

**PORTFOLIO BUDGET  
STATEMENTS**

**1999-2000**

**TRANSPORT AND REGIONAL SERVICES  
PORTFOLIO**

**BUDGET INITIATIVES AND EXPLANATIONS OF  
APPROPRIATIONS SPECIFIED BY OUTCOMES AND OUTPUTS  
BY AGENCY**

**BUDGET RELATED PAPER NO.**



The Hon John Anderson MP  
Minister for Transport and Regional Services  
Deputy Leader National Party of Australia

President of the Senate  
Parliament House  
CANBERRA ACT 2600

Speaker of the House of Representatives  
Parliament House  
CANBERRA ACT 2600

Dear President

Dear Speaker

I am pleased to forward the Portfolio Budget Statements for 1999-2000 for the Transport and Regional Services Portfolio.

For the information of Senators and Members, and to assist in meeting the responsibilities of the Government for public accountability, these statements contain information on the Budget measures affecting 1999-2000 estimates and the three forward years, and the relationship of these to the Appropriation Bills.

These statements have been prepared on an outcomes and outputs basis, using an accruals presentation of financial information. This is the second year that this Portfolio's Budget Statements have been prepared on this basis. Further comments on the basis on which the Portfolio Budget Statements were prepared are included on page 3 of the document.

Yours sincerely

JOHN ANDERSON

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# **PART A**



## **USER GUIDE**

### **THE PURPOSE OF PORTFOLIO BUDGET STATEMENTS**

The purpose of Portfolio Budget Statements (PBS) is to inform Senators and Members of the basis for the proposed Budget for the Portfolio. The PBS set out the links between relevant outcomes sought by the Government and the outputs to be provided by the Portfolio's agencies.

Administered items are shown separately from output information.

### **1999-2000 PORTFOLIO BUDGET STATEMENTS – DIFFERENCE FROM PREVIOUS YEARS**

The 1999-2000 Transport and Regional Services PBS have been prepared on an outcome, output, and accruals basis for the second year in succession. This presentation outlines the outputs and administered items that the Portfolio's agencies will deliver to assist the Government to achieve the outcomes it is seeking for the community.

Differences between the initial outcome and output structure developed for the 1998-99 Budget and the structure for 1999-2000 are set out at Part C, Table 2.1 of these PBS.

Information is now available in the new framework in these PBS to assist readers to compare the information provided for the current financial year (1998-99) and the budget year (1999-2000). The experience gained from the first year of presenting information on an output and accrual basis has assisted in refining the presentation to be of further benefit to Senators, Members and other users of the PBS.

### **PORTFOLIO SERVICE DELIVERY – OUTCOMES, OUTPUTS AND ADMINISTERED ITEMS**

Agencies within the Portfolio will provide outputs to the Ministers, and administer items on their behalf, which will assist Government to achieve the outcomes it desires for the community. These services will be delivered by the Department of Transport and Regional Services, the Civil Aviation Safety Authority, the Australian Maritime Safety Authority and the National Capital Authority. An overview of the Portfolio is set out in Part B of this PBS.

Under the new framework, the Government's *outcomes* are the consequences, impacts or implications for the community of Government-directed activity, including the outputs the Government directs its agencies to deliver.

*Outputs* are those products (ie. goods and services) acquired by Ministers from agencies to contribute to the Government's desired outcomes and over which the agency has management control. *Administered items* are those items the agencies administer on behalf of the Government and for which the agencies have little real control or flexibility to manage.

The PBS align the full, or accrual, cost to Government of each agency's outputs and administered items with *quality, quantity, timeliness* and *location* performance measures.

Each agency will be appropriated for the outputs and administered items it is expected to deliver to the Portfolio Ministers.

## BUDGETED FINANCIAL STATEMENTS

Budgeted financial statements have been included to show the planned financial performance over the 1999-2000 Budget year, and each of the forward years from 2000-01 to 2002-03, of each material general government sector agency of the Portfolio (see “Scope of Portfolio Budget Statements” below).

Operating statements, balance sheets and cashflow statements are provided to show the revenues, expenses, assets and liabilities of each agency. These budgeted statements contain estimates prepared in accordance with the principles of the Government’s financial reporting framework, including the principles of Australian Accounting Standards and Statements of Accounting Concepts, other than detailed disclosure excluded for relevancy of budget-time presentation, as well as specific guidelines issued by the Department of Finance and Administration.

Budgeted financial statements are provided for both *departmental* and *administered* financial items as relevant for each agency. *Departmental*, or controlled, financial statements are those statements which include revenues, expenses, assets and liabilities over which the relevant agency has discretion, responsibility and authority. *Departmental* financial statements represent the financial performance of the agency in delivering its outputs.

*Administered* financial statements (shown as shaded) include revenues, expenses, assets and liabilities that the relevant agency administers on behalf of the Government but over which the agency does not have management control. These typically include fees and levies receipts, and grants and other payments, administered by the agency according to legislation or other Government direction.

The projected results for 1998-99 shown in these PBS for comparative purposes are based on estimates at the time the PBS was prepared and are not necessarily those determined during the previous Budget. These estimates include pressures and opportunities which have arisen during, or are foreseen for the remainder of, the 1998-99 financial year. Audited financial results for each agency will be provided in annual reports following the completion of the financial year. While end-of-year financial statements will report only those transactions for which the relevant agencies were responsible during the 1998-99 financial year, the projections for 1998-99 included for comparative purposes in the budgeted financial statements include an estimated full-year effect of 1998 Administrative Arrangements Orders changes.

## SCOPE OF PORTFOLIO BUDGET STATEMENTS

The 1999-2000 Portfolio Budget Statements include all “material” *general government sector* (GGS) agencies within the Portfolio.

In accordance with international *Government Financial Statistics* conventions, Commonwealth GGS agencies include all Government departments and other administrative units, and statutory authorities and other entities which are predominantly funded, directly or indirectly, by the Commonwealth Government.

“Material” GGS agencies of the Commonwealth are all those GGS agencies which, in decreasing contribution, account for 99% of either total general government sector expenses, revenues, assets or liabilities.

Under the Government’s new framework, all “material” GGS agencies will be appropriated direct in 1999-2000. In previous years, authorities within this Portfolio were appropriated through the predecessors of the Portfolio Department. These appropriations for the purpose of funding Portfolio authorities were previously reported as *administered* expenses of the Portfolio Department in recognition of the Department’s responsibility to provide advice to the Minister’s in relation to the activities of the Portfolio authorities.

**CAPITAL USE CHARGE**

The Government has introduced a capital use charge to provide it with a return, or dividend, on its investment in agencies. Except in specific cases, the rate of this capital use dividend is calculated as the Commonwealth ten-year bond rate plus six hundred basis points and is applied to the Government's equity in the agency. The capital use dividend for 1999-2000, and the forward years, has been calculated, for relevant agencies, at 12% of net assets.

**PERFORMANCE MEASURES**

In many cases, performance measures are not necessarily expressed to be indicators of desired or target performance. For example, while the Department may be resourced to monitor the effectiveness of up to 85 vehicle safety recalls (based on past experience), there is no implications that less than 85 recalls would not be desirable.

**ROUNDING CONVENTION**

Unless otherwise stated the convention used in this document is to round amounts in the tables to the nearest \$'000. All "totals" are the rounded additions of unrounded figures.

**ACCESS TO THE PORTFOLIO BUDGET STATEMENTS**

Electronic access to the PBS is available through the Department's world-wide web site at:

[www.dotrs.gov.au/budget/PBS/budget00.pdf](http://www.dotrs.gov.au/budget/PBS/budget00.pdf)

In preparing these PBS, portfolio agencies have closely followed the guidelines issued by the Department of Finance and Administration. Where appropriate, however, additional information has been presented with the aim of providing a document that will improve the level and quality of information available to Senators and Members. In this context, the agencies of the Portfolio welcome comments, suggestions, criticism or general feedback on the 1999-2000 Portfolio Budget Statements.



# **PART B**



## PART B

### PORTFOLIO OVERVIEW

#### **Portfolio Outcome**

Transportation is an important element in Australia’s economic prosperity and in ensuring all Australians have access to a high standard of general services and facilities.

The Government recognises that, in addition to services specifically aimed at communities in regional, rural and remote Australia, transport facilities and options play an integral part in fostering the social and economic capacity of regional Australia and maintaining its links to the rest of the country. In recognising these priorities of Government, all agencies in the Transport and Regional Services Portfolio deliver services to assist their Ministers to pursue the following outcome for the community:

*Linking Australia through transport and regional services*

This outcome recognises that transport and regional services, including outputs of the different agencies within the Portfolio, are inherently linked and contribute to the following Government priorities for the community:

- (a) Economic Prosperity and Employment;
- (b) Accessibility;
- (c) Environmental Sustainability;
- (d) Safety;
- (e) National Culture; and
- (f) Effective Governance.

A range of outputs and administered items delivered by the Portfolio’s agencies, as well as activities of other Portfolios, contribute to each of these priorities of Government.

#### **Government Priorities for the Transport and Regional Services Portfolio**

The contribution of the Portfolio outcome to the Government’s priorities includes:

##### Economic Prosperity and Employment

The Portfolio will contribute to Australia’s economic prosperity and employment by focusing on regional, rural and remote Australia and improving the effectiveness and efficiency of transport facilities, including continued development of a geographically and “modally” integrated transport system – nationally and internationally. The Portfolio will also pursue strategies to improve Commonwealth, State and Territory, and private sector cooperation and investment in development and provision of services to regional, rural and remote communities and in transport, regional services, territories, and local government planning and policy processes.

##### Accessibility

Services by the Portfolio will enhance access by regional and remote communities, including non-self-governing Territories, to services of a standard commensurate with comparable communities elsewhere in Australia. The Portfolio will also continue to facilitate efficient and equitable access, through transport facilities, across, and within, Australia and with international destinations.

### Environmental Sustainability

The Portfolio's policies will pursue a minimisation of adverse environmental impacts of transport operations on the Australian environment consistent with the National Greenhouse Strategy, emissions standards and good operating practice. The Portfolio will also maintain effective and efficient environment management in Australia's non-self-governing Territories.

### Safety

The Portfolio will provide services to improve the safety of all Australians. This includes ensuring high safety standards are maintained in all transport modes, including harmonised safety standards, nationally and internationally, as well as providing health and safety services within the non-self-governing Territories and other regional, rural and remote communities at a standard commensurate with the remainder of Australia.

### National Culture

The Portfolio will maintain strategies to ensure (a) Canberra remains a National Capital that provides a common link to all Australia, as a National Capital that symbolises Australia's heritage, values and aspirations, that is internationally recognised and of which Australians are proud; and (b) that the Territories are integrated to Australia's National Culture.

### Effective Governance

The Portfolio will contribute to achieving effective governance in Australia's Territories.

## **Major Outputs and Administered Items**

The Portfolio's "material" general government sector agencies are:

- the Department of Transport and Regional Services;
- the Civil Aviation Safety Authority;
- the Australian Maritime Safety Authority; and
- the National Capital Authority.

Each of these agencies contributes a range of outputs, and/or administers items on behalf of the Government, to assist its Ministers to achieve their desired outcome for the community and the Government's overall priorities.

### **Department of Transport and Regional Services**

#### **1999-2000 Planned Outputs**

The Department of Transport and Regional Services (DoTRS) will deliver to its Ministers five major groups of outputs in 1999-2000. These major output groups are outlined below.

#### **Output Group 1 — Policy Advice and Ministerial Services**



DoTRS provides policy advice and other services to its Ministers with respect to all modes of transport, including infrastructure, Australia's Territories and local governments, development of and services to regional, rural and remote communities.



Policy Advice and Ministerial Services



### **Output Group 2 — Regulatory, Investigative and Safety Services**

DoTRS implements legislation for its Ministers relating to transport and regional matters. The Department is also responsible for key aspects of transport safety and security regulation and investigation. Within output group 2 DoTRS delivers:

-  Approvals and Monitoring of Directions, Rules and Regulations; and
-  Safety and Security Investigations.





### **Output Group 3 — Services to Communities**

DoTRS provides a range of services for Australian communities, particularly Australia's regional, rural and remote communities, including the Commonwealth's Territories. The services are targeted at fostering the social and economic capacity of communities as well as facilitating and maintaining links throughout Australia. Within output group 3 DoTRS delivers:

-  Services for Regional, Rural and Remote Communities, including State-Equivalent Services to the Commonwealth's Non-Self-Governing Territories; and
-  Administration of Programmes and Grants for Communities.

### **Output Group 4 — Services for Industry and Government**

DoTRS has a role in informing industry and other government agencies (Commonwealth, State/Territory and local governments) of transport and regional issues and facts that might have a bearing on business and personal decision making. It also uses its expertise to provide value-adding services to assist industry. To this end, the Department seeks to educate and inform through delivery of the following outputs:

-  Trade Facilitation;
-  Safety and Security Education and Information;
-  Economic Research and Data; and
-  Administration of Programmes and Grants for Industry.

