



Transport Annual Report

2001-02

Transport's Purpose:

To reduce road crashes as a major cause of death and injury in Western Australia

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To the Minister

Hon Alannah MacTiernan MLA, Minister for Planning and Infrastructure,

I am pleased to submit for your information and presentation to Parliament, Transport's Annual Report for the financial year ended 30 June 2002.

Transport experienced considerable change in the last financial year with most of Transport's functions being transferred to the Department for Planning and Infrastructure. Therefore this report should be read in conjunction with the Department for Planning and Infrastructure's Annual Report 2001-02.

This report has been prepared in accordance with the provisions of the Financial Administration and Audit Act and also fulfils Transport's reporting obligations under the Public Sector Management Act, the Disability Services Act and the Electoral Act.

I commend the hard work and commitment of all my colleagues in Transport who worked together to achieve the best transport system for all Western Australians.

Robyn Barrow
Reporting Officer

31 August 2002



From the Director General

I would like to commend the Transport team for their ongoing enthusiasm and support during a challenging time of change. This report should be read in conjunction with the Department for Planning and Infrastructure's Annual Report 2001-02, which complements Transport's outputs and activities for the year.

This is the last annual report to be produced for the agency known as Transport - from July 1 2002, Transport ceased to exist.

During the year, Transport operated in a reduced environment, with only activities relating to Education and Regulation - essentially, Licensing Services and the Office of Road Safety - falling within its jurisdiction. All other functions which previously came under Transport's area of responsibility - Policies and Plans, Passenger and Freight Services, and Infrastructure Development and Management - were amalgamated into the new Department for Planning and Infrastructure on 6 August 2001.

Many of the issues involving Education and Regulation, which includes establishing road safety standards and encouraging safe operator and driver behaviour, have fallen within the realm of the Office of Road Safety.

The *Road Safety Council Bill 2001* completed its passage through State Parliament on 22 May 2002, giving the Road Safety Council its own legislation, which enabled the Office of Road Safety to transfer to the Department of the Premier and Cabinet.

The *Machinery of Government (Planning and Infrastructure) Amendment Bill 2001* completed its passage through Parliament on 12 June 2002. This Bill enabled the *Transport Co-ordination Act 1966* to be brought into the Planning and Infrastructure portfolio, and allowed for the abolition of the Department of Transport.

Both Bills became effective on 1 July 2002. As a result, the process for abolishing the Department of Transport began and the licensing functions undertaken by Transport were transferred to the Department for Planning and Infrastructure on 1 July.

In the midst of these changes, Transport continued to progress some major initiatives to support its mission to reduce road crashes as a major cause of death and injury in Western Australia, and to provide licensing services to the community.

The year has seen the implementation of major national licensing reform initiatives, the biggest changes ever to the way in which young people and novice drivers gain their drivers' licences in Western Australia, and the best road safety year since 1966.

As a result of these achievements, the year consolidated the directions that Transport had been taking in the recent past - and that will influence future directions.

Whatever the challenge, need or opportunity, Transport worked on achieving the best mix of behaviour and technology to get the best outcomes for the community.

Understanding how to influence behaviours - of individuals, the community or industry - provides a powerful tool for the future planning and provision of infrastructure and services, and for optimising their present capacity.



Having individuals choose public transport, or walking or cycling instead of using a car, is a significant challenge. Influencing industry to adopt specific behaviours while embracing appropriate new technologies to reduce demand on infrastructure through codes of practice is another challenge. Influencing individual driver, rider and pedestrian behaviours to reduce risk of death or serious injury is yet another.

But no matter what structures or agencies are put in place to improve transport and land use planning, our customers want the same out of our transport system.

They want a safe, accessible, integrated, sustainable and internationally competitive transport system.

Remote communities will still need to have access to health and education services.

Young people need to get to school or work.

Exporters need unimpeded access to our ports and airports.

Tourists need to be able to get to the many unique and wonderful destinations around the State.

The last impediments to the State Government realising its vision for an integrated transport and planning portfolio were removed with the passage of the *Machinery of Government Bill 2001*. Consequently, this is the last Annual Report for Transport and with it, the abolition of the role of Director General of Transport.

I have been very privileged to have been given the opportunity to act as Director General. I would like to acknowledge the work of my predecessors in establishing what is a world-class transport system that serves the State well.

I would like to thank all staff of Transport, past and present, who have worked with passion, commitment and skill to meet our diverse customers' needs.

But we look to the future and to the very positive benefits that will flow from a portfolio that better integrates transport and land use planning.

I wish the future Directors General of the Department for Planning and Infrastructure every success in achieving this most important outcome for the State.

Gary Hodge
Acting Director General of Transport



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Highlights

In 2001-02, Transport has:

- Introduced the 50 km/h speed limit on local streets in built-up areas of Western Australia. This is expected to result in significant and on-going reductions in road crash fatalities and serious injuries, especially for vulnerable road users such as children, older people and cyclists
- Introduced the “Double Demerit Points on Long Weekends” trial. This initiative is expected to have a significant effect on improving driver behaviour and reduce the high level of death and injuries on Western Australian roads during peak holiday times
- Progressed the final phase of the Graduated Driver Training and Licensing scheme, with the introduction of the log book and the Hazard Perception Test (HPT). Learners are required to detail their supervised driving hours in a log book provided to them when they pass their practical driving assessment. The HPT measures the ability of learner drivers to respond to common hazardous situations on our roads and will contribute to the development of better equipped and safer young drivers
- Developed a discussion paper for a Road Safety Policy for Infants, Children and Young People in Western Australia to maximise the potential to reduce road trauma by developing positive, lifelong attitudes and road user behaviours
- Completed a period of community consultation on the discussion paper to develop a strategy to improve road safety outcomes for Aboriginal and Torres Strait Islander people
- Undertaken a lead role in highlighting the concerns of road safety stakeholders and the Western Australian community about new car advertisements which emphasise speed and other unsafe driving practices as a major selling point
- Continued major State-wide road safety community education programs focussing on drink driving, use of restraints, fatigue and speeding
- Continued participation in national road transport reforms to improve road transport efficiency and safety through regulatory consistency
- Continued staged implementation of the Transport Executive and Licensing Information System (TRELIS) in order to provide more accurate data, more efficient business processes and better customer service
- Completed a review of the licensing services branch network
- Completed a review of certain driver licensing delivery service in remote/rural locations
- Hosted the Road Safety Council’s “Gearing up for the Future” conference which drew a record number of delegates who shared ideas for improving road safety in Western Australia



Transport's history

The Department of Transport was formally created on 1 January 1986, with responsibility for:

- Transport policy
- Research and planning
- Coordination of the transport portfolio's capital program and operating budgets
- Administration of regulatory, licensing and subsidy policies
- Industry support

In 1991, Bikewest joined Transport, and in 1994 the existing Department of Transport and the Department of Marine and Harbours were amalgamated into a new department designated the Department of Transport.

The Department of Transport continued to grow as the following activities were transferred to it from other areas of Government:

- 1994 – Perth's public transport, and on-road compliance of heavy vehicles with mass and dimension limits
- 1995 – motor vehicle and driver licensing
- 1996 – school bus services and the coordination of road safety
- 1998 – the regulation of rail safety

In 1999-00, the Perth Urban Rail Development Project was established within Transport to manage the planning and implementation of the railway to Clarkson and Mandurah as outlined in the South West Metropolitan Railway and the Northern Suburbs Transit System extension master plans.

The election of the Labor Government in February 2001 signalled a new phase in the organisation and machinery of Government, which amongst other things resulted in the organisation designated 'Transport' being merged into a new Department for Planning and Infrastructure.

The new department, which was established in July 2001, incorporated most of the functions of Transport and the Ministry for Planning. During the 2001-02 financial year, Transport continued to operate with responsibility for licensing services and for the Office of Road Safety.

During 2002, the responsibility for the Perth Urban Rail Development Project (PURD) moved to West Australian Government Railways (WAGR).

The *Road Safety Council Bill 2001*, which completed its passage through State Parliament on 22 May 2002, gave the Road Safety Council its own legislation and paved the way for the transfer of the Office of Road Safety to the Department of the Premier and Cabinet as at 1 July 2002.

The *Machinery of Government (Planning and Infrastructure) Amendment Bill 2001*, which was passed in June 2002, enabled the *Transport Co-ordination Act 1966* to be brought into the Planning and Infrastructure portfolio, and allowed for the abolition of the Department of Transport.

As from 1 July 2002 the Department of Transport ceased to exist, and the licensing functions undertaken by Transport were transferred to the Department for Planning and Infrastructure.



The Transport team

Most staff were located in Transport's head office at 441 Murray Street, Perth. Others worked in Fremantle and East Perth, and at eight licensing centres throughout the metropolitan area. A network of regional offices, spread throughout the State from Broome to Esperance, strengthened the links with the regional communities and provided local access to Transport's range of services. Addresses of licensing and vehicle examination centres can be found in the Department for Planning and Infrastructure's Annual Report 2001-02.

At 30 June 2002, Transport employed 546 people on a full-time or part-time basis, which is equivalent to 503 full-time staff.

The Director General of Transport was appointed under the *Transport Coordination Act 1966* for a period of five years. In September 1998, Mr Mike Harris was appointed Acting Director General of Transport and he was formally appointed to the position in August 2000. In May 2001, Mr Harris moved into the position of Chairman of the Western Australian Planning Commission. Following the State Government's decision to establish the Department for Planning and Infrastructure, he was appointed Acting Director General of that agency. Mr Gary Hodge then took up the position of Acting Director General of Transport.

From 1 July 2002 Transport ceased to exist. Licensing functions undertaken by Transport during 2001-02 were incorporated into the Department for Planning and Infrastructure, while the activities undertaken by the Office of Road Safety transferred to the Department of the Premier and Cabinet.

Our goals

Transport aimed to reduce road crashes as a major cause of death and injury in Western Australia through a range of programs, which included the following initiatives:

- Behavioural and education programs
- Improved standards of driver training and vehicle licensing
- Reducing travel speeds
- Improved integration between education and enforcement
- Increased emphasis on community and industry involvement in road safety planning and strategies.

By meeting these goals, Transport aimed to achieve:

- Planning and decision making that was responsive to community and industry needs
- High standards for vehicles – contributing to a safe transport system
- A rewarding work environment where people could perform at their best.



The Organisation at 30 June 2002

Office of the Director General

Acting Director General of Transport

Gary Hodge

Director, Director General Support

Robyn Barrow

Licensing

Executive Director Licensing

Trevor Halliday

Acting Director Business Support

Allan Gregory

Acting Director Customer Services

Peter Ollerenshaw

Director Operational Policy

Greg Forbes

Road Safety

Executive Director Road Safety

Iain Cameron

Director Policy and Strategy

Gary Kirby

Director Community Education and Communications

Roger Farley

During the 2001-02 financial year, administrative support for Transport was provided free of charge by the Department for Planning and Infrastructure (please see the Department for Planning and Infrastructure's Annual Report 2001-02 for further details on these organisational areas).



Our work

Transport's responsibilities included:

Licensing

Support for regulatory activities, identification of vehicles and drivers, setting standards for vehicles and drivers and verifying compliance, and revenue collection management.

Road Safety

Road safety coordination, planning, policy and strategy development, standards setting, information and advice, community education and promotion.

Department for Planning and Infrastructure's Corporate Services

Human resources, finance, information services, contracts and central services, communications, legal and legislative services.

Internal Audit

An independent, objective assurance activity.

Director General Support Unit Overview

The Director General Support Unit was created when part of Transport merged with the Ministry for Planning to form the Department for Planning and Infrastructure. At the time of the merger, the resources providing direct support to the Director General of Transport and those performing Transport's Corporate Services functions were transferred to the Department for Planning and Infrastructure.

The Corporate Services function, although part of the Department for Planning and Infrastructure, continued to support Transport throughout the year - in particular the human resource, communications, payroll, finance, records management and procurement functions. However, the Director General of Transport's support services were fully occupied in supporting the newly-created position of Director General of the Department for Planning and Infrastructure. Consequently, the structure supporting the Director General of Transport was without resource.

As a result, a unit to provide support specific to the needs of the Acting Director General of Transport, was established. A variety of roles was undertaken by this group during the year - initially it was predominantly occupied with issues of corporate governance. However in the following months it became apparent that a number of other issues required particular attention to achieve the desired outcome for Transport. They included:

- CapSpeed project
- School Bus Task Force
- LPG Subsidy Review

As identified in the Report on Operations, these issues were successfully recognised and addressed as key initiatives by the Director General Support Unit.

The unit had ongoing responsibility for the overall administration of Transport. By servicing various committees throughout the year, the unit effected appropriate control and direction for the agency.

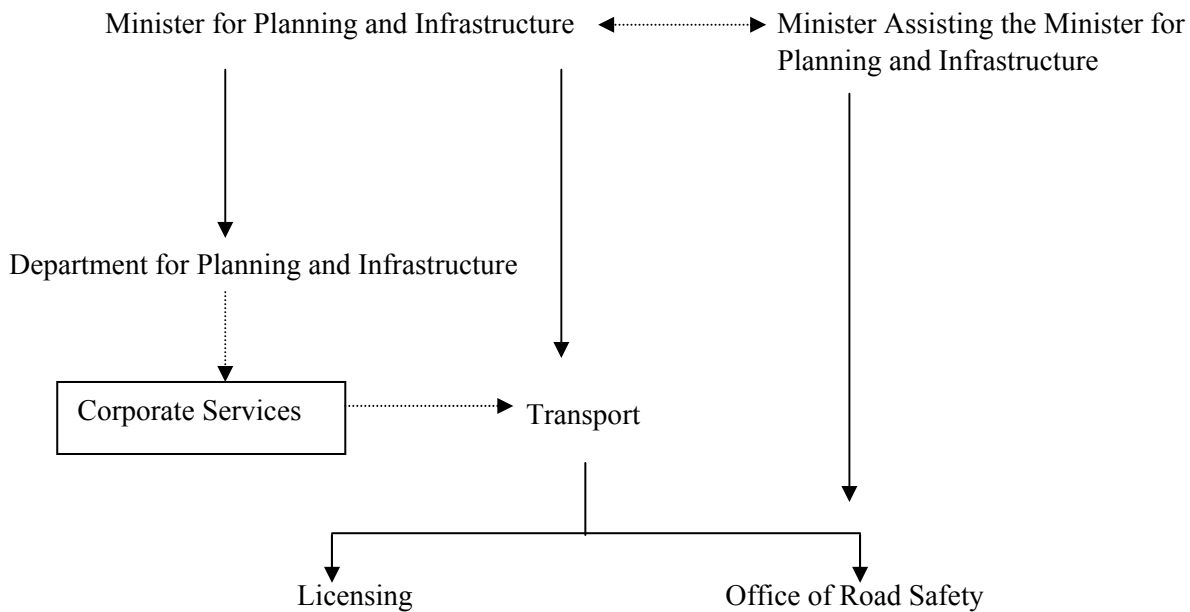
The unit also undertook the lead role for the closure of the Department of Transport on 30 June 2002.



Working with our customers

Transport encouraged all its stakeholders and customers to work collaboratively to identify priorities and help make the best use of our resources.

The transport portfolio



Transport's State partners

At a State level, Transport worked collaboratively with all the portfolio agencies sharing the common goals of safety and efficiency.

Working towards better customer service involved a number of formal co-agency agreements with other agencies. Those agencies included:

- Department of Education
- Insurance Commission of Western Australia
- Department of Justice
- Department of Treasury and Finance
- Western Australia Police Service
- Department of Consumer and Employment Protection



Listening to the community and keeping people informed

During the year, Transport made its decision-making and advice more informed by extending its community networks and offering even more opportunities for interested members of the public to contribute to decision making.

Community consultation and research undertaken during the year included:

- Reviewing the Liquid Petroleum Gas Subsidy Scheme
- Working with the community and the industry regarding changes to the provision of school bus services
- Undertaking a significant volume of collaborative work with the Road Safety Council and other key stakeholders to develop road safety strategies
- Implementing national licensing reform initiatives, which are the culmination of intensive community consultation
- Implementing the remaining major elements of the Graduated Driver Training and Licensing System, which was developed following extensive stakeholder and community consultation

Transport also distributed information about its work and plans through media reports, publications, leaflets, video presentations, advertising, reports, displays, exhibitions, newsletters, public meetings, seminars, speeches and the Internet.

It organised a number of community events including conferences, ministerial launches, community awareness campaigns and regional meetings.

The Department for Planning and Infrastructure is now responsible for the Ministry for Planning and most of the activities of the former Department of Transport.

Transport's web site at <http://www.transport.wa.gov.au> was not available after 30 June 2001.

From 1 July 2002 all licensing information can be found on the Department for Planning and Infrastructure's web site at www.dpi.wa.gov.au. All road safety information can be found on the Office of Road Safety web site at www.officeofroadsafety.wa.gov.au.

