

Regional Subsidiary Reports

Murray Mallee Community Transport Scheme Annual Report 2015 / 2016

A handwritten signature in dark ink, located in the bottom right corner of the page. The signature is stylized and appears to be a cursive name.

Annual Report 2015 / 2016

Murray Mallee Transport
connecting communities



CONTENTS	Page
Introduction	3
Aim of the Community Passenger Network	3
Objectives of the Community Passenger Network	3
Chairman's Report	4-5
Regional Coordinator Report	6-9
Resource Chart	10
Organisational Chart	11
Boards and Committees	12
Murray Mallee Community Transport Scheme Management Board	12
Murraylands Transport Advisory Committee	13
Murray Mallee Health & Community Services Network	14
Murray Transport Connections Transport Advisory Group	14
Murray Mallee Community Transport Scheme Staff	14
Volunteers Luncheon	15
Service Area & Existing Transport	16
Murray Mallee Medical Bus	16
Transport within Southern Mallee District Council	17
Transport within District Council Karoonda East Murray	17
Transport within Coorong District Council	18
Legislation	19
 Attachment	
MMCTS Audited Financial Reports 2015 - 2016	

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 direct service within the communities of Coorong, Southern Mallee and Karoonda East Murray Council regions.

AIM OF THE CPN

The aim of the Murray Mallee Community Transport Scheme 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 where no other appropriate transport is available in the region and when appropriate resources are available.



Murray Mallee Community Transport Scheme Chairman's Report 2015 – 2016



It is with pleasure that I present my annual Chairman's Report for the past year.

Our current Service Agreement is with the Department for Communities and Social Inclusion (DCSI) with our present amount of funding to continue until 30 June 2017. Murray Mallee Community Transport Scheme (MMCTS) receives its funding and or support from the following identities or groups.

- Commonwealth Home Support Programme – CHSP
- Department for Communities and Social Inclusion (DCSI)
- Coorong District Council, Southern Mallee District Council and District Council of Karoonda East Murray (Constituent Councils)
- Department of Planning, Transport and Infrastructure (DPTI) – Public Transport Operations and Planning (PTOP)
- Client fee contributions for transport

On behalf of the Board Members, I would like to sincerely thank the above contributors as without your support we could not continue to help those community members who are transport disadvantaged to get to mostly medical and specialist appointments in Adelaide or other regional hospitals. A very small percentage of trips are for shopping, banking or visiting friends.

In today's world the banks are encouraging everyone to do their banking over the internet. Then when this happens they shut their doors by explaining that not many customers are coming through their doors anymore, leaving the elderly and transport disadvantaged to travel up to 100km to attend a bank in person for certain business matters, thus making more work for MMCTS. Many older people have only got a driver's licence which only allows them to travel locally.

In the past 12 months MMCTS and staff have done the following

- Sent the Annual Report to the Constituent Councils, DCSI and DPTI-PTOP
- Attended community events including Karoonda Farm Fair
- Staff attended Mental Health First Aid Training and Elder Abuse Train the Trainer
- Staff and volunteers attended fire extinguisher training
- DPTI Operator Accreditation for MMCTS
- DPTI Vehicle Accreditation for MMCTS vehicles

On 11th October 2015 Helen and Annyse organized a Volunteer Appreciation Luncheon at the Wellington Court House for our volunteer drivers to say thank you for the work they do. It was also an afternoon where volunteers can meet other volunteers they rarely get to see.

Presently we have 14 active drivers and a few volunteer companions. The home location of these drivers are Lameroo, Pinnaroo, Taillem Bend, Geranium and Karoonda. Volunteer Drivers spent 931 hours of driving which was higher than the past year.

Murray Mallee Community Transport Scheme Chairman's Report 2015 - 2016

Kilometres travelled over the past year were 42,083, which was almost 8,500km above last year's total. There were 470 one way client trips organized along with 246 vehicle trips and 156 enquiries.

I would like to congratulate Helen Luke on achieving 11 years of faithful service for MMCTS. Helen has been a great asset and Coordinator over these years. Annyse McFee, Administration Officer has had her employment contract extended. She is a very polite and respected employee of MMCTS.

Finally, there has been quite a bit of time spent on the preparation and development of the MMCTS Business Plan.

*Deputy Mayor Cr. Neville Pfeiffer
Management Board Chairman
Murray Mallee Community Transport Scheme*

Murray Mallee Community Transport Scheme Regional Coordinator Annual Report 2015 - 2016

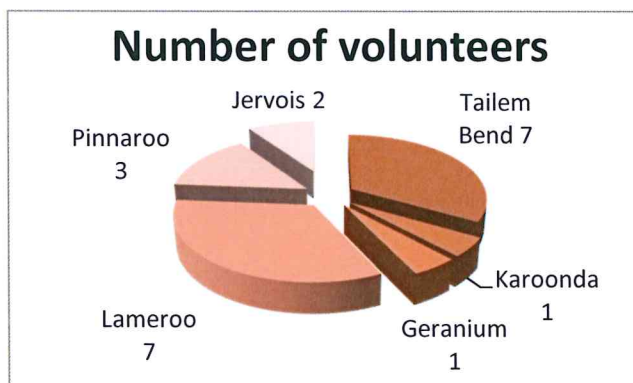
It is with pleasure that I present the Murray Mallee Community Transport Scheme (MMCTS) Regional Coordinator Annual Report for 2015 – 2016.



