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3rd November 2015

Mr. Neville Gasmier
Acting Chief Executive Officer
Southern Mallee District Council
PO Box 49
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RE: Murray Mallee Community Transport Scheme Annual Report

Dear Neville,

Please find enclosed a copy of the Murray Mallee Community Transport Scheme (MMCTS) Annual Report for 2014 – 2015 for your information. MMCTS report is sent to our Constituent Councils, Department of Planning Transport and Infrastructure – Public Transport Services Division and the Department for Communities and Social Inclusion.

If you have any questions regarding the report please do not hesitate to contact me by phoning 8572 4288.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Helen Luke', written over a horizontal line.

Helen Luke
CPN Regional Coordinator
Murray Mallee Community Transport Scheme

Annual Report 2014 / 2015



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INTRODUCTION

Community Passenger Networks (CPN) are located across South Australia and play a very important role as a central point of contact for the transport needs of the community. The Murray Mallee Community Transport Scheme (MMCTS) is part of this Network as the Murray Mallee CPN and provides service within the communities of The Coorong, Southern Mallee and Karoonda East Murray Council regions.

AIM OF THE CPN

The aim of the Murray Mallee Community Transport Scheme (MMCTS) is to promote efficient use of resources in the region by encouraging and coordinating shared use of existing resources and the integration of community transport services with conventional transport.

To provide a resource to enable the community to make better use of existing passenger transport services within the region.

MMCTS assist frail, aged, people with disabilities and the transport disadvantaged within the service area to access services, facilities and social activities that enable them to participate to a greater degree in the life of their community.

OBJECTIVES OF THE CPN

The key objectives are:

- To provide information on transport services available in the region
- To coordinate brokerage of transport services
- To coordinate the changing of appointments and transport trips on behalf of clients to enable transport availability when accessing services, facilities and social activities, and
- Provide and coordinate volunteer transport that is not on-going or regular where no other appropriate transport is available in the region and when appropriate resources are available.

Murray Mallee Community Transport Scheme Chairman's Report 2014-2015



It is with pleasure that I present my annual Chairman's Report.

During the last 12 months we have received a combined total funding amount of \$197,764 which was provided by the following organizations or funding bodies.

- Department for Communities & Social Inclusion (DCSI) – IT Support and funding body
- Commonwealth Home Support Programme (HACC)
- Coorong District Council, Southern Mallee District Council, and District Council of Karoonda East Murray
- Department of Planning, Transport & Infrastructure (DPTI)
- Public Transport Services (PTS)
- Client fee contributions for transport

On behalf of the Board Members I would like to thank the funding bodies for their contributions as without those funds we could not operate.

Presently we have 19 accredited volunteer drivers, 1 volunteer and 2 volunteer companions – a total of 22. These volunteers come from a wide area – Lameroo, Pinnaroo, Tailem Bend, Jervois, Geranium and Karoonda. The volunteers' hours have increased by 210 hours over last year's total with a total of 730 hours this year. Our volunteer drivers have travelled 33,595 kms this year almost up 10,000 kms on last year. The medical, shopping and social outings have increased from 284 trips last year to 405 trips this year. This is a great achievement by our volunteer drivers.

Some achievements and activities for the past year have been

- Client database updated, including mail out of flyers and information to clients and service providers
- Review of the Murray Transport website
- Business Plan completed and sent to Constituent Councils, DCSI & DPTI-PTS
- Annual Report sent to Constituent Councils, DCSI & DPTI-PTS
- Attended Community events including Karoonda Farm Fair and Active Ageing Expo held at Tailem Bend
- Farewell for Anna Bray
- New Administration Officer – Annyse McFee
- DPTI Operator Accreditation for MMCTS
- Volunteer Appreciation Luncheon held at Wellington Hotel

Murray Mallee Community Transport Scheme Chairman's Report 2014-2015

During the past year we said goodbye to a great friend Paul Duka (Coorong District Council – Manager of Corporate Services) who was doing the financial for the Transport Scheme. We wished him well with his new 'tree change'. We also welcomed Annyse McFee as our new Administration Officer replacing Anna Bray. Annyse has been a great help to Helen in administration and other tasks including some 255 other enquiries.

In closing I would like to thank our Community Passenger Network Regional Co-ordinator – Helen Luke – for her tireless and dedicated service towards the professional way she carries out her job. Helen's contribution is very much appreciated. Drivers and Board Members are all volunteers and I thank them all for their input towards the successful running of the Murray Mallee Community Transport Scheme especially those who are retiring from the Board after many years of faithful service. The current laws and red tape we have to endure to be a volunteer nowadays is causing many volunteers to seriously question 'why would I want to be a volunteer?'

*Neville Pfeiffer
Management Board Chairman
Murray Mallee Community Transport Scheme*

Murray Mallee Community Transport Scheme CPN Regional Coordinator Annual Report 2014 - 2015

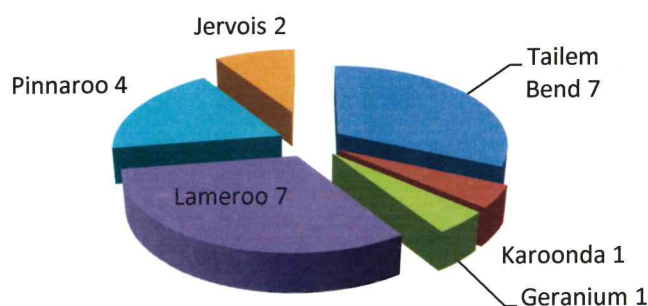
It is with pleasure that I present my Community Passenger Network (CPN) Regional Coordinator Annual Report of the Murray Mallee Community Transport Scheme (MMCTS) for 2014 – 2015.



What a productive and at times stressful time we have endured throughout the past year, with many and varied challenges along the way. Anna Bray, MMCTS Administration Officer, submitted her resignation in September 2014 after being with MMCTS for 6 years. We advertised for a new Administration Officer and out of the 26 applications received, 6 went to interview and Kirsty Pfeiffer was the successful applicant. Kirsty started work on 1st October 2014 and had training under Anna's expert guidance for 3 days before Anna moved to Yorketown on the Yorke Peninsula. Unfortunately Kirsty's time with us was not meant to be as she submitted her resignation two weeks later after accepting a job closer to her home which meant we needed to once again source an Administration Officer. After consultation with MMCTS Chairperson, Cr. Neville Pfeiffer and Coorong District Council Human Services Coordinator, Desma Fraser it was decided to approach one of the applicants that originally went to interview. Annyse McFee commenced work on 10th November 2014. Annyse's journey into the world of community and regional transport has been quite an experience for her and one that she is coping with quite well. Annyse has a great rapport with clients and volunteers, a happy disposition and is slowly learning more about the regions that we service, what is available within these regions and the very unique role that the CPN plays within the communities of The Coorong, Southern Mallee and Karoonda East Murray Council areas. We also said farewell to Paul Duka, Manager Corporate Services at Coorong District Council.

MMCTS has been in operation for 19 years and underwent its first Home Care Standards Quality Service Review on 18th and 19th May 2015 which was conducted by Quality Innovation Performance (QIP) A formal response from Department for Communities and Social Inclusion (DCSI) Quality Review Team has not as yet been received however when the response is received staff will address what needs to be achieved in consultation with the Management Board regarding the actions to be taken concerning the required outcomes for improvement.

Number of volunteers



The Engaging in Ageing Expo held at Taillem Bend and the Karoonda Farm Fair provided excellent forums for staff to engage with members of the community and network with other organisations to share and provide information on available services within the region. It was unfortunate that other events within our service region could not be attended however it is envisaged that over the next 12 months staff may have more opportunity to be involved in other areas.

MMCTS presently have a volunteer pool of 19 accredited drivers, 1 volunteer who assists with taking vehicles for servicing and repairs and also acts as a driver companion for long trips, as well as 2 volunteer companions who are able to accompany clients who require a companion on trips for mobility or appointment support.

Even though the volunteer base has fluctuated over the past year it has not caused interruption to service. A very sincere and heartfelt "thank you" is extended to our volunteers who continue to amaze me with their dedication, commitment and very professional attitude towards the Transport Scheme and clients. The volunteers have provided 730 volunteer hours (up by 210 hours from the previous year) while traveling 33,595 kilometers (an increase of 9,996 kilometers from the previous year) within their volunteer role.

Murray Mallee Community Transport Scheme CPN Regional Coordinator Annual Report 2014 – 2015

Sourcing and retaining volunteers is still an issue as it with many other organisations. Volunteers undergo a Public Transport Services (PTS) Accreditation called the Volunteer Driver Accreditation Program (VDAP) which can be viewed as a barrier for some people to achieve as it is a little involved and takes a few months to complete however it is a necessary process to undergo as we are responsible for the transport of vulnerable people.

The Accreditation is valid for 6 years with a midway, 3 year medical and DCSI Screening Unit check being completed. The VDAP accreditation is not transferable to any other organisations, it is purely conducted for volunteer drivers of the Community Passenger Networks across the state of South Australia.