A copy of this annual report and other Transport publications and technical reports will be available on both the Department for Planning and Infrastructure and the Department of the Premier and Cabinet (Office of Road Safety) websites. The Department for Planning and Infrastructure's library and the Library and Information Service of Western Australia will also store copies of these publications. A list of Transport's publications is available in the *Freedom of Information: Information Statement*.

Transport's documents – including this report – are also available in alternative formats such as Braille, large print, audio tape and Macintosh and IBM compatible disk.



Publications, policies, events, new services and community education campaigns developed, launched and promoted during the year included:

- Launch of Hazard Perception Test
- Double Demerit Points on long weekends campaign
- Road Safety Skipper Program
- Road Safety Driver Fatigue Program
- Drugs and Driving Awareness Campaign
- Road Safety Car Restraints Campaign
- Road Safety 40km/h School Zones
- Road Safety 50km/h Speed Limit Launch
- Vehicle Operations commitment to new licensing and road safety



Working for people with special needs

Transport continued to demonstrate its commitment to people with special needs - women, youth, people with disabilities, seniors, culturally and linguistically diverse people, indigenous people and regional communities - and worked towards ensuring no one was disadvantaged by disability, location or income.

In 2001-02, activities specifically designed to assist people with special needs included:

- Development of a road safety program for children and young people
- Development of a strategy to reduce the incidence of road deaths among Aboriginal and Torres Strait Islander people
- Development of a project to introduce accredited fitters of child car restraints to reduce the likelihood of road trauma through incorrectly fitted restraints
- A review of aspects of driver licensing service delivery in remote and regional communities.

A new Disability Services Plan was completed and submitted which reflected the change in agency scope and functionality. It embraced a range of strategies to further improve Licensing and Office of Road Safety services for people with disabilities. These strategies will be considered by the Department for Planning and Infrastructure and the Department of the Premier and Cabinet, which now have responsibility for Licensing and the Office of Road Safety services respectively.



Transport – how we operated

In 2001-02, Transport was responsible for establishing and ensuring the achievement of standards through education and regulation. Transport's work was spread across two main business areas – Licensing and Road Safety - with support from the Corporate Services Division of the Department for Planning and Infrastructure.

The following table demonstrates the linkage between Government's strategic objectives and the agency level desired outcome and output.

| Government Strategic Objective | Desired Outcome | Output |
|---|---|--------------------------|
| Safe, healthy and supportive communities | A road transport environment that is safe for all road users in Western Australia | Education and Regulation |

Outcome:

A road transport environment that is safe for all road users in Western Australia.

A safe transport system is one in which:

- Road trauma is minimised for all road users
- Vehicle roadworthiness is assessed against recognised vehicle safety standards.

Output:

The Education and Regulation output involved establishing transport safety standards, fostering safe operator behaviour and auditing compliance with safety standards.

Transport's performance:

Transport's performance in achieving its output was measured in terms of quantity, quality, timeliness and cost. The measures are presented at the end of the output and include a comparison of performance with the targets identified in the 2001-02 Budget Statements.

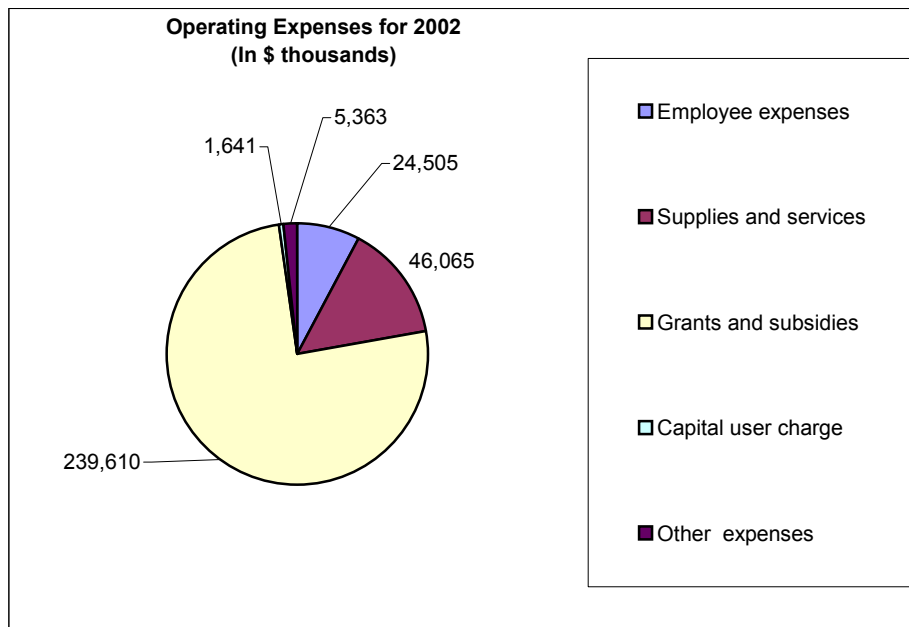
Audited performance indicators are also included in this Annual Report. They show Transport's performance in relation to Government desired outcomes and efficiency in relation to the application of public funds.



Transport's finances in summary

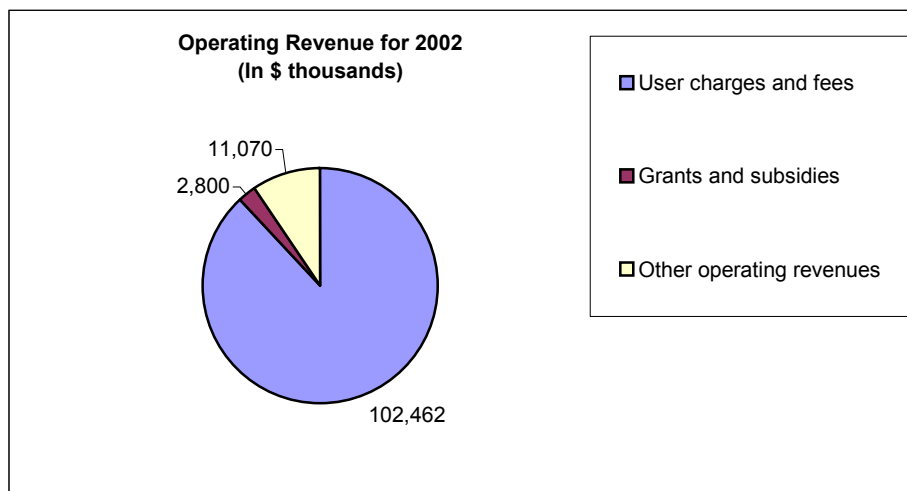
Implementation of recommendations arising from the Machinery of Government Review resulted in significant changes to the operations of the Department of Transport for 2001-02. Principally, all operations other than those related to road safety and the licensing of motor vehicles and motor vehicle drivers were transferred to the newly created Department for Planning and Infrastructure on 1 July 2001. However, as Transport is responsible for the administration of the Transport Co-ordination Act, it retained control of the Metropolitan Passenger Transport Fund, a fund established by that Act through which payments to bus and rail operators must be made.

Transport's net cost of services for the 2001-02 financial year totalled \$200.8 million. Operating expenses for the year were \$317.2 million including payments totalling \$231.1 million to bus and rail operators. A more detailed breakdown of expenses is shown in the graph below.





Operating revenues were \$116.3 million and included license fees of \$21.8 million, fines of \$14.5 million and public transport fares of \$66.1million arising from the operations of the Metropolitan Passenger Transport Fund.



Other sources of funding for the Department's operations were by appropriation from the Consolidated Fund (\$15.5 million), transport subsidies from the Department for Planning and Infrastructure (\$170.6 million) and borrowings (\$5.2 million).

Equity was \$4.4 million at 30 June 2002. This is after the transfer of net assets totalling \$161.7 million to the Department for Planning and Infrastructure and \$43 million to Western Australian Government Railways as a result of the Machinery of Government changes.

During the year, Transport collected administered revenue of \$891.7 million of which \$770.7 million was collected from new and renewed vehicle licenses with a further \$24.8 million from new and renewed drivers licenses. Other significant sources of administered revenue were motor vehicle license recording fees (\$38.2 million) and fines such as speed and red light traffic infringements (\$46.8 million). Most of the revenue collected was paid into the Consolidated Fund (\$557.6 million) however third party motor vehicle insurance premiums of \$332.2 million was paid to the Insurance Commission of Western Australia.



Report on operations

In July 2001, a new department was established – the Department for Planning and Infrastructure. It has incorporated most of the functions of Transport and the Ministry for Planning.

However, the responsibility for the Office of Road Safety and Licensing Services were retained within Transport. Both areas fell within the Government's objective to develop safe, healthy and supportive communities and were grouped under one output - Education and Regulation.

Output 1: Education and Regulation

This output involves establishing transport safety standards, fostering safe operator behaviour and auditing compliance with safety standards.

Outcome: A road transport environment that is safe for all road users in Western Australia.

| | 2000-01 | 2001-02 |
|--------------------|--------------------|------------------------------|
| Staff Numbers | N/A ^(a) | 465.22 |
| Operating Expenses | N/A ^(a) | \$314,237,000 ^(b) |
| Capital Investment | N/A ^(a) | \$9,992,433 |

^(a) The Department of Transport operated as a separate agency only for the 2001-02 financial year.

^(b) At the time of framing the 2001-02 budget, the budget for the Department of Transport reflected the Licensing and Road Safety activities of the Department. All other functions previously conducted by the Department of Transport were transferred to the new agency, the Department for Planning and Infrastructure.

The creation of the Metropolitan Transport Trust Fund required that revenues and expenditures in relation to the provision of train, bus and ferry operations be controlled by the Department of Transport. In order to cater for the full cost of these services, the Department for Planning and Infrastructure provided a subsidy towards the provision of the metropolitan transport services to the Department of Transport.

The actual results reflect the total expenditure in relation to train, bus and ferry operations of \$231 million. In addition, unbudgeted Resources Free of Charge received from the Department for Planning and Infrastructure to the value of approximately \$18 million are also included in the operating expenses.

The output measures for metropolitan bus, train and ferry services are detailed in the Department for Planning and Infrastructure 2001-02 Annual Report.

Key clients

The Western Australian community was the primary client for education and regulation – drivers, pedestrians, cyclists and public transport users.

Production system

Transport staff provided education and regulation with assistance from external consultants as required.

Education and regulation activities were undertaken through partnerships and close consultation with relevant government agencies, local government, industry bodies and community groups.



Road Traffic Amendment (Vehicle Licensing) Bill 2001

Western Australia continued its participation in national road transport reforms to improve road transport efficiency and safety through consistent regulations across Australia. Consistent regulations will benefit transport operators, users and regulators through improved transport efficiency and safety, and reduced administration costs.

The *Road Traffic Amendment (Vehicle Licensing) Bill 2001* provides for the introduction of nationally agreed vehicle registration procedures. These include:

- Uniform arrangements for initial registration, renewal, transfer, suspension and cancellation of registration
- The elimination of unnecessary duplication of resources and regulations in these processes
- Streamlining of the vehicle registration process, and
- Improved efficiency by removing licensing differences between States.

The Bill passed through both Houses of Parliament and received Royal Assent on 21 December 2001. The drafting of regulations to facilitate proclamation of the Act are progressing, however the Act cannot come into operation until the remaining provisions of the Road Traffic Amendment Bill 2001 are proclaimed.

Road Traffic Amendment Bill III 2002

There has been continuing progress on the *Road Traffic Amendment Bill III 2002* – the primary aim of which is to enshrine in legislation the principle of ‘one driver/one licence’. It is expected that this will lead to improvements in road safety for the general community. Reforms include:

- double or nothing option for drivers suspended due to accumulation of demerit points;
- new demerit point suspension periods based on the number of demerit points accumulated;
- mutual recognition of demerit points and disqualifications;
- surrender of licence on transfer to another State (one person/one licence principle);
- process for review of decisions; and
- indemnity provisions for medical practitioners.

The reforms are part of the National Road Transport Commission’s Driver Licensing Module and have been developed in partnership with all States and territories. Western Australia is committed to implementing the reforms as soon as the legislation is passed.

Road Safety Council Bill 2001

The *Road Safety Council Bill 2001* passed through both Houses of Parliament on 22 May 2002. The resulting *Road Safety Council Act 2002* came into effect on 1 July 2002. The Act:

- Places the Road Safety Council under a separate statute
- Restructures the membership of the Council to reflect Machinery of Government reforms, and
- Expands the financial provisions to allow donations to be paid to the credit of the Road Trauma Trust Fund.



School Bus Task Force

During the year, the department participated on the school bus task force chaired by the member for Wanneroo, Dianne Guise, MLA.

The Task Force included officers from the Department for Planning and Infrastructure, Transport and representatives from the industry associations, Transport Forum and the Bus and Coach Association. It was set up to determine an appropriate government response to a range of issues in line with government policy commitments to the school bus system, including:

- The preferred model for determining the rate of remuneration for school bus contractors
- The preferred model for determining a fair and just conveyancing allowance for parents of mainstream students in non-public transport areas;
- The integration of school buses into the Transperth system; and
- The appropriateness of the “Mainstream” and “Special Education” student transport reviews.

The Task Force presented its final report to the Minister in May 2002.

While many of the recommendations are still under consideration, the following changes have already been approved:

- A new remuneration system based on a model developed by the school bus industry. The purpose of the model is to better reflect the costs of running a school bus service and make provision for the cost differences that occur across the State.
- A procurement strategy that will involve changes to contract tenure and conditions. Under the new arrangements, some contractors will be offered contract terms of up to 25 years depending on the type of contract and subject to the ongoing need for the service. This will allow sufficient time for contractors to recoup their investment and prepare for a new tendering environment.
- Changes to the ‘spurs’ policy that have made bus travel accessible to more students around the State.

An implementation group has been formed with representatives from the Department for Planning and Infrastructure, the Department of Education and the school bus industry.

School zone speed limit

A program to introduce road surface markings around Perth schools to reinforce the 40 kilometre per hour school zone speed limit was started in July 2001. The yellow road markings supplement existing signage and will make school zones more obvious to motorists.

Mobile phones in cars

The use of hand-held mobile phones in cars was banned on 1 July 2001 to reduce the risk of fatal crashes. The ban brings Western Australia into line with other States, and drivers who use a hand-held mobile phone while driving now face a \$100 fine and the loss of one demerit point.

Urban speed limit

A 50km/h speed limit on local streets in built-up areas of Western Australia was introduced on 1 December 2001. Based on overseas and interstate experiences, the initiative is expected to reduce the number of serious crashes on these streets in urban areas by as much as 30 per cent.



The initiative was introduced after community consultation and with the support of local government authorities. Its effectiveness will be evaluated after 12 and 24 months.

Black spot funding

A safe transport system that allows people, goods and services to travel safely is a vital element of Transport's mission. In 2001, 165 people were killed in road crashes on Western Australian roads.

Improving the safety of our roads is an important part of the State's road safety strategy, and all WA road users will benefit from additional treatments to improve the safety at specific sites on the main and local road networks.

Plans to increase funding of the Black Spot Program were not realised in 2001-02 because of budgetary considerations. However, funding of \$8 million over four years has been allocated starting in July 2002 to improve the safety at specific sites on the road network.

The Road Trauma Trust Fund will contribute \$3 million, with \$5 million coming from Main Roads WA through the Consolidated Fund.

Liquid Petroleum Gas Subsidy Scheme

The Liquid Petroleum Gas Subsidy Scheme of \$500 was introduced as an incentive for owners of "family" vehicles to convert their vehicles to LPG as an alternative fuel. The subsidy scheme commenced on 20 October 2000 and was subject to review at the end of 12 months.

An LPG Task Force, which included representatives from Government agencies and private enterprise, was established to conduct the review. It considered:

- the direct impact of the scheme;
- environmental factors;
- economic issues; and
- statistical information in respect of motor vehicle use for the whole of Australia.

The Task Force recommended that the Government continue with the existing subsidy scheme, and the Government has accepted that recommendation.

Finite resources are available to support the scheme however, based upon the current level of subsidy claims continuing, there will be sufficient funds to maintain the scheme until mid to late 2003. The Government has indicated it will require a further review of the impact of the scheme prior to the funds being fully expended.

Graduated driver training

The Graduated Driver Training and Licensing System is a structured learning approach requiring learner drivers to comply with new training and licensing requirements. It is intended to assist in the reduction of the high incidence of road trauma amongst young drivers aged between 17 and 24 and has been designed to ensure novice drivers get a wider range of supervised driving experience over a longer period of time. It is envisaged that the learner driver will acquire the practical driving skills, good driving habits and the responsible and courteous attitudes that are essential to safety on our roads.

The new system, which had been progressively introduced over the previous two years, was developed by the Task Force on Driver Training and Licensing following extensive public consultation.



The last major element of the new system, the hazard perception test, was introduced in February 2002, completing the first major overhaul of Western Australia's driver licensing system in 30 years. There are now two learner phases - the first focuses on learning to safely control the vehicle and culminates in a practical driving test, while in the second phase the learner is required to complete and log at least 25 hours of driving under supervision in a variety of conditions. Before gaining a provisional licence, learners now have to pass the hazard perception test (see below).