Transport disadvantaged people living in regional and remote communities across South Australia rely on the 12 regional Community Passenger Networks (CPN's) operating from various locations for assistance with transport. All CPN's have the same core business but are very unique in their operations as to what they are able to provide as it will depend on the number of volunteers and vehicles that they have along with public transport availability within the area. The changes to Service Agreements, lack of communication and uncertainties associated with our main funding body over the past 12 months have provided many anxious and challenging moments but I am pleased to report there has been no interruption to transport service delivery.

The introduction of My Aged Care (MAC) has added some additional work in the administration area even for a simple request for transport to the local doctor or to link with public transport. Any new client 65 years of age and over or Aboriginal 50 years and over is now referred to MAC. Most times an 'in-bound referral' is completed to start the process as it can take some time to work through the system. Once the referral is received the client is contacted by Regional Assessment Services (RAS) and an in home assessment is carried out. This helps to identify any other assistance that the person may need. We will also need to eventually work through with this process for all of our other clients within this age range as they will need to be registered under MAC to receive other services. There have been several updates and changes within the MAC system and for the amount of times that we use it have found it to be relatively easy to navigate. MMCTS have received 54 referrals since MAC was introduced which equates to around 1 client per week.

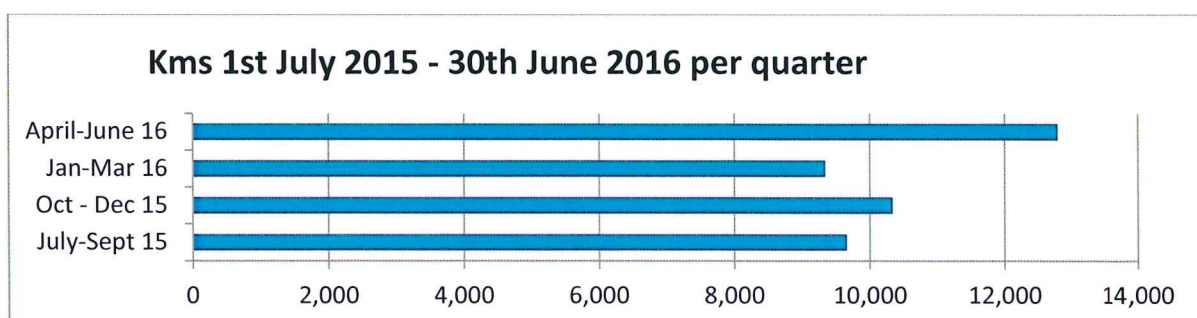
MMCTS staff is very humbled by the volunteer's dedication, professionalism and the amount of time that our small team has committed to their volunteer role. A huge heartfelt "thank-you" is extended to all of our volunteers who have provided 931.75 voluntary hours while traveling 42,083 kilometres over the past 12 months. This is an awesome effort for such a small team. Four of our volunteers have been out of action for



over 6 months, that coupled with not being able to recruit new volunteers in areas of need has added pressure to our very small team of current volunteers. Several of our volunteers are undergoing re-accreditation, some for the second or third time. As the accreditation is valid for 6 years this is a mighty effort. MMCTS presently have a mix of accredited volunteer drivers, volunteers who are able to assist with taking cars in for servicing or helping out at functions and volunteers who act as a travel

companion if a person needs additional assistance.

The following chart is a summary of kilometres traveled from 1st July 2015 – 30th June 2016 for all MMCTS utilized vehicles on a quarterly basis.



Murray Mallee Community Transport Scheme Regional Coordinator Annual Report 2015 - 2016

The following table is a total of the kilometres traveled by each vehicle and volunteer hours over the past 12 months from 1st July 2015 to 30th June 2016. The two MMCTS owned vehicles are Scheme One and Scheme Two with Karoonda, Lameroo and Pinnaroo being vehicles that we utilize from Community Health with our own volunteers as drivers and companions. The vehicle resource that we have within the Southern Mallee and Karoonda East Murray districts is a highly valuable and precious resource. Without this resource the cost of transport for the client may be considerably higher for people living within those communities as vehicles would need to be sourced from other locations or organisations.

vehicle	kilometres	hours
Scheme One	11,104	238.25
Scheme Two	14,143	340
Karoonda	3,408	82.25
Lameroo	9,275	174.75
Pinnaroo	4,153	96.50
TOTALS	42,083	931.75

When a person has traveled and the entry has been completed our statistics are usually referred to as passenger trips. If a person has a return transport it is referred to as two (2) passenger trips or two one-way passenger trips. The following table is a summary of passenger trips that have been undertaken by clients from 1st July 2015 - 30th June 2016. Passenger trips are up by 65 from the previous year.

Number of One-Way Passenger Trip Requests by Vehicle Used for Client and Carer

Vehicle Used	Client	Carer/travel companion
Scheme One	136	16
Scheme Two	207	30
Karoonda	34	2
Lameroo	59	14
Pinnaroo	34	2
TOTALS	470	64

The client data base has fluctuated quite significantly over the past 12 months for a variety of reasons other than the fact that many have passed away. Several clients have been made inactive as they have moved from our direct service area, or their circumstances have improved and they do not require services at this time. There have been 158 existing client updates completed and 90 new clients registered over the past 12 months.