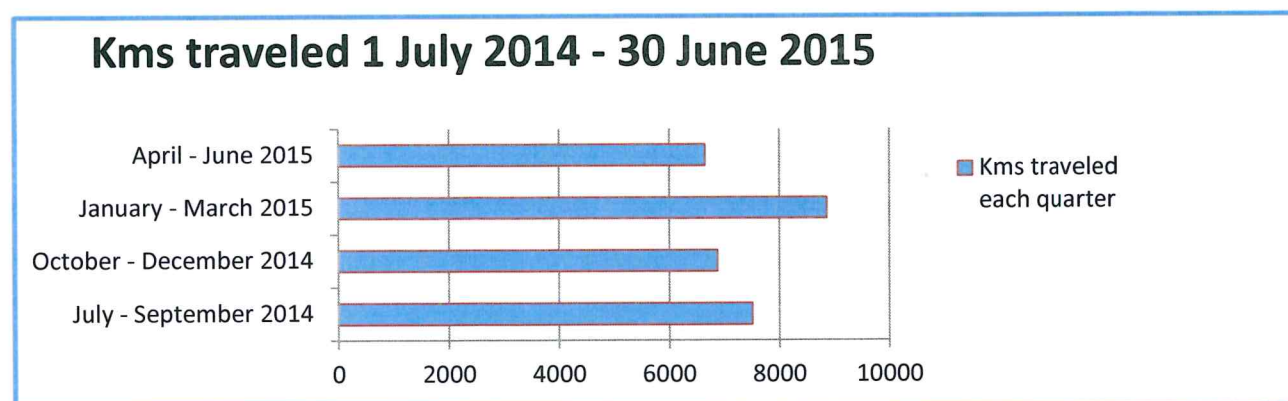
The following table is a summary of the kilometers traveled by each vehicle and volunteer hours over the past 12 months from 1st July 2014 to 30th June 2015.

Number of KM and Volunteer Hours by Vehicle		
Vehicle	Total KM	Volunteer Hours
Volunteer Owned	3	1
Scheme One	8,293	184.75
Scheme Two	11,197	272
Karoonda	10,555	199.75
Lameroo	2,121	41
Pinnaroo	1,426	31.5
TOTALS	33,595	730

The next graph indicates the mileage for the CPN owned and CPN utilized vehicles from Community Health at Lameroo, Pinnaroo and Karoonda over the past 12 months summarized by each quarter.

The access to vehicle resources in the Southern Mallee and Karoonda East Murray areas remains a highly important and respected resource for MMCTS. Without this resource the general operating costs would be considerably higher for us and the depleted vehicle resource would make it harder for communities to access transport when it was required.

January to March figures are a little higher than the other months which remained relatively even.



The CPN's main objective is to provide information and brokerage and still remains a last resort form of transport for the transport disadvantaged where no other appropriate form of transport is accessible. Clients are usually picked up from their home address and transported to various locations for appointments, shopping and banking or linking with other services such as public transport or the Medical Bus. There is a fee for service which has been approved by DCSI and is calculated on the distance from the clients' home to their destination.

Murray Mallee Community Transport Scheme CPN Regional Coordinator Annual Report 2014 - 2015

The following transport services summary tables are an indication of the CPN trips completed for each vehicle from 1st July 2014 – 30th June 2015. There has been an increase of 48 vehicle trips from the previous year.

Number of Vehicle Trips by Vehicle and Weekday

Vehicle	Monday	Tuesday	Wednesday	Thursday	Friday	Total
Volunteer Owned	1	0	0	1	0	2
Scheme One	14	21	16	8	7	66
Scheme Two	18	29	14	9	15	85
Karoonda – Community Health	0	2	2	0	3	7
Lameroo – Community Health	3	8	11	6	3	31
Pinnaroo – Community Health	0	0	2	0	4	6
TOTALS	36	60	45	24	32	197

The following table is a summary of passenger trips that have been undertaken by clients from 1st July 2014 - 30th June 2015. The trips are recorded as one-ways e.g. a return client trip equals 2.

MMCTS have also seen an increase in the number of passenger trips over the past year up by 121 from the previous year. The following table does not include trips where a client has had a carer or travel companion accompanying them.

Number of One-Way Passenger Trip Requests by Vehicle

Vehicle	Monday	Tuesday	Wednesday	Thursday	Friday	Total
Volunteer Owned	2	0	0	2	0	4
Scheme One	32	37	31	17	13	130
Scheme Two	43	60	34	17	34	188
Karoonda – Community Health	0	3	4	0	4	11
Lameroo – Community Health	6	14	22	10	6	58
Pinnaroo – Community Health	0	0	4	0	10	14
TOTALS	83	114	95	46	67	405

The following table is a summary of referrals, other enquiries and the outcomes, received from 1st July 2014 to 30th June 2015.

Enquiry Outcome	Totals
Posted information	36
Verbal information	137
Referral to Service Provider	43
Referral to CPN	34
Refusal of service	4
Referral to Council	1

MMCTS is also a booking agent for the Murray-Mallee Medical Bus Service operated by Coorong Coaches. Two CPN's share this service which is quite unique and requires both MMCTS and the Mid Murray CPN - Murray Transport Connections (MTC) based at Mannum to work closely with each other and liaise often. Both MMCTS and MTC have a good working relationship with Coorong Coaches which is vital to maintain a very professional and efficient service for our clients. Our current Transport program enables both CPN's to view the number of people on the Medical Bus on any given day which assists us to identify when the bus may be full prior to us taking and confirming a booking and also if there is anyone with requirements such as wheelchair access or a travel companion to support them at their appointment.

Murray Mallee Community Transport Scheme CPN Regional Coordinator Annual Report 2014 - 2015

The Medical Bus like the CPN has eligibility criteria which is assessed prior to the person being registered and transport being arranged. Once the person has been assessed and registered onto the client database each additional request for transport is assessed on the day that it is received as we are well aware that people's needs may have changed since we last spoke to them. Travel on the Medical Bus is for medical appointments only.

The Medical Bus is a specific service under contract between the Department for Planning, Transport and Infrastructure (DPTI) and PG & MA Stone – Coorong Coaches. The Memorandum of Understanding that was developed by DPTI also includes the CPN's of Murray Mallee (MMCTS) and Mid-Murray (MTC) whose role and responsibilities include;

- providing a call centre from Monday to Friday excluding holiday closure times and forward bookings to Coorong Coaches
- take cancellations and update bookings list with Coorong Coaches
- ascertaining client eligibility
- coordinate and liaise with medical facilities – such as aligning appointments to Medical Bus time frames, seeking transport authorisation forms from hospitals when a person is being discharged or has had a surgical procedure and when necessary arrange alternate travel options and make bookings
- track and record transgressions, late cancellations and "no-shows"
- manage grievance process

The Medical Bus is available for 48 weeks of the year, 5 days per week excluding public holidays. This bus services eligible clients in the Council areas of The Coorong, Southern Mallee, Karoonda East Murray, Rural City of Murray Bridge and Tatiara. MMCTS coordinate bookings from 4 out of the 5 Council regions.

MMCTS are not required to report patronage for the Medical Service to DPTI, however the information regarding daily trips that are booked through the MMCTS office is used as reference for internal reporting.

The table below is a summary of the reason for Medical Bus transport with the number of trips provided from 1st July 2014 – 30th June 2015.

Reason	Total
Renal	2
Ad-hoc general medical/health	394
Dialysis	0
Chemotherapy	41
Radiotherapy	55
Specialist	266
Total	758

MMCTS staff had regular attendance at meetings, forums, training and staff development, liaison with Service Providers, Commercial Operators and attendance at community events.

Below is a brief summary of some of the events, involvement and memorable moments from 2014 – 2015.

- MMCTS Administration Officer Interviews – 25th & 26th September 2014
- New staff appointment – 1st October 2014
- Anna Bray farewell – 3rd October 2014
- Engaging in Ageing Expo, Tailem Bend – 31st October 2014
- Volunteer Appreciation Luncheon, Wellington Hotel – 11th October 2014
- New staff appointment – 10th November 2014
- Annyse, First Aid Training – 27th February 2015
- Annyse, GDS 20 Training – 25th March 2015
- Karoonda Farm Fair – 27th & 28th March 2015
- DPTI Operator Accreditation – 21st April 2015

Murray Mallee Community Transport Scheme CPN Regional Coordinator Annual Report 2014 - 2015

- CPN State Conference, Clare – 4th & 5th May 2015
- HACC Quality Review – 18th & 19th May 2015
- LGAWCS training, Karoonda – 29th May 2015
- SActa (Inaugural) Conference, Adelaide 24th June 2015

I would like to take this opportunity to extend a sincere thank you to MMCTS Administration Officer Annyse McFee for her support and professionalism during her short time with us. Annyse has had very steep learning curve since she commenced work at MMCTS. Annyse is willing to learn new skills, is friendly towards clients and volunteers, and has shown improvement with problem solving abilities (but please do not ask her for directions, unless of course you would like to take the scenic route)

As with past years we have been in a position of privilege to network, liaise, seek advice and information from many organisations and individuals, without this assistance, support and encouragement we would not be able to further develop and deliver the services that we provide.

