry’s balance sheet.

Appendix 26: Amendments to Code of Conduct

The Ministry has a code of Conduct that is in keeping with Public Sector requirements and was developed and implemented through the Ministry agreed consultation processes. Senior Executive Service Officers are covered by the Code of Conduct developed by the Premier's Department specifically for this category of staff.

The Ministry's Code of Conduct establishes the fundamental expectations of how employees behave and function in their work environment. The principles in the code are integral to the operation of the Ministry and are a core part of the ethical expectations of the Ministry.

During the reporting period, all Ministry staff attended a workshop on Ethics and the Code of Conduct. It is intended that all new employees will also attend workshops where ethics in the workplace and the values and principles in the code are discussed.

The goal of the Ethics and Code of Conduct training program is to ensure that all staff:

- are familiar with the Code of Conduct
- have a robust understanding of the Codes' application in their professional lives
- know how to utilise the Code to guide ethical decision making and conduct at work

The Ethics and Code of Conduct workshop is anticipated to be a regular training event in the Ministry's training calendar for the next reporting period.

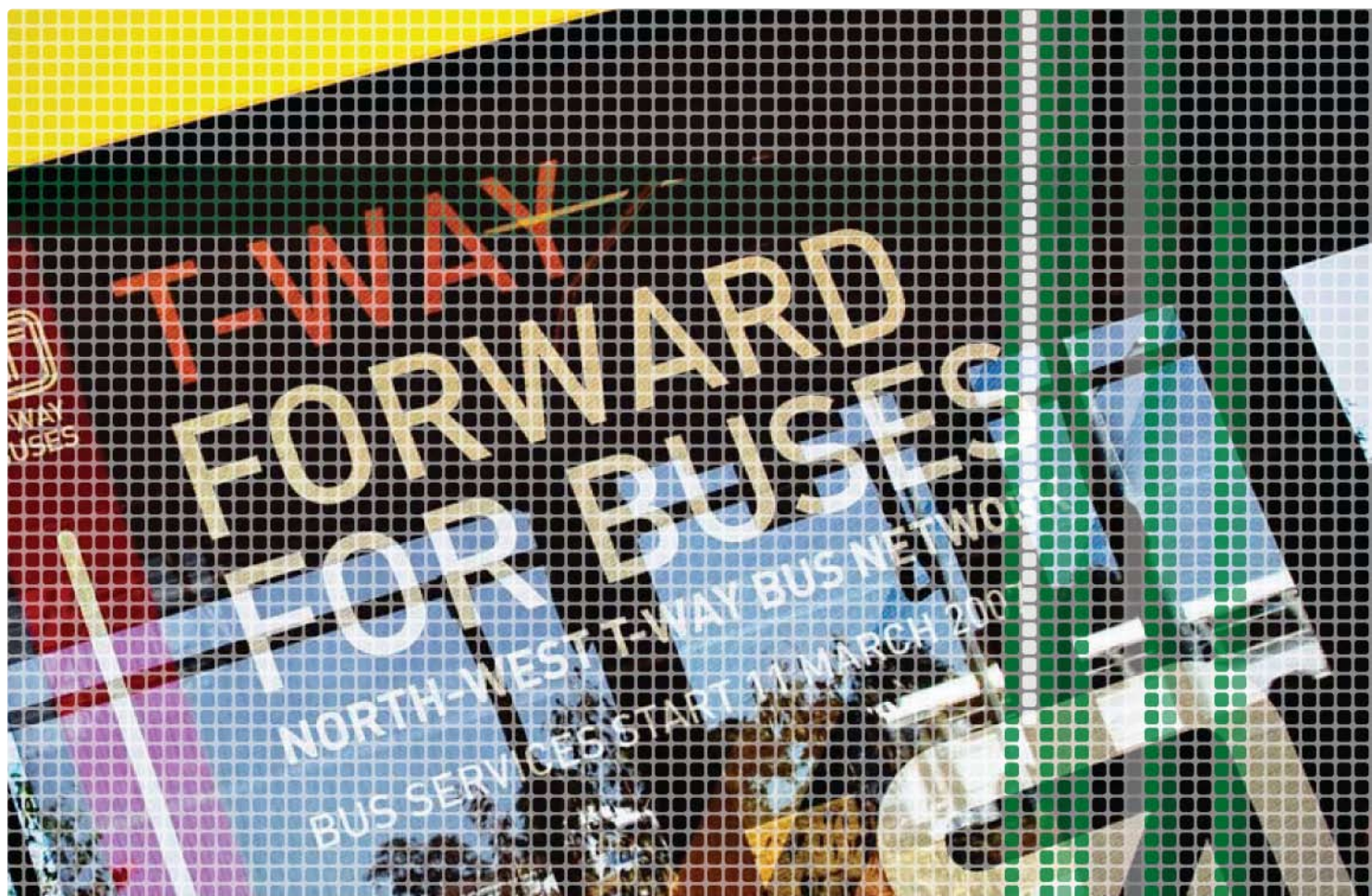
Appendix 27: After Balance Date Events

There were no after balance date events that impacted on the Ministry of Transport 2006–07 financial statements.