### **Output Group 5 — Revenue Administration**

DoTRS administers from a number of revenue sources on behalf of Government:



-  Collections of Taxes and Levies on behalf of the Commonwealth.

## **1999-2000 Planned Items Administered on behalf of the Commonwealth**

The Department of Transport and Regional Services (DoTRS) administers programmes on behalf of the Commonwealth aimed at fostering the social and economic capacity of communities as well as facilitating and maintaining their links with the rest of Australia. These administered item groups are outlined below.



### **Administered Item Group 1 — Services to Communities Administered on Behalf of the Commonwealth**

DoTRS administers programmes on behalf of the Commonwealth that are designed to provide services and grant funds to assist the social and economic capacity of Australian communities. Within this group of administered items DoTRS administers the following:

-  Services for Communities; and
-  Grants to States/Territories and Local Government.

### **Administered Item Group 2 — Services to Industry Administered on Behalf of the Commonwealth**




DoTRS administers programmes on behalf of the Commonwealth that are designed to provide services and grant funds to assist industry through transportation and infrastructure. Within this group of administered items DoTRS administers the following:

-  Services for Industry and Economic Development; and
-  Grants to States/Territories and Local Government.

## Civil Aviation Safety Authority

### 1999-2000 Planned Outputs

The Civil Aviation Safety Authority (CASA) will deliver to its Minister three outputs in 1999-2000. These outputs are outlined below.

- |   |                                 |
|---|---------------------------------|
|  | Aviation Safety Standards;      |
|  | Aviation Safety Compliance; and |
|  | Aviation Safety Promotion.      |



## Australian Maritime Safety Authority

### 1999-2000 Planned Outputs

The Australian Maritime Safety Authority (AMSA) will deliver to its Minister two groups of outputs in 1999-2000. These major output groups are outlined below.





#### Output Group 1 – Search and Rescue

AMSA provides services to search for, locate and rescue persons in distress within the aviation and maritime environment in the Australian search and rescue region in accordance with national and international obligations. Within output group 1 AMSA delivers:

- |   |  |
|---|--|
|  | A facility to identify persons in distress; and                          |
|  | A system to coordinate the location and recovery of persons in distress. |

#### Output Group 2 – Safety of Shipping Operations




AMSA provides a framework to contribute to the safety of ships and ships' personnel consistent with international and community expectations, as well as a marine environment free from ship-sourced pollution. Within output group 2 AMSA delivers:

- |   |   |
|---|---|
|  | Maritime Navigation Aids and Safety Information;                |
|  | Regulatory Requirements and Operational Standards for Shipping; |
|  | Oversight of Standards to Ensure Compliance; and                |
|  | Contingency Plan to Combat Ship-sourced Pollution.              |

## National Capital Authority

### 1999-2000 Planned Outputs

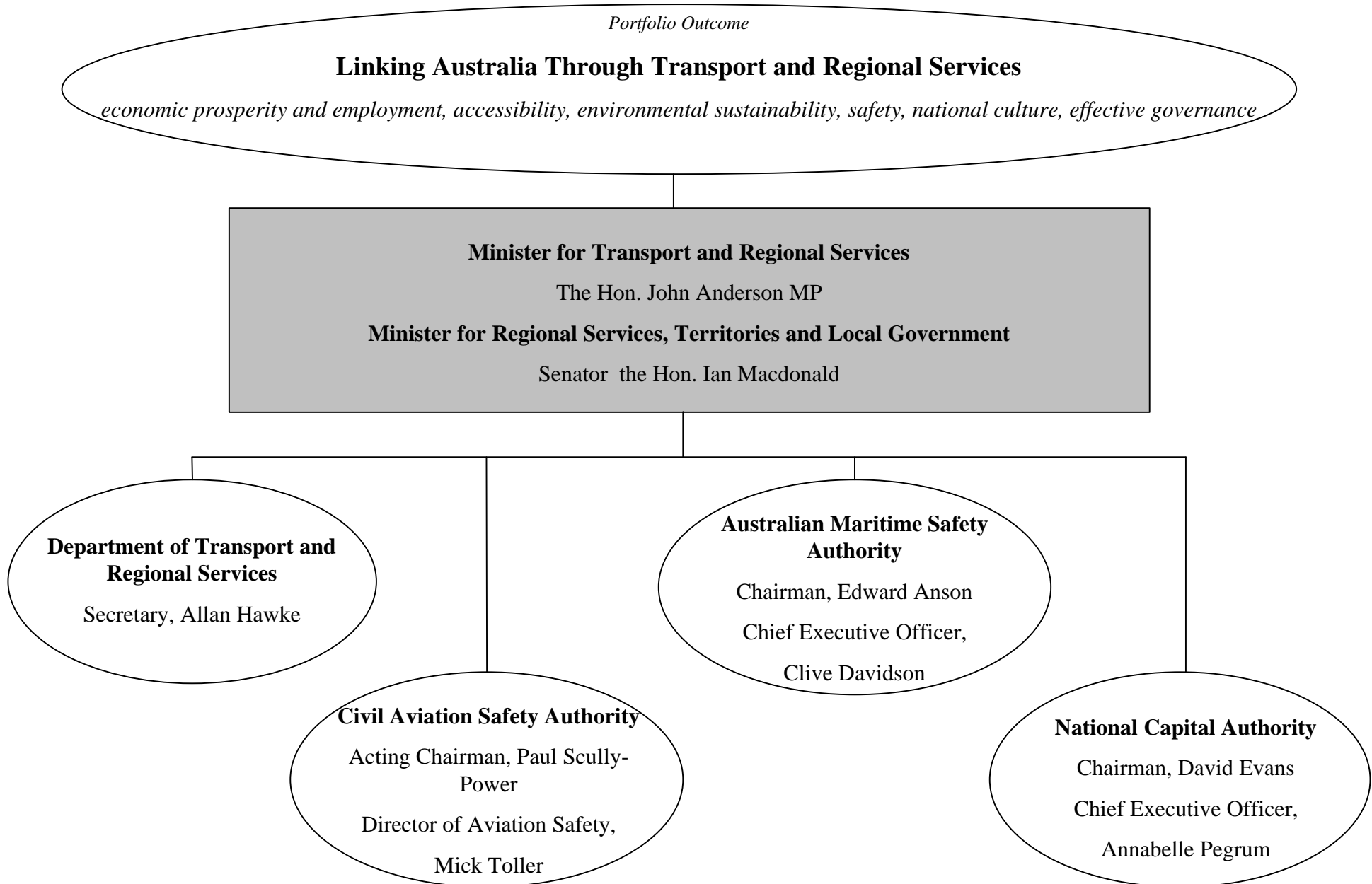
The National Capital Authority will deliver to its Minister three outputs in 1999-2000. These outputs are listed below.

- |   |   |
|---|---|
|  | Review, Amendment and Administration of the <i>National Capital Plan</i> and National Land; |
|  | Culture and awareness strategies and programmes for the National Capital; and               |
|  | Asset and Land Management, and Capital Enhancement Services.                                |

### 1999-2000 Planned Items Administered on behalf of the Commonwealth

The National Capital Authority (NCA) will administer programmes on behalf of the Commonwealth aimed at the restoration and replacement of, and new works for, Commonwealth assets.

## STRUCTURE OF PORTFOLIO





# **PART C**

# **SECTION 1**



**DEPARTMENT OF TRANSPORT  
AND REGIONAL SERVICES**



## Department Overview

Many of Australia's regional and rural areas are experiencing serious, and often understated, economic and social problems as a result of structural changes, difficult export markets, and declines in access to modern community amenities. Many of these communities are heavily reliant on transport facilities for both their economic prosperity and access to basic goods and services.

Microeconomic reforms across the Portfolio's transport-related responsibilities will have significant ongoing benefits for the Australian economy and all its regions. These continuing reforms have had a fundamental impact over recent years on the services provided by the Department as it evolves to meet the opportunities and challenges of the changing transport environment in which it operates.

Last year's election campaign contained a number of commitments by the Government in relation to this Department, targeting services to regional, rural and remote Australia and continued investment in Australia's transport industries. Combined with the new integrated and strategic approach to rural and regional services to be achieved through this Portfolio, the new initiatives contained in this Budget will assist the Government to address better the social and infrastructure concerns of rural and regional Australia. It is also important that the Government continue to invest in Australia's transport infrastructure to ensure that the country's economy can withstand continuing global economic pressures.

The Department of Transport and Regional Services (DoTRS) advises the Portfolio's Ministers and provides other outputs, to assist them in pursuing Government's desired outcome for the community, *Linking Australia through transport and regional services*, for which the Ministers are responsible.

In doing so, the Department plays an important role in linking services to regional, rural and remote communities, local government assistance, and transport policy and other services within the one Portfolio. The Department's commitment to promote, through transportation strategies, national development and the removal of barriers to trade has a natural fit with the focus on services to Australia's regional, rural and remote areas, including its Territories. This is consistent with the desired outcome for the community for which the Portfolio's Ministers are responsible.

### Outputs and Administered Items

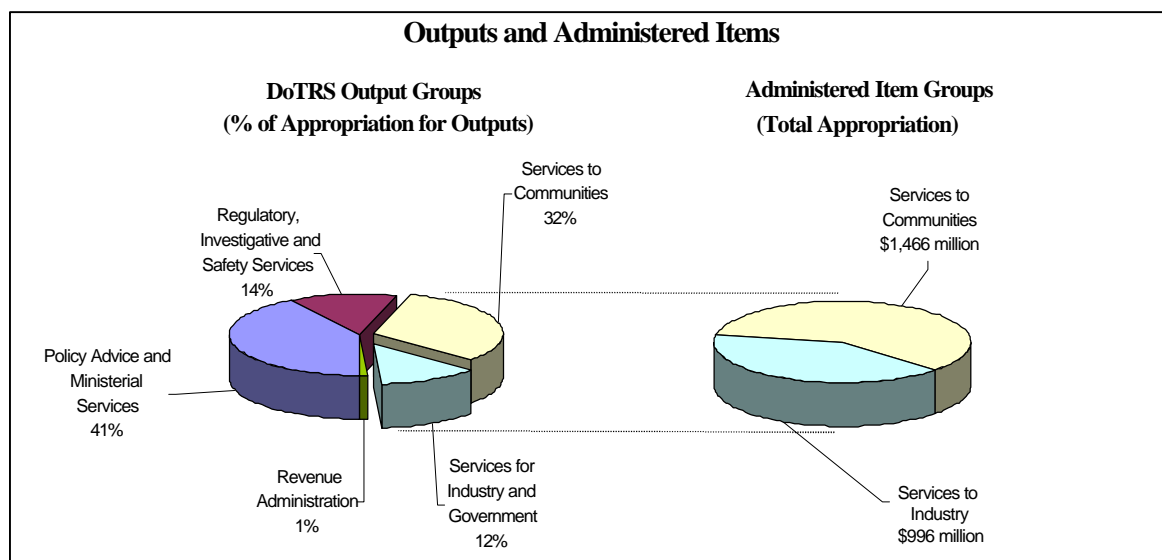
The outputs the Department is expected to deliver to its Ministers in 1999-2000, along with the services it will administer on the Government's behalf, are outlined in Table 2.3 of Part C of the PBS.

The Department's planned outputs for 1999-2000 have been divided into five Output Groups representing its broad functions:

- Policy Advice and Ministerial Services;
- Regulatory, Investigative and Safety Services;
- Services to Communities;
- Services for Industry and Government; and
- Revenue Administration.

The services and grants which the Department will administer on behalf of the Government have been reflected in two broad Administered Items Groups:

- Services to Communities Administered on Behalf of the Commonwealth; and
- Services to Industry Administered on Behalf of the Commonwealth.



### Effectiveness in Delivering Planned Outputs to Government

The Department is committed to a number of key strategies in ensuring it continues to provide services to its Ministers to broaden and strengthen Australia's transport and regional links and services:

*Efficient and effective* transport policy, governance, development of and services to communities.

*X-(cross) modal* transport focus.

*Competitive* transport modes and regions.


*Environmentally* sustainable policies and services.

*Linkages* that strengthen Australia and our relations with other nations.


*Safe* transport and communities.