Annyse and I would also like to extend a very sincere thank you to;

- MMCTS volunteers
- MMCTS Management Board Members
- Staff of The Coorong District Council
- Staff of the District Council of Karoonda East Murray Mallee
- Staff of the Southern Mallee District Council
- Clients of the Transport Scheme
- Mallee Community Health
- Coorong Coaches
- Link SA
- Department of Planning Transport and Infrastructure – Public Transport Services
- Department for Communities and Social Inclusion
- Rural City of Murray Bridge – Community Care Coordinator & Project Officer Murray Mallee Ageing Taskforce

The Murray Mallee Community Transport Scheme will endeavor to maintain and further develop our role within the community through the valuable connections that we already have with service providers, local organisations and Councils.

Helen Luke

CPN Regional Coordinator

Murray Mallee Community Transport Scheme

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME ANNUAL REPORT 2014-2015



VOLUNTEER DRIVER'S REPRESENTATIVE

Volunteer Drivers

Currently the Transport Scheme has 19 accredited volunteer drivers 1 volunteer who is available to support the accredited drivers and 2 volunteer companions who travel with and support some clients. The drivers are located at Lameroo, Pinnaroo, Tailem Bend, Jervois, Geranium and Karoonda.

The volunteers have had a busy year as demonstrated by an increase in all of the following from last year:

- Volunteer Hours = 730
- Client Trips = 405
- Vehicle Trips = 197
- Kilometres travelled 33,595 being an increase on nearly 10,000 km from last year

Issues affecting volunteer recruitment and retention

Most of our volunteers and potential volunteers are busy people involved in their own daily avocation as well as giving of their time to other organisations which has an impact on the number and availability of volunteers.

Promotion and Recruitment Efforts

The scheme has continued to take every opportunity to promote the organisation by attending various functions, by personal contact with potential volunteers and by promotional material in the local papers and other material.

These approaches have helped to promote the scheme to the community and to further enhance the volunteer's efforts

Volunteer Support and Training

Due to the spread of our volunteers over a large area the most successful methods of contact have been either personally or by way of a regular newsletter.

The Murray Mallee Community Transport Scheme (MMCTS) Board also continues to provide an Appreciation dinner as close as possible the close to the end of the year to recognise the works that the volunteers provide. The last dinner was held at the Wellington Hotel and was very well attended.

Policies and Procedures

The MMCTS Board continues to review their Policies and Procedures to ensure that they meet current requirements. These policies and procedures when being compiled or reviewed endeavour where possible to be concise, easy to follow and have the needs of the Organisation, Staff, Clients and Volunteers in mind.

Towards the Future

With an ever increasing client base the Scheme will continue to need more volunteers and vehicle resources to provide transport "as last resort"

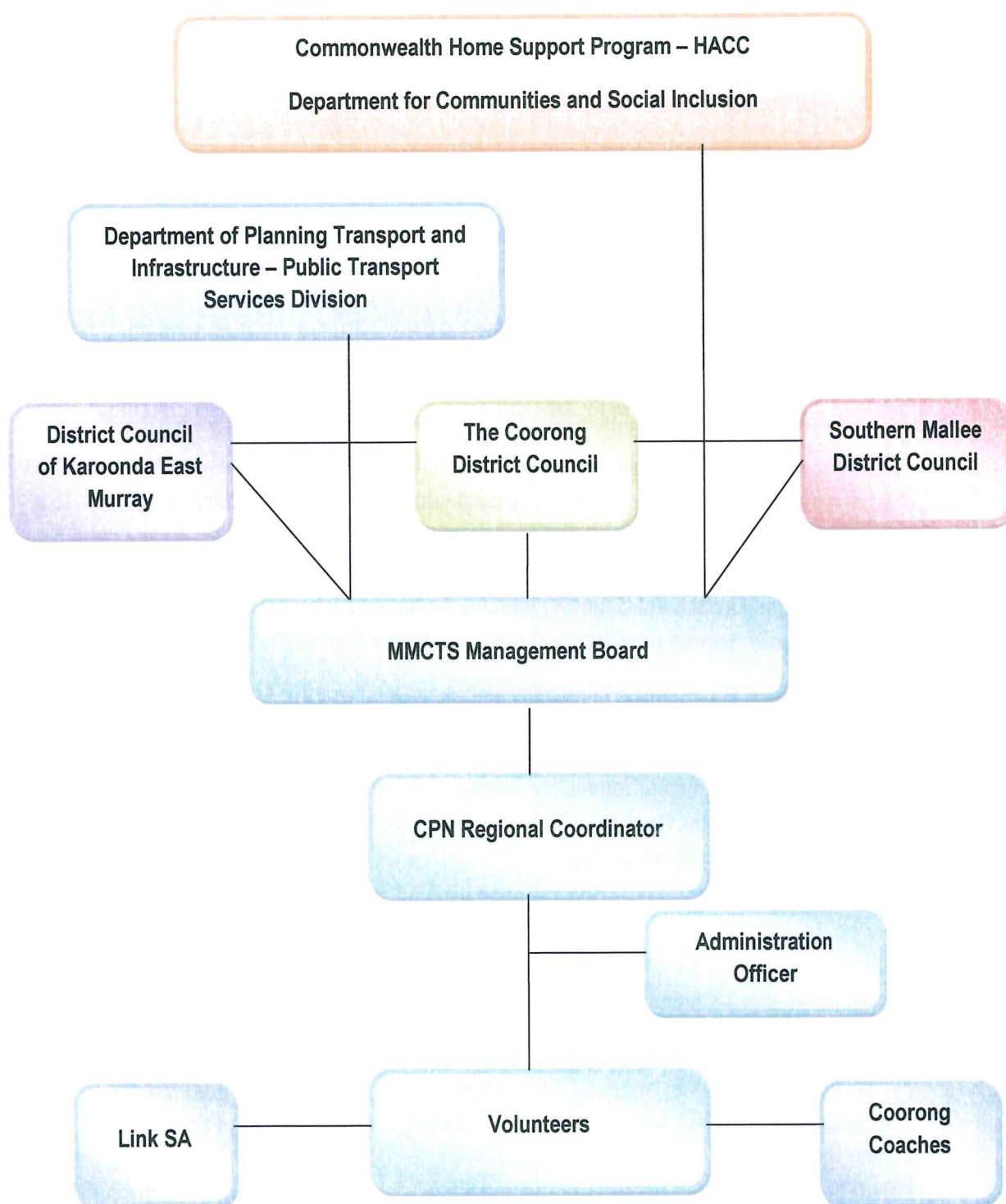
With the changing demographic of our potential volunteer base the Board needs to continually review how we connect with people to ensure that this essential community service continues to provide an effective and efficient resource for those in need.

Trevor Gordon
Volunteer Driver Representative
Murray Mallee Community Transport Scheme

RESOURCE CHART

Organisation	Relationship to CPN
Commonwealth Home Support Program - HACC	External Funding
Department for Communities and Social Inclusion	Contractual relationship, IT support and funding body
Department of Planning, Transport and Infrastructure - Public Transport Services	Volunteer Accreditation Support, Murray-Mallee Medical Bus Contract
The Coorong District Council	Financial contribution, host agency, in-kind & administration support
Southern Mallee District Council	Financial contribution
District Council of Karoonda East Murray	Financial contribution
MMCTS Management Board	Operationally oversee management of Murray Mallee CPN at a strategic level
CPN Regional Coordinator	Manage Murray Mallee CPN at an operation level
Administration Officer	Administration duties of Murray Mallee CPN & CPN Regional Coordinator support
Volunteers	Accredited volunteer drivers for client transport and assist CPN with vehicle movements
Link SA	Brokerage services
Coorong Coaches	Murray-Mallee Medical Bus brokerage services
Mallee Health Service	Vehicle resource
Clients	Fee for service - which assists with vehicle running costs

ORGANISATIONAL CHART



Staff of the Murray Mallee Community Transport Scheme (MMCTS) has direct involvement with several groups or committees within the region either as a listed member of the group / committee or by providing an administrative role. These include –

- MMCTS Management Board
- Murray Mallee Transport Advisory Group
- Murray Transport Connections - Transport Advisory Group
- Murray Mallee Health & Community Services Network
- Murray Mallee Ageing Taskforce

MMCTS staff has attended various community / organisational functions during the year other than the usual meetings. Some functions include the Karoonda Farm Fair & training days.

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME MANAGEMENT BOARD

The Murray Mallee Community Transport Scheme (MMCTS) was originally established under Section 200 of the Local Government Act 1934 and today continues as a Regional Subsidiary, Section 43 of the Local Government Act 1999. MMCTS operations is subject to the direction of the Management Board acting on behalf of The Coorong District Council, Southern Mallee District Council and the District Council of Karoonda East Murray (the Constituent Councils) MMCTS Management Board currently comprises interested members of the community, service providers and a representative from each of the Constituent Councils.

The Management Board meets bi-monthly at Taillem Bend and the Annual General Meeting is held in September of each year.