Appendix 28: Annual Report Costs and Availability Details

The Ministry printed 162 copies of the 2006–07 Annual Report and it is also available through the Ministry's web site at www.transport.nsw.gov.au.

The Ministry's total external annual reporting cost was in the area of \$30,000.



Appendices

Appendix 29: Freedom of Information (FOI)

FOI Statistical Report

Comparison with Previous Reporting Period

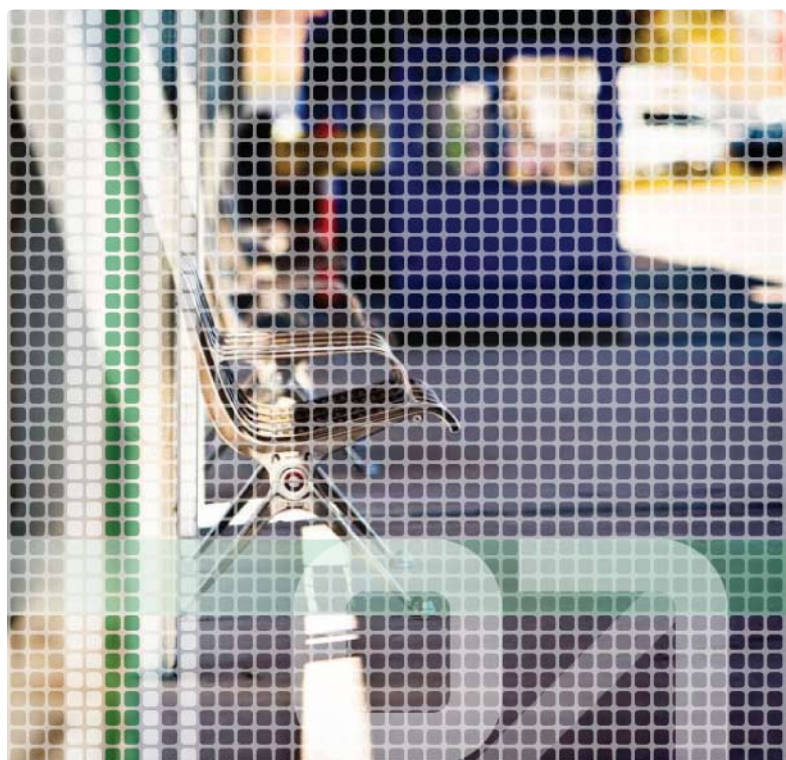
The Ministry of Transport received 75 FOI applications in the 2006–07 reporting period compared to 35 the previous year.

Compliance with the provisions of the *Freedom of Information Act 1989* had no significant impact on the administration of the Ministry of Transport, or specifically the Ministerial Co-ordination Division where the FOI function resides.

There were three Internal Reviews requested by an applicant. Of these matters, two were subsequently referred to the Ombudsman's Office.

Statistical Information

This statistical summary is set out in accordance with the provisions of the *Freedom of Information Act 1989*, the *Freedom of Information Regulation 2005* and the Premier's Department FOI Procedure Manual.



Section A

Numbers of new FOI requests*

FOI Requests		2006–07			2005–06		
		Personal	Other	Total	Personal	Other	Total
A1	New (including transferred in)	1	34	35	32	42	74
A2	Brought forward from 2005–06	0	1	1	5	5	10
A3	Total to be processed	1	35	36	37	47	84
A4	Completed	1	26	27	35	34	61
A5	Transferred out	0	4	4	1	3	4
A6	Withdrawn	0	0	0	0	0	0
A7	Total processed	1	30	31	36	37	65
A8	Unfinished (carried forward)	0	5	5	1	10	11
A9	Total	1	35	36	37	47	84

Data Source – MoT – Ministerial Co-ordination Division

*Information relating to numbers of new FOI requests received, those processed and those incomplete from the previous period

Section B

What happened to the 61 completed matters?

Result Of FOI Request	2005–06			2005–06		
	Personal	Other	Total	Personal	Other	Total
B1 Granted in full	1	7	8	25	27	52
B2 Granted in part	0	5	5	6	3	9
B3 Refused	0	14	14	0	0	0
B4 Deferred	0	0	0	0	0	0
B5 Completed	1	26	27	31	30	61

Data Source – MoT – Ministerial Co-ordination Division

Section C

Ministerial Certificates

	2005–06	2006–07
C1 Ministerial Certificates issued	0	0

Data Source – MoT – Ministerial Co-ordination Division

Section D

Formal consultations

	2005–06		2006–07	
	Personal	Other	Personal	Other
D1 Number of requests requiring formal consultations	1	12	1	4

Data Source – MoT – Ministerial Co-ordination Division

Section E

Amendment of personal records – number of requests for amendment processed during the period.