In pursuing these strategies, the Department aims to contribute to:


- E**


  -  effective regulatory performance in support of clear public interest goals.
  -  increased responsiveness to potential infrastructure investment opportunities.
  -  a high level of satisfaction, within communities and institutions of governance, that we are effective and up-to-date in the delivery of our services.
- X**

  -  an integrated transport system domestically and internationally.
  -  reduced impediments to an efficient transport system.
- C**

  -  improved productivity of transport activities.
  -  removal of impediments to competitive neutrality.
  -  competition, nationally and internationally, that will benefit Australia's transport facilities and regions.
- E**

  -  reduced impact of pollution from transport activities.
  -  contribution to achievement of national greenhouse gas emission targets.
  -  effective and up-to-date environment management for non-self-governing territories.
- L**

  -  increased transport trade opportunities for Australian industry, nationally and internationally.
  -  fostering the social and economic capacity of Australia's territories and other regional, rural and remote areas.
- S**

  -  road deaths reduced to less than 900 per year by 2010.
  -  harmonised transport safety standards, nationally and internationally.
  -  improved safety as a result of investigation, analysis and communication.
  -  safety and health services for Australia's Territories and other regional, rural and remote areas.

### **Financial Performance**

The Department's budgeted financial statements for the 1999-2000 Budget, and the following three forward years, are set out in Section 3 of this Part of the PBS. End-of-year projections for the 1998-99 financial year are also included for comparative purposes (these projections assume the full-year effect of the 1998 Administrative Arrangements Order changes).

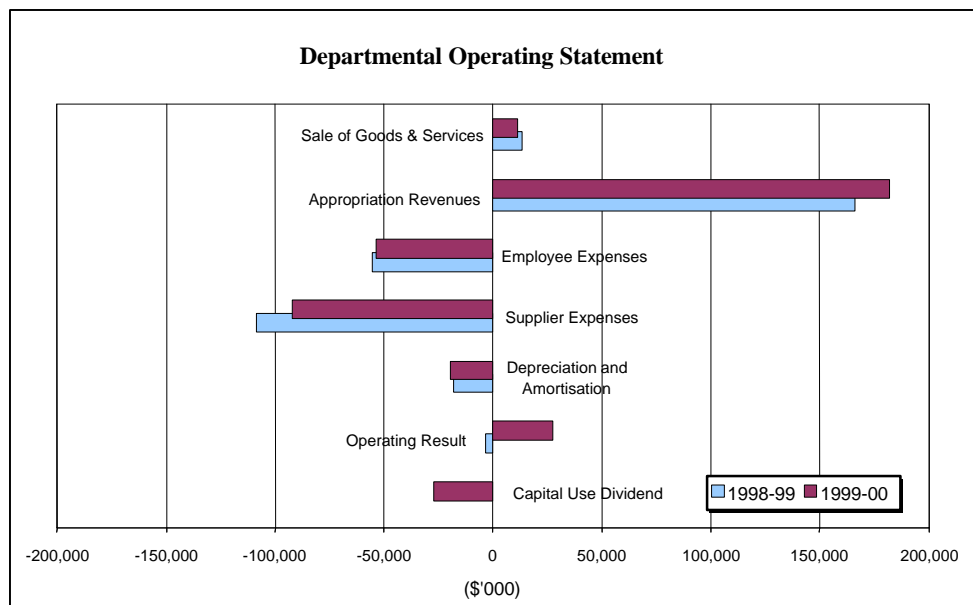
These budgeted financial statements include an operating statement, a balance sheet, and a cashflow statement for the Department, as well as a statement of revenues and expenses administered by the Department on behalf of the Government, a statement of assets and liabilities administered by the Department on behalf of the Government, and a statement of cashflows administered by the Department on behalf of the Government.

### Operating Result

The Department has budgeted to achieve an operating surplus of \$27.438m for 1999-2000. This surplus will form a capital use dividend to be paid to the Government to provide a planned 12% return on the Government's investment in the Department.

The Department's budgeted appropriation revenues from Government in 1999-2000 (\$181.992m), and the forward years, have been calculated using the estimated total costs of delivering its outputs over this period, together with the capital return to Government. This is the primary reason for the growth in revenues from those projected for 1998-99. Due to this method of calculating the appropriation, the planned operating results and the dividends to Government will not have any net impact on the equity position of the Department.

Total expenses for the Department for 1999-2000 are expected to decrease from 1998-99 as a number of activities lapse, particularly some carried over from 1997-98. This decline will largely affect administrative expenses, but is also expected to lead to a 3% fall (after adjusting for employees transferred following the 1998 Administrative Arrangements Order change) in employee expenses in 1999-2000.



The Department is also expecting to administer \$2,403.058m in appropriations for payments it will administer on behalf of the Government. This amount is made up of \$2,113.396m in special appropriations such as those for grants to the States and Territories for roads and local government assistance, and a further \$289.663m included in the annual Appropriation Bills for 1999-2000. The Department is also expecting to administer the collection of some \$236.187m from taxes and levies, dividends, interest earnings, and other sources.

These funds will be used to administer expenses in 1999-2000 totalling \$2,462.359m, such as grants and subsidies, on behalf of the Commonwealth. The nature of these expenses is outlined in Table 2.2 of this Part of the PBS. These payments will fall significantly in 1999-2000, compared to 1998-99, as the Portfolio's authorities will be appropriated directly. Previously, funding for Portfolio authorities has been appropriated to DoTRS, as Portfolio Department, for payment to the authorities as an *administered* item of the Department in recognition of DoTRS's responsibility to assist the Portfolio Ministers with their own responsibilities to establish and monitor the service delivery and policies of the Portfolio's authorities.

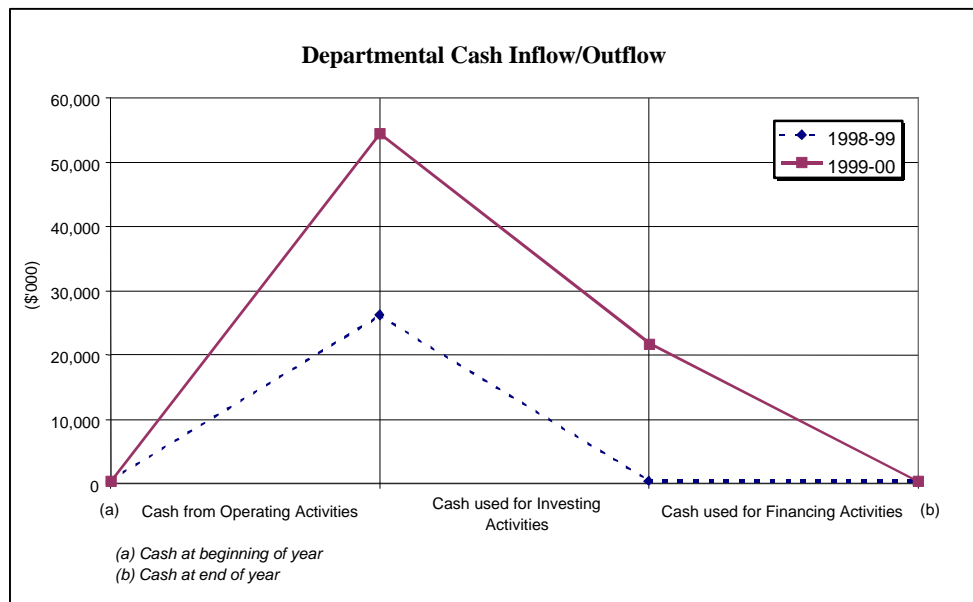
## Balance Sheet

The Department's net equity position is expected to increase by \$5.974m over 1999-2000 as a result of an injection of new equity capital by Government. This amount will be used for a range of capital works projects on Cocos (Keeling) Islands and Christmas Island in line with the Government's objective of bringing the services to the communities on the Indian Ocean Territories up to mainland standards.

The Department will also use \$4m of its financial reserves in 1999-2000 (a further \$4.4m in 2000-01) to construct new public housing on Christmas Island.

Appropriation Bill No. 2 also includes \$6m to be used by the Department for new accommodation fitout for its Canberra offices. As this amount has been accumulated by the Department over a number of years and will be "carried over" from 1998-99 to 1999-2000, it has been budgeted as a "Receivable" from Government, rather than new equity capital, in accordance with existing financial statements guidelines.

The Department is also expecting to accumulate over \$15m in financial investments over the financial year. As indicated by the zero net movement in the Department's net equity position, other than the Government's capital injection for asset enhancements on the Indian Ocean Territories, this accumulation of financial reserves merely maintains the Department's net asset position in the face of accruing liabilities and consumption of assets.



The Department's primary liability continues to be accrued employee entitlements. These will grow by a further 5%, over 1999-2000 to \$20.431m, primarily as a result of accruing leave entitlements.

The Department will also receive an administered appropriation for capital purposes to provide a further \$2.100m loan to the Norfolk Island Government to fund the continuing Cascade Cliff Safety Project.

Although Portfolio authorities will receive appropriations direct from the Government in 1999-2000, the Government's investments in this Portfolio's authorities will continue to be shown as assets administered in DoTRS's balance sheet. The capital use dividends to be paid to the Government by the Portfolio's material GGS authorities in recognition of Government's investment recorded in DoTRS's financial statements will not, however, be *administered* by this Department.

**DEPARTMENT OF TRANSPORT AND REGIONAL SERVICES**

**Minister for Transport & Regional Services**  
The Hon John Anderson MP

**Minister for Regional Services, Territories & Local Government**  
Senator the Hon Ian Macdonald

**Secretary**  
Allan Hawke

**Deputy Secretary**  
John Bowdler

**Executive Co-ordinator**  
Peter Harris

**Aviation**  
  
First Assistant Secretary  
Bruce Gemmell

**Airports**  
  
First Assistant Secretary  
Paul Merner

**Bureau of Air Safety Investigation**  
  
Director  
Rob Lee

**Land Transport**  
  
First Assistant Secretary  
Robyn Beetham

**Federal Office of Road Safety**  
  
First Assistant Secretary  
Bill Ellis

**Maritime**  
  
First Assistant Secretary  
Greg Feeney

**Bureau of Transport Economics**  
  
Director  
Greg Harper

**Corporate**  
  
First Assistant Secretary  
Kym Bills

**Regional Services, Territories & Local Government**  
  
First Assistant Secretary  
Sema Varova

**DEPARTMENT OF TRANSPORT AND REGIONAL SERVICES  
APPROPRIATIONS 1999-2000**

Table 1.1 Appropriations (\$'000)

OUTCOMES	ADMINISTERED EXPENSES				PRICE OF OUTPUTS					TOTAL	TOTAL ESTIMATED EXPENSES (see table 2.2)
	Special Appropriations	Annual Appropriations		Total Administered Appropriations	Total Price of Outputs	Revenue from other sources	Revenue From Government (Appropriations)				
		Bill 1	Bill 2 (SPP's & NAO's) <sup>1</sup>				Special	Annual Bill 1	Total		
		(A)	(B)				(C)	(D=A+B+C)	(E)		
Linking Australia through transport and regional services	2,113,396	114,171	175,492	2,403,059	193,196	11,204	0	181,992	181,992	2,585,051	2,655,555
<b>Bill 2 Administered Capital</b>										<b>2,100</b>	
<b>Bill 2 Departmental Capital Injections and Loans</b>										<b>11,974</b>	
<b>TOTAL APPROPRIATIONS</b>										<b>2,599,125</b>	

Amounts in shading are included in Appropriation Bills 1999-2000

1) Under the new appropriation structure, Bill 2 includes specific purpose payments (SPP's), new agency Outcomes (NAO's), administered capital and departmental capital injections and loans.

**SUMMARY OF BUDGET MEASURES**

**MEASURES – DEPARTMENT SUMMARY**

**Table 1.2 – Summary of Measures Disclosed in the 1999-2000 Budget**

Measures	Administered Items Affected	Outputs Affected	Appropriations (\$'000) 1999-2000			Estimates (\$'000) 2000-2001			Estimates (\$'000) 2001-2002			Estimates (\$'000) 2002-2003		
			Administered Payments	Dept Outputs	Total	Administered Payments	Dept Outputs	Total	Administered Payments	Dept Outputs	Total	Administered Payments	Dept Outputs	Total
<b>Increase Support for the Indian Ocean Territories</b>	-	3.1	-	6,531	6,531	-	6,930	6,930	-	7,867	7,867	-	-	-
<b>Air Services Australia (Location-specific Pricing ) Subsidy</b>	1.1	-	9,000	-	9,000	7,000	-	7,000	-	-	-	-	-	-
<b>Extend Road Safety Black Spot Programme</b>	1.2	-	-	-	-	40,760	-	40,760	41,698	-	41,698	-	-	-
<b>Regional Flood Mitigation Programme</b>	1.2	-	6,000	-	6,000	7,000	-	7,000	7,000	-	7,000	-	-	-
<b>Local Government Incentive Programme</b>	1.2	-	3,500	-	3,500	3,500	-	3,500	-	-	-	-	-	-
<b>Tasmanian Freight Equalisation Scheme – Response to Review</b>	2.1	-	20,400	-	20,400	20,500	-	20,500	21,100	-	21,100	21,700	-	21,700
<b>National Highway and Roads of National Importance</b>	2.2	-	19,000	-	19,000	68,000	-	68,000	78,000	-	78,000	30,000	-	30,000
<b>Bridge Upgrading Programme</b>	2.2	-	6,000	-	6,000	6,000	-	6,000	6,000	-	6,000	-	-	-
<b>Upgrade of Rockhampton Airport Runway</b>	2.2	-	1,000	-	1,000	6,000	-	6,000	-	-	-	-	-	-
<b>TOTAL</b>			<b>64,900</b>	<b>6,531</b>	<b>71,431</b>	<b>158,760</b>	<b>6,930</b>	<b>165,690</b>	<b>153,798</b>	<b>7,867</b>	<b>161,665</b>	<b>51,700</b>	<b>-</b>	<b>51,700</b>

**Other Estimate Variations**

<b>Rural Transactions Centres</b>	1.1	3.2	8,060	1,940	10,000	23,448	1,957	25,405	13,446	1,992	15,438	8,354	2,028	10,382
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## NEW MEASURES FOR 1999-2000

### Increase Support for the Indian Ocean Territories

**Budget Measure Purpose:** The Government's objective for these isolated communities is to ensure that the residents have access to service delivery standards which are, so far as practicable, the same as those of comparable communities on mainland Australia.