Hazard Perception Test rollout

The hazard perception test (HPT), which measures the learner's ability to observe the whole road scene, assess possible traffic hazards and make timely responses, was introduced on 5 February 2002. The result of the HPT indicates whether the learner driver has developed the hazard perception skills needed to drive safely on their own.

It was intended that the HPT would be delivered throughout the State using Transport's existing licensing agency arrangements. However, the Police Service and some Licensing Agents indicated that they were not prepared to, or were unable to, accommodate the test.

The Department for Planning and Infrastructure, which is now responsible for licensing services, is currently negotiating with alternative providers. These negotiations are at varying stages of completion and are dependent upon the particular site and the nature of the discussions involved.

To ensure that as many provisional licence applicants as possible sit the test, learners residing within a 100-kilometre radius of an HPT site have to travel to that site to sit the test. Exemptions are granted to learners residing outside the 100-kilometre radius. These arrangements will remain in place until the test becomes more accessible throughout the State.

The hazard perception test has been rolled out to 13 Licensing Centres and 77 Licensing Agents throughout the State. Funding for the implementation of the test was provided from the Road Trauma Trust Fund.

Computerised theory tests

To prepare for the implementation of the HPT, computers were installed at Licensing Centres and Licensing Agents throughout the State. In many situations, those computers are located in the area in which applicants were previously required to complete the paper-based road rules theory test. To ensure customers had continued access to a suitable level of testing sites, the theory test was adapted so it could be delivered on the HPT computers.

While computerising the theory tests, the questions were also comprehensively reviewed to ensure they reflect road safety priorities and were written in plain, easily understood English.

The computer-based tests provide for the automated marking of the applicant's answers.

The administrative requirement to update results on the person's licence record will also be eliminated, as this function will be automatically performed when the test is fully interactive with Licensing's new computer system (TRELIS).

Where applicants have a problem passing the computerised theory test due to a learning difficulty or lack of understanding of the written language, oral tests can still be conducted.

Initially, the computer-based tests are only available in the English language, but it is intended to introduce other languages at a later date. Providing the test in other languages will reduce the need to conduct oral tests.

The computerised theory test is currently being phased in at Licensing Agents throughout the State.



Review of service delivery in remote/rural locations

In the remote areas of the State, Police Service patrols provided licensing services on behalf of Transport. Although this practice will remain unchanged, because access to Licensing's computer server is required to deliver and score the hazard perception test, those Police patrols cannot currently deliver the test.

Because the test is a key element of the graduated driver training and licensing system, which is a major road safety initiative, it is important that all citizens of the State have access to the full system. Transport is continuing to consider options for delivery of the hazard perception test in remote locations - for instance, consideration is being given to the development of a derivative of the test that can be operated on portable computer.

Transport also took further steps to ensure that the central message of the graduated driver training and licensing system - increased driving while under supervision - was spread to remote Aboriginal communities. The Department for Planning and Infrastructure's Regional Managers are liaising with Aboriginal communities regarding the new system, as well as seeking feedback from communities on the appropriateness of the new system and the hazard perception test. That feedback will be considered by the Driver Training and Licensing Taskforce.

Vehicle Immobiliser Scheme

The Vehicle Engine Immobiliser Subsidy Scheme was withdrawn in October 2001. The scheme, which was introduced in 1997, offered a subsidy to people having an immobiliser fitted to their vehicles. Since the introduction of compulsory immobilisers the rate of vehicle theft in Western Australia has dropped by 12 per cent. Immobilisers are compulsory on new light passenger vehicles, and an immobiliser must be fitted to used cars before vehicle registration or licence transfer can be concluded.

Workplace road safety

Road safety is a critical occupational health issue in the workplace. Road crashes account for 35 per cent of work-related fatalities and are more likely than any other type of work-related incident to result in death or permanent disability. Road safety in the workplace was the focus of a comprehensive new resource to help employers develop road safety policies and procedures for their employees. A booklet and a comprehensive website-based manual were launched in August 2001 and are targeted at companies, government agencies and local government authorities.

Fleet vehicles

The draft WA Road Safety Strategy identifies the purchase of safer fleet vehicles as an effective measure in reducing road trauma. The strategy outlines the importance of employers improving the safety of their employees and achieving secondary road safety benefits for the wider driving population through the sale of safer vehicles to the public.

In February 2002 State Cabinet endorsed, in principle, the concept of a "Government Leading the Way" strategy which would include the development and implementation of a fleet safety program for the purchase and use of the Government's fleet of cars.

The Workplace Road Safety Taskforce (which includes the Office of Road Safety, WorkSafe, the Insurance Commission of Western Australia, Woodside, Alinta Gas, BHP Billiton, TollWest, Easifleet, Transport, WA Local Government Assoc, Water Corporation) has overseen the introduction of the policy.



Road safety conference

The Road Safety Council's bi-annual 'Gearing up for the Future' road safety conference was held in August 2001. The conference is aimed at road safety stakeholders and community representatives, and is a forum for information-sharing opportunities, updates on best practice, and the presentation of latest research findings. The Road Safety Awards for Excellence, which are held in conjunction with the conference, provide an opportunity to showcase best practice and to acknowledge the efforts of the organisations and individuals who work hard to reduce road trauma in Western Australia.

The conference organising committee includes the major road safety stakeholders in Western Australia. The Insurance Commission of Western Australia, as major sponsor, also hosts the Awards Dinner.

Speed in vehicle advertising

During the year the issue of inappropriate use of speed and other unsafe driving practices in vehicle advertising was the subject of community concern. Western Australia raised the issue at national forums and a public petition by the community group Australian Parents Against Road Trauma was forwarded to the Federal Minister for Communications. The issue has now been taken up on a national level by the Australian Transport Safety Bureau, and with the support of the Federal Minister. Following discussions with the advertising industry and the motor vehicle industry, more specific guidelines were introduced by industry which will result in all non-complying advertising being withdrawn by December 2002.

Road safety policy for young people

During the year a discussion paper regarding a Road Safety program for infants, children and young people in Western Australia was completed and presented to the Road Safety Council for endorsement and recommendation to Government.

The discussion paper, which was prepared in conjunction with key stakeholders (including government and non-government agencies), focuses on reducing road trauma among infants to 20 year olds by developing positive lifelong attitudes and road user behaviours.

The paper encourages all stakeholders to continue to work together to coordinate their combined efforts more effectively. Parents are encouraged as the primary road safety educators of their children, and schools encouraged to develop a 'whole-of-school' approach to road safety.

As part of the consultation process, a young road users coordinating committee was established to consider collaboration issues between relevant agencies.

From the consultation process a draft Children and Young People Road Safety Strategy has been developed and feedback sought from stakeholders. It is anticipated that the strategy's directions will be implemented during 2002-03.

Road safety directions for Aboriginal road users

The unacceptably high incidence of Aboriginal and Torres Strait Islander people in road crash statistics was addressed during the year with the development of a strategy to implement effective and targeted programs to reduce road trauma for Aboriginal people.

The strategy, *Road Safety Directions for Aboriginal Road Users in Western Australia*, is the first of its kind in Australia, and other States are looking toward WA to lead the way in the area of Aboriginal Road Safety.



The Aboriginal Road Users' Taskforce will utilise a wide network of government and private agencies to assist in the development of the final draft of the strategy, which is expected to be completed in December 2002.

The Aboriginal Road Users' Taskforce includes representatives from the Aboriginal and Torres Strait Islander Commission, the Department of Indigenous Affairs, the Health Department, the WA Police Service, Edith Cowan University, the Injury Research Centre at the University of Western Australia, the Office of Aboriginal Health, local government authorities and the Office of Road Safety.

The Office of Road Safety also consulted directly with the Goldfields Council of Aboriginal Elders and the Great Southern Council of Aboriginal Elders during the development of the strategy.

Double demerit points trial

A 13-month trial of double demerit points on long weekends was introduced at Easter 2002 in an attempt to decrease the incidence of road trauma on long weekends and holidays. The success of the initiative will be evaluated after Easter 2003.

The Office of Road Safety in collaboration with Main Roads WA, the WA Police Service and all members of the Road Safety Council were involved in establishing the trial, and community support for the initiative has been positive.

Local and regional road safety

The Road Safety Council is concerned about the level of road trauma occurring in regional areas of Western Australia. As a result it has focused on building community involvement and increasing coordination in metropolitan and regional areas. The Road Safety Council is planning to introduce new initiatives and funding to support local and regional community involvement in road safety in collaboration with Local Government and other key stakeholders.

During the year the Road Safety Council continued its series of regional meetings with stakeholders, including visits to the Mid West, Gascoyne and Wheatbelt regions. Community involvement and consultation are the focus of these visits, to get each region's perspective on road safety issues.

The Council will conduct a series of community road safety forums during 2002-03, involving members of agencies and the community, to further partnerships for improved road safety. Initiatives to expand funding opportunities for community-based road safety projects and to further the coordination of road safety in local and regional areas will also be implemented.

Community education programs

Major State-wide road safety community education programs focussing on drink driving, the use of restraints, fatigue and speeding continued during the year.

All road safety campaigns focus on those who are at most risk of being involved in a serious crash. The primary audience for most campaigns are males between 17 and 39 years of age, with a secondary audience of males from 40 to 50 years of age. Most campaigns are aimed at a State-wide audience except for restraints, which is targeted at rural Western Australia.

All campaigns are developed through committees and groups having representatives from the major stakeholders, including the community (through Roadwise). The Office of Road Safety continues to develop partnerships with private industry to assist with the education and promotional opportunities for road safety messages, and to develop opportunities with large organisations regarding workplace road safety initiatives.



Child car restraints

In Western Australia, transport related injury is the leading cause of death and second most frequent cause of hospitalisation in children aged from 0 to 14 years. A correctly fitted child car restraint can significantly reduce the risk of death and serious injury in road crashes.

A project to introduce a State-wide program of accredited fitters of child car restraints was established during the year, to ensure restraints are being correctly fitted. The Office of Road Safety worked in partnership with the Child Car Restraints Committee (which includes the RAC, the Department of Health, Kidsafe WA, WA Local Government Association and the Injury Research Centre at UWA), as well as the WA Police Service Road Safety Section and Aboriginal Police Liaison Unit to establish the project.

There has been a particular focus on community consultation during the development of the project, and community groups and agencies have been consulted on how the program may be best delivered in their particular community.

TRELIS

The Transport Executive and Licensing Information System (TRELIS) is the substantial modernising, integration and consolidation of Western Australia's existing vehicle and driver databases into one database that will provide data accuracy and integrity and help to deliver better customer service.

Continuous operation of IVR, Internet and Call Centre payments has realised savings of approximately \$450,000.

All Licensing Centres have now been equipped with TRELIS-compatible computers and laser printers while in the Central Office, Westrail and Welshpool office, all computers have been upgraded and are now TRELIS compatible.

Central infrastructure, main servers, routers, switches and operating software have been installed and configured and end-to-end testing of the TRELIS application software has commenced. Data cleansing activities have resulted in considerable improvement in data quality.

Release 3, which is the rollout of the full system to all Licensing Centres and Agents, is planned for September 2002.

Vehicle inspections

A key element in the provision of a safe transport system is the implementation and application of vehicle safety standards and the development of appropriate standards in cooperation with Federal authorities.

In 2001-02 124,581 vehicles were inspected and 71.94 per cent of those vehicles passed roadworthiness examinations.

Custom plate sales

Customers are able to buy fashion accessory plates to affix to their vehicle from the Custom Plates Collection.

Sales are supported by advertisements in *The West Australian* magazine, the *Sunday Times Readers' Mart* and the RAC's *Road Patrol*. In addition, brochures are distributed through Licensing Centres and custom plates are advertised on the Department for Planning and Infrastructure website.

Sales this year have exceeded expectations and are up 19 per cent on last year. For the first time ever the revenue has exceeded \$2 million.



The revenue not only runs the custom plate sales business but also contributes to community policing. In 2001-02 \$587,000 in custom plate sales revenue went to community policing.

Three-month registrations for vehicle dealers

In October 2001, Transport Licensing Services introduced a policy whereby motor vehicle dealers on the Dealer Network Registration System (DNRS) can license vehicles they have acquired in their name for three months rather than the standard six- or 12-month period.

This option is only available for vehicles that dealers can register through the on-line system and means savings in registration costs for dealers. As a result of the policy, many more dealers have joined the DNRS, with fewer transactions being processed at Licensing Centres.

There are now 160 dealers on the DNRS and approximately 14 per cent of dealer network transactions are three-month registrations.

Review of branch network

A review of licensing services branch network has been undertaken to improve service delivery to customers by ensuring branches are located where they are required.

As a result of the review:

- A Licensing Centre will be opening in Joondalup in early July 2002;
- The Mandurah Licensing Centre is currently being fully refurbished with work expected to be completed by July 2002;
- The Bunbury and Geraldton Licensing Centres, which are to be relocated, will be co-located with Department for Planning and Infrastructure regional offices. The new Bunbury site is expected to be operational early 2003 and the Geraldton site is expected to be operational by the end of 2002;

During 2001-02 work commenced on repainting and recarpeting the Albany, Boulder, Midland and Welshpool branches to make them more customer friendly. This work will be completed in 2002-03.

Key statistics

Transport Licensing Services delivers services to a wide range of people in Western Australia. The selected statistics below show the breadth of service delivery:

- There were 1.293 million driver's licences on register, an increase of 1.6% on the previous year.
- There were 1.762 million vehicles on register, an increase of 2.2% on the previous year.
- Licensing services were provided from eight metropolitan Licensing Centres, five country Licensing Centres, 267 Post Offices, 86 online local authorities, 160 dealers on the dealer network scheme, five offline licensing agents, 96 country police stations, eight country clerks of court and five country mining registrar offices.
- Licensing Contact Centre answered 1,107,243 calls from customers, 23.5% more than in 2000-01, and responded to 33,144 items of correspondence.
- 26.8% of customers transacted their business via the phone pay and Internet credit card facility, 4.3% via mail and 44.4% through Australia Post.
- Transport's vehicle examiners inspected 83,486 vehicles for roadworthiness in the metropolitan area, compared with 82,614 in 2000-01.
- There were 339 authorised vehicle examiners operating at 231 stations in country areas. They inspected 41,093 vehicles, compared with 37,457 in 2000-01.



The future

On 1 July 2002, Transport ceased to exist. The licensing functions relating to Education and Regulation were merged into the Department for Planning and Infrastructure, while the Office of Road Safety transferred administratively to the Department of the Premier and Cabinet.

Some of the activities detailed earlier in this report will carry over into 2002-03, and will be reported upon in the 2002-03 Department for Planning and Infrastructure Annual Report, and the annual report produced by the Department of the Premier and Cabinet.

Education and regulation initiatives for the Office of Road Safety and Licensing that are a priority in the next 12 months are to:

- Increase the Black Spot program, which is a major initiative of the Western Australian Road Safety Strategy and an important component in reducing the incidence and severity of road crashes
- Continue major State-wide road safety community education programs focussing on drink driving, use of restraints, fatigue and speeding
- Introduce a State-wide program of accredited fitters of child car restraints in order to reduce the likelihood of road trauma through incorrectly fitted restraints
- Introduce new initiatives and funding to support local and regional community involvement in road safety in collaboration with local government and other key stakeholders
- Introduce the Government's "Leading the Way" policy to promote the purchase of fleet cars with available safety features
- Finalise the development of a "Road Safety Directions for Aboriginal Road Users in Western Australia" strategy to reduce the over-representation of Aboriginal people in road crashes
- Continue the staged rollout of TRELIS into licensing centres in order to provide more accurate data and more efficient business processes, as well as provision of facilities such as EFTPOS to provide better customer service
- Improve customer service through a major reorganisation of licensing centres and services in Western Australia.