Result of Amendment Request	Total 2005–06	Total 2006–07
E1 Result of amendment – agreed	0	0
E2 Result of amendment – refused	0	0
E3 Total	0	0

Data Source – MoT – Ministerial Co-ordination Division

Appendices

Section F

Notation of Personal Records*

	Total 2005–06	Total 2006–07
F1 Number of requests for notation	0	0

Data Source – MoT – Ministerial Co-ordination Division

* Number of requests for notation processed during the period

Section G

FOI requests granted in part or refused – basis of disallowing access.

Basis of disallowing or restricting access	2005–06		2006–07	
	Personal	Other	Personal	Other
G1 Section 19 (application incomplete, wrongly directed)	0	0	0	0
G2 Section 22 (deposit not paid) *	0	4	0	0
G3 Section 25 (1) (a1) (diversion of resources)	0	0	0	0
G4 Section 25 (1) (a) (exempt) *	0	7	0	7
G5 Section 25 (1) (b), (c), (d) (otherwise available)	0	0	0	0
G6 Section 28 (1) (b) (documents not held) *	0	6	0	2
G7 Section 24 (2) – deemed refused, over 21 days *	0	2	0	0
G8 Section 31 (4) (released to Medical Practitioner)	0	0	0	0

Data Source – MoT – Ministerial Co-ordination Division

Section H

Costs and fees of requests during the period (ie, those included in lines A4, A5 and A6). Does not include costs and fees for unfinished requests (ie, those requests included in Line A8).

	2005–06		2006–07	
	Assessed Costs	FOI Fees Received	Assessed Costs	FOI Fees Received
H1 All completed requests	\$1,890	\$1,290	\$1,250	\$1,190

Data Source – MoT – Ministerial Co-ordination Division

* Note: Includes fees assessed but never paid. Fees received are also net of fees refunded to Applicants. All internal review fees were refunded in 2005–06.

Section I

Discounts allowed – number of FOI requests processed during the period where discounts were allowed

Type of Discount Allowed	2005–06		2006–07	
	Personal	Other	Personal	Other
I1 Public interest	0	0	0	0
I2 Financial hardship – Pensioner/Child	0	0	0	0
I3 Financial hardship – Non profit Organisation	0	0	0	0
I4 Totals	0	0	0	0
I5 Significant correction or personal records	0	0	0	0

Data Source – MoT – Ministerial Co-ordination Division

Section J

Days to process – 27 completed requests by calendar days (elapsed time) taken to process.

Elapsed Time	2005–06		2006–07	
	Personal	Other	Personal	Other
J1 0 – 21 days	1	21	18	13
J2 22 – 35 days	0	4	7	3
J3 Over 35 days	0	1	4	16
J4 Totals	1	26	29	32

Data Source – MoT – Ministerial Co-ordination Division

Section K

Processing time – number of completed requests (27) by hours taken to process.

Processing Hours	2005–06		2006–07	
	Personal	Other	Personal	Other
K1 0-10 hrs	2	11	27	22
K2 11-20 hrs	1	3	2	0
K3 21-40 hrs	0	2	0	0
K4 Over 40 hrs	0	2	0	10
K5 Totals	3	18	29	32

Data Source – MoT – Ministerial Co-ordination Division

Appendices

Section L

Reviews and Appeals – number finalised during the period.

	2005–06	2006–07
L1 Number of internal reviews finalised	3	3
L2 Number of Ombudsman reviews finalised	0	1
L3 Number of Administrative Decisions Tribunal appeals finalised	0	0

Data Source – MoT – Ministerial Co-ordination Division

Details of Internal Review Results – in relation to internal reviews finalised during the period.

Basis of Internal Review Grounds on which Internal Review Requested	2005–06				2006–07			
	Upheld	Personal Varied	Upheld	Other Varied	Upheld	Personal Varied	Upheld	Other Varied
L4 Access refused	0	0	0	0	0	0	0	0
L5 Deferred	0	0	0	0	0	0	0	0
L6 Exempt matter	0	0	1	0	0	0	2	0
L7 Unreasonable charges	0	0	0	0	0	0	0	0
L8 Charge unreasonably incurred	0	0	0	0	0	0	0	0
L9 Amendment refused	0	0	0	0	0	0	0	0
L10 Totals	0	0	1	0	0	0	2	0

Data Source – MoT – Ministerial Co-ordination Division

Statement of Affairs

Under section 14 of the *Freedom of Information Act 1989*, the Ministry of Transport is required to publish an annual Statement of Affairs, describing the structure and functions of the Ministry of Transport, how these functions affect the public and how the public can participate in the Ministry's policy development. Additionally, the Statement of Affairs requires the inclusion of the categories of documents and how these can be accessed or amended by members of the public.