**Impact of Measure:** This initiative will provide the inhabitants of Christmas Island and the Cocos (Keeling) Islands with access to State-type services, including education, health and safety services, urban services and public housing, of a broadly equivalent standard to mainland communities. Air services to the islands will also be maintained.

### Air Services Australia (Location-specific Pricing) Subsidy

**Budget Measure Purpose:** This funding will minimise the impact of location-specific pricing for tower services at regional and general aviation airports.

**Impact of Measure:** This funding supplements the \$2m already provided for 1999-2000 to assist the transition to location-specific pricing for tower services at regional and general aviation airports, thereby helping maintain these essential services at a reasonable cost to users. This measure will support transport access in regional Australia and the safety of general aviation in Australia.

The subsidy will be funded by an increase in the excise and customs duty on aviation turbine and aviation gasoline fuel.

### Extend Road Safety Black Spot Programme

**Budget Measure Purpose:** The Road Safety Black Spot Programme is to be extended for two further years from 2000-01. This will allow the treatment of another 400 serious crash sites throughout Australia each year. Activities include physical traffic engineering devices such as traffic lights and roundabouts that have demonstrated crash reduction potential.

**Impact of Measure:** Independent evaluation has shown that "black spot" treatments are a cost-effective way of reducing road trauma, with reductions of around two-thirds in casualty crashes at treated sites. Tangible benefits include savings to the community for medical, insurance, legal and property damage costs. These benefits are spread broadly across the whole community.

Conservative estimates indicate that each \$40m investment in black spot treatments can be expected to reduce road trauma by at least 8 fatalities and 320 serious injuries per annum, over the life of the treatments. Other benefits include heightened awareness of road safety generally, alignment of State/Territory activities to the Commonwealth priority of targeted, high safety-impact programmes, and encouragement of benchmarking and exchange of best practice among the States and Territories.

50% of the programme is delivered in regional and rural Australia.

### **Regional Flood Mitigation Programme**

**Budget Measure Purpose:** This Programme will fund priority integrated flood mitigation projects, including the construction of new infrastructure, such as levees, and repair or upgrading of existing infrastructure. With States/Territories and local authorities required to make matching contributions, this measure will see around \$60 m invested in vital flood mitigation projects over three years.

**Impact of Measure:** This initiative will have the direct effect of improving safety and maintaining economic activity in regional Australia. The Commonwealth's investment in effective flood mitigation will protect lives and homes, community infrastructure like roads, and businesses and jobs often disrupted by major floods.

The initiative will enhance the capacity of States and Local Government to protect high-risk communities from repeated flood damage and economic disruption. The programme will also complement natural disaster activities of Emergency Management Australia, the National Disaster Relief Arrangements, and the National Landcare Programme.

### **Local Government Incentive Programme**

**Budget Measure Purpose:** This programme will provide direct support to local government to encourage adoption and transfer of best practice skills and projects. This will include sharing of economic advice to assess the merits of investment projects; information technology support to improve billing systems; initiatives to reduce red tape and business compliance costs through planning reforms; increasing quality of life through cultural, environmental and community projects; and access to capital markets. Assistance will also be given to local governments to address taxation reforms.

**Impact of Measure:** This programme will enable the Commonwealth to continue its direct support to local government on lapsing at the end of 1998-99 of the current Local Government Development Programme (LGDP). The existing programme will be redefined from the lapsing programme to ensure it better meets community need, especially in regional areas.

Local governments will be encouraged to work together in their natural regions with grants of \$0.500m available where two or more local governments propose a cooperative project. Smaller grants of \$0.150m will be available to individual councils. All grants will be contingent on additional funding from other sources.

### **Tasmanian Freight Equalisation Scheme – Response to Review**

**Budget Measure Purpose:** The Tasmanian Freight Equalisation Scheme (TFES) assists in alleviating the comparative interstate transport cost disadvantage of shipping eligible non-bulk goods across Bass Strait, thereby removing a competitive disadvantage faced by shippers. The modification of the Scheme arises out of the TFES Review Authority's June 1998 advisory opinion on TFES rates of assistance and will provide a fairer basis of assistance to shippers.

**Impact of Measure:** This initiative will assist in ensuring Tasmania has access to the movement of eligible non-bulk freight across Bass Strait at a cost equivalent to mainland road transportation.

Assistance will continue to reflect the current freight cost disadvantage for shippers and will be sensitive to cost savings as waterfront and shipping reforms are passed on to shippers in the form of lower freight rates.

Assistance parameters will be reviewed annually.

## **The National Highway and Roads of National Importance Programmes**

**Budget Measure Purpose:** Increased funding of \$195m for specific road projects over four years as part of the National Highway and Roads of National Importance Programmes will contribute to the upgrading of significant corridors and the elimination of transport bottlenecks.

**Impact of Measure:** This increased funding will have the direct effect of improving the efficiency of road transport for industries vital to Australia's economic prosperity and employment and improving the safety of Australia's roads. These commitments will also improve the transport accessibility within, and between, regional and rural Australia.

These projects will:

- upgrade important regional links, such as the Great Western Highway linking the central west of NSW to Sydney (\$100m to be provided from 1999-2000) and Main Road 92 over the escarpment in southern NSW (\$34m to be provided from 2000-01);
- reduce congestion and remove heavy through-traffic from Pakenham in Victoria (\$30m to be provided from 2001-02);
- provide an upgraded road link to the port of Gladstone in Queensland to assist with the region's exports (\$6m to be provided from 2001-02); and
- extend the duplication of the heavily congested section of the Bruce Highway north of Brisbane between Pine Rivers and Caboolture (\$25m to be provided from 1999-2000).

## **Bridge Upgrading Programme**

**Budget Measure Purpose:** Combined with existing resources an additional \$18m will be provided to fund the States and Territories to upgrade bridges on the National Highway System in order to support an increase in mass limits for heavy road freight vehicles with "road friendly" suspensions (from 42.5 tonnes to 45.5 tonnes for the most common type of long-distance truck).

The increased mass limits have been recommended by the National Road Transport Commission and will be introduced on the National Highway and other high volume freight routes in several States and Territories on 1 July 1999.

**Impact of Measure:** Reform of the road transport industry is one of the Government's microeconomic reform priorities. This initiative will have the direct effect of improving the efficiency of road transport for industries vital to Australia's economic prosperity and employment.

The Commonwealth's lead in national microeconomic reform of the road freight industry to raise uniform freight loading restrictions for heavy vehicles will deliver national economic benefits estimated at more than \$800 million annually.

## **Upgrade of Rockhampton Airport**

**Budget Measure Purpose:** This funding will allow for the upgrading of Rockhampton Airport's runway to take heavily-laden B767 as well as B747 aircraft. This will enable the Capricornia region to participate fully in the lucrative tourism and defence exercise markets.

**Impact of Measure:** The Government's liberalised aviation policy aims to further encourage passenger and freight services to secondary gateways such as Rockhampton. Extending the runway and strengthening the pavement to take larger aircraft will have the direct effect of contributing to the Capricornia region's economic prosperity and employment by enabling it to participate fully in the lucrative tourism and defence exercise markets.

## **Other Estimate Variation**

### **Rural Transactions Centres**

**Purpose:** The Rural Transactions Centres (RTC) programme will establish up to 500 RTCs in rural Australia, initially focussing on smaller towns with populations up to 3,000. The programme will also be open to other towns with a strong case for assistance.

This programme is dependent on the sale of a further 16% of Telstra.

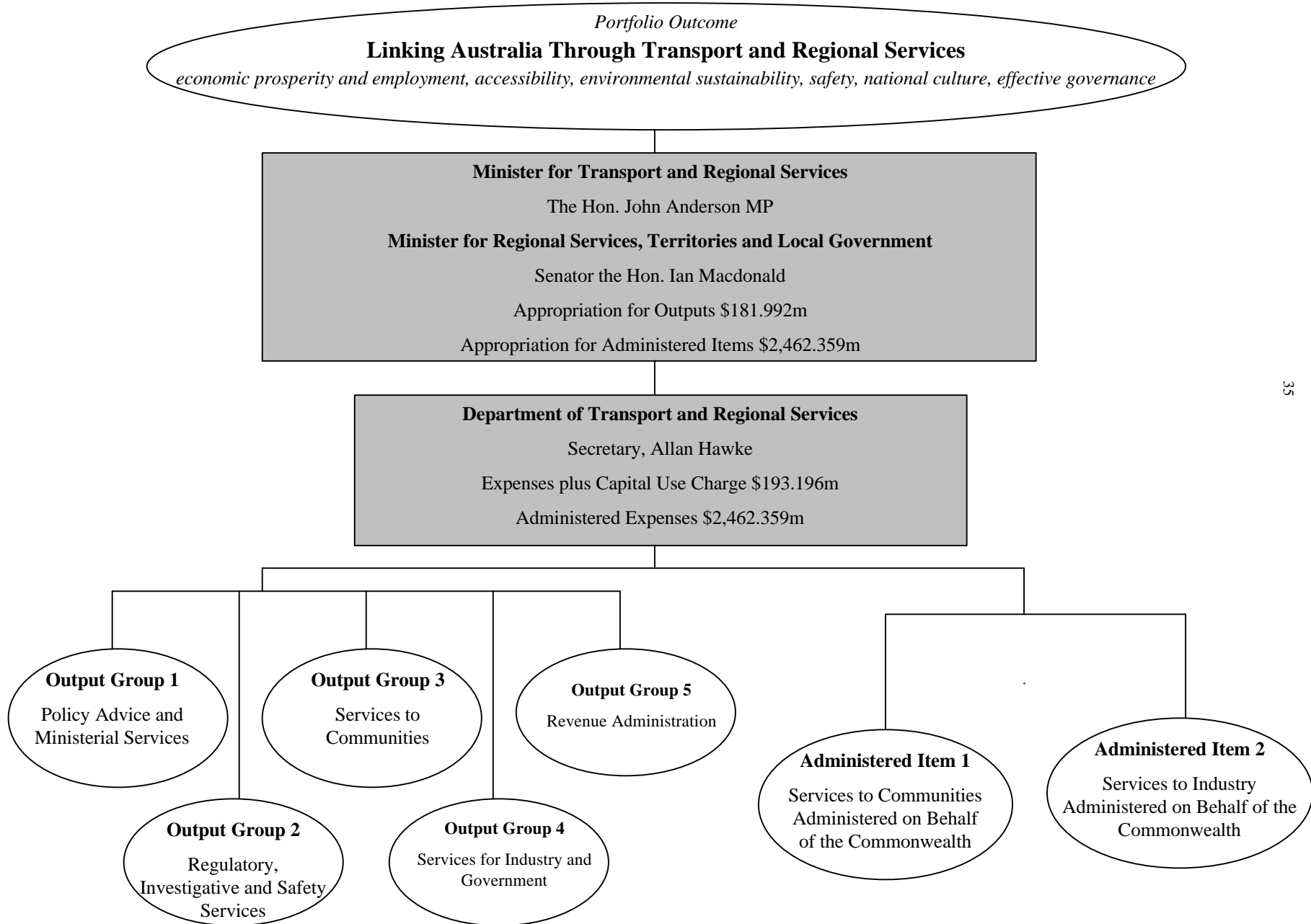
**Impact:** Rural Transactions Centres will fill the gaps in personal banking, postal, phone and fax, and Medicare claim services in smaller towns no longer able to attract some or all of these services. The RTC programme is flexible enough to allow consideration of applications for access to an extended range of services, such as Jobs Network, Centrelink, Health Funds or other Federal, State and Territory or Local Government services.