Performance measures: Education and Regulation

The following information reflects the Department of Transport's performance in providing education and regulation services.

| | 2001-02 Target | 2001-02 Actual | Reason for Significant Variation between 2001-02 Actual and 2001-02 Target |
|---|-------------------|---------------------------|--|
| Quantity | | | |
| Road Safety Grants | 10 | 15 | |
| Road Safety Programs | 9 | 10 | |
| Road Safety Campaigns | 8 | 8 | |
| Vehicle Inspections | 120,000 | 124,581 | |
| Vehicle Registrations | 2,480,000 | 2,495,700 | |
| Driver Licences - Learners Permits | 55,000 | 48,250 | |
| Driver Licences - Driver Tests | 82,000 | 86,000 | |
| Driver Licences - Licence renewals | 580,000 | 519,000 | |
| Quality | | | |
| Road safety programs that meet agreed measures contained in Road Trauma Trust Fund performance agreements | 70% | 70% | |
| Public awareness achieved in road safety education campaigns | 75% | 75% | |
| Road safety grants that meet agreed measures contained in Road Trauma Trust Fund performance agreements | 70% | 70% | |
| Vehicle inspections conducted that comply with all legal requirements | 100% | 100% | |
| Vehicle registrations that comply with all legal requirements | 100% | 100% | |
| Driver tests undertaken and driver licenses and permits issued that comply with all legal requirements | 100% | 100% | |
| Timeliness | | | |
| Road safety educational campaigns conducted in accordance with priorities schedule | 90% | 90% | |



| | | | |
|--|-----------|------------------|---|
| Road safety programs that meet agreed timelines contained in Road Trauma Trust Fund performance agreements | 70% | 70% | |
| Road safety grants that meet agreed timeliness contained in Road Trauma Trust Fund performance agreements | 70% | 70% | |
| Vehicle inspections completed within 60 minutes | 85% | 85% | |
| Vehicle registrations issued within 7 days of completed application | 98% | 98% | |
| Drivers licences issued within 21 days of completed application | 90% | 90% | |
| Cost | | | |
| Average cost per vehicle and driver licence issued or renewed | \$12.70 | \$17.84 | Increases in employment costs, agent fees and commissions, and grant and subsidy payments that were not included in the budget target. |
| Average cost per Road Safety Program | \$276,100 | \$354,340 | |
| Average cost per Road Safety Campaign | \$885,375 | \$964,698 | Expenditure for Drink Driving campaigns were not included in the 2001-02 Budget Estimates. |
| Average cost per vehicle inspection | \$24.22 | \$51.28 | Notional payment of commissions to Authorised Inspection Stations totalling \$1.657 million. This amount was not included in the budget target. |
| Average cost per Road Safety Grant | \$504,500 | \$512,435 | Additional grants were provided to organisations to meet election commitments. |





Key Performance Indicators

Measures of effectiveness and efficiency

**Year ended
30 June 2002**



Certification of performance indicators

I hereby certify that the performance indicators are based on proper records and fairly represent the performance of the Department of Transport for the financial year ending 30 June 2002.

Robyn Barrow
Reporting Officer

15 August 2002



To the Parliament of Western Australia

**DEPARTMENT OF TRANSPORT
PERFORMANCE INDICATORS FOR THE YEAR ENDED JUNE 30, 2002**

Matters Relating to the Electronic Presentation of the Audited Performance Indicators

This audit opinion relates to the performance indicators of the Department of Transport for the year ended June 30, 2002 included on the Department for Planning and Infrastructure's web site. The Director General of the Department for Planning and Infrastructure is responsible for the integrity of the Department for Planning and Infrastructure's web site. I have not been engaged to report on the integrity of this web site. The audit opinion refers only to the performance indicators named below. It does not provide an opinion on any other information which may have been hyperlinked to or from these performance indicators. If users of this opinion are concerned with the inherent risks arising from electronic data communications, they are advised to refer to the hard copy of the audited performance indicators to confirm the information included in the audited performance indicators presented on this web site.

Scope

I have audited the final key effectiveness and efficiency performance indicators of the Department of Transport for the year ended June 30, 2002 under the provisions of the Financial Administration and Audit Act 1985.

The Director General was responsible for developing and maintaining proper records and systems for preparing and presenting performance indicators. Following the abolition of the Department with effect from July 1, 2002, the Treasurer appointed a Reporting Officer under the provisions of section 65A of the Act, who was responsible for preparing and presenting the final key performance indicators. I have conducted an audit of the key performance indicators in order to express an opinion on them to the Parliament as required by the Act. No opinion is expressed on the output measures of quantity, quality, timeliness and cost.

My audit was performed in accordance with section 79 of the Act to form an opinion based on a reasonable level of assurance. The audit procedures included examining, on a test basis, evidence supporting the amounts and other disclosures in the performance indicators, and assessing the relevance and appropriateness of the performance indicators in assisting users to assess the Department's performance. These procedures have been undertaken to form an opinion as to whether, in all material respects, the performance indicators are relevant and appropriate having regard to their purpose and fairly represent the indicated performance.

The audit opinion expressed below has been formed on the above basis.

**Department of Transport
Performance Indicators for the year ended June 30, 2002**

Audit Opinion

In my opinion, the key effectiveness and efficiency performance indicators of the Department of Transport are relevant and appropriate for assisting users to assess the Department's performance and fairly represent the indicated performance for the year ended June 30, 2002.

D D R PEARSON
AUDITOR GENERAL
November 7, 2002



Key performance indicators

The outcome statement for the Department of Transport (Licensing and Road Safety) for 2001-02 was determined by taking account of the previous desired outcomes of the divisions that comprise the agency. Essentially, the transitional year resulted in the new organisation striving to achieve “like” outcomes for the two divisions involved.

| | |
|-----------------|---|
| Outcome: | <i>A road transport environment that is safe for all road users in Western Australia.</i> |
|-----------------|---|

Effectiveness indicator – a safe road transport system:

The extent to which the roads transport system is safe

Outcome Definition

A safe road transport environment is one in which:

Road trauma is minimised for all road users; and

Vehicle roadworthiness is assessed against recognised vehicle safety standards.

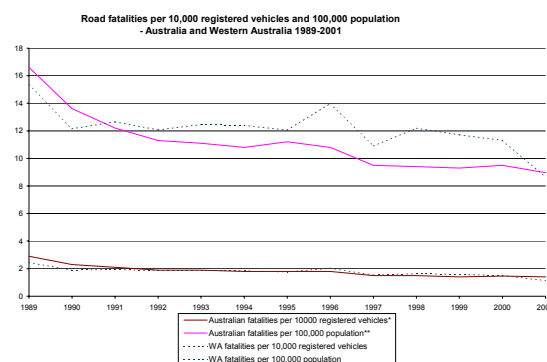
This is a key indicator because Transport is committed to improving safety in all facets of the transport industry. In particular, each year a number of people die on roads in Western Australia and a significant number are seriously injured. Road crashes cost our community more than \$1 billion each year.

Measures

Fatalities on Western Australian roads

In 2001, 165 people were killed in road crashes on Western Australian roads. This saw the Western Australian fatalities per 10,000 vehicles and 100,000 population below that of Australian fatality rates.

Road fatalities per 10,000 registered vehicles and 100,000 population



Source: Main Roads Western Australia, September 2002

This measure demonstrates the extent of change in the fatality rate per 100,000 population and per 10,000 registered vehicles over time for Western Australia as compared to the Australian average.

The graph above indicates a generally decreasing trend in both Western Australia and Australia between 1989 and 2001 in both fatality rates.

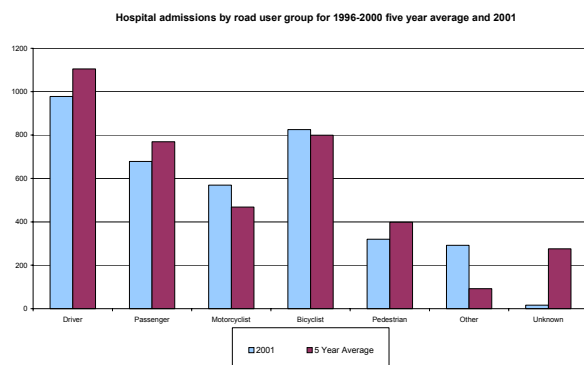
Data for this measure is obtained from Police reported fatalities by road user groups.

A decreasing trend in fatality rates may indicate increased influence by Transport and other road safety stakeholder agencies.



Hospitalisations due to road crashes

Hospital admissions by road user group



Source: Department of Health, Western Australia; Injury Research Centre, UWA; September 2002

Note: Drivers included motor vehicle drivers; Cyclists included bicycle riders and bicycle pillion passengers; Motorcyclists included riders, pillion and side car passengers of motorcycles, moped riders and trail bike riders; Pedestrians included pedestrians, skateboard riders, roller skaters/bladers and wheelchair occupants; Others included riders of animals, occupants of animal drawn vehicles, persons travelling in a train involved in a crash with a motor vehicle and occupants of other vehicles not already mentioned.

There are two sources of data pertaining to the hospitalisation of people involved in road crashes: police reported data and hospital admission data. Both have advantages and disadvantages.

The police reported data underestimates the involvement of motorcyclists and pedal cyclists and overestimates the relative share of motor vehicle occupants who were hospitalised. Hospital admission data potentially underestimates the involvement of motor vehicle re-admissions and transfers, and may be affected by changes in medical technology, hospital policy and hospital reimbursement policy.

Data from police-reported hospitalisations was unavailable at the time of finalising the effectiveness indicators and as such will not be reported this year.

This measure offers an indication of the effects of campaigns on serious injury rates. The five-year trend data is a more effective measure of this as it is not as effected by yearly anomalies. The five-year

trend data indicates a change in hospital admission data over time.

In 2001, 3678 people were admitted to hospital as a result of their involvement in road crashes. This compares to the five-year average of 3907 people admitted to hospital from 1996-2000.

Transport provides a coordination role in road safety by identifying the causes of road crashes and developing road safety programs based on research and best practice. The primary role is one of coordination among the stakeholders. Transport also provides direction in areas of policy and strategy and is responsible for managing a comprehensive road safety community education program on behalf of all road safety stakeholders.

Motor vehicle examinations: Percentage of passes

| | Vehicles inspected | Percentage passed |
|---------|--------------------|-------------------|
| 1996-97 | 145,445 | 70.08% |
| 1997-98 | 129,869 | 69.86% |
| 1998-99 | 119,776 | 71.04% |
| 1999-00 | 120,952 | 70.32% |
| 2000-01 | 120,091 | 71.95% |
| 2001-02 | 124,581 | 71.94% |

Key elements in the provision of a safe transport system are the implementation and application of vehicle safety standards throughout Western Australia, and the development of appropriate standards in cooperation with federal authorities. This indicator demonstrates this achievement through the detection of unroadworthy vehicles resulting in the vehicles being deregistered, or repaired to return them to a roadworthy condition.

The table above specifies the number of vehicles that have passed roadworthiness examinations as a percentage of total examinations. The data is derived from Transport's licensing system that provides the number of vehicle examinations broken down by type of vehicle examination.



This measure shows Transport's commitment to road safety through the number of vehicle examinations conducted annually as well as providing a means of detecting unroadworthy vehicles. The examination of vehicles promotes safe operator behaviour by encouraging vehicle owners to maintain their vehicles to the appropriate road safety standard. Vehicle inspections are initiated through a number of happenings including licence expiry, licensing of previously unregistered vehicles and referrals from the WA Police Service.



Key output: Education and Regulation

This output involves establishing transport safety standards, fostering safe operator behaviour and auditing compliance with safety standards.

Efficiency indicator: *The extent to which operational efficiency for education and regulation service delivery is achieved.*

Transport (Licensing and Road Safety) received \$17.298 million in services free of charge from the Department for Planning and Infrastructure in 2001-02 for Corporate Services. These costs have been included in these indicators.

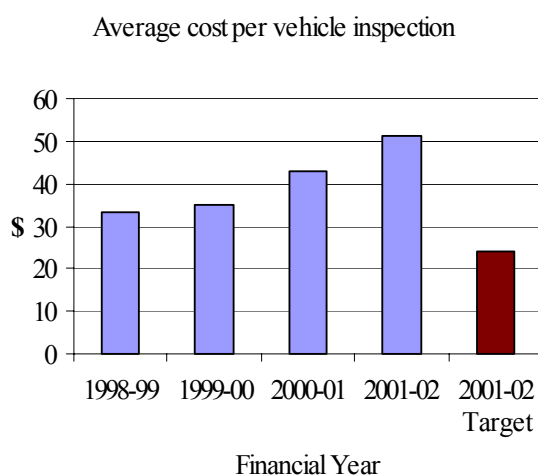
Measures

Average cost per vehicle inspection

The chart below demonstrates the cost of managing and providing vehicle inspection services.

A key element of Transport's services is to implement and apply vehicle safety standards through the detection of unroadworthy vehicles.

Data shown represents the full accrual cost of vehicle inspection services divided by the number of vehicle examinations performed.



Target for 2001-02 excludes notional commission payments to Authorised Inspection Stations. This payment was introduced as a result of the goods and services tax in 2000-01. Actual for 2000-01 and 2001-02 include these payments.

Payments in 2001-02 totalled \$1.657 million, which accounts for the variance between target and actual.

Budget estimates are used to develop the target figure. Variance between target and actual is attributable to insufficient funding levels in the budget estimates to maintain existing levels of service and the inclusion of services free of charge in actual data.

Average cost per vehicle and driver transaction

This measure gives an indication of Transport's efficiency in the maintenance of driver and vehicle registers.

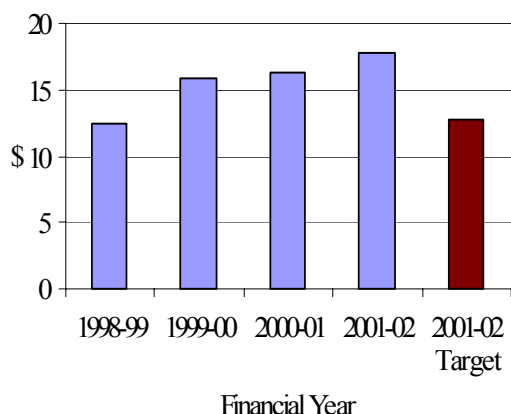
This measure is based on average cost per vehicle and driver transaction on a yearly basis.

Transport delivers a large range of licensing services to promote and encourage safer vehicles and drivers.

Data shown is the cost of licensing services divided by the number of registrations, licences and permits issued, and tests conducted.



Average cost per vehicle and driver transaction



Budget estimates are used to develop the target figure. Variance between target and actual is attributable to insufficient funding levels in the budget estimates to maintain existing levels of service and the inclusion of services free of charge in the actual data.

Average cost of road safety campaigns and programs

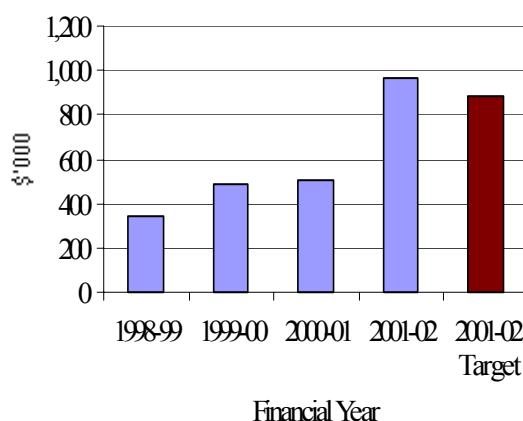
The following chart demonstrates the cost of providing road safety education services.

A significant component of Transport's road safety activities comprises the implementation of community education campaigns and programs to raise awareness of the major causes of road trauma and to encourage community involvement in addressing road safety issues.

The campaign components were further developed throughout the year and provided more appropriate mediums and placements for messages, and more targeted community events and activities to highlight the issues to 'at risk' groups.

Data shown is the full accrual cost of road safety campaigns divided by the number of campaigns.

Average cost of road safety campaigns per campaign



Campaign sizes vary depending on the nature and coverage of the campaign. This is reflected in cost variations.

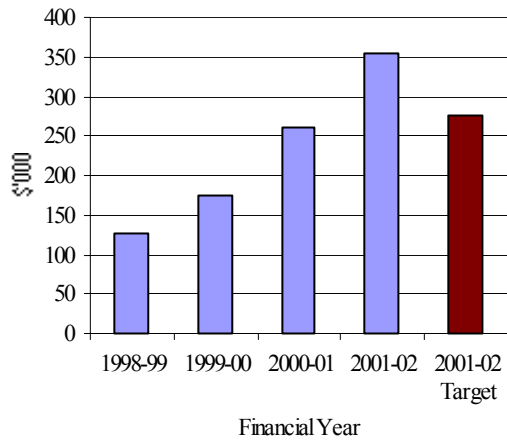
There are four major campaigns conducted annually. These target speed, drink driving, restraints and fatigue. Other minor campaigns are run to target vulnerable road users. The total number of campaigns used to calculate the average cost for 2001-02 is eight.

Road safety programs are projects that support the Western Australian Road Safety Strategy and are primarily managed by Transport in terms of direction and accountability. Many of these projects will involve collaboration with other agencies and, to some extent, delivery by other agencies.

Data shown is the full accrual cost of road safety programs divided by the number of programs.



Average cost of road safety programs
per program



Variance between target and actual for 2001-02 is attributable to the inclusion of services free of charge in actual data.

The Office of Road Safety is also responsible for the distribution of road safety grants.

Road safety grants are allocated from the Road Trauma Trust Fund to other agencies/organisations for the delivery of programs in support of the Western Australian Road Safety Strategy. Transport has a primary role in monitoring outcomes and ensuring accountability, rather than in program delivery, eg grants to commission road safety research, grants to RoadWise for community road safety activities. In 2001-02 these grants totalled \$7.687 million including administrative costs.





Working in Transport

During the year, the Department for Planning and Infrastructure and the Department of Transport shared corporate services resources. They worked closely together during the year leading up to the abolition of Transport, and many of the corporate service functions normally reported on here have been incorporated into the Department for Planning and Infrastructure's Annual Report 2001-02.