Structure and functions

The purpose of the Ministry of Transport is to:

- Provide policy advice to the Deputy Premier and Minister for Transport in relation to bus, rail, ferry, taxi/hire car, light rail, regional aviation, transport security, freight and logistics and other policy issues.
- Provide reliable and up-to-date information on current and future travel patterns and employment and population trends through data collection and analysis; transport modelling; employment and travel forecasting; and population projections.

- Formulate, develop and co-ordinate strategic transport policy and work collaboratively with other agencies in developing and implementing future directions for transport policy and infrastructure development
- Co-ordinate the activities of Agencies within the Transport Portfolio including budget and funding for concession schemes, such as the School Student Transport Scheme
- Contracting of bus services in NSW, with more than 2,000 commercial and non-commercial contracts in operation
- Regulation of the private bus, taxi and hire car industries, including accreditation processes
- Co-ordination of Community Transport services across NSW, serving more than 100,000 transport disadvantaged people. The Ministry administers specialist programs worth more than \$55 million including the Community Transport Program and Taxi Transport Subsidy Scheme, and those of other NSW Government agencies such as Home and Community Care (HACC) and Area Assistance Scheme
- Ministerial co-ordination services

The structure of the Ministry of Transport is detailed elsewhere in this Annual Report. Information on the structure and functions of the Ministry of Transport is available publicly by visiting the Ministry of Transport website, www.transport.nsw.gov.au.

Effect of functions on members of the public

The functions of the Ministry of Transport have an effect on members of the public through the provision of policy advice and services. These services include the management of budget resources, delivering accreditation, compliance and enforcement activities for bus, taxi and hire car operations, delivering reform of the bus industry, implementing Government policies, providing specialist policy advice on bus, rail and ferry transport, delivering effective passenger transport information and specialised services such as policy development and co-ordination across a range of transport functions to serve the people of NSW.

Categories of documents held by the department

All policy documents of the Ministry of Transport are published in the Government Gazette and online every six months in the Summary of Affairs, as required under the *Freedom of Information Act 1989*. A copy of the most recent Summary of Affairs can be found in the Government Gazette or by visiting www.transport.nsw.gov.au.

Categories of documents include:

- policy documents
- documents on the internal administration of the Ministry
- policy and planning documents which assist the Deputy Premier and Minister for Transport

Accessing and amending Ministry documents

Documents may be accessed in several ways, including via the internet at www.transport.nsw.gov.au, by contacting the relevant Ministry officer where shown in the Summary of Affairs, or alternatively by contacting the Freedom of Information Officer.

FOI and Privacy enquiries directed to the Freedom of Information Officer can be made by telephoning (02) 9268 2800 or writing to:

Freedom of Information Officer
NSW Ministry of Transport
GPO Box 1620
Sydney NSW 2001

Appendix 30: Implementation of Price Determinations

Under the *Passenger Transport Act 1990*, the Director-General of the Ministry of Transport determines fares for taxis, private ferries and private bus operators not signed to new bus service contracts. Under Section 28J of the *Passenger Transport Act 1990*, fares for bus operators signed to new bus service contracts are determined by the Independent Pricing and Regulatory Tribunal (IPART), which also sets fares for Government owned ferry and rail services under the *Independent Pricing and Regulatory Tribunal Act 1992*.

In 2002, the Premier approved five year standing terms of reference for IPART to provide recommendations to the Director-General for taxi, private ferry and private bus fares not determined by the Tribunal.

Taxi Fares

The Director-General accepted IPART's recommendation for a four per cent increase in metropolitan fares and a 2.9 per cent increase in country fares for maximum taxi fares. The increase was effective from 14 August 2006.

Private Ferry Fares

Effective 2 January 2007, the Director-General accepted IPART's recommendation for a 5.8 per cent fare increase (before rounding). This resulted in a rise of 30 cents for all private ferry services except for the Palm Beach – Ettalong ferry service, which rose by 50 cents.

Appendices

Bus Fares

For Sydney Metropolitan and Outer Metropolitan bus operators signed to new bus service contracts (including Sydney Buses and Newcastle Buses) an average 3.8 per cent increase was determined, translating to a rise of between 10 and 20 cents for single adult fares in the Sydney Metropolitan Area.

For private bus operators not signed to new bus service contracts, the Director-General of the Ministry of Transport determined a 5.25 per cent increase for commercial operators and an increase of between 5.37 per cent and 6.58 per cent for non-commercial (school bus) operators depending upon the category of bus.