# **SECTION 2**



**DEPARTMENT OF TRANSPORT AND REGIONAL SERVICES - OUTCOMES, OUTPUTS AND ADMINISTERED ITEMS**

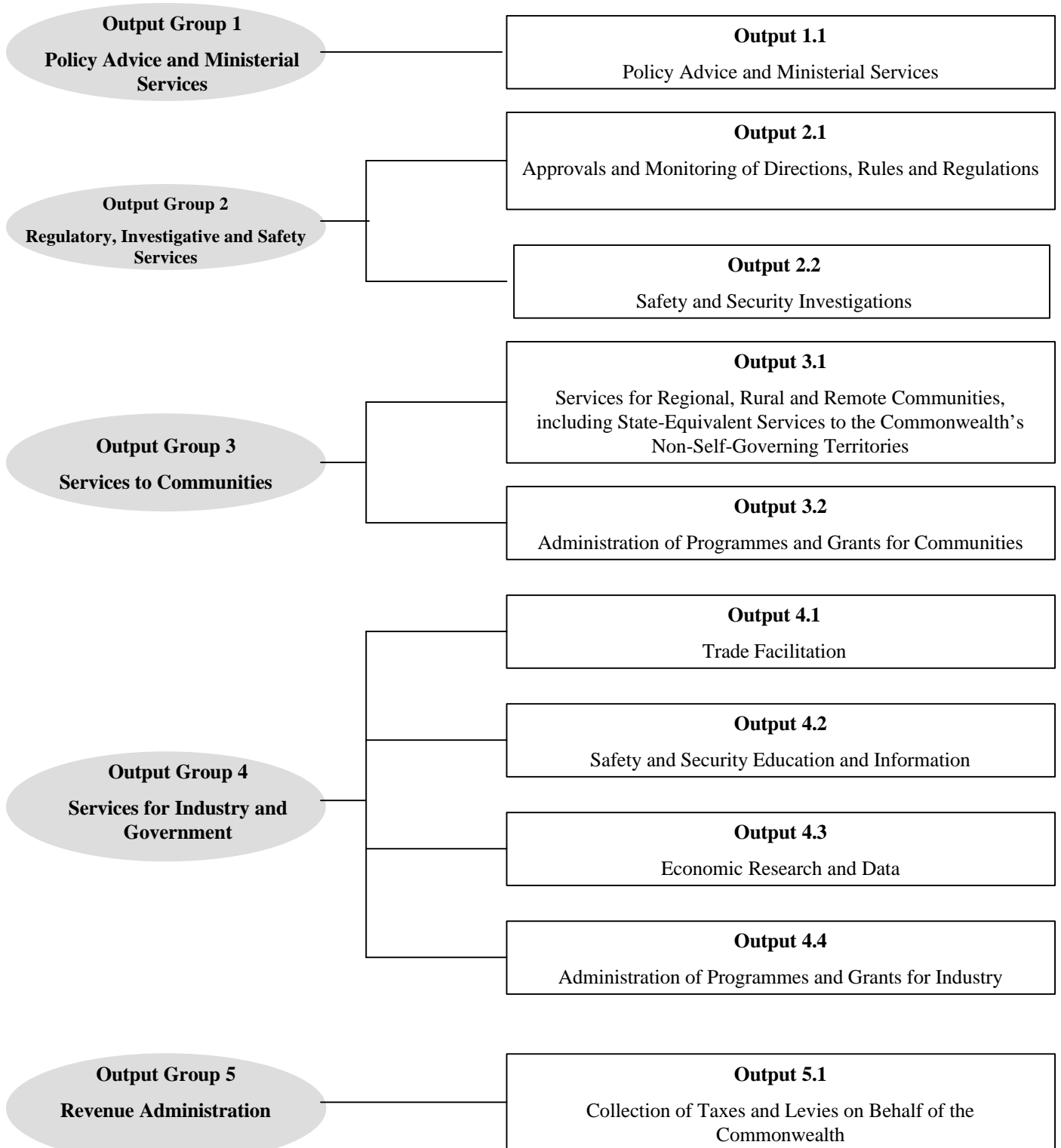


# RELATIONSHIP BETWEEN OUTPUT GROUPS AND OUTPUTS

*Portfolio Outcome*

## Linking Australia through Transport and Regional Services

*economic prosperity and employment, accessibility, environmental sustainability, safety, national culture, effective governance*



*Portfolio Outcome*

**Linking Australia through Transport and Regional Services**

*economic prosperity and employment, accessibility, environmental sustainability, safety, national culture, effective governance*

**Administered Item Group 1**

**Services to Communities  
Administered on Behalf of  
the Commonwealth**

**Administered Item 1.1**

Services to Communities

**Administered Item 1.2**

Grants to State/Territories and Local Government

**Administered Item Group 2**

**Services to Industry  
Administered on Behalf of the  
Commonwealth**

**Administered Item 2.1**

Services for Industry and Economic Development

**Administered Item 2.2**

Grants to State/Territories and Local Government

### **Relationship between 1998-99 Outcome and Output Structure and 1999-2000 Outcome and Output Structure.**

The then Minister presented in his 1998-99 PBS his desired outcomes for the community, as well as the outputs and administered items of the then Department of Transport and Regional Development.

Building on this experience, and the introduction of a whole-of-Government framework, a number of modifications have been made for 1999-2000.

The Department's outputs have been reviewed for 1999-2000 in the context of the new outcome/output framework to describe better the nature of the goods and services purchased from the Department by the Government.

#### Outcome

The Government recognises that, in addition to services specifically aimed at communities in regional, rural and remote Australia, transport facilities and options play an integral part in fostering the social and economic capacity of regional Australia and maintaining its links with the rest of the country. In recognising these priorities of Government, all agencies in the Transport and Regional Services Portfolio deliver services to assist the Portfolio Ministers to pursue the following outcome for the community:

*Linking Australia through transport and regional services*

This outcome recognises that transport and regional services are inherently linked and that the outcome will be achieved by the delivery of outputs and administered items of the different agencies within the Portfolio. Pursuit of this outcome for the community will contribute to a number of Government priorities including economic prosperity and employment.

#### Outputs and Administered Items

The 1998-99 PBS provided an outputs and administered items structure for the Department which is based on services provided by individual Divisions of DoTRS. This does not always reflect the need to ensure integrated and strategic advice and other outputs to assist Government in delivering a seamless transport system. It also overlooks the synergies between services relating to regional and Territory communities and local governments. There is also an inescapable link between transportation and regional services, as reflected in the Minister's desired outcomes for the community.

The outputs and administered items that the Ministers wish to fund in 1999-2000 have therefore been prepared on a service delivery, rather than organisational, basis. The structure more accurately reflects the outputs/services the Department and Portfolio authorities will provide to the Ministers and on their behalf. It also provides a basis for ensuring a more strategic, integrated and community-oriented approach to service delivery across individual organisational elements of the Department.

In addition, the structure aligns the Department's administered items with the relevant outputs of the Department of administering these items.

Table 2.1 shows a comparison of the outcomes, outputs and administered items relevant to the Department in 1998-99 and 1999-2000.

**Table 2.1: Relationship between 1998-1999 Outcome & Output Structure and 1999-2000 Outcome & Output Structure**

The Department published its 1998-99 PBS on an outcomes, outputs and accrual basis. It did not publish a Program budget.

1998-1999 BUDGET	1999-2000 BUDGET
<p>Outcomes</p> <ol style="list-style-type: none"> <li>1. Sustainable economic and employment growth;</li> <li>2. Equity;</li> <li>3. Transport safety and security;</li> <li>4. Protection of the national interest in Australia's territories; and</li> <li>5. Protection of the environment.</li> </ol>	<p>Outcome</p> <p><i>Linking Australia through transport and regional services.</i></p> <p>Efforts towards the achievement of this outcome will impact on the following key priority areas:</p> <ul style="list-style-type: none"> <li>• Economic Prosperity and Employment;</li> <li>• Accessibility;</li> <li>• Environmental Sustainability;</li> <li>• Safety;</li> <li>• National Culture; and</li> <li>• Effective Governance.</li> </ul>
<p>Output Groups</p> <ol style="list-style-type: none"> <li>1. Aviation</li> <li>2. Airports</li> <li>3. Air Safety Investigation</li> <li>4. International Air Services Commission Secretariat</li> <li>5. Road, Rail and Infrastructure Policy and Programs</li> <li>6. Road Safety</li> <li>7. Transport and Trade Development</li> <li>8. Research</li> <li>9. Regional Development, Territories and Local Government</li> <li>10. Maritime</li> </ol>	<p>Output Groups</p> <ol style="list-style-type: none"> <li>1. Policy Advice and Ministerial Services</li> <li>2. Regulatory, Investigative and Safety Services</li> <li>3. Services to Communities</li> <li>4. Services for Industry and Government</li> <li>5. Revenue Administration</li> </ol>
<p>Administered Item Groups</p> <p>Aviation Airports Road, Rail and Infrastructure Policy and Programs Road Safety Transport and Trade Development Regional Services, Territories and Local Government Maritime</p>	<p>Administered Item Groups</p> <ol style="list-style-type: none"> <li>1. Services to Communities Administered on Behalf of the Commonwealth</li> <li>2. Services to Industry Administered on Behalf of the Commonwealth</li> </ol>

**Table 2.1: Relationship between 1998-1999 Outcome & Output Structure and 1999-2000 Outcome & Output Structure (continued)**

1998-1999 BUDGET	1999-2000 BUDGET
<p>Appropriations (As Described on Previous Page of Table 2.1)</p> <p><b>Appropriation Acts (No. 1 and 3)</b></p> <p><i>Division 490 (part) Administrative</i>  <i>650 Administrative</i>  <i>651 Airservices Australia</i>  <i>652 National Capital Authority</i>  <i>653 Civil Aviation Safety Authority</i>  <i>654 Territories</i>  <i>690 (part) Administrative</i>  <i>695 (part) Australian Maritime Safety Authority</i></p> <p><b>Appropriation Act (No. 2 and 4)</b></p> <p><i>Division 970 Capital Works and Services</i>  <i>971 &amp; 986 (part) Payment to or for States, the Northern Territory and the Australian Capital Territory</i>  <i>972 Other Services</i></p> <p><b>Special Appropriations</b></p> <p><i>Assistance to Other Governments</i>  <i>Australian Land Transport Development Act 1988</i>  <i>Interstate Road Transport Act 1985</i></p> <p><i>Other</i></p> <ul style="list-style-type: none"> <li>• <i>Aviation Fuel Revenues (Special Appropriation) Act 1988</i></li> <li>• <i>Local Government (Financial Assistance) Act 1995</i></li> <li>• <i>States Grants (Petroleum Products) Act 1965 –</i></li> <li>• <i>Petroleum Products Freight Subsidy Scheme</i></li> <li>• <i>Australian Maritime Safety Authority Act 1990</i></li> <li>• <i>Protection of the Sea (Oil Pollution Compensation Fund) Act 1993</i></li> <li>• <i>Stevedoring Levy Collection Act 1998</i></li> </ul>	<p>Appropriations Proposed for Outcome (As Described on the Previous Page of Table 2.1)</p> <p><b>Appropriation Act (No. 1)</b></p> <p><i>Departmental Outputs</i>  <i>Administered Expenses</i></p> <p><b>Appropriation Act (No. 2)</b></p> <p><i>Specific Payments to States and Territories</i>  <i>Other Administered Expenses</i>  <i>Equity Injections and Loans</i></p> <p><b>Administered Special Appropriation</b></p> <p><i>Assistance to Other Governments:</i></p> <ul style="list-style-type: none"> <li>• <i>Australian Land Transport Development Act 1988</i></li> <li>• <i>Interstate Road Transport Act 1985</i></li> </ul> <p><i>Other:<sup>1</sup></i></p> <ul style="list-style-type: none"> <li>• <i>Local Government (Financial Assistance) Act 1995</i></li> <li>• <i>Protection of the Sea (Oil Pollution Compensation Fund) Act 1993</i></li> <li>• <i>Stevedoring Levy Collection Act 1998</i></li> </ul>

1

<sup>1</sup> Under the new outcome/output framework for 1999-2000, appropriations to portfolio agencies that were previously appropriated through the Department will now be appropriated direct to each agency. Appropriations to the agencies are detailed in the relevant sections of the Portfolio Budget Statement

**Summary Resources For Outcome**  
**Linking Australia through transport and regional services**

**Table 2.2 – Resources for Outcome**

	1998-99 Cash \$'000	1998-99 Accrual \$'000	1999-2000 Budget \$'000
<b>Price of Outputs</b>	<b>180,954</b>	<b>182,387</b>	<b>193,196</b>
<b>Administered Payments</b>	<b>2,593,963</b>	<b>2,593,963</b>	<b>2,462,359</b>
<b>Resources for Outcome</b>	<b>2,774,917</b>	<b>2,776,350</b>	<b>2,655,555</b>
<b>Administered Capital Expenditure</b>	<b>900</b>	<b>900</b>	<b>2,100</b>
<b>Staff Years (Number)</b>		<b>762</b>	<b>818</b>