For details of staff development initiatives, recruitment and selection, employee assistance, leasing arrangements and internal audit, please refer to the Department for Planning and Infrastructure's Annual Report 2001-02.

Staff numbers

The following table sets out staff numbers for the Department of Transport over the past five years. Please also refer to the Department for Planning and Infrastructure's Annual Report 2001-02 when reading the figures below, because staff were transferred during the year.

Transport had a staffing level of 546 people at 30 June 2002.

| | At June 30 2002 | At 30 June 2001 | At 30 June 2000 | At 30 June 1999 | At 30 June 1998 |
|----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Permanent full time | 361 | 754 | 724 | 706 | 673 |
| Permanent part time | 72 | 78 | 69 | 67 | 61 |
| Contract full time | 86 | 135 | 108 | 128 | 124 |
| Contract part time | 25 | 35 | 37 | 34 | 25 |
| Casual | 2 | 2 | 15 | 54 | 20 |
| Other | 0 | 27 | 31 | 49 | 24 |
| Total people | 546 | 1031 | 984 | 1038 | 927 |
| Total FTEs | 503.35 | 963.3 | 923.3 | 932.4 | 845.8 |
| Total FTEs by output | 503.35 | | | | |

| Average staffing level for the year | 2001-02 | 2000-01 | 1999-2000 | 1998-99 | 1997-98 |
|---|---------------|---------|-----------|---------|---------|
| | 846.13 | 937.3 | 920.8 | 889.2 | 837.8 |
| Average staffing level for road safety and licensing | 465.22 | | | | |



* The figure for the whole year was 846.13, but this included staff that subsequently transferred to the Department for Planning and Infrastructure. As a result, this is not a true representation of average staffing levels for the year. The figure of 465.22 is the average figure for Road Safety and Licensing functions, which were retained within the Department of Transport.

Approximately 59 per cent of Transport's staff worked under a workplace agreement in 2001-02.

Occupational safety and health

Safety and health continued as a high priority with safety and health policy reinforced, and Transport's well-established occupational safety and health performance culture extended.

Safety and health continuous improvement initiatives during the year included ongoing monitoring and auditing, and further development of standards and procedures. New initiatives during the year included:

- The introduction of a sound shield device in the contact centre to prevent acoustic shock
- Safety clothing for Motor Driver's Licence Examiners
- Ergonomic equipment for keyboard operators.

Worker's compensation and rehabilitation

| <i>Unit</i> | 2001-02 | 2000-01 | 1999-00 | 1998-99 | 1997-98 |
|---|----------------|----------------|----------------|----------------|----------------|
| No. of lost time injuries | 6 | 7 | 6 | 8 | 9 |
| Frequency rate (no. of lost-time injuries per million hours worked) | 2.7 | 4.4 | 3.6 | 4.9 | 5.6 |
| Incident rate (no. of lost-time injuries per 100 workers) | 0.4 | 0.6 | 0.6 | 0.8 | 0.9 |
| Premium | \$498,750 | \$465,689 | \$373,411 | \$341,732 | \$332,152 |
| Cost of claims incurred per \$100 of payroll | \$0.39 | \$0.83 | \$1.60 | \$0.57 | \$0.74 |

Two people received vocational rehabilitation and 2 people retired due to ill health.

Note: This year's figures include the Department for Planning and Infrastructure and Transport as they could not be separated. Therefore, these figures cannot be compared with previous year's figures.



Statement of Compliance with Public Sector Standards in Human Resource Management and the Code of Ethics

During 2001-02 Transport maintained systems and checking mechanisms for ensuring compliance with all Public Sector Standards in human resource management. All recruitment activity was monitored and for each of the standards, Transport had a quality assurance process in place. Transport's recruitment and selection policies and procedures were reviewed to ensure compliance with the revised Public Sector Standards in Human Resource Management and the HR Best Practice Manual was made available to all staff via the intranet.

Transport's induction process provided new staff members with information on human resource policies and procedures, the Public Sector Code of Ethics and the Transport Code of Conduct. Staff newsletters, emails, the intranet, question and answer sheets, directors' briefings, staff forums, suggestion boxes, staff hotlines and CEO 'walk arounds' also kept staff informed of current issues.

During the reporting period 1 July 2001 to 30 June 2002, there was one request for a review of the Recruitment and Selection process. No breach was found in relation to the Recruitment, Selection and Appointment Standard.

Robyn Barrow
Reporting Officer

31 August, 2002



Transport's legislative responsibilities

Transport was created under the Public Service Act to assist the Minister for Transport (now the Minister for Planning and Infrastructure) in administering the Transport Coordination Act*. It also administered the following statutes:

- *Motor Vehicles Drivers Instructors Act*
- *Rail Safety Act**
- *Road Traffic Act**
- *Perth Parking Management Act**
- *Taxi Act**

Acts placing specific obligations on the Director General of Transport:

- *Fines Penalties & Infringement Notices Enforcement Act*
- *Government Railways Act*
- *Motor Vehicle (Third Party Insurance) Act*

Acts affecting Transport's administration:

- *Public Sector Management Act*
- *State Supply Commission Act*
- *Financial Administration and Audit Act*

Transport also assisted in the issue of licences under the following:

- *Interstate Road Transport Act* (Commonwealth)
- *Control of Vehicles (Off-Road Areas) Act*
- *Firearms Act* (renewal of licences)

** During the reporting period, responsibility for these Acts was shared with the Department for Planning and Infrastructure.*

Enforcement

Transport was responsible for prosecuting offences in the areas of road freight transport, used car dealers, licensing, taxis and marine safety. The Director General of Transport was also represented in respect to applications for extraordinary motor driver's licences and appeals under the various licensing provisions of the *Road Traffic Act* and the *Motor Vehicle Dealers Act*.



Transport's internal management

Pricing policy

From 1 July 2002 Transport introduced vehicle re-inspection fees.

Contracts awarded

This financial year Transport has awarded 43 contracts, with an approximate value of \$4 million. This figure excludes school bus services.

Information technology and telecommunications

Work on completing the installation of physical infrastructure to support the September 2002 implementation of TRELIS was finalised (TRELIS will be the Department's largest business application, built to allow the transfer of licensing systems from the Police Service mainframe). This included the re-equipping of Licensing Centres throughout the State and the establishment of a fail-over facility to ensure business continuity in the event of major damage to one of the Department's computing facilities.

Recycling

Transport remained committed to the Government's recycling program and 10.6 tonnes of waste paper was collected from Transport and Department for Planning and Infrastructure offices during 2001-02.

Recycling of paper, cardboard, printer toner cartridges and other material was carried out through government recycling contractors, building cleaning contractors and staff initiatives.



Report required under the Electoral Act: Expenditure incurred by Transport in 2001-02

| Category | Expenditure 2000-01 (Transport) | Expenditure 2001-02 (Transport) | Total of Transport and DPI* expenditure 2001-02 | Persons, Agencies and Organisations used by Transport |
|---------------------------------|---------------------------------------|---------------------------------------|--|---|
| Advertising agencies | \$3,169,516 | \$2,174,951 | \$2,609,444 | Core Marketing, John Davis Advertising, Marketforce Productions, The Brand Agency, 303, Total Advertising, Vinten Browning. |
| Market research organisations | \$1,396,108 | \$475,654 | \$1,648,510 | Hides Consulting Group, Donovan Research, Colmar Brunton, Market Equity, Socialdata Australia, Right Marketing. |
| Polling organisations | \$0 | \$0 | \$0 | |
| Direct mail organisations | \$0 | \$901,391 | \$984,017 | Zipform P/L, Northside Distribution |
| Media advertising organisations | \$5,666,568 | \$4,557,019 | \$4,784,122 | Baird Publications, Media Decisions, Department of the Premier and Cabinet, Information Radio. |
| | | | | |
| TOTAL | \$10,132,192 (GST incl) | \$8,109,015 | \$10,026,093 | |
| Percentage decrease | | N/A | 1% | |

DPI = Department for Planning and Infrastructure

Note: Expenses under “advertising agencies” and “media advertising organisations” include the printing of information leaflets and brochures, production of internet information, and public display material, information signage and posters, and instructional manuals. It also includes job vacancy advertising, the calling of tenders and the preparation and communication of public information.



Descriptive notes relating to the provision of electoral act information (in compliance with Section 175ZE of the Electoral Act 1907:

- Increase in spending on market research organisations can be attributed to the research that took place regarding staff and customers, as a result of major organisational changes.
- The Department for Planning and Infrastructure's accounts were operational from 1 December 2001. Before this time, Transport bore all expenditure relating to the Department for Planning and Infrastructure's and Transport's outputs.
- The Ministry for Planning reported expenditure of \$98,466 in its 2000-01 Annual Report. Overall, there has been no real increase in advertising expenditure in the last financial year for the Department for Planning and Infrastructure.



Financial Statements

**Year ended
30 June 2002**



Certification of financial statements

The accompanying financial statements of the Department of Transport have been prepared in compliance with the provisions of the Financial Administration and Audit Act 1985 from proper accounts and records to present fairly the financial transactions for the financial year ending 30 June 2002 and the financial position as at 30 June 2002.

At the date of signing we are not aware of any circumstances which would render any particulars included in the financial statements misleading or inaccurate.

Bill Ielati
Acting Chief Financial Officer
(Principal Accounting Officer)

31 October 2002

R A Barrow
Reporting Officer

31 October 2002



Opinion of the Auditor General

To the Parliament of Western Australia

DEPARTMENT OF TRANSPORT FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2002

Matters Relating to the Electronic Presentation of the Audited Financial Statements

This audit opinion relates to the financial statements of the Department of Transport for the year ended June 30, 2002 included on the Department for Planning and Infrastructure's web site. The Director General of the Department for Planning and Infrastructure is responsible for the integrity of the Department for Planning and Infrastructure's web site. I have not been engaged to report on the integrity of this web site. The audit opinion refers only to the statements named below. It does not provide an opinion on any other information which may have been hyperlinked to or from these statements. If users of this opinion are concerned with the inherent risks arising from electronic data communications, they are advised to refer to the hard copy of the audited financial statements to confirm the information included in the audited financial statements presented on this web site.

Scope

I have audited the final accounts and financial statements of the Department of Transport for the year ended June 30, 2002 under the provisions of the Financial Administration and Audit Act 1985.

The Director General was responsible for keeping proper accounts and maintaining adequate systems of internal control, preparing and presenting the financial statements, and complying with the Act and other relevant written law. The primary responsibility for the detection, investigation and prevention of irregularities rested with the Director General. Following the abolition of the Department with effect from July 1, 2002, the Treasurer appointed a Reporting Officer under the provisions of section 65A of the Act, who was responsible for preparing and presenting the final financial statements.

My audit was performed in accordance with section 79 of the Act to form an opinion based on a reasonable level of assurance. The audit procedures included examining, on a test basis, the controls exercised by the Department to ensure financial regularity in accordance with legislative provisions, evidence to provide reasonable assurance that the amounts and other disclosures in the financial statements are free of material misstatement and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial statements are presented fairly in accordance with Accounting Standards and other mandatory professional reporting requirements in Australia and the Treasurer's Instructions so as to present a view which is consistent with my understanding of the Department's financial position, its financial performance and its cash flows.

The audit opinion expressed below has been formed on the above basis.



Department of Transport
Financial statements for the year ended June 30, 2002

Qualification

Monthly combined reconciliations of the Department's two bank accounts to its accounting records included unexplained reconciling items that varied in amount from month to month. As a consequence this reconciliation process was not an effective check to identify and correct any errors or discrepancies between bank and departmental records.

As the Department is yet to finalise the combined reconciliation of these bank accounts and there remains a balance of \$5 038 000 in outstanding reconciling items, I am unable to form an opinion as to whether Cash Assets of \$17 974 000 recognised in the Statement of Financial Position and Cash of \$133 000 disclosed in the Schedule of Administered Items in Note 41 are fairly presented.

Qualified Audit Opinion

In my opinion, except for the effects of the matters referred to in the qualification,

- (i) the controls exercised by the Department of Transport provide reasonable assurance that the receipt and expenditure of moneys and the acquisition and disposal of property and the incurring of liabilities have been in accordance with legislative provisions; and
- (ii) the Statement of Financial Performance, Statement of Financial Position, Statement of Cash Flows, Output Schedule of Expenses and Revenues and Summary of Consolidated Fund Appropriations and Revenue Estimates and the Notes to the financial statements are based on proper accounts and present fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements in Australia and the Treasurer's Instructions, the financial position of the Department at June 30, 2002 and its financial performance and its cash flows for the year then ended.

D D R PEARSON
AUDITOR GENERAL
November 7, 2002



DEPARTMENT OF TRANSPORT
STATEMENT OF FINANCIAL PERFORMANCE
FOR THE YEAR ENDED 30 JUNE 2002

| | Note | 2002 \$ 000 |
|--|------|------------------|
| COST OF SERVICES | | |
| Expenses from ordinary activities | | |
| Employee expenses | 4 | 24,505 |
| Supplies and services | 5 | 46,065 |
| Depreciation expense | 6 | 963 |
| Borrowing costs expense | 7 | 1 |
| Administration expenses | 8 | 3,839 |
| Accommodation expenses | 9 | 387 |
| Grants and subsidies | 10 | 239,610 |
| Capital user charge | 11 | 1,641 |
| Net loss on disposal of non-current assets | 12 | 7 |
| Other expenses from ordinary activities | | 166 |
| Total cost of services | | 317,184 |
| Revenues from ordinary activities | | |
| Revenue from operating activities | | |
| User charges and fees | 13 | 102,462 |
| Grants and subsidies | 14 | 2,800 |
| Other operating revenues | 15 | 10,334 |
| Revenue from non-operating activities | | |
| Other revenues from ordinary activities | | 736 |
| Total revenues from ordinary activities | | 116,332 |
| NET COST OF SERVICES | | 200,852 |
| REVENUES FROM GOVERNMENT | 16 | |
| Output appropriation | | 15,533 |
| Transport and operator funding | | 170,570 |
| Resources received free of charge | | 18,468 |
| Total revenues from Government | | 204,571 |
| Change in net assets before restructuring | | 3,719 |
| Net (expenses) from restructuring | 17 | (161,739) |
| CHANGE IN NET ASSETS AFTER RESTRUCTURING | | (158,020) |

The Statement of Financial Performance should be read in conjunction with the accompanying notes.



DEPARTMENT OF TRANSPORT
STATEMENT OF FINANCIAL POSITION
FOR THE YEAR ENDED 30 JUNE 2002

| | Note | 2002 \$ 000 |
|--|------|----------------|
| Current assets | | |
| Cash assets | 18 | 17,974 |
| Inventories | 19 | 414 |
| Receivables | 20 | 3,477 |
| Other Assets | 21 | 609 |
| Total Current Assets | | <u>22,474</u> |
| Non-Current Assets | | |
| Amounts receivable for outputs | 22 | 1,117 |
| Property, plant, equipment, vehicles and vessels | 23 | 8,394 |
| Infrastructure | 24 | - |
| Construction in progress | 25 | 16,876 |
| Total non-current assets | | <u>26,387</u> |
| TOTAL ASSETS | | <u>48,861</u> |
| Current liabilities | | |
| Payables | 26 | 12,141 |
| Interest bearing liabilities | 27 | 208 |
| Provisions | 28 | 5,732 |
| Other liabilities | 29 | 461 |
| Total current liabilities | | <u>18,542</u> |
| Non-current liabilities | | |
| Interest bearing liabilities | 27 | 4,992 |
| Provisions | 28 | 20,908 |
| Total non-current liabilities | | <u>25,900</u> |
| Total liabilities | | <u>44,442</u> |
| Equity | 30 | |
| Contributed equity | | 6,361 |
| Reserves | | 1,422 |
| Accumulated deficiency | | <u>(3,364)</u> |
| Total equity | | <u>4,419</u> |
| TOTAL LIABILITIES AND EQUITY | | <u>48,861</u> |

The Statement of Financial Position should be read in conjunction with the accompanying notes.