All increases were effective from 2 January 2007 and were generally in line with those recommended by the Ministry of Transport in its submission to IPART.

RailCorp and Sydney Ferries' Fares

The Ministry of Transport made no submission regarding Sydney Ferries' fares for which IPART determined a 3.2 per cent increase – before rounding – effective from 2 January 2007. After rounding, the weighted average increase in maximum fares was 3.9 per cent. This meant an increase to standard adult single fares of between 20 and 30 cents.

Although the Ministry of Transport made no submission regarding CityRail single fares, it did provide a submission to IPART in March 2006 which recommended that a Consumer Price Index rise of 2.9 per cent be applied to Rail/Bus/Ferry Travelpass products. IPART determined an increase for Travelpass products which resulted in rises of \$1.00 for all but one Travelpass product, with only the longest distance product increasing by \$2.00. IPART also determined a Consumer Price Index increase for single adult rail fares. All increases were effective from 2 July 2006.

Appendix 31: Privacy Management Plan

Privacy Management Plan

Section 33(3) of the *Privacy and Personal Information Protection Act 1998* (PPIPA) requires each agency to report on privacy compliance issues within the agency and to provide statistical details of any Internal Review carried out under Part 5 of the PPIPA.

In compliance with the provisions of the PPIPA, the Ministry of Transport has a Privacy Management Plan and has appointed a designated privacy officer (the Director Ministerial Co-ordination).

The Privacy Officer's contact details are:

Director
Ministerial Co-ordination Division
NSW Ministry of Transport
GPO Box 1620
Sydney NSW 2001

Ph (02) 9268 2800
Fax (02) 9268 2225

Privacy Internal Reviews

During 2005–06 there were no internal reviews conducted by or on behalf of the Ministry of Transport under Part 5 of the *Privacy and Personal Information Protection Act 1998*.

Appendix 32: Acts Administered by the Minister for Transport

During the reporting period, the administration of the following Acts was allocated to the Minister for Transport:

- Air Navigation Act 1938 No. 9
- Air Transport Act 1964 No. 36
- Border Railways (Grain Elevators) Amendment Act 1957 No. 9
- Broken Hill to South Australian Border Railway Agreement Act 1968 No. 59
- Civil Aviation (Carriers Liability) Act 1967 No. 64
- Glenreagh to Dorrigo Railway (Closure) Act 1993 No. 65
- National Rail Corporation (Agreement) Act 1991 No. 82
- Parking Space Levy Act 1992 No. 32
- Passenger Transport Act 1990 No. 39
- Rail Safety Act 2002 No. 96
- Railway Construction (East Hills to Campbelltown) Act 1983 No. 111
- Railway Construction (Maldon to Port Kembla) Act 1983 No. 112
- Transport Administration Act 1988 No. 109 (except part, *the Minister for Roads and the Minister for Ports and Waterways*)

Appendix 33: Departures from Subordinate Legislation

There were no departures from the requirements of subordinate legislation on the part of the Director-General of the Ministry of Transport.

Appendix 34: Government Energy Management Policy

The Ministry has recycling programs in place for:

- Paper and cardboard waste
- Toner cartridges
- Mobile phones
- Office furniture and equipment

Where practicable, purchases are made that are environmentally sustainable. Purchasing staff are encouraged to purchase items with recycled content such as stationery, re-manufactured toner cartridges, office copy paper and office machines. In addition, the Ministry's letterhead is printed on 100 per cent recycled paper and the Ministry's copiers and printers allow for double sided printing to reduce paper wastage.

To encourage paper recycling, staff are provided with under desk recycling boxes as well as communal recycling and security bins located on all floors.

In an effort to reduce paper wastage and improve service delivery, the finance branch will be implementing electronic remittance advices that are emailed to clients instead of mailing which will result in small cost savings.

This year the Ministry participated in the 'Mobile Muster', the official national recycling program of the mobile phone industry in Australia. Initiated voluntarily by the telecommunications industry in 1999, its overall aim is to prevent mobile phones ending up in landfill. The Ministry was able to recycle over 40 mobile handsets, batteries and car kits.

Recent office alterations resulted in the reuse of workstations, furniture, building materials and, where safe to do so, aluminium framing and undamaged glass panelling in the remodelling of offices.

Excess personal computers and monitors were donated to a charity for the disabled and discarded office equipment disposed of at appropriate waste recycling centres.

Appendix 35: Electronic Service Delivery

Front Line Service and Customer Services

The Ministry provides a range of web-based services including access to transport and on-line driver certification information which is regularly used by bus and taxi companies, drivers and Ministry staff.

Appendix 36: Credit Card Certification by Director-General

The Ministry of Transport's Director-General certified that credit card usage in the Ministry was in accordance with Premier's Memorandum and Treasurer's Directions.