A copy of the Murray Mallee Community Transport Scheme Regional Subsidiary Charter was published in SA Government Gazette on Thursday 13th September 2012 (pages 4411 – 4415)

www.governmentgazette.sa.gov.au

MMCTS MANAGEMENT BOARD MEMBERS

Cr. Neville Pfeiffer – Chairperson	Southern Mallee District Council
Trevor Gordon – Vice Chairperson	Volunteer Driver
Cr. Peter Wright	The Coorong District Council
Cr. John Wooldridge	District Council of Karoonda East Murray
Janette Dahlitz	Disability
Lianne Brewin	Carers
Ron Whibley	Client
Claire Crane	Health Provider
Peter Ansell	Veterans
Kylie Constant	Commercial Operator
Paul Duka	Finance - Manager Corporate Support Coorong District Council
Helen Luke	MMCTS Staff
Anna Bray / Annyse McFee	MMCTS Staff – Board Secretary

THE MURRAY MALLEE TRANSPORT ADVISORY COMMITTEE

PURPOSE

The key purpose of the Committee, subject to suitable resources is to monitor and evaluate the passenger transport services established through the Murray Mallee. To achieve this, the key roles and responsibilities of the Transport Advisory Committee are to:

- ❖ Advise DPTI-PTS, DSCI and the Councils of Coorong, Southern Mallee, Karoonda East Murray, Mid Murray and Rural City of Murray Bridge within the area of the operation of passenger transport services in the Murray Mallee area with the emphasis on their responsiveness to community needs; and
- ❖ Identify current and future issues impacting on the delivery of transport services and develop strategies to address these issues where possible; and
- ❖ Have a collaborative association with adjoining Community Passenger Networks (referred to as CPN) to work to the benefit of the region; and
- ❖ Awareness and advocacy of passenger transport services at a local government level.

To fulfil these roles and responsibilities the MMTAC is clearly focused on promoting and improving these services to the community and continually monitoring services against the needs of their communities.

The Committee meets in the Board Room of The Coorong District Council at Tailem Bend every 4 - 6 months and operates under a Terms of Reference which is reviewed and updated with each new 2 years term.

Composition of MMTAC includes 1 (one) representative from each of the Councils of The Coorong, Southern Mallee Karoonda East Murray, Mid Murray and Rural City of Murray Bridge, 1 (one) representative from Regional Development Australia Murraylands & Riverland all with voting rights and representatives in an observer capacity from Community Passenger Networks in the Murray and Mallee region, Passenger Transport Services & commercial operators. All representatives are for a term of two (2)

MURRAY MALLEE TRANSPORT ADVISORY COMMITTEE MEMBERS

Peter Smithson - Chairperson	CEO District Council Karoonda East Murray
Helen Luke - Secretary	CPN Regional Coordinator, MMCTS
Cr Peter Wright	The Coorong District Council
Mayor Cr. Robert Sexton	Southern Mallee District Council
Cr Adriaan Sakko	Mid Murray Council
Brenton Lewis	CE Regional Development Australia Murraylands & Riverland
Gary Sawyer	Rural City of Murray Bridge - Murray Mallee Ageing Taskforce
Mark Dunlop	General Manager Transit Plus/Link SA
Karyn Baker	CPN Coordinator, Murray Transport Connections

The **MURRAY MALLEE HEALTH & COMMUNITY SERVICES NETWORK** is a group of interested Services Providers from the area who provide direct provision within the Mallee region. Meetings are held quarterly in different towns within the Murray and Mallee with guest speakers invited. The meetings are to share information relating to their organisation/any training/work groups/programs and to assist with problem solving from issues that the Service Providers may raise. There is no overarching body for this Network and presently there are two (2) people Arlette Beelitz, Clinical Senior Social Worker, Mallee Health Service & Helen Luke CPN Regional Coordinator, Murray Mallee Community Transport Scheme who arrange guest speakers. This Network is a valuable resource for organisations that provide service to clients within the Mallee to stay in touch with each other, keep up to date on referral processes and engage in general program and information sharing. It is also an avenue for service providers to learn more about the various organisations who are providing a guest speaker. Meetings are held at various locations and alternate between the towns of Karoonda, Tailem Bend and Mannum.

The composition of the Network members varies greatly which is mainly due to distance to travel & staff availability.

Over the past 12 months guest speakers have been sourced from a vast array of organisations and the Network has held several forums including –

- Carer Supports
- Relationships Australia
- Suicide Prevention Services
- Services around Family Separation & Post separation

MURRAY TRANSPORT CONNECTIONS TRANSPORT ADVISORY GROUP

The purpose of the Transport Advisory Group is to act in an advisory capacity to the CPN in relation to transport issues and opportunities within the Mid Murray Council and Rural City of Murray Bridge regions. The objectives of the Group is to raise awareness of and to promote the Murray Transport Connections (MTC) Mid-Murray CPN through local networks and communities, to inform MTC of any identified gaps in service provision at a local level and to identify opportunities for access to resources.

Organisational structure of the Transport Advisory Group consists of representatives from the Councils of Mid Murray and Rural City, Carers, Disability Sector, Aboriginal Services, Youth Sector, Service users, HACC transport service providers in the region and CPN Coordinators from Murray Transport Connections and Murray Mallee Community Transport Scheme. Meetings are usually held at a venue in Murray Bridge.

MMCTS STAFF



CPN Regional Coordinator, Helen Luke has been with the Murray Mallee Community Transport Scheme (MMCTS) for 10 years. Helen has a background in health, disability and aged care and is currently an active volunteer of the SA Ambulance Service (SAAS) with the Taillem Bend team and in her “spare time” is a Regional Educator with SAAS to assist with student Ambulance Officer training and education. Helen has lived locally in the area for many years and has a sound understanding of the issues that the community face in regards to accessing appointments and social activities due to limited or no transport within the area.

Administration Officer, Annyse McFee was appointed MMCTS Administration Officer on 10th November 2014. Annyse has a background in customer service and during her time away from the office enjoys time with her family, gardening and caring for the myriad of animals that share their farm. Annyse has a positive attitude, a friendly manner and is gradually gaining an understanding of the difficulties that people who live in regional areas face on a daily basis.



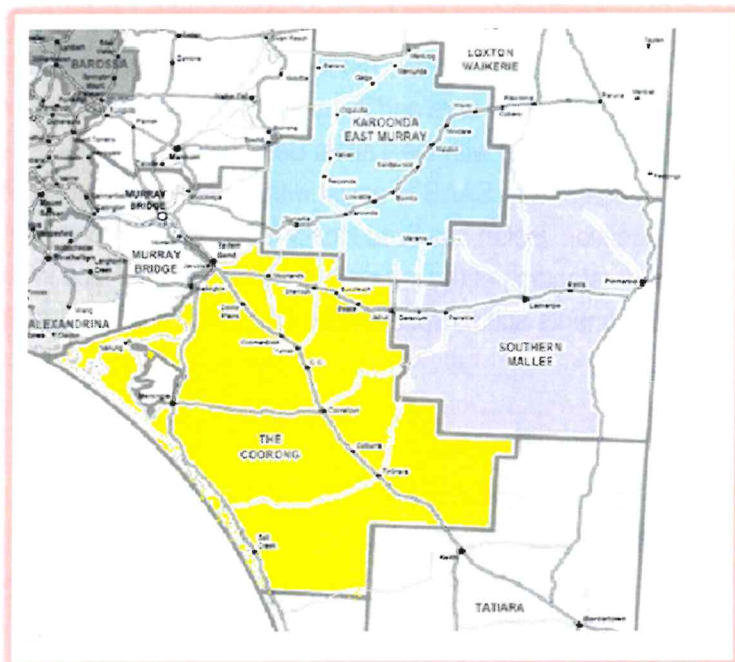
VOLUNTEER LUNCHEON

MMCTS Management Board recognise the volunteers each year by way of a Volunteer Appreciation Luncheon. The last luncheon was held at the Wellington Hotel which is located along the River Murray. Nice weather, great food and company made for a very enjoyable day. The volunteers were also presented with a small thank you gift.



MMCTS SERVICE AREA & EXISTING TRANSPORT

MMCTS provide service within the Council regions of The Coorong, Southern Mallee and Karoonda East Murray which is around 19,246 square kilometres in total.



There are minimal transport options available within these regions so therefore the CPN play a very important role for community support, awareness and development. With limited options available to the community, ensuring they have access to up to date information that is suitable to their individual needs is vital to their health and general well-being as well as enabling communities to participate in local and regional activities. The transport that does exist in the area is mainly Monday to Friday with very little options available over the weekends, public holidays and during school holidays.

Murray-Mallee Medical Bus

Coorong Coaches operates a dedicated Medical Service, using a 9 seater wheelchair accessible bus from Keith to Adelaide each week day for 48 weeks of the year, excluding public holidays. This service is usually closes for 4 weeks over Christmas and New Year. The service has been in operation for many years and is owned and operated by Peter and Margaret Stone from Keith.