	314 trips
	52 trips
	104 trips

The table to the left indicates how many passenger trips from each Council region have been completed using a vehicle for client transport. These figures do not include carers or travel companions. People mainly travel for medical or allied health appointments and will usually include shopping or banking in with the same trip particularly if they are going to Murray Bridge or Mount Barker.



Murray Mallee Community Transport Scheme Regional Coordinator Annual Report 2015 - 2016

MMCTS and the Mid Murray CPN - Murray Transport Connections (MTC) based at Mannum work closely with each other and Coorong Coaches to coordinate bookings for the Murray-Mallee Medical Bus Service operated by Coorong Coaches. 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. Clients from the Council regions of Coorong, Southern Mallee, Karoonda East Murray, Tatiara and Rural City of Murray Bridge may be eligible for transport on the Medical Bus. The Contract for this service is specifically between Public Transport and the owner Coorong Coaches, Peter and Margaret Stone from Keith, with the CPN's acting as booking agents. MMCTS coordinate bookings for 4 out of the 5 Council regions. Our current Transport program enables both MMCTS and MTC 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 specific requirements such as wheelchair access, a travel companion or any other special needs.



Travel on the Medical Bus is for medical appointments only, carers or companions travel for free providing they are caring for someone at the time and do not have an appointment themselves on the same day. Some of the roles and responsibilities of the CPN in relation to the Medical Bus include:

- ascertaining client eligibility and complete a client registration
- coordinate bookings and forward bookings to Coorong Coaches
- 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 and accommodation options and make bookings
- track and record transgressions, late cancellations and “no-shows”
- manage grievance process

Reporting Medical Bus patronage is not a requirement of MMCTS, however the information regarding daily trips that are booked through the MMCTS office is used as reference for internal reporting and travel patterns

The table below is a summary of the reason for Medical Bus transport with the number of trips provided from 1st July 2015 – 30th June 2016. There has been an increase in Medical Bus patronage.

Reason	Total
Renal	2
Ad-hoc general medical/health	248
Dialysis	15
Chemotherapy	3
Radiotherapy	47
Specialist	606
Total	921

MMCTS staff has been involved in community events whenever possible as well as participating regularly at meetings, forums, training, liaison with Service Providers and Commercial Operators.

The following is a brief summary of some of the events from 2015 – 2016 -

- Opening Speaker at CWA AGM & Conference at Coomandook – 5th August 2015
- CFS Bushfire Workshop – 11th August 2015
- Volunteer Appreciation Luncheon – Wellington Courthouse – 11th October 2015
- Standby SA Workshop – Pathways to Care & Crossing the River – 13th October 2015
- Fire Extinguisher Training – 16th November 2015

Murray Mallee Community Transport Scheme Regional Coordinator Annual Report 2015 - 2016

- Mental Health First Aid – 10th & 11th February 2016 & 20th & 21st June 2016
- Train the Trainer – Prevention of Abuse of Older People – 16th March 2016
- Karoonda Farm Fair – 1st & 2nd April 2016
- Network of Networks Suicide Prevention – 16th May 2016
- Community Passenger Network Coordinators Conference – 30th & 31st May 2016
- Business Plan Workshop – 10th June 2016

I would like to take this opportunity to extend a sincere thank you to MMCTS Administration Officer Annyse McFee for her support and understanding during some quite frustrating times. Annyse has a very good rapport with clients and volunteers and is extremely passionate within her role.

Many individuals and organisations are closely associated with MMCTS offering support, advice and guidance. Without this networking and encouragement we would not be able to continue to provide and deliver the services that are presently available.

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

- MMCTS volunteers
- MMCTS Management Board Members
- Staff of Coorong District Council
- Staff of the District Council of Karoonda East Murray
- 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 Operations and Planning
- Department for Communities and Social Inclusion