Appendix 37: Response to Matters Raised by the Auditor General

In the Statutory Audit Report for the Ministry of Transport for the year ended 30 June 2007 the Auditor General raised no matters of significance.

At the time of publication of this report, the management letter on the 2006-07 audit, by the Auditor General, had not been received.

Appendix 38: Exemptions

The Ministry of Transport did not apply for, or receive, any exemptions from the reporting provisions.

Appendix 39: Contracting and Market Testing Policy

The Ministry continued to source the following services through a contract arrangement:

- Remote Network Management
- Computer Help Desk

The Ministry follows the procurement guidelines set out by the NSW Government and the State Contract Control Board.

Appendix 40: Licensing, Accreditation and Audit Statistics

Authorisation of Drivers

Bus Driver Authorisation Issued (New)	2,669
Taxi Driver Authorisation Issued (New)	2,639

Accreditation of Operators

Bus Operator Accreditation Issued (New)	523
Taxi Operator Accreditation Issued (New)	483

Appendix 41: Country Passenger Transport Infrastructure Grants Scheme

The table below details the projects given grants in 2006–07 under the Country Passenger Transport Infrastructure Grants Scheme by Local Government Area (LGA).

LGA	Proponent	Project Description	Town/s	Grant Approved
Albury	Albury City Council	Secure Rank Taxi Shelter, Dean Street	Albury	\$65,000
Albury	Martin's Albury and Albury City Council	Signage and timetable information at 135 bus stops in Albury	Albury	\$40,315
Ballina	Ballina Shire Council	Lennox Head Bus Shelter and Layby, North Creek Road	Lennox Head	\$8,500
Ballina	Ballina Shire Council	Ballina East Bus Stop Replacement, Hill Street	Ballina East	\$11,750
Bathurst	Bathurst Regional Council	4 bus shelters, 1 taxi shelter, seating and a lockable cabinet for oxygen bottle storage	Bathurst	\$92,753
Bega	Daly Pastoral and Bus Service Pty Ltd	Bega to Tathra – 52 timetable information signs	Bega, Tathra, Kalaru and Bournda	\$24,046
Bega	Bega Valley Shire Council	Quaama Bus Shelter, Cobargo – Bermagui Road	Quaama	\$12,000
Bega	Bega Valley Shire Council	Pambula Bus Interchange Footpath, Quondola Street	Pambula	\$2,000
Bega	Bega Valley Shire Council	Bermagui Bus Shelter, Lamont Street	Bermagui	\$24,000
Bega	Bega Valley Shire Council	Wallaga Lake Bus Shelter, Wallaga Lake Road	Wallaga Lake	\$12,000
Boorowa	Boorowa Council	Boorowa Bus Shelter, Marsden Street	Boorowa	\$13,429
Bourke	Bourke Shire Council	Bourke Taxi Shelter, Oxley Street	Bourke	\$55,000
Berrigan	Berrigan Shire Council	Tocumwal Bus Stop Relocation, Morris Street	Tocumwal	\$29,800
Brewarrina	Brewarrina Shire Council	Brewarrina Bus Stop Improvements at 3 stops, corner Belmore/Bathurst Streets and Coolabah Road, Gongolgon	Brewarrina	\$7,800
Broken Hill	Broken Hill City Council	6 bus shelters at Cummins/Kaolin Streets, Wyman/Oxide Streets, Newton/Gypsum Streets, Picton/Boughtman Streets, Wilson Street and Rockwell Street in Broken Hill	Broken Hill	\$48,000
Broken Hill	Broken Hill City Council	Broken Hill Visitor Information Centre Bus Terminal Upgrade, corner Blende and Bromide Streets	Broken Hill	\$200,000
Cooma-Monaro	Cooma Monaro Shire Council	Nimmitabel Bus Passenger Amenities, Bombala Street	Nimmitabel	\$59,647
Cootamundra	Cootamundra Shire Council	Stockinbingal bus access improvements, Burley Griffin Way (Hibernia Street)	Stockinbingal	\$12,000