MMCTS are a booking agent this service for people living within the Council areas of The Coorong, Southern Mallee, Karoonda East Murray and Tatiara. This service has an eligibility criteria which includes

- unable to drive and
- unable to access family or friends and
- not able to access public transport due to a mobility issue

Eligibility is assessed by MMCTS staff at the time of enquiry or each transport request as circumstances may have changed since the last transport. The service is door to door but for those clients who live outside of the main Medical Bus travel area MMCTS make arrangements to link these people in at a pre-arranged location via public transport, own transport, other Service Providers or a CPN owned or accessed vehicle with a volunteer driver. Depending on eligibility many of our clients are able to travel to a prearranged destination then transfer to the Medical Bus. This service plays an extremely a valuable role for people living in regional areas.

Murray-Mallee Medical Bus



Transport within Southern Mallee District Council

<i>Service Provider</i>	<i>When</i>
Community Passenger Network (CPN)	MMCTS may be able to provide assistance when a person is unable to drive themselves and has no family or friends to assist and there is no other transport available in the area. Fee for service and eligibility criteria applies which will be assessed at the time of booking transport. Phone – 8572 4288 Website – www.murraymalleetransport.com.au
Murray-Mallee Medical Bus	Medical Bus – Coorong Coaches, 9 seater wheelchair accessibility operating 48 weeks of the year from Keith to Adelaide – fee for service and eligibility criteria applies and bookings are coordinated through MMCTS office. The bus does not travel through the Southern Mallee Council area, however clients are linked into this service through MMCTS volunteers, public transport or the person meeting at a pre-arranged location in consultation with MMCTS staff. Phone – 8572 4288 Website – www.murraymalleetransport.com.au
Link SA Public transport	Murrayville to Murray Bridge – Monday → Friday (time table changes during school holidays) Karoonda to Berri via Lamerook & Pinnaroo – Thursday only Phone – 8532 2633 Website – www.linksa.com.au
V- Line Speedlink	Adelaide to Melbourne (change to train at Bendigo) – Daily via Mallee Hwy Melbourne (by train and change to bus at Bendigo) to Adelaide – Daily via Mallee Hwy Phone – 13 61 96 Website – www.vline.com.au

Transport within the District Council of Karoonda East Murray

<i>Service Provider</i>	<i>When</i>
Community Passenger Network (CPN)	MMCTS may be able to provide assistance when a person is unable to drive themselves and has no family or friends to assist and there is no other transport available in the area. Fee for service and eligibility criteria applies and will be assessed at the time of booking transport. Phone – 8572 4288 Website – www.murraymalleetransport.com.au
Murray Mallee Medical Bus	Medical Bus – Coorong Coaches, 9 seater wheelchair accessibility operating 48 weeks of the year from Keith to Adelaide – fee for service and eligibility criteria applies and bookings are coordinated through MMCTS office. The bus does not travel through the Karoonda East Murray Council area, however clients are linked into this service through MMCTS volunteers, public transport or people meeting at a pre-arranged location in consultation with MMCTS staff. Phone – 8572 4288 Website – www.murraymalleetransport.com.au
Link SA Public transport	Karoonda to Murray Bridge via Tailem Bend – Friday only (time table changes during school holidays) Karoonda to Berri via Lamerook & Pinnaroo – Thursday only Phone – 8532 2633 Website – www.linksa.com.au
Link SA	Karoonda intra town shopping bus – Tuesday Phone – 8532 2633 Website – www.linksa.com.au

Transport within The Coorong District Council

<i>Service Provider</i>	<i>When</i>
Community Passenger Network (CPN)	MMCTS may be able to provide assistance when a person is unable to drive themselves and has no family or friends to assist and there is no other transport available in the area. Fee for service and eligibility criteria applies and will be assessed at the time of requesting transport. Phone – 8572 4288 Website – www.murraymalleeettransport.com.au
Murray Mallee Medical Bus	Medical Bus – Coorong Coaches, 9 seater wheelchair accessibility operating 48 weeks of the year from Keith to Adelaide – fee for service and eligibility criteria applies and bookings are coordinated through MMCTS office. The bus travels along the main highways (Dukes & Princes) Clients are linked into this service through MMCTS volunteers, public transport or people meeting at a pre-arranged location in consultation with MMCTS staff. Phone – 8572 4288 Website – www.murraymalleeettransport.com.au
Link SA Public transport	Coonalpyn to Murray Bridge via Meningie & Wellington – Monday → Friday Culburra to Murray Bridge via Tailem Bend – Monday → Friday Murrayville to Murray Bridge via Mallee Highway – Monday → Friday Tintinara to Murray Bridge via Coonalpyn & Tailem Bend – Thursday only Karoonda to Murray Bridge via Tailem Bend – Friday only (time tables change during school holidays) Phone – 8532 2633 Website – www.linksa.com.au
Link SA	Tailem Bend – Heated Pool – Monday Day Centre – Tuesday and Wednesday Intra town shopping bus – Thursday Phone – 8532 2633 Website – www.linksa.com.au
Premier Stateliner	Adelaide to Mt. Gambier - Daily – via Coast – Princes Hwy Mt. Gambier to Adelaide – Daily – via Coast – Princes Hwy Adelaide to Mt. Gambier – Daily – inland – Dukes Hwy Mt. Gambier to Adelaide – Daily – inland – Dukes Hwy Phone – 8415 5555 General Enquiries – (08) 8415 5500 Website – www.premierstateliner.com.au

LEGISLATION

As part of on-going operations the Murray Mallee Community Transport Scheme adheres to, but is not limited to, the following legislation:

- Disability Discrimination Act (Cwth) 1992
- Other amended Commonwealth legislation related to Disability Discrimination Act:
- Volunteers Protection Act (SA) 2001
- Work Health and Safety Regulations 2012 (SA)
- Equal Opportunity Act (SA) 1984
- Passenger Transport Act (SA) 1994
- Passenger Transport Regulations (SA) 2009
- Road Traffic Act (SA) 1961
- Privacy Act (Cwth) 1988
- National Privacy Amendment (Private Sector) (Cwth) Act 2000
- State Records Act (SA) 1997
- State Records Regulations (SA) 1998
- Carer Recognition Act (Cwth) 2010
- Carer Recognition Act (SA) 2005
- Local Government Act 1999
- Volunteers Protection Act (SA) 2001



Annual Financial Statements 2014 - 2015

Murray Mallee Community Transport Scheme
A Section 43 Regional Subsidiary of



MURRAY MALLEE COMMUNITY TRANSPORT SCHEME



S.43 Regional Subsidiary Members

General Purpose Financial Reports for the year ended 30 June 2015

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MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

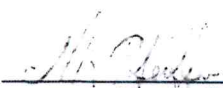
ANNUAL FINANCIAL STATEMENTS

FOR THE YEAR ENDED 30 June 2015


CERTIFICATION OF FINANCIAL STATEMENTS

We have been authorised by the Murray Mallee Community Transport Scheme to certify the financial statements in their final form, In our opinion:

- the accompanying financial statements comply with the *Local Government Act 1999*, *Local Government (Financial Management) Regulations 2011* and Australian Accounting Standards.
- the financial statements present a true and fair view of the Murray Mallee Community Transport Scheme's financial position at 30 June 2015 and the results of its operations and cash flows for the financial year.
- internal controls implemented by the Murray Mallee Community Transport Scheme provide a reasonable assurance that the Murray Mallee Community Transport Scheme's financial records are complete, accurate and reliable and were effective throughout the financial year.
- the financial statements accurately reflect the Murray Mallee Community Transport Scheme's accounting and other records.



Neville Pfeiffer
MMCTS CHAIRPERSON



Helen Luke
REGIONAL CO-ORDINATOR MMCTS

DATE: 1/10/15

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

STATEMENT OF COMPREHENSIVE INCOME for the year ended 30 June 2015

	Notes	2015 \$	2014 \$
INCOME			
User charges	2	5,793	3,857
Grants, subsidies and contributions	2	188,500	175,544
Investment income	2	3,833	3,396
Reimbursements	2	238	503
Total Income		198,364	183,300
EXPENSES			
Employee costs	3	126,499	123,955
Materials, contracts & other expenses	3	42,860	34,292
Depreciation, amortisation & impairment	3	7,267	7,397
Total Expenses		176,626	165,644
OPERATING SURPLUS / (DEFICIT)		21,738	17,656
NET SURPLUS / (DEFICIT) transferred to Equity Statement		21,738	17,656
TOTAL COMPREHENSIVE INCOME		21,738	17,656

This Statement is to be read in conjunction with the attached Notes.

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

STATEMENT OF FINANCIAL POSITION for the year ended 30 June 2015

	Notes	2015 \$	2014 \$
ASSETS			
Current Assets			
Cash and cash equivalents	4	144,518	120,576
Trade & other receivables	4	1,272	18
Total Current Assets		145,790	120,594
Non-current Assets			
Infrastructure, property, plant & equipment	5	31,080	35,952
Total Non-current Assets		31,080	35,952
Total Assets		176,870	156,546
LIABILITIES			
Current Liabilities			
Trade & other payables	6	8,624	6,261
Provisions	6	24,947	23,503
Total Current Liabilities		33,571	29,764
Non-current Liabilities			
Provisions	6	-	5,221
Total Non-current Liabilities		-	5,221
Total Liabilities		33,571	34,985
NET ASSETS		143,299	121,561
EQUITY			
Accumulated Surplus		143,299	121,561
TOTAL EQUITY		143,299	121,561

This Statement is to be read in conjunction with the attached Notes.