Detailed Revenue for Outputs

	1998-99 Cash \$'000	1998-99 Accrual \$'000	1999-00 Budget \$'000
<i>Output Group 1</i> <b>Policy Advice and Ministerial Services</b>	<b>74,389</b>	<b>74,978</b>	<b>79,421</b>
1.1 Policy Advice and Ministerial Services	74,389	74,978	79,421
<i>Output Group 2</i> <b>Regulatory, Investigative and Safety Services</b>	<b>24,588</b>	<b>24,783</b>	<b>26,252</b>
2.1 Approvals and Monitoring of Directions, Rules and Regulations	16,017	16,144	17,100
2.2 Safety and Security Investigations	8,571	8,639	9,151
<i>Output Group 3</i> <b>Services to Communities</b>	<b>57,334</b>	<b>57,789</b>	<b>61,213</b>
3.1 Services for Regional, Rural and Remote Communities, including State-Equivalent Services to the Commonwealth's Non-Self-Governing Territories	40,768	41,091	43,526
3.2 Administration of Programmes and Grants for Communities	16,566	16,698	17,687
<i>Output Group 4</i> <b>Services for Industry and Government</b>	<b>22,492</b>	<b>22,670</b>	<b>24,014</b>
4.1 Trade Facilitation	7,158	7,215	7,642
4.2 Safety and Security Education and Information	6,369	6,420	6,800
4.3 Economic Research and Data	6,132	6,181	6,547
4.4 Administration of Programmes and Grants for Industry	2,832	2,855	3,024
<i>Output Group 5</i> <b>Revenue Administration</b>	<b>2,151</b>	<b>2,167</b>	<b>2,296</b>
5.1 Collections of Taxes and Levies on behalf of the Commonwealth	2,151	2,167	2,296
	<b>180,954</b>	<b>182,387</b>	<b>193,196</b>
less: <b>Revenue from Independent Sources</b>	<b>13,167</b>	<b>13,167</b>	<b>11,204</b>
<b>Price to Government (appropriation) for Outputs</b>	<b>167,787</b>	<b>169,220</b>	<b>181,992</b>

Table 2.2 – Resources for Outcome (continued)

	1998-99 Cash \$'000	1998-99 Accrual \$'000	1999-00 Budget \$'000
<b>Price to Government (appropriation) for Outputs</b>	<b>167,787</b>	<b>169,220</b>	<b>181,992</b>
<i>As Represented in 1998-99 Appropriation Structure (for comparison):</i>			
650-1 Departmental Running Costs	100,175		
650-2-01 Air accident investigation	380		
650-2-03 Compensation and legal expenses	1,589		
650-2-05 Road Safety improvement package	382		
650-2-08 Environmental impact studies for second Sydney airport site	4,835		
650-2-11 Reimbursement to airport lessees of costs of parking fine collection	600		
650-2-12 Supermarket to Asia	1,741		
654-01 Territories Running Costs	4,793		
654-02 Territories Program Costs	37,377		
970-1-03 Road vehicle certification scheme	444		
970-1-04 Territories Program Costs	20,971		
972-01 Public awareness campaign for Second Sydney airport	500		
Carry forward for capital expenditure in 1999-00	-6,000		
Sub Total	167,787	167,787	
Accrual costing adjustments	-	1,433	
<b>Price to Government (appropriation) for Outputs</b>	<b>167,787</b>	<b>169,220</b>	<b>181,992</b>

Administered Expenses

	1998-99 Cash \$'000	1998-99 Accrual \$'000	1999-00 Budget \$'000
<i>Appropriation Structure 1998-99 (c):</i>			
<b>Administered Item Group 1</b>	<b>1,416,041</b>	<b>1,416,041</b>	<b>1,465,994</b>
<b>1.1 Services to Communities</b>	<b>100,381</b>	<b>100,381</b>	<b>127,080</b>
<i>As Represented in 1998-99 Appropriation Structure (for comparison):</i>			
650-2-07 Sydney West Airport - expenses for rental properties	10	10	-
651-1-00 Subsidy for transition to location-specific pricing for airport control towers - Airservices Australia	11,000	11,000	11,000
970-01 Sydney West Airport - land acquisition and works	100	100	7,385
970-1-02 Implementation of Noise Amelioration for Sydney Airport	69,947	69,947	71,331
650-2-09 Restructuring of Australian National Railway Commission (AN)	-	-	19,900
Special (d) Protection of the Sea	3,000	3,000	3,000
490-4-08 (e) Regional Services Programs	7,187	7,187	5,154
650-2-02 Remote Air Services Subsidy Scheme	1,260	1,260	1,251
650-2-06 Regional and Urban Development Program	6,877	6,877	-
Measure Rural Transactions Centres	1,000	1,000	8,060

Table 2.2 – Resources for Outcome (continued)

		1998-99 Cash \$'000	1998-99 Accrual \$'000	1999-00 Budget \$'000
<b>Administered Item Group 1 (continued):</b>				
<b>1.2</b>	<b>Grants to States/Territories and Local Government</b>	<b>1,315,660</b>	<b>1,315,660</b>	<b>1,338,913</b>
<i>As Represented in 1998-99 Appropriation Structure (for comparison):</i>				
<i>Special</i>	<i>Black Spots Program</i>	37,198	37,198	37,793
650-2-06	<i>Regional and Urban Development Program</i>	1,890	1,890	-
650-2-10	<i>Concessional Fares Rail</i>	200	200	-
650-4-00	<i>Local Government Incentive Program</i>	5,700	5,700	3,500
971-02	<i>Payment to ACT - assistance for water and sewerage services</i>	7,997	7,997	8,117
971-04	<i>Payment to ACT - compensation for the effects of national capital influence on the costs of providing municipal services</i>	19,890	19,890	20,188
971-08	<i>Northern Territory indigenous health infrastructure</i>	10,000	10,000	-
972-02	<i>Contribution to Cyclones Elaine and Vance Trust Fund</i>	5,000	5,000	-
<i>Measure</i>	<i>Flood Mitigation Program</i>	0	0	6,000
<i>Special</i>	<i>Local Government Financial Assistance Grants</i>	1,227,785	1,227,785	1,263,315
<b>Administered Item Group 2</b>	<b>Services to Industry Administered on Behalf of the Commonwealth</b>	<b>1,020,936</b>	<b>1,020,936</b>	<b>996,365</b>
<b>2.1</b>	<b>Services for Industry and Economic Development</b>	<b>98,506</b>	<b>98,506</b>	<b>150,488</b>
<i>As Represented in 1998-99 Appropriation Structure (for comparison):</i>				
650-3-02	<i>International Civil Aviation Organisation – contribution</i>	1,091	1,091	1,354
650-3-01	<i>Contribution to the OECD – Road Transport</i>	40	40	40
650-2-04	<i>National Road Transport Commission</i>	1,240	1,240	1,240
970-05	<i>Upgrade of the Mainline Interstate Railway Track</i>	27,000	27,000	55,000
690-2-04	<i>International Maritime Organisation – contribution</i>	287	287	270
<i>Special (d)</i>	<i>Stevedoring Levy (Collection Act) 1998</i>	9,950	9,950	24,980
690-2-06 (d)	<i>Tasmanian Freight Equalisation Scheme</i>	41,833	41,833	56,400
690-2-08 (d)	<i>Bass Strait Passenger Vehicle Equalisation Scheme - private operators</i>	3	3	2
986-01 (d)	<i>Bass Strait Passenger Vehicle Equalisation Scheme</i>	13,600	13,600	11,202
650-3-03	<i>Commonwealth contribution for the standardisation of the Pinnaroo Line</i>	3,462	3,462	-

Table 2.2 – Resources for Outcome (continued)

		1998-99 Cash \$'000	1998-99 Accrual \$'000	1999-00 Budget \$'000
<b>Administered Item Group 2 (continued):</b>				
<b>2.2</b>	<b>Grants to States/Territories and Local Government</b>	<b>922,430</b>	<b>922,430</b>	<b>845,877</b>
<i>As Represented in 1998-99 Appropriation Structure (for comparison):</i>				
971-09	Payment to SA Government for runway extension at Adelaide Airport	20,000	20,000	-
971-02	Payment to Tasmanian Government for track upgrading	1,614	1,614	1,019
Special	National Highway and Roads of National Importance	876,466	876,466	769,308
Special	Payments under the Interstate Road Transport Act 1985	20,000	20,000	15,000
971-05	Regional Assistance - impact of ANRC restructuring	400	400	-
971-01	Payments of amounts equal to penalties under the IRT Act 1985	250	250	250
Measure RMF (b)	Upgrade of Rockhampton Airport Runway Federation Fund Projects	0 3,700	0 3,700	1,000 59,300
<b>Payments to Portfolio Agencies (f):</b>		<b>156,986</b>	<b>156,986</b>	
<i>As Represented in 1998-99 Appropriation Structure (for comparison):</i>				
653-1	CASA	28,432	28,432	
Special	Aviation Fuel Revenues Special Appropriation - CASA	41,600	41,600	
Special	Aviation Fuel Revenues Special Appropriation - AA	3,400	3,400	
Special	Australian Maritime Safety Authority - Special Appropriation	46,388	46,388	
690-2-07	Search and Rescue Maritime	3,330	3,330	
695-1	Australian Maritime Safety Authority	16,431	16,431	
652-1	National Capital Authority	6,773	6,773	
652-2	National Capital Authority	6,580	6,580	
970-3-01	National Capital Authority	4,052	4,052	
<b>Total Cost of Administered Expenses</b>		<b>2,593,963</b>	<b>2,593,963</b>	<b>2,462,359</b>
<b>Administered Capital Expenditure</b>				
970-2-02	Loan to Norfolk Island Government Cascade Cliff Safety Project	900	900	2,100

**Notes:**

- (a) This column represents a 1998-99 accrualised scenario for comparative purposes only.
- (b) The total administered expense shown in 1999-00 is \$59.300m higher than the corresponding appropriation shown in Table 1.1. The difference is made up of administered Federation Fund projects funded from the Reserved Money Fund.
- (c) The split of 1999-00 administered expenses by the 1998-99 appropriation structure is provided for comparative information only. The appropriation structure to apply for 1999-00 is shown in Table 1.1
- (d) Function transferred from Dept of Workplace Relations and Small Business under AAO changes of 21 October 1998
- (e) Function transferred from Dept of Agriculture Fisheries and Forestry under AAO changes of 21 October 1998
- (f) Under the new output/outcome framework for 1999-00, appropriations to portfolio agencies that were previously Appropriated through the Department will now be appropriated direct to the portfolio agencies.

## **EVALUATIONS**

Information on planned evaluation activity is included in Table 2.3 and the results will be reported in the 1999-2000 annual report.

## **COMPETITIVE TENDERING AND CONTRACTING**

Microeconomic reforms across the Government's transport-related responsibilities have directly raised some \$5 billion since 1996. This includes the sale of airports and the winding up of the Federal Airports Corporation, and the sale of the Australian National Railways Commission. The sale of the Government's shipping line, ANL, is also partly completed, with the sale of the remaining business units imminent. Previously, the sale of the Government's airline, Qantas, raised over \$2 billion.

These major undertakings have been a significant focus of the Department, both in terms of direct implementation of the sale of these assets and in implementing a regulatory framework to maintain the integrity of these services.

DoTRS has, in line with the Government's management reforms for the coming Budget year, commenced putting in place a management framework which focuses on outputs to Government, the activities that contribute to them, and their full costs. The Department was the only one to trial this approach in its 1998-99 Portfolio Budget Statements, and this has provided a sound step down the path to cementing its outputs and its financial budget into an integrated management framework. This will include comprehensively establishing the standards and schedules for delivering these services and improved costing of separate activities (on, for the first time, a full cost basis which will be comparable to alternative service providers).

The Department will then have a sound base on which to base judgements for performance review and competitive benchmarking. The Department has therefore taken a cautious approach to comparing the quality and cost of its activities with those of an alternative provider.

Further, many of the small remote Territories often exhibit characteristics of market failure and potential monopolies, where the challenge is to find any provider of required services for the community.

Notwithstanding this, the Department has undertaken many minor reviews and competitive tendering processes. In recent times, the IT outsourcing project has dominated this agenda within the Department. IT services will be provided by a private sector provider from 1 July 1999.

The Department entered into a service arrangement with Centrelink to enhance service delivery to clients and to enhance career development opportunities for staff. It is considered that both are achievable, largely on the basis of the broadranging and dedicated service to delivery role performed by Centrelink.