LGA	Proponent	Project Description	Town/s	Grant Approved
Dubbo	Dubbo City Council	Bus Bay and Shelter, Cobbora Road (Golden Highway), Dubbo	Dubbo	\$67,000
Eurobodalla	Prior Bus Service	23 bus stop signs, bus terminal signage at bus and coach stops in Eurobodalla Shire	Batemans Bay, Narooma, Kianga, Dalmeny, Bodalla, Tuross Heads, Moruya, Broulee, Mossy Point, Tomkin, Malua Bay, Surf Beach and Batehaven	\$12,000
Eurobodalla	Eurobodalla Shire Council	Batemans Bay Bus Stop Upgrade, Orient Street	Batemans Bay	\$100,000
Great Lakes	Great Lakes Council	Forster Keys Bus Terminal, The Lakes Way	Forster	\$32,000
Great Lakes	Great Lakes Council	Nabiac Bus Terminal, Nabiac Street	Nabiac	\$33,400
Great Lakes	Great Lakes Council	Tea Gardens Bus Terminal, Myall Street	Tea Gardens	\$37,600
Greater Hume	Greater Hume Shire Council	3 Bus Stop Improvements in Culcairn Road and Albury Street, Holbrook and in First Street, Henty	Henty, Holbrook	\$24,000
Greater Taree	Greater Taree City Council	Taree Bus Shelter, Gipps Street	Taree	\$6,800
Greater Taree	Greater Taree City Council	Rainbow Flat Bus Shelter, Old Soldiers Road	Rainbow Flat	\$7,600
Greater Taree	Greater Taree City Council	Old Bar Bus Shelter, Rose Street	Old Bar	\$2,000
Greater Taree	Greater Taree City Council	Old Bar Bus Shelter, Molong Road	Old Bar	\$2,000
Greater Taree	Greater Taree City Council	Taree Bus Shelter, Coulston Street	Taree	\$2,000
Greater Taree	Greater Taree City Council	Chatham Bus Shelter, Jacaranda Ave	Chatham	\$2,000
Greater Taree	Greater Taree City Council	Chatham Bus Shelter, Bruntnell Street	Chatham	\$16,000
Greater Taree	Greater Taree City Council	Burrell Creek Bus Shelter, Bucketts Way	Burrell Creek	\$6,500
Greater Taree	Greater Taree City Council	Kimbriki Bus Shelter, corner Somerset and Kimbriki Roads	Kimbriki	\$6,500
Jerilderie	Jerilderie Shire Council	Jerilderie Bus/Coach Rest Stop shelter, lighting, seat and signage, Jerilderie Street (Newell Highway)	Jerilderie	\$17,600
Lithgow	Lithgow City Council	Lithgow Taxi Rank Upgrade, Eskbank Street	Lithgow	\$60,000

Appendices

LGA	Proponent	Project Description	Town/s	Grant Approved
Lithgow	Lithgow City Council	5 bus shelters, timetable holders and bus stop signage in Lithgow, Wallerawang and Portland	Lithgow, Wallerawang and Portland	\$93,116
Liverpool Plains	Liverpool Plains Shire Council	Werris Creek 2 Bus Shelters at Henry Street and Single Street	Werris Creek	\$14,520
Mid Western (Mudgee)	Mid Western Regional Council	10 Bus Shelters at Mortimer Street, Operto Road, Spring Road, Banjo Paterson Avenue x 2, White Circle, Bellevue Road, Denison Street, Meers Street and Ulan Road in Mudgee	Mudgee	\$114,915
Parkes	Parkes Shire Council	Parkes – 2 Bus Shelters and 6 bus stop signs	Parkes	\$29,210
Queanbeyan	Queanbeyan City Council	10 Bus Shelters: 6 in Queanbeyan and 4 rural stops in Little Burra	Queanbeyan and Little Burra	\$45,000
Tamworth	Tamworth Regional Council	Upgrade 4 bus shelters at Panorama Road/Darrell Road, Croydon Avenue/Barsden Park, Manilla Road/Milbourn Road and Oxley Highway/Mayne Drive and install 2 new bus shelters at McGregor Street and at Ridge Street/Oxley Highway, Tamworth	Tamworth	\$64,391
Tamworth	Tamworth Regional Council	Tamworth Taxi Zone Upgrade, Brisbane Street	Tamworth	\$10,000
Tenterfield	Tenterfield Shire Council	Drake Bus Bay and Shelter, Bruxner Highway	Drake	\$31,500
Tumut	Tumut Shire Council	Wondalga Bus Stop, Wondalga Road	Wondalga	\$12,000
Uralla	Uralla Shire Council	Disabled Parking at Uralla Train Station	Uralla	\$1,800
Wagga Wagga	Wagga Wagga City Council	Wagga Wagga Disability Standards Compliance works for 18 bus shelters and 2 taxi rank shelters in Wagga Wagga	Wagga Wagga	\$210,000
Wingecarribee	Wingecarribee Shire Council	3 Bus Shelters in Southey Street Mittagong, Hoddle Street Robertson, and Erith Street Bundanoon	Mittagong, Robertson and Bundanoon	\$30,000
Wingecarribee	Wingecarribee Shire Council	7 Public Transport Information Boards – Moss Vale Road and Charlotte Street, Burradoo; Willow Drive, Moss Vale; Old Hume Highway, Mittagong; Argyle Street, Moss Vale; Bowral Railway Station; Mittagong Railway Station	Burradoo, Moss Vale, Mittagong and Bowral	\$12,000
Wingecarribee	Wingecarribee Shire Council	Lighting of main CBD bus stops	Bowral and Mittagong	\$15,000
Yass	Yass Valley Council	Yass Visitor Information Centre Passenger Transport Terminal, designated bus standing area and passenger facilities in Comur Street, Yass	Yass	\$96,000
Total			65 towns	\$1,932,492