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

STATEMENT OF CHANGES IN EQUITY for the year ended 30 June 2015

		Accumulated Surplus	TOTAL EQUITY
2015	Notes	\$	\$
Balance at end of previous reporting period		121,561	121,561
Restated opening balance		121,561	121,561
Net Surplus / (Deficit) for Year		21,738	21,738
Balance at end of period		143,299	143,299

2014			
Balance at end of previous reporting period		103,905	103,905
Restated opening balance		103,905	103,905
Net Surplus / (Deficit) for Year		17,656	17,656
Balance at end of period		121,561	121,561

This Statement is to be read in conjunction with the attached Notes

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

STATEMENT OF CASH FLOW for the year ended 30 June 2015

	Notes	2015 \$	2014 \$
CASH FLOWS FROM OPERATING ACTIVITIES			
<u>Receipts</u>			
User charges		5,793	3,857
Investment receipts		3,459	3,396
Grants utilised for operating purposes		188,500	175,544
Reimbursements		238	503
Other revenues		(880)	
<u>Payments</u>			
Employee costs		(132,920)	(121,961)
Materials, contracts & other expenses		(37,853)	(32,362)
Net Cash provided by (or used in) Operating Activities	7	26,337	28,977
 CASH FLOWS FROM INVESTING ACTIVITIES			
<u>Payments</u>			
Expenditure on renewal/replacement of assets		(2,395)	
Net Cash provided by (or used in) Investing Activities		(2,395)	-
 Net Increase (Decrease) in cash held		23,942	28,977
 Cash & cash equivalents at beginning of period	7	120,576	91,599
Cash & cash equivalents at end of period	7	144,518	120,576

This Statement is to be read in conjunction with the attached Notes

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS For the year ended 30 June 2015

Note 1 - SIGNIFICANT ACCOUNTING POLICIES

The principal accounting policies adopted in the preparation of the financial report are set out below. These policies have been consistently applied to all the years presented, unless otherwise stated.

Basis of Preparation

Compliance with Australian Accounting Standards

This general purpose financial report has been prepared in accordance with Australian Accounting Standards as they apply to not-for-profit entities, other authoritative pronouncements of the Australian Accounting Standards Board, Interpretations and relevant South Australian legislation.

The financial report was authorised for issue by certificate under regulation 14 of the Local Government (Financial Management) Regulations 2011.

Historical Cost Convention

Except as stated below, these financial statements have been prepared in accordance with the historical cost convention.

Critical Accounting Estimates

The preparation of financial statements in conformity with Australian Accounting Standards requires the use of certain critical accounting estimates, and requires management to exercise its judgement in applying MMCTS's accounting policies. The areas involving a higher degree of judgement or complexity, or areas where assumptions and estimates are significant to the financial statements are specifically referred to in the relevant sections of this Note.

Rounding

All amounts in the financial statements are rounded to the nearest dollar.

The Local Government Reporting Entity

The Murray Mallee Community Transport Scheme (MMCTS) is a Regional Subsidiary under Section 43 and schedule 2 of the Local Government Act 1999. The constituent Councils of the MMCTS are the Coorong District Council, Southern Mallee District Council and the District Council of Karoonda / East Mallee. The principal place of business is at 73 Railway Terrace, Taillem Bend. All the funds which the MMCTS controls to carry on its functions have been included in this financial report.

Income recognition

Income is measured at the fair value of the consideration received or receivable. Income is recognised when the MMCTS obtains control over the assets comprising the income, or when the amount due constitutes an enforceable debt, whichever first occurs.

Where grants, contributions and donations recognised as incomes during the reporting period were obtained on the condition that they be expended in a particular manner or used over a particular period, and those conditions were undischarged as at the reporting date, the amounts subject to those undischarged conditions are disclosed in these notes. Also disclosed is the amount of grants, contributions and receivables recognised as incomes in a previous reporting period which were obtained in respect of the MMCTS's operations for the current reporting period.

Cash, Cash Equivalents and other Financial Instruments

Cash Assets include all amounts readily convertible to cash on hand at MMCTS option with an insignificant risk of changes in value with a maturity of three months or less from the date of acquisition.

All receivables are reviewed as at the reporting date and adequate allowance made for amounts the receipt of which is considered doubtful. Other receivables are generally unsecured and do not bear interest.

All financial instruments are recognised at fair value at the date of recognition. A detailed statement of the accounting policies applied to financial instruments forms part of Note 9.

Infrastructure, Property, Plant & Equipment

Initial Recognition

All assets are initially recognised at cost.

All non-current assets purchased or constructed are capitalised as the expenditure is incurred and depreciated as soon as the asset is held "ready for use". Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition, including architects' fees and engineering design fees and all other costs incurred. Capital works still in progress at balance date are recognised as other non-current assets and transferred to *infrastructure, property, plant & equipment* when completed ready for use.

For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition.

Materiality

No capitalisation thresholds exist for assets with an economic life in excess of one year.

Depreciation of Non-Current Assets

Other than land, all infrastructure, property, plant and equipment assets recognised are systematically depreciated over their useful lives in a manner which reflects the consumption of the service potential embodied in those assets.

Depreciation is recognised on a straight-line basis. Major depreciation periods for each class of asset are shown below. Depreciation periods for infrastructure assets have been estimated based on the best information available to MMCTS, but appropriate records covering the entire life cycle of these assets are not available, and extreme care should be used in interpreting financial information based on these estimates.

<u>Plant, Furniture & Equipment</u>	
Office Equipment	3 to 10 years
Vehicles	4 to 8 years

Impairment

Assets that are subject to depreciation are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount (which is the higher of the present value of future cash outflows or value in use).

Payables

Goods & Services

Creditors are amounts due to external parties for the supply of goods and services and are recognised as liabilities when the goods and services are received. Creditors are normally paid 30 days after the month of invoice. No interest is payable on these amounts.

Employee Benefits

Salaries, Wages & Compensated Absences

Liabilities for employees' entitlements to salaries, wages and compensated absences expected to be paid or settled within 12 months of reporting date are accrued at nominal amounts (including payroll based oncosts) measured in accordance with AASB 119.

Liabilities for employee benefits not expected to be paid or settled within 12 months are measured as the present value of the estimated future cash outflows (including payroll based oncosts) to be made in respect of services provided by employees up to the reporting date. Present values are calculated using government guaranteed securities rates with similar maturity terms.

No accrual is made for sick leave as MMCTS experience indicates that, on average, sick leave taken in each reporting period is less than the entitlement accruing in that period, and this experience is expected to recur in future reporting periods. MMCTS does not make payment for untaken sick leave.

Superannuation

The MMCTS makes employer superannuation contributions in respect of its employees to the Local Government Superannuation Scheme. The Scheme has two types of membership, each of which is funded differently. No changes in accounting policy have occurred during either the current or previous reporting periods. Details of the accounting policies applied and Council's involvement with the schemes are reported in Note 12.

GST Implications

In accordance with UIG Abstract 1031 "Accounting for the Goods & Services Tax"

- *Receivables and Creditors include GST receivable and payable.*
- *Except in relation to input taxed activities, revenues and operating expenditures exclude GST receivable and payable.*
- *Non-current assets and capital expenditures include GST net of any recoupment.*
- *Amounts included in the Statement of Cash Flows are disclosed on a gross basis.*

Pending Accounting Standards

Certain new accounting standards and UIG interpretations have been published that are not mandatory for the 30 June 2015 reporting period and have not been used in preparing these reports.

- | | |
|------------|---|
| ➤ AASB 7 | <i>Financial Instruments – Disclosures</i> |
| ➤ AASB 9 | <i>Financial Instruments</i> |
| ➤ AASB 10 | <i>Consolidated Financial Statements</i> |
| ➤ AASB 11 | <i>Joint Arrangements</i> |
| ➤ AASB 12 | <i>Disclosure of Interests in Other Entities</i> |
| ➤ AASB 127 | <i>Separate Financial Statements</i> |
| ➤ AASB 128 | <i>Investments in Associates and Joint Ventures</i> |
| ➤ AASB 132 | <i>Financial Instruments: Presentation</i> |

Standards containing consequential amendments to other Standards and Interpretations arising from the above - AASB 2010-7, AASB 2011-7, AASB 2012-2, AASB 2012-3, AASB 2012-5, AASB 2012-6, AASB 2012-10, AASB2013-3, AASB2013-8 and AASB2103-9..

(Standards not affecting local government have been excluded from the above list.)

MMCTS is of the view that none of the above new standards or interpretations will affect any of the amounts recognised in the financial statements, but that they may impact certain information otherwise disclosed.

The Australian Accounting Standards Board is currently reviewing AASB 1004 Contributions. It is anticipated that the changes resulting from this review may have a material effect on the timing of the recognition of grants and contributions, but the financial consequences cannot be estimated until a revised accounting standard is issued.