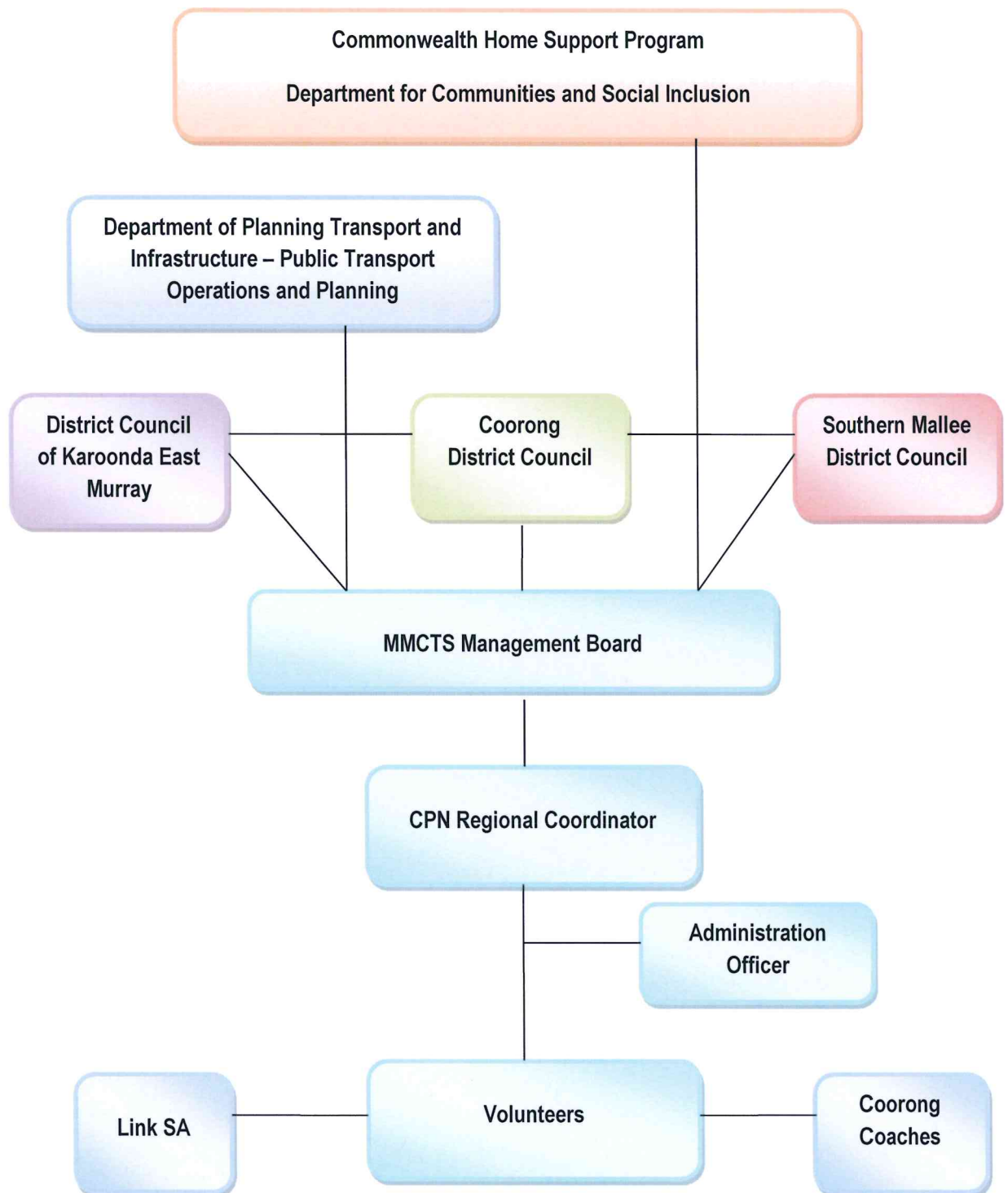
The Murray Mallee Community Transport Scheme will endeavor to maintain and further develop our role within the community through the valuable connections that we already have with service providers, local organisations and Councils.

Helen Luke

Regional Coordinator

Murray Mallee Community Transport Scheme

Organisation	Relationship to CPN
Commonwealth Home Support Program	External Funding
Department for Communities and Social Inclusion	Contractual relationship, IT support and funding body
Department of Planning, Transport and Infrastructure - Public Transport Operations and Planning	Volunteer Accreditation Support, funding, Murray-Mallee Medical Bus Contract
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 and event attendance along with client support
Link SA	Brokerage services
Coorong Coaches	Murray-Mallee Medical Bus brokerage services
Mallee Community Health Service	Vehicle resource
Clients	Fee for service - fees assist with vehicle running costs



BOARDS AND COMMITTEES

Staff of the Murray Mallee Community Transport Scheme (MMCTS) has 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
- Murraylands Transport Advisory Committee

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

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 Coorong District Council, Southern Mallee District Council and 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 Tailem Bend and the Annual General Meeting is usually 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

	<i>Representative Organisation</i>
Deputy Mayor Cr. Neville Pfeiffer – Chairperson	Southern Mallee District Council
Cr. John Wooldridge – Vice Chairperson	District Council of Karoonda East Murray
Deputy Mayor Cr. Sharon Bland	Coorong District Council
Wayne Smith	Disability
Lianne Brewin	Carers
Brian Lloyd	Client
Claire Crane	Health Provider
Ian Qualmann	Veterans
Kylie Constant	Commercial Operator
Trevor Kerley	Volunteer
Katrina Fromm	Senior Finance Officer Coorong District Council
Helen Luke	MMCTS Staff
Annyse McFee	MMCTS Staff – Board Secretary

MURRAYLANDS TRANSPORT ADVISORY COMMITTEE

The Advisory Committee changed its title from Murray Mallee Transport Advisory Committee to Murraylands Advisory Committee in November 2015.

PURPOSE

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

- ❖ Advise DPTI-PTOP, DCSI 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 Murraylands 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.

The Committee meets at Coorong District Council, Tailem Bend office every 4 - 6 months and operates under a Terms of Reference which is reviewed and updated with each new 2 year term.

Composition of MTAC includes 1 (one) representative from each of the Councils of 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)

MURRAYLANDS TRANSPORT ADVISORY COMMITTEE MEMBERS

	<i>Representative Organisation</i>
Peter Smithson - Chairperson	CEO District Council Karoonda East Murray
Helen Luke - Secretary	CPN Regional Coordinator, MMCTS
Cr. Peter Wright	Coorong District Council
Cr. Robert Sexton	Southern Mallee District Council
Cr. Adriaan Sakko	Mid Murray Council
Darryl Webb	Regional Development Australia Murraylands & Riverland
Julie Wilhelm	Rural City of Murray Bridge - Murray Mallee Ageing Taskforce
Mark Dunlop	General Manager KeolisDowner
Natalie Davis	Community Services Coordinator, Murray Transport Connections

MURRAY MALLEE HEALTH & COMMUNITY SERVICES NETWORK

This was a group of interested Services Providers from within the area who provided service provision within the Mallee region. There was no overarching body for this Network and attendance at meetings had dwindled dramatically. All listed members were notified about the future direction of the Network with a decision being made to disband the group due to staff and financial constraints on many of the organisations.