<b>Output Group 1 – Policy Advice and Ministerial Services</b>	
<b>Output 1.1 – Policy Advice and Ministerial Services</b>	<b>Price: \$79.421m</b>
DoTRS provides policy advice and other services to its Ministers with respect to all modes of transport, including infrastructure, Australia’s Territories and local governments development of and services to regional, rural and remote communities. (Cost: \$68.142m)	
<i>Activity</i>	<i>Performance Measures</i>
<b>Strategic Transport and Infrastructure</b>	
<p>Provide the Minister with strategic advice on integrated transport options, facilities and directions, including:</p> <ul style="list-style-type: none"> <li>Facilitate implementation of national accessible transport policies.</li> <li>Development of options for greater private sector participation in the provision of land transport infrastructure.</li> <li>Development of advice on and implementation of transport measures under the National Greenhouse Strategy and on climate change.</li> <li>Provide advice on removing barriers for competition between modes of transport.</li> </ul>	<p><i>Quality:</i> Planning and policy advice prepared to the satisfaction of the Minister to facilitate achievement of Government’s integrated and long-term transport objectives.</p> <p>Identification of impediments to private sector involvement, and development of appropriate measures to Minister’s satisfaction.</p> <p>Implementation of transport measures under National Greenhouse Strategy to Minister's satisfaction by June 2000.</p>
<p>Participate in international and regional forums such as APEC, TACT, OECD, WTO, ESCAP, IMO, ICAO, TWG and CER-Mercosur.</p> <ul style="list-style-type: none"> <li>Facilitate industry input into APEC Transportation Working Group and CER – Mercosur activities.</li> </ul>	<p><i>Quality:</i> Australia’s APEC contribution is consistent with the Forum’s goals and objectives and Australia’s commitments compare favourably with those of other member economies.</p> <p>Discussions with New Zealand on bilateral and regional transport issues through regular Technical and Administrative Cooperation in Transport (TACT) meetings addressing key issues for Australia’s transport industry.</p>
<p>Participate in, and provide policy support and/or secretariat services to, committees and working groups:</p> <ul style="list-style-type: none"> <li>Commonwealth/State Integrated Logistics Network (ILN).</li> <li>A national committee co-ordinating multi-modal GNSS (Global Navigation Satellite Systems) applications.</li> <li>The National Transport Council (NTC).</li> <li>The Australian Transport Council (ATC) and its sub-structure.</li> <li>Supermarket to Asia Transport and Logistics Working Group.</li> </ul>	<p><i>Quantity:</i> 2 APEC meetings per year.</p> <p>1 TACT meeting per year.</p> <p>1 CER – Mercosur meeting per year.</p> <p><i>Quality:</i> Facilitate the deliberations of the planning groups to the satisfaction of the Chair and other members through relevant contributions and assistance in the consideration of various stakeholder views.</p> <p>Research issues, and establish links with other key organisations, such as ATC/SCOT, to the satisfaction of the Minister and NTC industry members.</p> <p><i>Timeliness:</i> Provision of briefing and meeting papers, and resolution of actions, within required timeframes.</p> <p><i>Quantity:</i> 2 ATC meetings; 2 SCOT meetings; 4 MPG meetings; 4 NTC meetings; 4 GNSS meetings; 4 ILN meetings, 1 AWDCMC meeting. Maintain a complete and accessible system of all records for ATC and its sub-groups</p>

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
<ul style="list-style-type: none"> <li>• The Australian Bicycle Council.</li> <li>• Maintain a database and a web site for Supermarket to Asia Transport and Logistics Working Group.</li> <li>• National Oceans Ministerial Board and its sub-structure.</li> <li>• Albury-Wodonga Development Corporation Ministerial Council (AWDCMC).</li> </ul>	
<p><b>Maritime Transport</b></p> <p>Provide policy advice to the Minister in relation to maritime transport issues and implementation policies and legislation:</p> <ul style="list-style-type: none"> <li>• Port and other waterfront reforms.</li> <li>• Options for shipping reforms.</li> <li>• Vessel safety.</li> <li>• Tasmanian maritime transport assistance schemes.</li> <li>• Protection of the marine environment from shipping activities.</li> </ul>	<p><i>Quality:</i> Develop options for shipping reform.</p> <p>Drafting instructions for legislation to implement international maritime obligations and to require proof of adequate vessel insurance completed by October 1999.</p> <p>Review of Navigation Act completed by June 2000</p> <p>Australian position on accession to the Hazardous and Noxious Substances Convention by June 2000.</p> <p><i>Timeliness:</i> Finalise review of the National Plan to Combat Pollution of the Sea by Oil and Other Noxious substances by December 1999.</p> <p>Develop options for wider port-related reforms.</p> <p>Annual monitoring of effectiveness and review of rates for Bass Strait Passenger Vehicle Equalisation Scheme completed by June 2000.</p>
<p>Oversight and advise Minister on the:</p> <ul style="list-style-type: none"> <li>• Australian Maritime Safety Authority.</li> <li>• Australian Maritime College.</li> <li>• Australian River Co. Ltd (formerly ANL Ltd).</li> <li>• Maritime Industry Finance Company Ltd.</li> <li>• Stevedoring Industry Finance Company</li> </ul>	<p><i>Quality:</i> Oversight in line with Government Guidelines on GBE monitoring. Advice on Board membership. Advice on Corporate/Business Plans and any other statutory obligations, including <i>Commonwealth Authorities and Companies Act 1997</i> obligations.</p>

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
<p><b>Road Transport</b></p> <p>Provide policy advice to the Minister on the Commonwealth's role in the provision of Road Infrastructure.</p> <ul style="list-style-type: none"> <li>• Review national roads objectives.</li> <li>• Development of bridge-upgrading programme.</li> <li>• Development of a business case for funding of maintenance on the National Highway.</li> </ul>	<p><i>Quality:</i> Report on a network of nationally significant roads by November 1999.</p> <p>Bridge upgrading programme developed by July 1999.</p>
<p>Provide policy advice to the Minister on road transport safety and environmental issues, including:</p> <ul style="list-style-type: none"> <li>• Development of a revised National Road Safety Strategy.</li> <li>• Develop of policies and standards to reduce vehicle emissions and noise.</li> <li>• Harmonisation of road vehicle standards with international standards to facilitate Australia's commitment to reduce technical barriers to trade. Undertake analysis of international vehicle standards development and contribute to related activities in APEC.</li> <li>• Review of Australian Design Rules (ADRs).</li> <li>• Drafting/amendment of ADRs and preparation of associated Regulatory Impact Statements (RIS).</li> <li>• Review, and implementation of the results of, the <i>Motor Vehicles Standards Act 1989</i> including any amendments to the Act.</li> <li>• Review, and implement the results of, the <i>Interstate Road Transport Act 1985</i>.</li> </ul>	<p><i>Quality:</i> Ensure ADRs and regulations remain relevant, cost-effective and do not provide a barrier to trade of vehicles and components under the provisions of the Trans-Tasman Mutual Recognition Arrangement.</p> <p>Timely and appropriate harmonisation of standards to the satisfaction of Government and industry.</p> <p>Acceptance by Transport and Environment Ministers of results of review of current vehicle emission standards.</p> <p>Minister is satisfied with the implementation of recommendations arising from the review of the <i>Interstate Road Transport Act 1985</i>.</p> <p>Government and industry satisfaction with revised arrangements under the Motor Vehicle Standards Act 1989. Regulatory Impact Statement to meet Office of Regulation review requirements.</p> <p>Review of ADRs conducted in accordance with the COAG Principles and Guidelines for National Standard Setting and Regulatory Action by Ministerial Councils and Standard-Setting Bodies.</p> <p>Government and industry satisfaction with drafts and supporting documentation for new or amended ADRs. RISs meet Office of Regulation Review requirements.</p> <p><i>Quantity:</i> In relation to vehicle emissions and noise reduction, revise/develop 3 Australian Design Rules (ADRs).</p> <p>For the harmonisation of road vehicle standards, attend 2 meetings per year with APEC, and 3 with United Nations Economic Commission for Europe (UN-ECE) on international vehicle standards.</p> <p><i>Timeliness:</i> National Road Safety Strategy by end 1999.</p> <p>Timely and appropriate harmonisation of standards to the satisfaction of Government and industry.</p> <p>Gazette new ADRs for emissions by January 2000.</p> <p>Review of Australian Design Rules to be 50% completed by June 2000.</p> <p>Implementation of recommendations of the review of the Interstate Road Transport Act to be completed by end June 2000.</p>
<p>Provide policy advice to the Minister on road transport reform and development issues, and implement policies and legislation.</p>	<p><i>Quality:</i> Develop and facilitate policies and strategies in conjunction with the National Road Transport Commission, ATC, and NTC.</p>

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
<p><b>Rail Transport</b></p> <p>Review of national rail safety arrangements and develop a national rail safety regime and associated processes. Develop nationally uniform rail standards and operational requirements.</p>	<p><i>Quality:</i> In accordance with the ATC directive on Safety. Acceptance by jurisdictions and industry of uniformity standards.</p> <p><i>Quantity:</i> 4 major industry codes of practice, standards and protocols.</p> <p><i>Timeliness:</i> Review of safety arrangements agreed by ATC by Nov 1999. Industry codes of practice introduced by March 2000.</p>
<p>Development of Government responses to reports on rail transport by the House of Representatives Standing Committee on Communications, Transport and Microeconomic Reform, the Productivity Commission and the Rail Projects Taskforce.</p>	<p><i>Quantity:</i> 3 responses and associated briefings.</p> <p><i>Timeliness:</i> Ongoing consideration of Reports. Productivity Commission response to be released in Sept 1999.</p>
<p>Monitor, participate in and advise on rail infrastructure developments:</p> <ul style="list-style-type: none"> <li>• Provide administrative and policy support.</li> <li>• Development of a Melbourne-to-Darwin Inland Railway.</li> <li>• Development of the Alice Springs-to-Darwin Railway.</li> <li>• Development of a Sydney-Canberra Very High Speed Train (VHST) Project.</li> </ul>	<p><i>Quality:</i> Represent Commonwealth's interests in the Sydney–Canberra Very High-Speed Train Project to the satisfaction of the Minister. Provide advice that protects the Commonwealth's interests and enables it to proceed if warranted.</p> <p><i>Quantity:</i> 80 meetings in relation to Sydney–Canberra Very High-Speed Train Project proving up process.</p> <p><i>Timing:</i> Complete lease documents for railway infrastructure projects by August 1999.</p> <p>Completion of VHST proving-up process by October 1999.</p>
<p>Oversight and advise Minister on the:</p> <ul style="list-style-type: none"> <li>• Australian Rail Track Corporation.</li> <li>• National Rail Corporation (NRC).</li> </ul>	<p><i>Quality:</i> Oversight in line with Government Guidelines on GBE monitoring. Advice on Board membership. Advice on Corporate/Business Plans and any other statutory obligations, including CAC Act obligations.</p> <p>Facilitate and contribute to the sale of NRC, including implementation of necessary amendments to NRC's institutional arrangements.</p> <p><i>Quantity:</i> Annual reports, biannual reports, Corporate plans, ongoing discussions.</p> <p><i>Timeliness:</i> Sale of NR by end 1999.</p>

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
<p><b>Air Transport</b></p> <p>Policy advice to the Minister and implementation of Government policy for air transport framework in Australia:</p> <ul style="list-style-type: none"> <li>• Develop and implement environment regulatory framework for air traffic services.</li> <li>• Assist CASA to develop and implement safety regulatory frameworks for air traffic control and rescue and fire fighting services.</li> <li>• Aviation Y2K advice, including chairing and providing support to Aviation Y2K Committee.</li> <li>• Participation in, and secretariat support for, SCOT Aviation Working Group.</li> </ul>	<p><i>Quality:</i> Advice meets expectations of Minister and outputs are produced in accordance with policy objectives.</p> <p>Participation and support in accordance with Aviation Working Group (AWG) guidelines.</p> <p><i>Quantity:</i> 4 AWG meetings, 6 Aviation Y2K Committee Meetings.</p> <p><i>Timeliness:</i> Safety regulatory framework for air traffic control and rescue and fire fighting services in place by June 2000.</p> <p>Deadlines for legislative programme met.</p> <p>Y2K advice and support completed by 31 December 1999.</p>
<p>Policy advice to the Minister on airports and airlines in Australia:</p> <ul style="list-style-type: none"> <li>• Advice to Minister on draft master plans, draft environment strategies and major development plans for leased airports.</li> <li>• Advice to Minister on development commitments and on commercial (including property), pricing and quality of service issues associated with leasing of Federal airports.</li> <li>• Advice to the Minister on issues arising from the administration of the economic regulatory framework for airports.</li> <li>• Advice to Minister on strategies and measures (including action by Airservices Australia) to minimise the impact of aircraft noise on communities in the vicinity of airports, including provision of administrative support for the Sydney Airport Community Forum, and to manage traffic demand (eg Sydney Airport Slot Management Scheme).</li> <li>• Advice to Minister on issues associated with a second Sydney airport.</li> <li>• Preparation for the Sydney 2000 Olympics.</li> <li>• Development, maintenance and improvement of the aviation security regulatory framework.</li> </ul>	<p><i>Quality:</i> Advice meets expectations of Minister and outcomes are produced in accordance with policy objectives.</p> <p>Draft master plans for 15 airports.</p> <p>Draft environment strategies for 20 airports.</p> <p>Major development plans as necessary.</p> <p>Aviation security regulatory framework covers 70 passenger and freight airlines, 37 airports and 578 regulated international air cargo agents.</p> <p><i>Timeliness:</i> Advice submitted 30 days before statutory deadline for Ministerial decision, or otherwise as necessary for considered decision making and/or timely preparation for meetings.</p> <p>Changes to aviation security regulatory framework in place by June 2000.</p>