DEPARTMENT OF TRANSPORT
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 30 JUNE 2002

| | Note | 2002 \$ 000 |
|---|------|----------------|
| CASH FLOWS FROM GOVERNMENT | | |
| Output appropriations | | 14,416 |
| Capital contributions | | 6,361 |
| Transport and operator funding | | 170,570 |
| Net cash provided by Government | | 191,347 |
| Utilised as follows: | | |
| CASH FLOWS FROM OPERATING ACTIVITIES | | |
| Payments | | |
| Employee costs | | (24,319) |
| Superannuation | | (1,606) |
| Supplies and services | | (26,092) |
| Borrowing costs | | (1) |
| Grants and subsidies | | (239,565) |
| Capital User Charge | | (1,641) |
| GST payments on purchases | | (16,259) |
| Other payments | | (4,787) |
| Receipts | | |
| User charges and fees | | 102,442 |
| Grants and subsidies | | 2,699 |
| Interest received | | 654 |
| GST receipts on sales | | 3,395 |
| GST receipts from taxation authority | | 11,078 |
| Other receipts | | 10,627 |
| Net cash used in operating activities | 31 | (183,375) |
| CASH FLOWS FROM INVESTING ACTIVITIES | | |
| Proceeds from sale of non-current physical assets | | 4 |
| Purchase of non-current physical assets | | (9,993) |
| Net cash used in investing activities | | (9,989) |
| CASH FLOWS FROM FINANCING ACTIVITIES | | |
| Proceeds from borrowings | | 5,200 |
| Repayment of borrowings | | (655) |
| Net cash provided by financing activities | | 4,545 |
| Net increase in cash held | | 2,528 |
| Cash assets at the beginning of the financial year | | 42,846 |
| Cash assets transferred to other departments | | (27,400) |
| CASH ASSETS AT THE END OF THE FINANCIAL YEAR | 31 | 17,974 |

The Statement of Cash Flows should be read in conjunction with the accompanying notes.



Department of Transport

Summary of Consolidated Fund Appropriations and Revenue Estimates

For the Year Ended 30 June 2002

| APPROPRIATIONS AND FORWARD ESTIMATES | | 2002 | | |
|--|--|----------------------|--------------------|-----------------------|
| | | Estimate (\$'000) | Actual (\$'000) | Variation (\$'000) |
| Purchase of Outputs | | | | |
| Item 83 | Net amount appropriated to purchase outputs | 14,395 | 15,161 | 766 |
| | Amount Provided to fund outputs for the year | 14,395 | 15,161 | 766 |
| Amount Authorised by Other Statutes | | | | |
| | Salaries and Allowances Act 1975 | - | 372 | 372 |
| | Total Appropriations provided to purchase outputs | 14,395 | 15,533 | 1,138 |
| Details of Expenditure by Outputs | | | | |
| | Education and Regulation | 58,322 | 85,617 | 27,295 |
| | Passenger and Freight Services | - | 231,567 | 231,567 |
| | Total Cost of Outputs | 58,322 | 317,184 | 258,862 |
| | Less retained revenue | 42,595 | 116,332 | 73,737 |
| | Net cost of Outputs | 15,727 | 200,852 | 185,125 |
| | Transport and operator funding | - | 170,570 | 170,570 |
| | Adjustment for movement in cash balances and other accrual items | (1,332) | (14,749) | 13,417 |
| | Total Appropriations provided to purchase outputs | 14,395 | 15,533 | 369,112 |
| CAPITAL | | | | |
| Item 167 | Capital Contribution amount provided for capital services | 6,361 | 6,361 | - |
| Capital Expenditure | | | | |
| | Capital appropriations | 6,361 | 6,361 | - |
| | Total capital expenditure | 6,361 | 6,361 | - |
| GRAND TOTAL OF APPROPRIATIONS | | 20,756 | 21,894 | 369,112 |
| DETAILS OF REVENUE ESTIMATES | | | | |
| | Motor Vehicle Licence Fees | 249,556 | 254,672 | 5,116 |
| | Motor Vehicle Recording Fees | 36,558 | 38,296 | 1,738 |
| | Motor Drivers Licences | 29,289 | 24,787 | (4,502) |
| | Third Party Insurance premiums | 320,000 | 334,919 | 14,919 |
| | Firearm Licence Fees | 2,000 | 2,807 | 807 |
| | Speed and Red Light Fines | 20,000 | 46,779 | 26,779 |
| | Final Demand Fees | 2,496 | 1,177 | (1,319) |
| | Revenues disclosed as Administered Revenues | 659,899 | 703,437 | 43,538 |

Explanations of variations between the current year estimates and actual results are set out in Note 39.



DEPARTMENT OF TRANSPORT
OUTPUT SCHEDULE OF EXPENSES AND REVENUES
FOR THE YEAR ENDED 30 JUNE 2002

| | Education & Regulation | Passenger & Freight | TOTAL |
|---|---------------------------|------------------------|------------------|
| | 2002 \$000 | 2002 \$000 | 2002 \$000 |
| COST OF SERVICES | | | |
| Expenses from ordinary activities | | | |
| Employee expenses | 24,505 | - | 24,505 |
| Supplies and services | 46,065 | - | 46,065 |
| Depreciation expense | 963 | - | 963 |
| Borrowing costs expense | 1 | - | 1 |
| Administration expenses | 3,839 | - | 3,839 |
| Accommodation expenses | 387 | - | 387 |
| Grants & subsidies | 8,043 | 231,567 | 239,610 |
| Capital user charge | 1,641 | - | 1,641 |
| Net loss on disposal of non-current assets | 7 | - | 7 |
| Other expenses from ordinary activities | 166 | - | 166 |
| Total cost of services | 85,617 | 231,567 | 317,184 |
| Revenues from ordinary activities | | | |
| Revenue from operating activities | | | |
| User charges and fees | 36,305 | 66,157 | 102,462 |
| Grants and subsidies | 2,800 | - | 2,800 |
| Other operating revenues | 6,949 | 3,385 | 10,334 |
| Revenue from non-operating activities | | | |
| Other revenues from ordinary activities | 736 | - | 736 |
| Total revenues from ordinary activities | 46,790 | 69,542 | 116,332 |
| NET COST OF SERVICES | 38,827 | 162,025 | 200,852 |
| REVENUES FROM GOVERNMENT | | | |
| Output Appropriation | 15,533 | - | 15,533 |
| Transport and operator funding | 8,571 | 161,999 | 170,570 |
| Resources received free of charge | 18,468 | - | 18,468 |
| Total revenues from Government | 42,572 | 161,999 | 204,571 |
| Change in net assets before restructuring | 3,745 | (26) | 3,719 |
| Net revenues from restructuring | (153,644) | (8,095) | (161,739) |
| CHANGE IN NET ASSETS AFTER RESTRUCTURING | (149,898) | (8,122) | (158,020) |



Department of Transport

Notes to the financial statements

Year ended 30 June 2002

1 *Department of Transport's mission and funding*

Transport's mission is to reduce road crashes as a major cause of death and injury in Western Australia.

The Department of Transport is predominantly funded by Parliamentary appropriations but is also able to retain some monies collected through its operations. The financial statements encompass all funds through which the Department controls resources to carry on its functions.

In the process of reporting on the Department of Transport as a single entity, all intra-entity transactions and balances have been eliminated.



2 Significant accounting policies

The following accounting policies have been adopted in the preparation of the financial statements. Unless otherwise stated these policies are consistent with those adopted in the previous year.

General statement

The financial statements constitute a general purpose financial report which has been prepared in accordance with Australian Accounting Standards, Statements of Accounting Concepts and other authoritative pronouncements of the Australian Accounting Standards Board, and Urgent Issues Group (UIG) Consensus Views as applied by the Treasurer's Instructions. Several of these are modified by the Treasurer's Instructions to vary the application, disclosure, format and wording. The Financial Administration and Audit Act and the Treasurer's Instructions are legislative provisions governing the preparation of financial statements and take precedence over Australian Accounting Standards, Statements of Accounting Concepts and other authoritative pronouncements of the Australian Accounting Standards Board, and UIG Consensus Views. The modifications are intended to fulfill the requirements of general application to the public sector, together with the need for greater disclosure and also to satisfy accountability requirements.

If any such modification has a material or significant financial effect upon the reported results, details of that modification and where practicable, the resulting financial effect, are disclosed in individual notes to these financial statements.

Basis of accounting

The financial statements have been prepared in accordance with Australian Accounting Standard AAS 29 *Financial Reporting by Government Departments*.

The financial statements have been prepared on the accrual basis of accounting using the historical cost convention, with the exception of land which, as noted, has been measured at fair value.

Administered assets, liabilities, expenses and revenues are not integral to the Department of Transport in carrying out its functions and are disclosed in the notes to the financial statements, forming part of the general purpose financial report of the Department. The administered items are disclosed on the same basis as is described above for the financial statements of the Department. The administered assets, liabilities, expenses and revenues are those which the Government requires the Department to administer on its behalf. The assets do not render any service potential or future economic benefits to the Department, the liabilities do not require the future sacrifice of service potential or future economic benefits of the Department, and the expenses and revenues are not attributable to the Department.



2 Significant accounting policies (continued)

As the administered assets, liabilities, expenses and revenues are not recognised in the principal financial statements of the Department, the disclosure requirements of Australian Accounting Standard AAS 33 Presentation and Disclosure of Financial Instruments are not applied to administered transactions.

(a) Output appropriations

Output appropriations are recognised as revenues in the period in which the Department gains control of the appropriated funds. The Department of Transport gains control of appropriated funds at the time those funds are deposited into the Department's bank account or credited to the holding account held at the Department of Treasury and Finance.

(b) Contributed equity

Under UIG 38 "Contributions by Owners Made to Wholly-Owned Public Sector Entities" transfers in the nature of equity contributions must be designated by the Government (owners) as contributions by owners (at the time of, or prior to transfer) before such transfers can be recognised as equity contributions in the financial statements. Capital contributions (appropriations) have been designated as contributions by owners and have been credited directly to Contributed Equity in the Statement of Financial Position. All other transfers have been recognised in the Statement of Financial Performance. Prior to the current reporting period, capital appropriations were recognised as revenue in the Statement of Financial Performance. Capital appropriations which are repayable to the Treasurer are recognised as liabilities.

(c) Net appropriation determination

Pursuant to section 23A of the Financial Administration and Audit Act, the Treasurer may make a determination providing for prescribed revenue to be retained by a department. Receipts in respect of all revenues recognised in the Statement of Financial Performance are the subject of a net appropriation determination by the Treasurer.

The net appropriation determination allows all prescribed revenues to be retained except for:

- revenues derived from the sale of real property; and
- one-off revenues with a value of \$10,000 or more derived from the sale of property other than real property.

Prescribed revenues include moneys received other than from taxes, royalties and Commonwealth general purpose grants. The net appropriation determination by the Treasurer provides for retention of the following moneys received by the Department:

- special series number plates fees, temporary permit fees, motor drivers permit fees, motor vehicle inspection and permit fees, proof of age card fees and recoups for services provided.

Retained revenues may only be applied to the outputs specified in the 2001-2002 Budget Statements.



2 Significant accounting policies (continued)

(d) Revenue recognition

Revenues are received in the form of various registration, inspection and licence fees. These revenues are received for services provided including undertaking inspections and/or issuing licences associated with the fees and dues. As no part of these charges is refundable, revenues are recognised at the time they are received.

The revenue received from other operating activities including commissions, rendering of services and the sale of assets are recognised when the Department has passed control of the goods or assets or delivery of the service to the customer. Recoups of operating activities are recognised when received.

(e) Grants and other contributions

Grants, donations, gifts and other non-reciprocal contributions are recognised as revenue when the Department obtains control over the assets comprising the contributions. Control is normally gained upon their receipt.

Contributions are recognised at their fair value. Contributions of services are only recognised when a fair value can be reliably determined and the services would be purchased if they had not been donated.

(f) Resources received free of charge or for nominal value

Resources received free of charge or for a nominal value which can be reliably measured are recognised as revenues and as assets or expenses as appropriate at fair value.

(g) Inventories

Inventories are valued at the lower of cost or net realisable value. Costs are assigned on a first in first out basis. Provision is made for obsolete stocks where considered necessary.

(i) Receivables

Receivables are recognised at the amount receivable, as they are due for settlement no more than 30 days from the date of recognition. Collectability of receivables is reviewed on an ongoing basis. A provision for doubtful debts is raised where some doubt as to collection exists and in any event where the debt is more than 60 days overdue.



2 Significant accounting policies (continued)

j) Acquisition of assets

The cost method of accounting is used for all acquisitions of assets. Cost is measured as the fair value of the assets given up or liabilities undertaken at the date of acquisition plus incidental costs directly attributable to the acquisition.

Assets acquired at no cost or for nominal consideration are initially recognised at their fair value at the date of acquisition.

Non-current physical assets are stated at cost (valued at acquisition cost plus other costs incidental to the acquisition) except land, which is valued at fair value.

Depreciation

All non-current assets having a limited useful life are systematically depreciated over their useful lives in a manner that reflects the consumption of their future economic benefits.

Depreciation is calculated on the straight line basis using rates that are reviewed annually.

Useful lives for each class of depreciable asset are:

| | |
|--------------------------------|---------------|
| Buildings | 40 years |
| Computer hardware and software | 4 years |
| Furniture and fittings | 11 years |
| Plant and equipment | 5 to 20 years |
| Refurbishments | 3 to 20 years |
| Vehicles | 6 years |

Revaluation of land

The Department has a policy of valuing land at fair value. The valuation of the Department's land undertaken by the Valuer General's Office for the Government Property Register is recognised in the financial statements.

(k) Payables

Payables, including accruals not yet billed are recognised when the Department becomes obliged to make future payments as a result of the receipt of assets or services. Payables are generally settled within 30 days.

(l) Accrued salaries

Accrued salaries represent the amount due to staff, but unpaid, at the end of the financial year, as the last pay period for that financial year does not coincide with the end of the financial year. Accrued salaries are settled within a few days of the financial year end. The Department considers the carrying amount of accrued salaries to be equivalent to the net fair value.



2 Significant accounting policies (continued)

(m) Employee entitlements

Annual leave

This entitlement is recognised at current remuneration rates and is measured at the amount unpaid at the reporting date in respect to employees' service up to that date.

Long service leave

Leave entitlements are calculated at current remuneration rates. A liability for long service leave is recognised after an employee has completed four years of service. An actuarial assessment of long service leave undertaken by Pricewaterhouse Coopers Actuaries in 2000 determined that the liability measured using the short hand method was not materially different from the liability measured using the present value of expected future payments.

This method of measurement of the liability is consistent with the requirements of Australian Accounting Standard AAS 30 "Accounting for Employee Entitlements".

Superannuation

Staff may contribute to the Pension Scheme, a defined benefits pension scheme now closed to new members, or to the Gold State Superannuation Scheme, a defined benefit lump sum scheme now also closed to new members. All staff who do not contribute to either of these schemes become non-contributory members of the West State Superannuation Scheme, an accumulation fund complying with the Commonwealth Government's Superannuation Guarantee (Administration) Act 1992. All of these schemes are administered by the Government Employees Superannuation Board (GESB).

The liability for superannuation charges incurred under the Pension Scheme, together with the pre-transfer service liability for employees who transferred to the Gold State Superannuation Scheme, are provided for at reporting date.

The liabilities for superannuation charges under the Gold State Superannuation Scheme and West State Superannuation Scheme are extinguished by fortnightly payments of employer contributions to the Government Employees Superannuation Board.

The superannuation expense comprises the following elements:

- (i) change in the unfunded employer's liability in respect of current employees who are members of the Superannuation and Family Benefits Act Scheme and current employees who accrued a benefit on transfer from that scheme to the Gold State Superannuation Scheme;
- (ii) employer contributions in respect of the Gold State Superannuation Scheme and West State Superannuation Scheme; and
- (iii) pension payments to retired members of the Superannuation and Family Benefits Act Scheme.



2 Significant accounting policies (continued)

(n) Interest bearing liabilities

Loans are recorded at an amount equal to the net proceeds received. Borrowing costs are recognised on an accrual basis.

(o) Leases

The Department has entered into a number of operating lease arrangements for accommodation, plant, office equipment and motor vehicles where the lessors effectively retain all of the risks and benefits incidental to ownership of the items held under the operating leases. Equal instalments of the lease payments are charged to the Statement of Financial Performance over the lease term as this is representative of the pattern of benefits to be derived from the leased property.

(p) Comparative figures

As a result of the implementation of recommendations arising from the Machinery of Government review, the Department of Transport was split with effect from 1 July 2001, and the majority of its operations were transferred to a newly created Department called the Department for Planning and Infrastructure. Operations relating to the licensing of motor vehicles and motor vehicle drivers, and to matters of road safety were retained in the Department of Transport.

Comparison of revenues, expenses, assets and liabilities for the 2001-2002 financial year with those reported in the previous financial year will not be meaningful given the size of operations no longer reported by the Department.

(q) Rounding

Amounts in the financial statements have been rounded to the nearest thousand dollars, or in certain cases, to the nearest dollar.



3 Department of Transport Outputs

Information about the Department's outputs and the expenses and revenues which are reliably attributable to those outputs, is set out in the Output Schedule of Expenses and Revenues.

Information about expenses, revenues, assets and liabilities administered by the Department are set out in the schedule of Administered Expenses and Revenues and the schedule of Administered Assets and Liabilities.

As a consequence of changes implemented following the Machinery of Government review, the Department has the following output for the 2001-2002 financial year. This compares with four outputs the previous year. The three additional outputs from last year were Policies and Plans, Passenger and Freight Services, and Infrastructure Development and Management. These outputs were transferred to the Department for Planning and Infrastructure with effect from July 1, 2001.

Education and Regulation – establishing transport safety standards, fostering safe operator behaviour and auditing compliance with safety standards.