This was an extremely unfortunate turn of events as the Network brought many providers together to collaborate, share information and generally talk to other organisations in an open forum to discuss programs, training, support groups, problem share and assist to problem solve within the region.

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 consisted 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, unfortunately there has not been a meeting of this group within the past year.

MMCTS STAFF

CPN Regional Coordinator, Helen Luke has a background in health, disability and aged care and is currently an active volunteer of SA Ambulance Service (SAAS) with the Tailem Bend team. In her "spare time" Helen is a Regional Educator with SAAS to assist with student Ambulance Officer training and education. Helen has been MMCTS Regional Coordinator for the past 11 years, 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 has been with MMCTS for almost 2 years. Annyse is married, has two children, a background in customer service and during her time away from the office enjoys spending time with her family, gardening and caring for the menagerie of animals that share their farm. Annyse has a positive outlook and has gained a considerable amount of knowledge within the time she has been at MMCTS.

A handwritten signature in dark ink, located in the bottom right corner of the page.

VOLUNTEER APPRECIATION LUNCHEON

This is a fantastic day for the staff and Management Board Members to recognise the valuable work that our volunteers do, recognise their years of service and to say "thank-you"

The luncheon was held at the Wellington Courthouse on Sunday 11th October 2015. Volunteers caught up with people that they do not usually see, met Members of the Board, shared a fantastic meal and engaged in some lively conversation with a few people braving the cooler weather on the day to participate in some giant board games.

Ron Whibley retired from the Management Board after about 15 years of diligent service to the MMCTS Management Board as the Client Representative. Ron was presented with a small token of thanks and appreciation from the Chairperson Neville Pfeiffer.

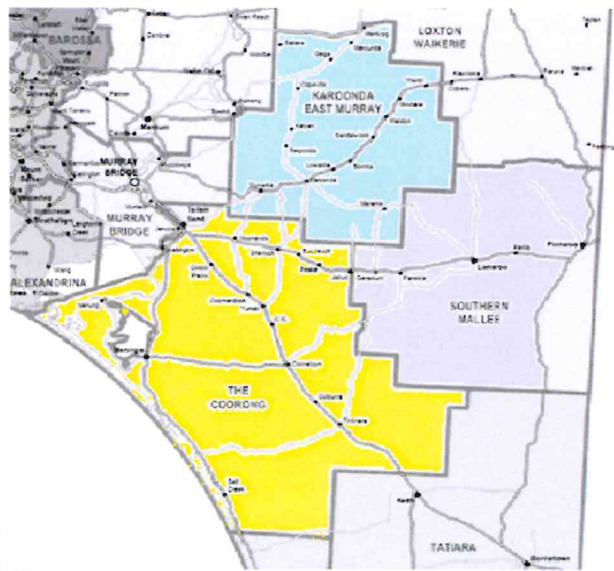


Left - Ron Whibley & Neville Pfeiffer

right and below - Volunteer, Board Members and family participating in general conversation and (making up their own rules) in checkers and jenga



MMCTS SERVICE AREA & EXISTING TRANSPORT



Transport options are minimal within the MMCTS service area of Coorong, Southern Mallee and Karoonda East Murray Council regions which is around 19,246 square kilometres in total. So therefore the Transport Scheme plays a very important role for community support, awareness and development. With the limited options available to the community, ensuring that the community have access to up to date information that is suitable to their individual needs is vital to their health and general well-being. The transport that does exist in the area is mainly Monday to Friday with little to no options available over the weekends, public holidays and during school holidays.

Murray-Mallee Medical Bus

Peter and Margaret Stone from Keith have owned and operated Coorong Coaches Murray-Mallee Medical bus for many years. This is a dedicated medical service using a nine (9) seater wheelchair accessible bus from Keith to Adelaide each week day for 48 weeks of the year, excluding public holidays. This service usually closes for four (4) weeks over Christmas and New Year.

The service is available to eligible people living within the Council areas of Tatiara, Coorong, Southern Mallee, Karoonda East Murray and Rural City of Murray Bridge. MMCTS are a booking agent for four (4) out of the five (5) Council areas. The eligibility criteria 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 valuable role for people living in regional areas.

Right - 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 (all time table change during school holidays) Karoonda to Berri via Lameroo & 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 – 1800 800 007 Website – www.vline.com.au

Transport within 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 (all time table change during school holidays) Karoonda to Berri via Lameroo & 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 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.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 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.murraymalleetransport.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 (all 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
Firefly	Adelaide to Melbourne (daylight) – Daily via Princes & Dukes Hwy Adelaide to Melbourne (overnight) – Daily via Princes & Dukes Hwy Phone – 1800 800 007 Website – www.fireflyexpress.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 Services Act 1993
- 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
- Fair Work Act 1994
- Passenger Transport Act (SA) 1994
- Passenger Transport Regulations (SA) 2009
- Road Traffic Act (SA) 1961
- State Records Act (SA) 1997
- State Records Regulations (SA) 2013
- Carer Recognition Act (Cwth) 2010
- Carer Recognition Act (SA) 2005
- Local Government Act 1999
- Volunteers Protection Act (SA) 2001

Attachment

A handwritten signature in black ink, located in the bottom right corner of the page. The signature is stylized and appears to be a cursive name.