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS for the year ended 30 June 2015

Note 2 - INCOME

	Notes	2015 \$	2014 \$
USER CHARGES			
Client Contributions		<u>5,793</u>	<u>3,857</u>
		<u>5,793</u>	<u>3,857</u>
INVESTMENT INCOME			
Interest on investments			
Local Government Finance Authority		<u>3,833</u>	<u>3,396</u>
		<u>3,833</u>	<u>3,396</u>
REIMBURSEMENTS			
- other		<u>238</u>	<u>503</u>
		<u>238</u>	<u>503</u>
GRANTS, SUBSIDIES, CONTRIBUTIONS			
Other grants, subsidies and contributions		<u>188,500</u>	<u>175,544</u>
		<u>188,500</u>	<u>175,544</u>
<i>The functions to which these grants relate are shown in Note 12.</i>			
Sources of grants			
Commonwealth government			
State government		<u>151,685</u>	<u>139,804</u>
Other		<u>36,815</u>	<u>35,740</u>
		<u>188,500</u>	<u>175,544</u>

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS for the year ended 30 June 2015

Note 3 - EXPENSES

	Notes	2015 \$	2014 \$
EMPLOYEE COSTS			
Salaries and Wages		99,677	94,359
Employee leave expense		11,262	16,855
Superannuation - defined contribution plan contributions	12	6,451	6,326
Superannuation - defined benefit plan contributions	12	4,013	3,935
Workers' Compensation Insurance		5,096	2,480
Total Operating Employee Costs		126,499	123,955

Total Number of Employees 2 2

(Full time equivalent at end of reporting period)

MATERIALS, CONTRACTS & OTHER EXPENSES

Prescribed Expenses

Auditor's Remuneration

- Auditing the financial reports

Subtotal - Prescribed Expenses 750 750

Other Materials, Contracts & Expenses

Contractors		13,849	16,091
Energy		709	740
Other Materials		6,786	2,323
Fuel		2,115	1,836
Vehicle Other Costs		1,138	2,485
Telephone		3,188	2,708
Insurance		5,029	3,433
Other Costs		9,296	3,926
Subtotal - Other Materials, Contracts & Expenses		42,110	33,542
		42,860	34,292

	Notes	2015 \$	2014 \$
DEPRECIATION, AMORTISATION & IMPAIRMENT			
Depreciation			
Motor Vehicles		6,309	6,309
Office Equipment		958	1,088
		7,267	7,397
		7,267	7,397

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS for the year ended 30 June 2015

Note 4 - CURRENT ASSETS

	Notes	2015 \$	2014 \$
CASH & EQUIVALENT ASSETS			
Cash on Hand		200	200
Cash at Bank		144,318	120,376
		<u>144,518</u>	<u>120,576</u>
 TRADE & OTHER RECEIVABLES			
Accrued Revenues		374	
GST Recoupment		898	18
Total		1,272	18
<i>Amounts included in receivables that are not expected to be received within 12 months of reporting date.</i>		0	0

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
for the year ended 30 June 2015**

Note 5 - Infrastructure, Plant & Equipment

	2014				2015			
	AT FAIR VALUE	AT COST	ACCUM DEP'N	CARRYING AMOUNT	AT FAIR VALUE	AT COST	ACCUM DEP'N	CARRYING AMOUNT
Note 5 - INFRASTRUCTURE, PROPERTY, PLANT & EQUIPMENT								
Motor Vehicles	-	45,237	(10,082)	35,155	-	45,237	(16,391)	28,846
Office Equipment	-	3,609	(2,812)	797	-	2,887	(653)	2,234
TOTAL INFRASTRUCTURE, PROPERTY, PLANT &	-	48,846	(12,894)	35,952	-	48,124	(17,044)	31,080
Comparatives		48,846	(5,497)	43,349	-	48,846	(12,894)	35,952

This Note continues on the following pages.

	2014	CARRYING AMOUNT MOVEMENTS DURING YEAR							2015
	\$	\$							\$
	CARRYING AMOUNT	Additions		Disposals	Depreciation	Impairment	Transfers		Net Revaluation
		New/Upgrade	Renewals				In	Out	
Note 5 - INFRASTRUCTURE, PROPERTY, PLANT & EQUIPMENT									
Motor Vehicles	35,155	-	-	-	(6,309)	-	-	-	-
Office Equipment	797	-	-	-	(958)	-	-	-	2,395
TOTAL INFRASTRUCTURE, PROPERTY, PLANT & EQUIPMENT	35,952	-	-	-	(7,267)	-	-	-	2,395
Comparatives	43,349				(7,397)				35,952

This Note continues on the following pages.

Valuation of Assets

At 1 July 2004 upon the transition to AIFRS, Council elected pursuant to AASB 1.19 to retain a previously established deemed cost under GAAP as its deemed cost. With subsequent additions at cost, this remains as the basis of recognition of non-material asset classes.

Plant, Furniture & Equipment

These assets are recognised on the cost basis.

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS for the year ended 30 June 2015

Note 6 - LIABILITIES

	Notes	2015		2014	
		\$		\$	
TRADE & OTHER PAYABLES		Current	Non-current	Current	Non-current
Goods & Services		7,717		2,710	
Accrued expenses - employee entitlements		907		3,551	
		<u>8,624</u>	<u>-</u>	<u>6,261</u>	<u>-</u>

Amounts included in trade & other payables that are not expected to be settled within 12 months of reporting date.

PROVISIONS

Employee entitlements (including oncosts)		24,947		23,503	5,221
		<u>24,947</u>	<u>-</u>	<u>23,503</u>	<u>5,221</u>

Amounts included in provisions that are not expected to be settled within 12 months of reporting date.

-

5,221

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS for the year ended 30 June 2015

Note 7 - RECONCILIATION TO CASH FLOW STATEMENT

(a) Reconciliation of Cash

Cash Assets comprise highly liquid investments with short periods to maturity subject to insignificant risk of changes of value. Cash at the end of the reporting period as shown in the Cash Flow Statement is reconciled to the related items in the Balance Sheet as follows:

	Notes	2015 \$	2014 \$
Total cash & equivalent assets	4	<u>144,518</u>	<u>120,576</u>
Balances per Cash Flow Statement		<u>144,518</u>	<u>120,576</u>

(b) Reconciliation of Change in Net Assets to Cash from Operating Activities

Net Surplus (Deficit)	21,738	17,656
Non-cash items in Income Statement		
Depreciation, amortisation & impairment	7,267	7,397
Net increase (decrease) in unpaid employee benefits	<u>(6,421)</u>	<u>1,994</u>
	22,584	27,047
Add (Less): Changes in Net Current Assets		
Net (increase) decrease in receivables	(1,254)	634
Net increase (decrease) in trade & other payables	<u>5,007</u>	<u>1,296</u>
Net Cash provided by (or used in) operations	<u>26,337</u>	<u>28,977</u>

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS for the year ended 30 June 2015

Note 8 - FUNCTIONS

INCOMES, EXPENSES AND ASSETS HAVE BEEN DIRECTLY ATTRIBUTED TO THE FOLLOWING FUNCTIONS & ACTIVITIES									
INCOME		EXPENSES		OPERATING SURPLUS (DEFICIT)		GRANTS INCLUDED IN INCOME		TOTAL ASSETS HELD (CURRENT & NON-CURRENT)	
ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	2015	2014	2015	2014
2015	2014	2015	2014	2015	2014	\$	\$	\$	\$
198,364	183,300	176,626	165,644	21,738	17,656	188,500	175,544	176,870	156,546
198,364	183,300	176,626	165,644	21,738	17,656	188,500	175,544	176,870	156,546

Community Services

TOTALS

Revenues and expenses exclude net gain (loss) on disposal or revaluation of assets, net gain (loss) from joint ventures & associated entities, amounts received specifically for new or upgraded assets and physical resources received free of charge.

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS for the year ended 30 June 2015

Note 9 - FINANCIAL INSTRUMENTS

Accounting Policies - Recognised Financial Instruments

Bank, Deposits at Call, Short Term Deposits	Accounting Policy: Carried at lower of cost and net realisable value; Interest is recognised when earned. Terms & conditions: Short term deposits have an average maturity of 1 day and average interest rates of 2.25% (2014: 1 day, 2.5%) Carrying amount: approximates fair value due to the short term to maturity.
Receivables - Fees & other charges	Accounting Policy: Carried at nominal values less any allowance for doubtful debts. An allowance for doubtful debts is recognised (and re-assessed annually) when collection in full is no longer probable. Terms & conditions: Unsecured, and do not bear interest. Although Council is not materially exposed to any individual debtor, credit risk exposure is concentrated within the Council's boundaries. Carrying amount: approximates fair value (after deduction of any allowance).
Liabilities - Creditors and Accruals	Accounting Policy: Liabilities are recognised for amounts to be paid in the future for goods and services received, whether or not billed to the Council. Terms & conditions: Liabilities are normally settled on 30 day terms. Carrying amount: approximates fair value.