The Department of Transport administers the Transport Co-ordination Act, which requires Transport operators such as bus contractors and WAGR to be funded through the Metropolitan Passenger Transport Trust. As a consequence, funding provided to the Department for Planning and Infrastructure is passed on to Transport for payment to operators, and is included in these accounts.



| | 2002 |
|---|---------------|
| | \$000 |
| 4. Employee expenses | |
| Wages and salaries | 18,870 |
| Superannuation | 2,528 |
| Long service leave | 1,483 |
| Annual leave | 1,144 |
| Other related expenses (I) | 480 |
| | <u>24,505</u> |
| <p>(I) These employee expenses include superannuation WorkCover premiums and other employment on-costs associated with the recognition of annual and long service leave liability. The related on-costs liability is included in employee entitlement liabilities at Note 28.</p> | |
| 5. Supplies and services | |
| Corporate services | 18,468 |
| Consumables | 11,615 |
| Commissions | 8,838 |
| Advertising | 6,356 |
| Other | 788 |
| | <u>46,065</u> |
| 6. Depreciation expense | |
| Plant, equipment, vehicles and vessels | 800 |
| Buildings and refurbishments | 163 |
| | <u>963</u> |
| | 2002 |
| | \$000 |
| 7. Borrowing costs expense | |
| Interest expense | <u>1</u> |
| 8. Administration expenses | |
| Communications | 3,659 |
| Consumables | 139 |
| Maintenance | 41 |
| | <u>3,839</u> |
| 9. Accommodation expenses | |
| Lease rentals | 264 |
| Cleaning | 123 |
| | <u>387</u> |



10. Grants and

| | |
|----------------------------|---------------|
| School bus | 22 |
| Ferry | 472 |
| WAGR | 108,75 |
| Metropolitan passenger bus | 122,35 |
| Immobiliser/vehicle | 1,22 |
| Road Trauma Trust | 5,21 |
| Othe | 1,57 |
| | <u>239,61</u> |

11. Capital user charge

| | |
|-----------------------------|--------------|
| Capital user charge expense | <u>1,641</u> |
|-----------------------------|--------------|

A capital user charge rate of 8% has been set by the Government for 2001-02 and represents the opportunity cost of capital invested in the net assets of the Department used in the provision of outputs. The charge is calculated on the net assets adjusted to take account of exempt assets. Payments are made to the Department of Treasury and Finance on a quarterly basis.

2002
\$000

12. Net profit/(loss) on disposal of non-current assets

| | |
|--|------------|
| Plant, equipment, vehicles and vessels | |
| Net profit/(loss) | <u>(7)</u> |
| Gross proceeds on disposal of non-current assets | <u>10</u> |

13. User charges and fees

| | |
|-------------------------------|----------------|
| Motor vehicle fees | 17,441 |
| Motor drivers' fees | 4,319 |
| Public transport fees | 66,158 |
| Speed and red light fines (I) | 14,481 |
| Other | 63 |
| | <u>102,462</u> |

(I) Section 12A of the Road Traffic Act 1974 requires that one-third of revenue collected from speed and red light infringements be paid to the Road Trauma Trust Fund maintained by the Department. The remaining two-thirds is paid to the Consolidated Fund.

14. Grants and subsidies

| | |
|---------------|--------------|
| Contributions | 2,800 |
| | <u>2,800</u> |



15. Other operating revenues

| | |
|-------------------------------|---------------|
| Rents and leases | 1,979 |
| Recoups of operating expenses | 253 |
| Other | 8,102 |
| | <u>10,334</u> |

16. Revenues from Government

| | |
|---|---------------|
| Appropriation revenue received during the year: | |
| Output appropriations (I) | 15,533 |
| | <u>15,533</u> |

| | |
|--|----------------|
| Transport and operator funding | |
| Receipts from the Department for Planning and Infrastructure | 170,570 |
| | <u>170,570</u> |

2002

\$000

16. Revenues from Government (continued)

Resources received free of charge (III)
Determined on the basis of the following estimates provided by agencies:

| | |
|---|---------------|
| Office of the Auditor General | 149 |
| Legal services | |
| Crown Solicitor's Office | 186 |
| Property management services | |
| Department for Housing and Works | 16 |
| Revenue collection | |
| Department of Mineral and Petroleum Resources | 42 |
| Department of Justice | 576 |
| Western Australia Police Service | 204 |
| Corporate Services | |
| Department for Planning and Infrastructure | 17,295 |
| | <u>18,468</u> |

(I) Output appropriations are accrual amounts as from 1 July 2001, reflecting the full price paid for outputs purchased by the Government. The appropriation revenue comprises a cash component and a receivable (asset). The receivable (holding account) comprises the depreciation expense for the year and any agreed increase in leave liability during the year.

(II) Capital appropriations were revenue in the year ended 30 June 2001. From 1 July 2001, capital appropriations, termed capital contributions, have been designated as contributions by owners and are credited straight to equity in the Statement of Financial Position.

(III) Where assets or services have been received free of charge or for nominal consideration, the Department recognises revenues equivalent to the fair value of the assets and/or the fair value of those services that can be reliably determined and which would have been purchased if not donated, and those fair values shall be recognised as assets or expenses, as applicable.



17. Net expenses from restructuring

| | |
|--|---------|
| Net assets transferred to the Department for Planning and Infrastructure | 161,739 |
|--|---------|

18. Cash assets

| | |
|--|--------------|
| Transport Co-ordination Fund | 1,943 |
| Off Road Vehicles Trust Fund | 137 |
| Road Trauma Trust Fund | 7,464 |
| Transport Trust Fund | 447 |
| Transport Employer Liability Superannuation Fund | 4,308 |
| Transport General Reserve Account | 3,505 |
| Cash | 170 |
| | 17,974 |
| | 2002 |
| | \$000 |

19. Inventories (at cost)

| | |
|----------------------|-----|
| Motor vehicle plates | 414 |
| | 414 |

20. Receivables

| | |
|----------------|-------|
| Trade debtors | 1,596 |
| GST receivable | 1,881 |
| | 3,477 |

21. Other assets

| | |
|---------------------|-----|
| Current | |
| Prepayments | 579 |
| Interest receivable | 30 |
| | 609 |

22. Amounts receivable for outputs

| | |
|-------------|-------|
| Non-current | 1,117 |
|-------------|-------|

This asset represents the non-cash component of output appropriations. It is restricted in that it can only be used for asset replacement or payment of leave liability.



23. Property, plant, equipment, vehicles and vessels

Plant and equipment

| | |
|--------------------------|------------|
| At cost | 1,095 |
| Accumulated depreciation | (801) |
| | <u>294</u> |

Computer hardware and software

| | |
|--------------------------|--------------|
| At cost | 5,615 |
| Accumulated depreciation | (3,524) |
| | <u>2,091</u> |

Furniture and fittings

| | |
|--------------------------|-----------|
| At cost | 89 |
| Accumulated depreciation | (64) |
| | <u>25</u> |

Vehicles

| | |
|--------------------------|-----------|
| At cost | 182 |
| Accumulated depreciation | (129) |
| | <u>53</u> |



| | 2002 |
|---|---------------------|
| | \$ 000 |
| 23. Property, plant, equipment, vehicles and vessels (continued) | |
| Land | |
| At fair value | 3,448 |
| | <u>3,448</u> |
| Land was independently valued by the Valuer General's Office in Western Australia at 1 July 2000. | |
| Buildings | |
| At cost | 1,486 |
| Accumulated depreciation | (156) |
| | <u>1,330</u> |
| Refurbishments | |
| At cost | 1,922 |
| Accumulated depreciation | (769) |
| | <u>1,153</u> |
| Total Property, plant and equipment, vehicles and vessels | |
| At cost | 10,389 |
| At fair value | 3,448 |
| Accumulated depreciation | (5,443) |
| Net value of infrastructure | <u><u>8,394</u></u> |
| Reconciliations | |
| Plant and equipment | |
| Carrying amount at start of year | 7,226 |
| Transfer to Department for Planning and Infrastructure | (6,900) |
| Additions | 73 |
| Disposals | (3) |
| Depreciation | (102) |
| Carrying amount at end of year | <u>294</u> |
| Computer hardware and software | |
| Carrying amount at start of year | 4,467 |
| Transfer to Department for Planning and Infrastructure | (3,527) |
| Additions | 1,839 |
| Disposals | (11) |
| Depreciation | (677) |
| Carrying amount at end of year | <u>2,091</u> |
| Furniture and fittings | |
| Carrying amount at start of year | 96 |
| Transfer to Department for Planning and Infrastructure | (78) |
| Additions | 10 |
| Depreciation | (3) |
| Carrying amount at end of year | <u>25</u> |
| Buses | |
| Carrying amount at start of year | 136,445 |
| Transfer to Department for Planning and Infrastructure | (136,445) |
| Carrying amount at end of year | <u>-</u> |



| | 2002 |
|---|---------------------|
| | \$ 000 |
| <hr/> | |
| 23. Property, plant, equipment, vehicles and vessels (continued) | |
| Reconciliations (continued) | |
| Vehicles | |
| Carrying amount at start of year | 66 |
| Transfer to Department for Planning and Infrastructure | (2) |
| Additions | 7 |
| Depreciation | (18) |
| Carrying amount at end of year | <u>53</u> |
| Vessels | |
| Carrying amount at start of year | 2,052 |
| Transfer to Department for Planning and Infrastructure | (2,052) |
| Carrying amount at end of year | <u>-</u> |
| Land | |
| Carrying amount at start of year | 63,859 |
| Transfer to Department for Planning and Infrastructure | (56,711) |
| Disposals | (3,700) |
| Carrying amount at end of year | <u>3,448</u> |
| Buildings | |
| Carrying amount at start of year | 9,072 |
| Transfer to Department for Planning and Infrastructure | (7,960) |
| Additions | 290 |
| Disposals | (35) |
| Depreciation | (37) |
| Carrying amount at end of year | <u>1,330</u> |
| Refurbishments | |
| Carrying amount at start of year | 3,892 |
| Transfer to Department for Planning and Infrastructure | (3,155) |
| Additions | 542 |
| Depreciation | (126) |
| Carrying amount at end of year | <u>1,153</u> |
| Total Property, plant and equipment, vehicles and vessels | |
| Carrying amount at start of year | 227,175 |
| Transfer to Department for Planning and Infrastructure | (216,830) |
| Additions | 2,761 |
| Disposals | (3,749) |
| Depreciation | (963) |
| Carrying amount at end of year | <u><u>8,394</u></u> |



| | 2002 |
|--|---------------|
| | \$ 000 |
| 24. Infrastructure | |
| Reconciliations | |
| Maritime infrastructure | |
| Wharves and facilities | |
| Carrying amount at start of year | 18,768 |
| Transfer to Department for Planning and Infrastructure | (18,768) |
| Carrying amount at end of year | - |
| Breakwaters and groynes | |
| Carrying amount at start of year | 30,615 |
| Transfer to Department for Planning and Infrastructure | (30,615) |
| Carrying amount at end of year | - |
| Channel development and facilities | |
| Carrying amount at start of year | 31,369 |
| Transfer to Department for Planning and Infrastructure | (31,369) |
| Carrying amount at end of year | - |
| Associated infrastructure | |
| Carrying amount at start of year | 15,769 |
| Transfer to Department for Planning and Infrastructure | (15,769) |
| Carrying amount at end of year | - |
| Navigation aids | |
| Carrying amount at start of year | 9,930 |
| Transfer to Department for Planning and Infrastructure | (9,930) |
| Carrying amount at end of year | - |
| Total maritime infrastructure | |
| Carrying amount at start of year | 106,451 |
| Transfer to Department for Planning and Infrastructure | (106,451) |
| Carrying amount at end of year | - |
| Public transport infrastructure | |
| Bus stations | |
| Carrying amount at start of year | 36,439 |
| Transfer to Department for Planning and Infrastructure | (36,439) |
| Carrying amount at end of year | - |
| Bus infrastructure | |
| Carrying amount at start of year | 6,069 |
| Transfer to Department for Planning and Infrastructure | (6,069) |
| Carrying amount at end of year | - |
| Total public transport infrastructure | |
| Carrying amount at start of year | 42,508 |
| Transfer to Department for Planning and Infrastructure | (42,508) |
| Carrying amount at end of year | - |



| | 2002 |
|---|---------------|
| | \$ 000 |
| 24. Infrastructure (continued) | |
| Total infrastructure | |
| Carrying amount at start of year | 148,959 |
| Transfer to Department for Planning and Infrastructure | (148,959) |
| Carrying amount at end of year | <u>-</u> |
| 25. Construction in progress | |
| Computer hardware and software | 16,876 |
| | <u>16,876</u> |
| 26. Payables | |
| Current | |
| Trade creditors | <u>12,141</u> |
| 27. Interest bearing liabilities | |
| Current | |
| WATC loans | <u>208</u> |
| Non current | |
| WATC loans | <u>4,992</u> |
| 28. Provisions | |
| Current | |
| Annual leave | 1,359 |
| Long service leave | 1,768 |
| Superannuation | 2,605 |
| | <u>5,732</u> |
| Non-current | |
| Long service leave | 1,005 |
| Superannuation | 19,903 |
| | <u>20,908</u> |
| Employee entitlements | |
| The aggregate employee entitlement liability recognised and included in the financial statements is as follows: | |
| Provision for employee entitlements: | |
| Current | 5,732 |
| Non-current | 20,908 |
| | <u>26,640</u> |



| | 2002 |
|------------------------------|--------------|
| | \$000 |
| 29. Other liabilities | |
| Current | |
| Accrued salaries | 461 |
| | <u>461</u> |

30. Equity

Equity represents the residual interest in the net assets of the Department of Transport. The Government holds the equity interest in the Department on behalf of the community. The asset revaluation reserve represents that portion of equity resulting from the revaluation of non-current assets.

Contributed equity

| | |
|---------------------------|--------------|
| Opening balance | - |
| Capital contributions (I) | 6,361 |
| Closing balance | <u>6,361</u> |

(I) From 1 July 2001, capital appropriations, termed Capital Contributions, have been designated as contributions by owners and are credited straight to equity in the Statement of Financial Position.

Asset revaluation reserve

| | |
|----------------------------------|--------------|
| Balance at beginning of the year | 45,276 |
| Transfer to accumulated surplus | (43,854) |
| Balance at end of the year | <u>1,422</u> |

Accumulated surplus

| | |
|---|----------------|
| Balance at beginning of the year | 154,297 |
| Transfer from asset revaluation reserve (II) | 43,854 |
| Distribution to owner (WA State Government) (III) | (43,495) |
| Change in net assets after restructuring | (158,020) |
| Balance at end of the year | <u>(3,364)</u> |

(II) The transfer was made because the assets to which the revaluations relate were transferred to the Department for Planning and Infrastructure effective July 1, 2001.

(III) Represents the transfer of Perth Urban Rail Development net assets which was designated a distribution to owner by Government.



| | 2002 |
|--|------------------|
| | \$ 000 |
| 31. Reconciliation of net cost of services to net cash used in operating activities | |
| Net cost of services | (200,852) |
| Non cash items: | |
| Depreciation and amortisation | 963 |
| Net (profit)/loss on disposal of non-current assets | 7 |
| Resources received free of charge | 18,468 |
| (Increase)/decrease in assets: | |
| Current inventories | 200 |
| Current receivables | (3,686) |
| Other current assets | (408) |
| Increase/(decrease) in liabilities: | |
| Current payables | (2,389) |
| Current provisions | 621 |
| Other current liabilities | 66 |
| Non-current provisions | 2,651 |
| Change in GST in receivables/payables | 984 |
| Net cash used in operating activities | <u>(183,375)</u> |

For the purposes of the Statement of Cash Flows, "cash" includes cash on hand and cash at bank. Cash as at the end of the financial year as shown in the Statement of Cash Flows is reconciled to the relevant items in the Statement of Financial Position as follows:

| | |
|---------------|---------------|
| Cash at bank | 17,804 |
| Cash advances | 170 |
| | <u>17,974</u> |

32. Resources provided free of charge

During the year the following resources were provided free of charge for functions outside the normal operations of the Department of Transport:

| | |
|--|------------|
| Western Australia Police Service - Firearms licence fees | 113 |
| | <u>113</u> |



2002
\$ 000

33. Commitments

Operating lease commitments

Future operating lease rentals not provided for in the financial statements and payable:

| | |
|---|--------------|
| Within one year | 716 |
| Later than one year but not later than five years | 1,046 |
| Later than five years | 214 |
| | <u>1,976</u> |

34. Contingent liabilities

In addition to the liabilities incorporated in the financial statements, the Department of Transport has pending litigation that may affect its financial position. The amount reported represents the maximum obligation potentially payable.