Annual Financial Statements

2015-2016

*Murray Mallee Community Transport Scheme
A Section 43 Regional Subsidiary of*





S.43 Regional Subsidiary Members

General Purpose Financial Reports

For the year ended 30 June 2016

Table of Contents

Certification of Financial Statements.....	3
Statement of Comprehensive Income.....	4
Statement of Financial Position	5
Statement of Changes in Equity	6
Statement of Cash Flow	7
Note 1 - Significant Accounting Policies	8
Note 2 – Income	12
Note 3 – Expenses.....	13
Note 4 – Asset Disposal & Fair Value Adjustments.....	14
Note 5 – Current Assets	15
Note 6 – Infrastructure, Plant & Equipment.....	16
Note 7 – Liabilities	18
Note 8 – Reconciliation to Cash Flow Statement.....	19
Note 9 – Functions	20
Note 10 – Financial Instruments	21
Note 11 – Financial Indicators.....	22
Note 12 – Uniform Presentation of Finances.....	23
Note 13 – Superannuation	24
Audit Certificate of Audit Independence	25
Independent Auditors Report – Financial Statements	26

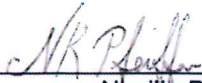
ANNUAL FINANCIAL STATEMENTS

FOR THE YEAR ENDED 30 June 2016

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 2016 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: 15th September 2016

Statement of Comprehensive Income

For the year ended 30 June 2016

	Notes	2016 \$	2015 \$
INCOME			
User Charges	2	6,605	5,793
Grants, subsidies and contributions	2	206,333	188,500
Investment income	2	3,460	3,833
Reimbursements	2	169	238
Total Income		<u>216,567</u>	<u>198,364</u>
EXPENSES			
Employee costs	3	132,973	126,499
Materials, contracts & other expenses	3	47,598	42,860
Depreciation, amortisation & impairment	3	7,445	7,267
Total Expenses		<u>188,016</u>	<u>176,626</u>
OPERATING SURPLUS / (DEFICIT)		28,551	21,738
Asset Disposal & fair value adjustments		(3,430)	
NET SURPLUS / (DEFICIT)			
transferred to Equity Statement		25,121	21,738
TOTAL COMPREHENSIVE INCOME		<u>25,121</u>	<u>21,738</u>

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

Statement of Financial Position

For the year ended 30 June 2016

	Notes	2016 \$	2015 \$
ASSETS			
Current Assets			
Cash and cash equivalents	5	174,920	144,518
Trade & other receivables	5	971	1,272
Total Current Assets		175,891	145,790
Non-current Assets			
Infrastructure, property, plant & equipment	6	33,460	31,080
Total Non-current Assets		33,460	31,080
Total Assets		209,351	176,870
LIABILITIES			
Current Liabilities			
Trade & other payables	7	13,872	8,624
Provisions		25,555	24,947
Total Current Liabilities		39,428	33,571
Non-current Liabilities			
Provisions		1,504	-
Total Non-current Liabilities		1,504	-
Total Liabilities		40,931	33,571
NET ASSETS		168,420	143,299
EQUITY			
Accumulated Surplus		168,420	143,299
TOTAL EQUITY		168,420	143,299

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

Statement of Changes in Equity

For the year ended 30 June 2016

		Accumulated Surplus	TOTAL EQUITY
2016	Notes	\$	\$
Balance at end of previous reporting period		<u>143,299</u>	<u>143,299</u>
Net Surplus / (Deficit for Year		<u>25,121</u>	<u>24,778</u>
Balance at end of period		<u>168,420</u>	<u>168,077</u>
2015			
Balance at end of previous reporting period		<u>121,561</u>	<u>121,561</u>
Restated opening balance		121,561	121,561
Net Surplus / (Deficit for Year		<u>21,738</u>	<u>21,738</u>
Balance at end of period		<u>143,299</u>	<u>143,299</u>

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

Statement of Cash Flow

For the year ended 30 June 2016

		2016	2015
	Notes	\$	\$
CASH FLOWS FROM OPERATING ACTIVITIES			
<u>Receipts</u>			
User charges		6,605	5,793
Investment receipts		3,834	3,459
Grants utilised for operating purposes		206,333	188,500
Reimbursements		169	238
Other revenues			(880)
<u>Payments</u>			
Employee costs		(132,973)	(132,920)
Materials, contracts & other expenses		(40,311)	(37,853)
Net Cash provided by (or use in) Operating Activities	8	43,656	26,337
CASH FLOWS FROM INVESTING ACTIVITIES			
<u>Receipts</u>			
Sale of replaced assets		7,455	
<u>Payments</u>			
Expenditure on renewal/replacement of assets		(20,710)	(2,395)
Net Cash provided by (or used in) Investing Activities		(13,254)	(2,395)
Net Increase (Decrease) in cash held		30,402	23,942
Cash & cash equivalents at beginning of period	8	144,518	120,576
Cash & cash equivalents at end of period	8	174,920	144,518

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

Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

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, Tailem 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.