Glossary of Terms and Acronyms

The term...	refers to...
BCA	Bus and Coach Association
CPTIGS	Country Passenger Transport Infrastructure Grants Scheme
CTO	Community Transport Organisation
DADHC	NSW Department of Ageing, Disability and Home Care
HACC	Home and Community Care
Intermodal freight terminals	Where two or more modes of transportation meet to exchange cargo/freight, either directly or through intermediate storage. Intermodal freight terminals help to address the challenge of increased volumes of freight through strategic transport hubs and enable ports to increase capacity.
ITSRR	Independent Transport Safety and Reliability Regulator
MoT	NSW Ministry of Transport
NCOSS	Council of Social Services - NSW
OPR	Operator Performance Regime
OTSI	Office of Transport Safety Investigations
PIRG	Passenger Information Review Group
PTIPS	Public Transport Information and Priority System
PTTC	Public Transport Ticketing Corporation
RIC	Rail Infrastructure Corporation
SQI	Service Quality Initiative: The SQI payment is designed to motivate operators to improve performance in measures that relate to aspects of the passengers' experience other than punctuality and reliability, such as customer satisfaction, customer complaints handling, co-operation with other operators and the community and environmental performance. An SQI-weighted index will be developed for each operator; and the index will be used to compare operators against one another. The top six performing operators will receive a share of an SQI incentive, which is apportioned into monthly payments to be paid over the following year.
The Ministry	NSW Ministry of Transport
TIDC	Transport Infrastructure and Development Corporation
Tow Truck Authority	A statutory body responsible for regulating the Tow Truck industry
Transport Administration Corporation	The Transport Administration Corporation is responsible for the Tcard Integrated Ticketing Project

Notes

Locations and Contacts

Correspondence to:
NSW Ministry of Transport
GPO Box 1620
SYDNEY NSW 2001

Offices of the Ministry of Transport are located at:

Head Office

Level 21, 227 Elizabeth Street
Sydney NSW 2000
Tel: (02) 9268 2800
Fax: (02) 9268 2900
TTY: (02) 9268 2244
Email: mail@transport.nsw.gov.au
Website: www.transport.nsw.gov.au

Parramatta Office

16-18 Wentworth Street
Parramatta NSW 2150
Tel: (02) 8836 3100
Fax: (02) 8836 3199
Toll Free: 1800 227 774

Northern Region – Newcastle Office

Ground Floor
239 King Street
Newcastle NSW 2300
Tel: (02) 4929 7006
Fax: (02) 4929 6288
Toll Free: 1800 049 983

Southern Region – Wollongong Office

Level 6 NRMA Building
221–229 Crown Street
Wollongong NSW 2500
Tel: (02) 4224 3333
Fax: (02) 4226 4117
Toll Free: 1800 049 961

Local and Community Transport Regional Co-ordinators

Region

Mid North Coast
South East
New England/North West
Orana

Central West
Northern Rivers
Far West
Illawarra
Riverina/Murray
Central Coast
Hunter

Telephone

(02) 6648 4431 / 0438 255 543
(02) 6124 3007 / 0417 218 876
(02) 6773 7015 / 0419 412 211
(02) 6884 6626 / 0437 032 335
and/or 0434 073 568
(02) 6339 4910 / 0419 619 003
(02) 6621 9424 / 0419 685 385
(02) 6884 6626 / 0434 073 568
(02) 4224 3324 / 0438 659 139
(02) 6921 3588 / 0418 227 996
(02) 4337 2313 / 0407 946 912
(02) 4928 8716 / 0408 679 202

Transport Services and Enquiries

General Enquiries: (02) 9268 2800
General Facsimile: (02) 9268 2900
TTY (for people with hearing
impairments): 1800 637 500 or
(02) 9268 2244
Transport Infoline: 131 500
Bus Operator Accreditation Renewal
Hotline: 1800 227 774
Taxi Transport Subsidy Scheme (TTSS):
1800 095 775

Wheelchair accessible taxis: 1800 623 724
Taxi Complaints Hotline: 1800 648 478
Taxi driver, taxi operator licence and
authorisation enquiries/ renewals:
(02) 9689 8888
SSTS Appeals Panel: (02) 9268 2944
Freedom of Information and Privacy:
(02) 9268 2862
Media Enquiries: (02) 9268 2800