156

35. Financial Instruments

(a) Interest rate risk exposure

The following table details the department's exposure to interest rate risk as at the reporting date:

| | Weighted Average Effective Interest Rate | Variable Interest Rate | Fixed Interest Rate Maturity | | | Non- Interest Bearing | Total |
|------------------------------|--|------------------------------|------------------------------|-----------------|-------------------------|-----------------------------|---------------|
| 2002 | % | \$000 | Less than 1 Year | 1 to 5 Years | More than 5 Years | \$000 | \$000 |
| Financial Assets | | | | | | | |
| Cash assets | 4.84 | 15,277 | - | - | - | 2,697 | 17,974 |
| Receivables | - | - | - | - | - | 3,477 | 3,477 |
| | | <u>15,277</u> | - | - | - | <u>6,174</u> | <u>21,451</u> |
| Financial Liabilities | | | | | | | |
| Payables | - | - | - | - | - | 12,141 | 12,141 |
| WATC loans | 5.79 | - | 208 | 832 | 4,160 | - | 5,200 |
| Employee provisions | - | - | - | - | - | 4,369 | 4,369 |
| Accrued salaries | - | - | - | - | - | 461 | 461 |
| | | <u>-</u> | <u>208</u> | <u>832</u> | <u>4,160</u> | <u>16,971</u> | <u>22,171</u> |

(b) Credit risk exposure

The credit risk of the Department's financial assets relating to receivables which have been recognised in the Statement of Financial Position is the carrying amount, net of any provision for doubtful debts.

(d) Net fair values

The carrying amount of financial assets and financial liabilities recorded in the financial statements are not materially different from their net fair values, determined in accordance with the accounting policies disclosed in note 2 to the financial statements.



2002
\$ 000

36. Remuneration of senior officers

The number of senior officers whose total fees, salaries, superannuation and other benefits received, or due and receivable, for the financial years fall within the following bands:

| | |
|------------------------|---|
| \$110,001 - \$120,000 | 2 |
| \$390,001 - \$400,000* | 1 |

The total remuneration of senior officers is **616**

*Includes management initiated redundancy payment.

The superannuation included here represents the superannuation expense incurred by the Department in respect of senior officers.

No senior officers were members of the Pension Scheme.

37. Supplementary financial information

Losses

Losses of public moneys and public and other property through theft, default or otherwise.

49

Amount recovered

13

Write-offs

During the financial year debts valued at \$133,633 were written off under the authority of:

| | |
|-------------------------------|-----|
| Director General of Transport | 134 |
| The Minister for Transport | - |
| Executive Council | - |
| | 134 |

38. Events occurring after reporting date

Following the implementation during 2001-2002 of the recommendations of the Machinery of Government Review the Department of Transport was abolished effective July 1, 2002. The Machinery of Government (Planning and Infrastructure) Amendment Act was passed making numerous changes to legislation administered by the Department. All motor vehicle and motor drivers licensing activities, staff, assets and liabilities of the Department were transferred to the Department for Planning and Infrastructure at that date. In addition, all road safety activities and staff, assets and the balance of the Road Trauma Trust Fund at 30 June 2002 were transferred to the Department for the Premier and Cabinet.



39. Explanatory Statement

The Summary of Consolidated Fund Appropriations and Revenue Estimates discloses appropriations and other statutes expenditure estimates, the actual expenditure made and the revenue estimates and payments to the Consolidated Fund, all on an accrual basis.

Treasurer's Instruction 945(3) requires that explanations are provided for variances between estimated expenditure and revenues and actual results for the current year and between current year actual expenditure and revenue and that achieved last year.

As a significant part of the Department of Transport operations has been transferred to the newly formed Department for Planning and Infrastructure from the 1 July 2001 comparisons between financial years is not meaningful. Therefore no current to previous year variance explanations will be included in this Statement.

Explanations are only provided where variations exceed \$1,000,000 and 10% of the reported item.

Supplementary Funding

As from the 1 July 2001 part of the Department of Transport was transferred to a new Department called the Department for Planning and Infrastructure. As a result of this the Department of Transport estimates included only the Licensing and Road Safety Divisions.

Supplementary funding for the year totalling \$4.093 million was approved under Section 28 of the FAAA for additional new projects and to cover a shortfall in the budget. Supplementary funds were made up as follows:

- Funding to cover salary payments for the new acting Director General of the Department of Transport as per the Salaries and Allowances Act (\$0.149 million),
- Additional amount required to extend the Immobiliser Subsidy Scheme (\$1.1 million),
- Additional base funding adjustment to Licensing (\$1.9 million),
- Additional funding for Management Initiated Redundancy payment (\$0.223 million),
- Revised Capital User Charge (\$0.233 million), and
- Additional funding provided to meet severance payments (\$0.488 million).

In each instance, funding provided was expended during the year.

Significant variations where revenues and expenditures exceeded or were less than the estimated expenditures authorised by other statutes.

Salaries and Allowances Act 1975

The reported variance of \$0.372 million is revenue received for Director General salaries and wages and redundancy relating to the Management Initiated Redundancy payments.



39. Explanatory Statement (continued)

Retained Revenue - Section 23A FAAA

The variance of \$73.73 million relates primarily to cash and multi-rider fare receipts of \$66 million. This funding source was budgeted for by the Department for Planning and Infrastructure but receipted by Transport into the Metropolitan Passenger Transport Fund, a trust for which Transport retained responsibility under the Transport Co-ordination Act.

\$4.5 million relates to increased revenue received from road safety initiatives implemented throughout the year.

Additional Inspection fees (\$0.486 million) generated from the introduction of a new vehicle inspection policy incorporating new fees for the inspection and re-inspection of heavy vehicles greater than 4.5 tonnes.

Transport and operator funding

The \$170 million variance primarily relates to payments to bus and rail operators from the Metropolitan Passenger Transport Fund in accordance with Section 62B of the Transport Co-ordination Act.

Significant variations where expenditures exceeded or were less than the estimate for any output or non-output expenditure identified in the annual estimates.

Education and Regulation

This output was over budget by \$27.298 million.

The variance is made up of \$18.468 million in Resources Received Free of Charge relating to the Department for Planning and Infrastructure providing Corporate Service facilities to the Department of Transport.

\$1.622 million over budget due to delays in legislation and reordered priorities for planned business initiatives which would have reduced FTE levels during the financial year.

\$3.085 million relating to the nominal payment of commissions amounting to \$1.658 million to Authorised Inspection Stations and an additional \$1.073 million for Merchant Service Fees associated with credit card payments and commissions paid to Australia Post for the collection of such payments.

\$1.37 million over budget due to the withdrawal of the Immobilisor Subsidy Scheme during the year even though an additional \$1.1 million of Supplementary funding was received.



39. Explanatory Statement (continued)

This is offset by (\$3 million) made up of (\$0.2 million) for Licensing Division and (\$2.8 million) for Road Safety Division in relation to reduced advertising campaigns during the financial year. Also (\$1.041 million) under-spend in relation to lease/rental and hire charges due to the fit out of proposed new Licensing centres and delays in locating suitable new premises.

Passenger and Freight Services

This output was over budget by \$231.567 million. The variance is due to the operations of the Metropolitan Passenger Transport Fund, required by Section 62B of the Transport Coordination Act. The expenditure comprises subsidies paid to private bus operators and Westrail for the provision of transport services. This expenditure was included in the budget of the Department for Planning and Infrastructure but recorded by the Department of Transport because it was responsible for administering the Transport Coordination Act.

Capital

No variation in the capital expenditure for the year to budget was evident as all of the \$6.361 million capital appropriation funds received were expended on the TRELIS.

Administered

The Motor Vehicle Licence Fees variance of \$5.116 million and the Motor Vehicle Recording Fees variance of \$1.738 million is a result of increased activity during the year due to growth in the number of motor vehicle registrations. Also the variances are due to increased preference by motor vehicle owners to take up the option for the 6 monthly registration renewal payments rather than the 12 monthly renewal which attracted an additional recording fee.

The reduction of \$4.502 million in Motor Vehicle Drivers Licence Fees was due mainly to the higher than normal payment of one-year licenses rather than the five-year licenses experienced during the year.

The \$14.919 million variance in relation to Third Party Insurance Premiums was due primarily as a result of increases to premiums during the year and as a result of growth in the number of motor vehicle registrations.

The \$26.779 million variance in relation to Speed and Red Light Fines relates mainly to a \$22 million error in the published budget amount and due to increased collections during the year due the adoption of a more focused approach towards modifying driver behaviour.

The firearm Licence fees variance of \$0.8 million is primarily as a result of increased fees due to the introduction of the compulsory photographic Firearm Licence.



40. Accounts of the Trust Fund

The following "Statements of Receipts and Payments" are provided in accordance with Treasurer's Instruction 1101A, paragraph (4) (ii):

| | 2002 \$ |
|---|------------|
| Deposits - Motor Vehicle Dealer's Plates Account | |
| Statement of Receipts and Payments | |
| <i>1 July 2001 to 30 June 2002</i> | |
| Balance 1 July | 82,245 |
| Plus Total Receipts | 7,180 |
| Total Funds Available | 89,425 |
| Less Total Payments | - |
| Balance 30 June | 89,425 |
| Closing Balance is held as follows: | |
| Cash at Bank (Commonwealth Bank) | 89,425 |

This is an account to hold monies collected as deposits on Motor Vehicle Dealer's Plates in accordance with Road Traffic (Licensing) Regulations. These monies are held in a private trustee capacity, and in accordance with Treasurer's Instruction 1101A are only reported in these notes to the financial statements.

Employer Liability Superannuation Pensions Reserve

Statement of Receipts and Payments

1 July 2001 to 30 June 2002

| | |
|-------------------------------------|-----------|
| Balance 1 July | 2,856,710 |
| Plus Total Receipts | 3,021,654 |
| Total Funds Available | 5,878,364 |
| Less Total Payments | 1,570,347 |
| Balance 30 June | 4,308,017 |
| Closing Balance is held as follows: | |
| Cash at Bank (Commonwealth Bank) | 4,308,017 |

The purpose of this account is to hold funds for the purpose of meeting the Department for Planning and Infrastructure's future contributions payable to the Superannuation Fund established under the Superannuation and Family Benefits Act, in respect of officers and employees.



2002
\$

40. Accounts of the Trust Fund (continued)

General Reserve Account
Statement of Receipts and Payments
1 July 2001 to 30 June 2002

| | |
|---|------------------|
| Balance 1 July | 4,936,822 |
| Plus Total Receipts | 424,182 |
| Total Funds Available | <u>5,361,004</u> |
| Less Total Payments | 1,856,000 |
| Balance 30 June | <u>3,505,004</u> |
| Closing Balance is held as follows: Cash at Bank (Commonwealth Bank) | <u>3,505,004</u> |

The purpose of this account is to hold funds for the purpose of providing a reserve of moneys in order to facilitate the carrying out of the purposes of the Transport Co-ordination Act.

Off Road Vehicles Account
Statement of Receipts and Payments
1 July 2001 to 30 June 2002

| | |
|---|----------------|
| Balance 1 July | 119,885 |
| Plus Total Receipts | 17,132 |
| Total Funds Available | <u>137,017</u> |
| Less Total Payments | - |
| Balance 30 June | <u>137,017</u> |
| Closing Balance is held as follows: Cash at Bank (Commonwealth Bank) | <u>137,017</u> |

The purpose of this account is to hold monies collected for the registration of vehicles under the Control of Vehicles (Off-road areas) Act (the Act) and to provide funds to meet the expenses of the Director General, Department of Transport in connection with administration of the Act pursuant to section 43(2) of the Act.



2002
\$

40. Accounts of the Trust Fund (continued)

Metropolitan Passenger Transport
Statement of Receipts and Payments
1 July 2001 to 30 June 2002

| | |
|---|-------------|
| Balance 1 July | - |
| Plus Total Receipts | 231,540,617 |
| Total Funds Available | 231,540,617 |
| Less Total Payments | 231,540,617 |
| Balance 30 June | - |
| Closing Balance is held as follows: Cash at Bank (Commonwealth Bank) | - |

The purpose of this account is to hold funds for the purpose of funding the operations of the Metropolitan Passenger Transport.

Receipts in Suspense
Statement of Receipts and Payments
1 July 2001 to 30 June 2002

| | |
|---|-------------|
| Balance 1 July | 5,961 |
| Plus Total Receipts | 522,552,708 |
| Total Funds Available | 522,558,669 |
| Less Total Payments | 522,474,607 |
| Balance 30 June | 84,062 |
| Closing Balance is held as follows: Cash at Bank (Commonwealth Bank) | 84,062 |

The purpose of this account is to hold funds pending identification of the purpose for which those monies were received pursuant to section 9(2)(c)(iv) of the Financial Administration and Audit Act.



2002
\$

40. Accounts of the Trust Fund (continued)

Road Trauma Trust Fund
Statement of Receipts and Payments
1 July 2001 to 30 June 2002

| | |
|-------------------------------------|-------------------|
| Balance 1 July | 2,766,406 |
| Plus Total Receipts | 14,728,436 |
| Total Funds Available | <u>17,494,842</u> |
| Less Total Payments | 10,031,061 |
| Balance 30 June | <u>7,463,781</u> |
| Closing Balance is held as follows: | |
| Cash at Bank (Commonwealth Bank) | <u>7,463,781</u> |

This is an account to hold funds received from the Ministry of Justice from Photographic Infringement Notices for the purpose of promoting and conducting projects related to road safety as specified in Section 12A(3) of the Road Traffic Act.

Transport Co-ordination Fund
Statement of Receipts and Payments
1 July 2001 to 30 June 2002

| | |
|-------------------------------------|-------------------|
| Balance 1 July | 3,631,907 |
| Plus Total Receipts | 65,095,228 |
| Total Funds Available | <u>68,727,135</u> |
| Less Total Payments | 66,784,873 |
| Balance 30 June | <u>1,942,262</u> |
| Closing Balance is held as follows: | |
| Cash at Bank (Commonwealth Bank) | <u>1,942,262</u> |

The purpose of this account is to hold funds received for the purpose of enabling the Department of Transport to administer the Transport Co-ordination Act 1966.



| | 2002 |
|---|----------------|
| | \$ |
| 40. Accounts of the Trust Fund (continued) | |
| Transport Trust Fund | |
| Statement of Receipts and Payments | |
| <i>1 July 2001 to 30 June 2002</i> | |
| Balance 1 July | 714,143 |
| Plus Total Receipts | - |
| Total Funds Available | 714,143 |
| Less Total Payments | 266,823 |
| Balance 30 June | 447,320 |
| Closing Balance is held as follows: | |
| Cash at Bank (Commonwealth Bank) | 447,320 |

The account shall be utilised in accordance with section 62A of the Transport Co-ordination Act.



| | 2002 |
|---|-----------------------|
| | \$ 000 |
| 41. Schedule of Administered Items | |
| Administered expenses and revenues | |
| Administered expenses | |
| Payments to the Consolidated Fund | |
| Recording fees | 38,330 |
| Motor vehicle registrations | 255,098 |
| Motor drivers licences | 26,257 |
| Traffic infringements - speed camera and red light | 29,691 |
| Traffic infringements - on the spot fines | 17,088 |
| Traffic infringements - final demand fees | 1,177 |
| Stamp duty | 181,141 |
| Firearm licence fees | 5,476 |
| Plate infringement fines | 3,380 |
| | <u>557,638</u> |
| Payments to other agencies | |
| Third party motor vehicle insurance premiums | 332,234 |
| | <u>332,234</u> |
| Other payments | |
| Payments from suspense | 3,611 |
| | <u>3,611</u> |
| Total administered expenses | <u><u>893,483</u></u> |
| Administered revenues | |
| Revenue from taxes | |
| Stamp duty | 181,141 |
| Third party motor vehicle insurance premiums | 334,919 |
| Motor drivers licences | 24,787 |
| Motor vehicle registrations | 254,672 |
| | <u>795,519</u> |
| Revenue from fees and fines | |
| Firearm licence fees | 2,807 |
| Recording fees | 38,296 |
| Speed and red light traffic infringements - camera | 29,691 |
| Speed and red light traffic infringements - red light | 17,088 |
| Final demand fees - traffic infringements | 1,177 |
| Plate infringement fines | 3,380 |
| Receipts in suspense | 3,685 |
| | <u>96,124</u> |
| Other Revenue | |
| Other Revenue | 34 |
| | <u>34</u> |
| Total administered revenue | <u><u>891,677</u></u> |



| | 2002 \$ 000 |
|---|----------------|
| 41. Schedule of Administered Items (continued) | |
| Administered Assets and Liabilities * | |
| Administered current assets | |
| Cash | 133 |
| Total administered assets | <u>133</u> |
| Administered current liabilities | |
| Refundable deposits | 89 |
| Motor drivers licence received in advance | 9,148 |
| | <u>9,237</u> |
| Administered non-current liabilities | |
| Motor drivers licence received in advance | 26,679 |
| Trust fund accounts | 477 |
| | <u>27,156</u> |
| Total administered liabilities | <u>36,393</u> |

* Administered assets and liabilities are not controlled by the Department but are administered by it on behalf of the Government.