Plant, Furniture & Equipment

Office Equipment
Vehicles

3 to 10 years
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 2016 reporting period and have not been used in preparing these reports.

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

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.



Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

Note 2 – Income

	2016 \$	2015 \$
USER CHARGES		
Client Contributions	6,605	5,793
	<u>6,605</u>	<u>5,793</u>
INVESTMENT INCOME		
Interest on Investments		
Local Government Finance Authority	3,460	3,833
	<u>3,460</u>	<u>3,833</u>
REIMBURSEMENTS		
- other	169	238
	<u>169</u>	<u>238</u>
GRANTS, SUBSIDIES, CONTRIBUTIONS	206,333	188,500
Other grants, subsidies and contributions	<u>206,333</u>	<u>188,500</u>
<i>Sources of grants</i>		
State government	168,778	151,685
Other	37,555	36,815
	<u>206,333</u>	<u>188,500</u>

Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

Note 3 – Expenses

	Notes	2016 \$	2015 \$
EMPLOYEE COSTS			
Salaries and Wages		104,146	99,677
Employee leave expense		15,895	11,262
Superannuation - defined contribution plan contributions	12	6,375	6,451
Superannuation - defined benefit plan contributions	12	4,030	4,013
Workers' Compensation Insurance		2,527	5,096
Total Operating Employee Costs		132,973	126,499
Total Number of Employees		2	2
<i>(Full time equivalent at end of reporting period)</i>			
MATERIALS, CONTRACTS & OTHER EXPENSES			
<u>Prescribed Expenses</u>			
Auditor's Remuneration			
- Auditing the financial reports		750	750
Subtotals - Prescribed Expenses		750	750
<u>Other Materials, Contracts & Expenses</u>			
Contractors		23,793	13,849
Energy		600	709
Other Materials		1,995	6,786
Fuel		2,348	2,115
Vehicle Other Costs		4,094	1,138
Telephone		3,002	3,188
Insurance		2,965	5,029
Other Costs		8,051	9,296
Subtotal - Other Materials, Contracts & Expenses		46,848	42,110
		47,598	42,860
		2016	2015
	Notes	\$	\$
DEPRECIATIONS, AMORTISATION & IMPAIRMENT			
Depreciation			
Motor Vehicles		6,567	6,309
Office Equipment		878	958
		7,445	7,267

Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

Note 4 – Asset Disposal & Fair Value Adjustments

	2016 \$	2015 \$
INFRASTRUCTURE, PROPERTY, PLANT & EQUIPMENT		
<i>Assets renewed or directly replaced</i>		
Proceeds from disposal	7,455	-
Less: Carrying amount of assets sold	10,885	-
Gain(Loss) on disposal	(3,430)	-
<i>Assets surplus to requirements</i>		
Nil		
NET GAIN (LOSS) ON DISPOSAL OR REVALUATION OF ASSETS	(3,430)	-



Notes to and forming part of the Financial Statements

*For the year ended 30 June 2016***Note 5 – Current Assets**

	2016 \$	2015 \$
CASH & EQUIVALENT ASSETS		
Cash on Hand	200	200
Cash at Bank	174,720	144,318
	<u>174,920</u>	<u>144,518</u>
TRADE & OTHER RECEIVABLES		
Accrued Revenues		374
GST Recoupment	971	898
Total	<u>971</u>	<u>1,272</u>

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



Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

Note 6 – Infrastructure, Plant & Equipment

	2015				2016			
	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	(16,391)	28,846		55,061	(22,958)	32,103
Office Equipment	-	2,887	(653)	2,234		2,887	(1,531)	1,357
TOTAL INFRASTRUCTURE, PROPERTY, PLANT & EQUIPMENT	-	48,124	(17,044)	31,080	-	57,949	(24,489)	33,460
Comparatives		48,846	(12,894)	35,952		48,124	(17,044)	31,080

This note continues on the following pages.

	2015	CARRYING AMOUNT MOVEMENTS DURING YEAR										2016
	\$	\$										\$
	CARRYING AMOUNT	Additions		Disposals	Depreciation	Impairment	Transfers		Net Revaluation			
		New/Upgrade	Renewals				In	Out				
Note 5 - INFRASTRUCTURE, PROPERTY, PLANT & EQUIPMENT												
Motor Vehicles	28,846		20,710	(10,885)	(6,567)							32,103
	2,234				(878)							1,356
TOTAL INFRASTRUCTURE, PROPERTY, PLANT & EQUIPMENT	31,080	-	20,710	(10,885)	(7,445)	-	-	-	-	-	-	33,460
	35,952			(7,267)							2,395	31,080
Comparatives												

Valuation of Assets

As 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.

Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

Note 7 – Liabilities

	2016		2015	
	\$		\$	
	Current	Non-current	Current	Non-current
TRADE & OTHER PAYABLES				
Goods & Services	12,452		7,717	
Accrued expenses - employee entitlements	1,420		907	
	<u>13,872</u>		<u>8,624</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)	<u>25,555</u>	<u>1,504</u>	<u>24,947</u>	
	<u>25,555</u>	<u>1,504</u>	<u>24,947</u>	<u>-</u>

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

Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

Note 8 – Reconciliation to Cash Flow Statement

(a) Reconciliation of Cash

Cash Assets comprises highly liquid investments with short periods to maturity subject to insignificant risk of changes in 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:

	2016 \$	2015 \$
Total cash & equivalent assets	174,920	144,518
Balances per Cash Flow Statement	174,920	144,518

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

Net surplus (Deficit)	25,121	21,738
Non-cash items in Income Statement		
Depreciation, amortisation & impairment	7,445	7,267
Net increase (decrease) in unpaid employee benefits	2,112	(6,421)
Net (Gain) Loss on Disposals	3,430	
	38,108	22,584
Add (Less): Changes in Net Current Assets		(1,254)
Net (increase) decrease in receivables	301	5,007
Net increase (decrease) in trade & other payables	5,248	
Net Cash provided by (or used in) operations	43,656	26,337

Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

Note 9 – 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	ACTUAL	ACTUAL	2016	2015	2016	2015
2016	2015	2016	2015	2016	2015	\$	\$	\$	\$
\$	\$	\$	\$	\$	\$				
216,567	198,364	188,016	176,626	28,551	21,738	206,333	188,500	209,351	176,870
216,567	198,364	188,016	176,626	28,551	21,738	206,333	188,500	209,351	176,870

Community Services

TOTALS

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

Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

Note 10 – Financial Instruments

Accounting Policies – Recognised Financial Instruments

Bank Deposits at Call, Short Term Deposits	<p>Accounting Policy: Carried at lower of cost and net realisable value; interest is recognised when earned.</p> <p>Terms & Conditions: Short term deposits have an average maturity of 1 day and average interest rates of 2.25%. (2014: 1 day 2.5%)</p> <p>Carrying amount: approximately fair value due to the short term to maturity.</p>
Receivables – Fees & other charges	<p>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)</p> <p>Terms & Conditions: Unsecured and do not bear interest. Although MMCTS is not materially exposed to any individual debtor, credit risk exposure is concentrated within Council's boundaries.</p> <p>Carrying amount: approximates fair value (after deduction of any allowance).</p>
Liabilities – Creditors and Accruals	<p>Accounting Policy: Liabilities are recognised for amounts to be paid in the future for goods and services received, whether or not billed to MMCTS.</p> <p>Terms & Conditions: Liabilities are normally settled on 30 day terms.</p> <p>Carrying Amount: approximates fair value</p>

Liquidity Analysis

2016	Due < 1 year	Due > 1 year, ≤ 5 years.	Due > 5 years	Total Contractual Cash Flows	Carrying Values
Financial Assets	\$	\$	\$	\$	\$
Cash & Equivalents	174,920			174,920	174,920
Receivables	971			971	971
Total	175,891	-	-	175,891	175,891
Financial Liabilities					
Payables	12,452			12,452	12,452
Total	12,452	-	-	12,452	12,452

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
Total	145,790	-	-	145,790	145,790
Financial Liabilities					
Payables	7,717			7,717	7,717
Total	7,717	-	-	7,717	7,717

Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

Note 11 – Financial Indicators

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.

	2016	2015	2014
Operating Surplus Ratio			
<u>Operating Surplus</u>			
Operating Revenue	13%	11%	10%

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 Ratio

Total Operating Revenue	-62 %	-57%	-47%
-------------------------	-------	------	------

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

Infrastructure & Asset Management Plan required expenditure	0% *	0% *	0% *
--	---------	---------	---------

Net asset renewals expenditure is defined as net capital expenditure not eh renewal and replacement of existing assets, and excludes new capital expenditure on the acquisition of additional assets.

**no asset management plans*

Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

Note 12 – 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.

	2016 \$	2015 \$
Income	216,567	198,364
less Expenses	<u>188,016</u>	<u>76,626</u>
Operating Surplus / (Deficit)	28,551	121,738
<i>less</i> Net Outlays on Exiting Assets		
Capital Expenditure on renewal and replacement of Existing Assets	20,710	2,395
Depreciation, Amortisation and Impairment	(7,445)	(7,267)
Proceeds from Sale of Replaced Assets	7,455	<u>-</u>
	<u>20,720</u>	<u>(4,872)</u>
Net Lending / (Borrowing) for Financial Year	<u>7,830</u>	<u>126,610</u>

Notes to and forming part of the Financial Statements

For the year ended 30 June 2016

Note 13 – 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 (9.5% in 2014/15, 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.

Murray Mallee Community Transport Scheme

ANNUAL FINANCIAL STATEMENTS

For the year ended 30 June 2016

Audit Certificate of Audit Independence

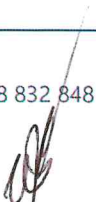
We confirm that, for the audit of the financial statements of the Murray Mallee Community Transport Scheme for the year ended 30 June 2016, we have maintained our independence in accordance with the requirements of APES 110 – Code of Ethics for Professional Accountants, Section 290, published by the 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 26th day of October 2016



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 (Subsidiary) which comprises the statement of financial position, statement of comprehensive income, statement of changes in equity, statement of cash flows, summary of significant accounting policies, other explanatory notes and the certification of financial statement for the year ended 30 June 2016.

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 Subsidiary as of 30 June 2016, 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 23rd day of November 2016 at Adelaide, South Australia

www.creativeauditing.com.au

234 Waymouth St, Adelaide SA 5000

PO Box 75, Henley Beach SA 5022
ABN 37 158 328 655

Ian: 0419 620 906 Nancy: 0408 832 848

ianmcdonald@creativeauditing.org

nancytran@creativeauditing.org