Liquidity Analysis

2015	Due < 1 year	Due > 1 year; ≤ 5 years	Due > 5 years	Total Contractual Cash Flows	Carrying Values
Financial Assets	\$	\$	\$	\$	\$
Cash & Equivalents	144,518			144,518	144,518
Receivables	1,272			1,272	1,272
Other Financial Assets				-	-
Total	145,790	-	-	145,790	145,790
Financial Liabilities					
Payables	7,717			7,717	7,717
Current Borrowings				-	-
Non-Current Borrowings				-	-
Total	7,717	-	-	7,717	7,717
2014	Due < 1 year	Due > 1 year; ≤ 5 years	Due > 5 years	Total Contractual Cash Flows	Carrying Values
Financial Assets	\$	\$	\$	\$	\$
Cash & Equivalents	120,576			120,576	120,576
Receivables	18			18	18
Total	120,594	-	-	120,594	120,594
Financial Liabilities					
Payables	2,710			2,710	2,710
Total	2,710	-	-	2,710	2,710

Net Fair Value

All carrying values approximate fair value for all recognised financial instruments. There is no recognised market for the financial assets of the MMCTS.

Risk Exposures

Credit Risk represents the loss that would be recognised if counterparties fail to perform as contracted. The maximum credit risk on financial assets of MMCTS is the carrying amount, net of any allowance for doubtful debts. All MMCTS investments are made with the SA Local Government Finance Authority and are guaranteed by the SA Government. Except as detailed in Note 4 in relation to individual classes of receivables, exposure is concentrated within the MMCTS's boundaries, and there is no material exposure to any individual debtor.

Market Risk is the risk that fair values of financial assets will fluctuate as a result of changes in market prices. All of Council's financial assets are denominated in Australian dollars and are not traded on any market, and hence neither market risk nor currency risk apply.

Liquidity Risk is the risk that MMCTS will encounter difficulty in meeting obligations with financial liabilities. In accordance with the model Treasury Management Policy (LGA Information Paper 15), liabilities have a range of maturity dates. MMCTS currently does not have available a range of bank overdraft and standby borrowing facilities that it can access.

Interest Rate Risk is the risk that future cash flows will fluctuate because of changes in market interest rates. MMCTS has nil balance of both fixed and variable interest rate borrowings and investments. Cash flow fluctuations are managed holistically in seeking to minimise interest costs over the longer term in a risk averse manner.

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS for the year ended 30 June 2015

Note 10 - FINANCIAL INDICATORS

	2015	2014	2013
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These Financial Indicators have been calculated in accordance with *Information Paper 9 - Local Government Financial Indicators* prepared as part of the LGA Financial Sustainability Program for the Local Government Association of South Australia. Detailed methods of calculation are set out in the SA Model Statements.

Operating Surplus Ratio

Operating Surplus	11%	10%	8%
Rates - general & other less NRM levy			

This ratio expresses the operating surplus as a percentage of general and other rates, net of NRM levy.

Net Financial Liabilities Ratio

Net Financial Liabilities	-57%	-47%	-34%
Total Operating Revenue			

Net Financial Liabilities are defined as total liabilities less financial assets (excluding equity accounted investments in Council businesses). These are expressed as a percentage of total operating revenue.

Asset Sustainability Ratio

Net Asset Renewals	0%	0%	179%
Infrastructure & Asset Management Plan required expenditure	*	*	*

Net asset renewals expenditure is defined as net capital expenditure on the renewal and replacement of existing assets, and excludes new capital expenditure on the acquisition of additional assets.

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS for the year ended 30 June 2015

Note 11 - UNIFORM PRESENTATION OF FINANCES

The following is a high level summary of both operating and capital investment activities of the Council prepared on a simplified Uniform Presentation Framework basis.

All Councils in South Australia have agreed to summarise annual budgets and long-term financial plans on the same basis.

The arrangements ensure that all Councils provide a common 'core' of financial information, which enables meaningful comparisons of each Council's finances

	2015 \$	2014 \$
Income	198,364	183,300
less Expenses	176,626	165,644
Operating Surplus / (Deficit)	21,738	17,656
less Net Outlays on Existing Assets		
Capital Expenditure on renewal and replacement of Existing Assets	2,395	-
Depreciation, Amortisation and Impairment	(7,267)	(7,397)
Proceeds from Sale of Replaced Assets	-	-
	(4,872)	(7,397)
Net Lending / (Borrowing) for Financial Year	26,610	25,053

MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS for the year ended 30 June 2015

Note 12 – SUPERANNUATION

The MMCTS makes employer superannuation contributions in respect of its employees to the Local Government Superannuation Scheme. The Scheme has two types of membership, each of which is funded differently. Permanent and contract employees of the South Australian Local Government sector with Salarylink benefits prior to 24 November 2009 have the option to contribute to Marketlink and/or Salarylink. All other employees (including casuals) have all contributions allocated to Marketlink.

Marketlink (Accumulation Fund) Members

Marketlink receives both employer and employee contributions on a progressive basis. Employer contributions are based on a fixed percentage of employee earnings in accordance with superannuation guarantee legislation (9.25% in 2013/14; 9% in 2012/13). No further liability accrues to the MMCTS as the superannuation benefits accruing to employees are represented by their share of the net assets of the Fund.

Salarylink (Defined Benefit Fund) Members

Salarylink is a defined benefit scheme where the benefit payable is based on a formula determined by the member's contribution rate, number of years and level of contribution and final average salary. MMCTS makes employer contributions to Salarylink as determined by the Scheme's Trustee based on advice from the Scheme's Actuary. The rate is currently 6.3% (6.3% in 2013/14) of "superannuation" salary.

In addition, MMCTS makes a separate contribution of 3% of salary for Salarylink members to their Marketlink account. Employees also make member contributions to the Fund. As such, assets accumulate in the Fund to meet the member's benefits, as defined in the Trust Deed, as they accrue.

The Salarylink Fund is a multi-employer sponsored plan. As the Fund's assets and liabilities are pooled and are not allocated by each employer, the Actuary is unable to allocate benefit liabilities, assets and costs between employers. As provided by AASB 119.32(b), Council does not use defined benefit accounting for these contributions.

The most recent actuarial investigation was conducted by the Scheme's actuary, A C Miller, FIAA, of Russell Employee Benefits Pty Ltd as at 30 June 2011. The Trustee has determined that the current funding arrangements are adequate for the expected Salarylink liabilities. However, future financial and economic circumstances may require changes to MMCTS's contribution rates at some future time.

Independent Audit Report to the Members of the Murray Mallee Community Transport Scheme

We have audited the accompanying financial report of the Murray Mallee Community Transport Scheme which comprises the statement of financial position, statement of comprehensive income, statement of changes in equity, statement cash flows, summary of significant accounting policies, other explanatory notes and the certification of financial statement for the year ended 30 June 2015.

Chief Executive Officer's Responsibility for the Financial Report

The Chief Executive Officer is responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the Local Government Act 1999 together with the Local Government (Financial Management) Regulations 2011. This responsibility includes establishing and maintaining internal controls relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Board of Management, as well as evaluating the overall presentation of the financial report.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Independence

In conducting our audit we followed applicable independence requirements of Australian professional and ethical pronouncements and the Local Government Act 1999.

Auditor's Opinion

In our opinion, the financial report presents fairly, in all material respects, the financial position of the Murray Mallee Community Transport Scheme as of 30 June 2015, and of its financial performance and its cash flows for the year then ended in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the Local Government Act 1999 together with the Local Government (Financial Management) Regulations 2011.



Ian G McDonald FCA
Chartered Accountant
Registered Company Auditor 16458

Signed this 2nd day of November 2015 at Adelaide, South Australia

CapNot limited by a scheme approved under Professional Standards Legislation

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MURRAY MALLEE COMMUNITY TRANSPORT SCHEME

ANNUAL FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 June 2015

CERTIFICATION OF AUDITOR INDEPENDENCE

To the best of our knowledge and belief, we confirm that, for the purpose of the audit of Murray Mallee Community Transport Scheme for the year ended 30 June 2015, the Council's Auditor, Ian McDonald, has maintained its independence in accordance with the requirements of the *Local Government Act 1999* and the *Local Government (Financial Management) Regulations 2011* made under that Act.

This statement is prepared in accordance with the requirements of Regulation 22(3) *Local Government (Financial Management) Regulations 2011*.



Neville Pfeiffer
MMCTS CHAIRPERSON



Helen Luke
REGIONAL CO-ORDINATOR MMCTS

DATE: 1/10/15

Murray Mallee Community Transport Scheme

ANNUAL FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 June 2015

STATEMENT BY AUDITOR

I confirm that, for the audit of the financial statements of the Murray Mallee Community Transport Scheme for the year ended 30 June 2015, I have maintained my independence in accordance with the requirements of APES 110 – Code of Ethics for Professional Accountants, Section 290, published by the Accounting Professional and Ethical Standards Board, in accordance with the *Local Government Act 1999* and the *Local Government (Financial Management) Regulations 2011* made under that Act.

This statement is prepared in accordance with the requirements of Regulation 22 (5) *Local Government (Financial Management) Regulations 2011*.



Ian G McDonald FCA

Dated this 2nd day of October 2015

LIC 1041860 v. 1.4 (2012) approved under Professional Standards Legislation

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