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
<p>Oversight and provision to Minister with advice on Portfolio authorities and aviation legislation:</p> <ul style="list-style-type: none"> <li>• Advice on matters relating to Airservices Australia and CASA.</li> <li>• Implementation of structural reform for Airservices Australia.</li> <li>• Advice regarding impact of Airservices Australia's location specific pricing for air traffic tower services.</li> <li>• <i>Civil Aviation Act 1988</i> Amendments</li> <li>• <i>Air Services Act 1995</i> amendments</li> <li>• Advice relating to <i>Damage by Aircraft Bill 1999</i>.</li> </ul>	<p><i>Quality:</i> Advice meets expectation of Minister and results are produced in accordance with policy objectives.</p> <p><i>Timeliness:</i> Airservices Australia structural reform programme to be completed by June 2000. Deadlines for legislative programme met.</p>
<p>Implement revised Government policies on international aviation following the review by the Productivity Commission of International Air Services by:</p> <ul style="list-style-type: none"> <li>• Negotiating international air services arrangements which provide greater opportunities for airlines to develop passenger and freight traffic to and from Australia</li> <li>• Promoting the interests of regional Australia in international air services negotiations.</li> <li>• Liberalising dedicated air freight services within the international air services negotiating programme.</li> <li>• Reviewing the role and responsibilities of the International Air Service Commission.</li> </ul>	<p><i>Quantity:</i> Between 10 and 15 rounds of formal negotiations and up to 5 rounds of scoping discussions annually.</p>

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
<p>Advice to Minister on other international aviation issues:</p> <ul style="list-style-type: none"> <li>• Undertake discussions on policy issues and regulatory change with national and international stakeholders.</li> <li>• Co-ordinate activities relating to Australia’s participation in International Civil Aviation Organisation (ICAO).</li> <li>• Develop, with CASA, bilateral aviation safety agreements.</li> <li>• South Pacific Forum liaison.</li> <li>• Develop an Australian policy framework for the ICAO CNS/ATM (Communications, Navigation, Surveillance/Air Traffic Management) concept.</li> <li>• Develop Australia’s position on aviation facilitation issues.</li> </ul>	<p><i>Quality:</i> Influence development of cooperative South Pacific upper airspace management arrangements and a collaborative regional aviation safety oversight programme.</p> <p>Effective representation of Australia’s interests on facilitation issues in ICAO forums and through chair and secretariat support for National Facilitation Committee.</p> <p><i>Timeliness:</i> Align with ICAO timeframe for CNS/ATM implementation.</p> <p>Upper airspace management arrangements and collaborative regional aviation safety oversight programme briefs in accordance with programme determined by planned South Pacific Forum Aviation Ministers meeting on 16/17 September 1999.</p>
<p><b>Regional Services, Territories and Local Government</b></p> <p>Provide policy advice and support to the Ministers on Commonwealth responsibilities, priorities and interests in regional, rural and remote Australia including:</p> <ul style="list-style-type: none"> <li>• Regional Services.</li> <li>• Regional Australia Strategy “whole of Commonwealth Government” approach.</li> <li>• Regional, rural and remote communities.</li> <li>• Regional and rural women.</li> <li>• Regional development.</li> <li>• Regional support issues, including business recovery post-natural disasters; regional flood mitigation.</li> <li>• Commonwealth Government reforms as they impact on regional Australia.</li> <li>• International best practice.</li> </ul>	<p><i>Quality:</i> Accurate, appropriate and comprehensive advice focused on enhancing the economic and social capacity of Australian communities, most particularly those living in regional Australia.</p>

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
<p>Provide policy advice and support to the Minister on Commonwealth responsibilities, priorities and interests in Local Government including:</p> <ul style="list-style-type: none"> <li>• Assistance in relation to necessary implementation costs incurred in complying with the requirements of the GST legislation.</li> <li>• Streamlined regulatory practices that otherwise inhibit economic development.</li> <li>• Activities that lead to the adoption of best practice and sharing of technical expertise across councils.</li> <li>• The promotion of an appropriate role for Local Government in regional development.</li> </ul>	<p><i>Quality:</i> Accurate, appropriate and comprehensive advice to the Ministers' satisfaction.</p> <p><i>Quantity:</i> As required.</p> <p><i>Timeliness:</i> As specified by the Minister.</p>
<p>Provide policy advice and support to the Minister on Commonwealth responsibilities, priorities and interests in the Australian Territories of the ACT, the NT, Christmas Island, the Cocos (Keeling) Islands, Norfolk Island, Jervis Bay Territory, the Coral Sea Islands and the Territory of Ashmore and-Cartier Islands including:</p> <ul style="list-style-type: none"> <li>• Effective governance in Australia's Territories.</li> <li>• Economic and social development in Australia's Territories.</li> <li>• Commonwealth Government reforms as they impact on the Territories.</li> <li>• State-equivalent and other service delivery in Australia's non-self-governing Territories.</li> <li>• ACT planning and land management.</li> <li>• National Capital Authority issues.</li> </ul>	<p><i>Quality:</i> Accurate, appropriate and comprehensive advice to the Ministers' satisfaction.</p> <p><i>Quantity:</i> As required.</p> <p><i>Timeliness:</i> As specified by the Minister.</p>

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
<p>Administration of Commonwealth legislation in relation to regional matters, Australia's Territories and Local Government including:</p> <ul style="list-style-type: none"> <li>• <i>ACT (Self Government) Act 1988</i> and associated legislation.</li> <li>• <i>NT (Self Government) Act 1978</i></li> <li>• <i>Norfolk Island Act 1979</i></li> <li>• <i>Christmas Island Act 1958</i> and <i>Cocos (Keeling) Islands Act 1955</i> and associated ordinances and applied Western Australian legislation.</li> <li>• <i>Jervis Bay Territory Acceptance Act 1915</i></li> <li>• <i>Coral Sea Islands Act 1969</i></li> <li>• <i>Ashmore and Cartier (Acceptance) Act 1933</i></li> <li>• <i>Local Government (Financial Assistance) Act 1995</i></li> <li>• <i>Albury-Wodonga Development Act</i></li> <li>• <i>ACT (Planning and Land Management) Act 1988</i></li> <li>• Appointments made to positions of Administrator, Deputy Administrator (NT,CI,CKI) and the Board of the National Capital Authority.</li> </ul>	<p><i>Quality:</i> Accurate, appropriate and comprehensive advice to Minister's satisfaction.</p> <p>Timely Government appointments achieved.</p> <p>Effective administration of legislation to the Ministers' satisfaction.</p> <p><i>Quantity:</i> As required.</p> <p><i>Timeliness:</i> As specified by Minister.</p> <p>Meets legislative time lines.</p>
<p>Support for Government consideration of issues relevant to regional Australia through preparation of Regional Impact Statements which includes reviewing and disseminating guidelines, liaison with sponsoring agencies.</p>	<p><i>Quality:</i> The Ministers are clearly briefed on the likely impact on regional Australia of proposals of other portfolios.</p> <p>Clear guidelines for the preparation of Regional Impact Statements (RIS) disseminated to all Government agencies.</p> <p>Sponsoring agencies understand the process and importance of RIS.</p> <p>RIS which clearly address the impact on regional Australia are attached to all relevant submissions.</p> <p><i>Quantity:</i> As required.</p> <p><i>Timeliness:</i> Cabinet deadlines are met.</p>
<p>Drafting, introducing and supporting new legislation and amendments to existing legislation.</p>	<p><i>Quality:</i> Acceptance by Ministers of draft legislation and materials.</p> <p>Legislation and amendments reflect policy decisions.</p> <p><i>Quantity:</i> As required.</p> <p><i>Timeliness:</i> As specified by Minister.</p> <p>Meets legislative time lines.</p>

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Development and maintenance of comprehensive State-equivalent legal regimes in non-self-governing Territories.	<p><i>Quality:</i> Acceptance by Ministers of draft legislation and materials.</p> <p>Territory communities informed of developments and implications.</p> <p><i>Quantity:</i> As required.</p> <p><i>Quantity:</i> Meets legislative timeliness.</p> <p>Meets deadlines undertaken to community.</p> <p><i>Location:</i> Christmas Island, Cocos (Keeling) Islands, Jervis Bay Territory, Coral Sea Islands, Ashmore and Cartier Islands.</p>
Implementation of Recommendation 29 of the Bell Report aimed at streamlining planning and development regulatory requirements.	<p><i>Quality:</i> High level of industry and State/Territory governments' acceptance of planning framework developed at Development Assessment Forum (DAF) and DAF Working Group in relation to Recommendation 29 of the Bell Report.</p>
<p>Communication of government policies and consultation of, liaison and negotiation with stakeholders (including State, Territory and Local Government agencies, community groups and representatives, private sector, academia and international organisations) in relation to policy development. Specific actions include:</p> <ul style="list-style-type: none"> <li>Implement the Regional Australia Strategy national communications campaign.</li> </ul>	<p><i>Quality:</i> Minister and stakeholders are satisfied with inputs to policy processes.</p> <p>High level of Commonwealth input into relevant fora.</p> <p>Stakeholders have access to information about and explanation of government policies.</p> <p>Willingness of key stakeholders to liaise with DoTRS in its decision making processes.</p> <p>More responsive and streamlined Commonwealth programmes.</p> <p><i>Location:</i> Regional Australia.</p> <p><i>Quality:</i> Ministers' satisfaction with responses to whole-of-government approach.</p> <p>Increased level of awareness amongst regional Australians of relevant Commonwealth programmes and services.</p> <p><i>Quantity:</i> 1 major campaign.</p> <p><i>Timeliness:</i> Ongoing.</p> <p><i>Location:</i> Regional Australia.</p>
<ul style="list-style-type: none"> <li>Hold Regional Forums.</li> </ul>	<p><i>Quality:</i> Regional needs have been prioritised and presented at Forum.</p> <p>A co-ordinated Commonwealth response is provided.</p> <p><i>Quantity:</i> 2 - others subject to evaluation.</p> <p><i>Timeliness:</i> 2 Trial Forums by end 1999.</p> <p>Evaluation within 3 months of 2<sup>nd</sup> Forum.</p> <p><i>Location:</i> 2 Regions.</p>
<ul style="list-style-type: none"> <li>Hold Regional Summit.</li> </ul>	<p><i>Quality:</i> Clear articulation of the challenges facing regional Australia and ideas on how these challenges can be met.</p> <p>A series of goals for regional Australia established.</p> <p><i>Timeliness:</i> By December 1999.</p> <p><i>Location:</i> Regional Australia.</p>

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
<ul style="list-style-type: none"> <li>Promote regional, Territories and Local Government Commonwealth programmes.</li> </ul>	<p><i>Quality:</i> Stakeholders have access to and are satisfied with explanation of government policies.</p> <p><i>Quantity:</i> 8 integrated campaigns.</p> <p><i>Timeliness:</i> Ongoing.</p>
<p>Actively facilitate cross - Commonwealth co-ordination of regional policy and programmes to achieve whole of government response to delivery of regional services and development including:</p> <ul style="list-style-type: none"> <li>Oversight operation of Memoranda of Understanding with Commonwealth Departments of: <ul style="list-style-type: none"> <li>– Agriculture, Fisheries &amp; Forestry.</li> <li>– Education, Training &amp; Youth Affairs.</li> <li>– Employment, Workplace Relations &amp; Small Business.</li> <li>– Health &amp; Aged Care.</li> <li>– Industry, Science &amp; Resources.</li> </ul> </li> </ul>	<p><i>Quality:</i> More responsive and streamlined Commonwealth programmes.</p> <p><i>Quality:</i> MOU's work to achieve better communication and co-ordination of regional policies and programmes.</p> <p>Ministers are satisfied with operations and results.</p> <p>Stakeholder satisfaction with services provided.</p> <p>Other portfolios' inclusion of DoTRS in strategic planning and activities.</p> <p><i>Quantity:</i> 5 MOUs.</p> <p><i>Timeliness:</i> 5 MOUs completed by 30 June 2000.</p> <p><i>Location:</i> Regional Australia.</p>
<ul style="list-style-type: none"> <li>Initiate and participate in regular and ad-hoc IDCs</li> </ul>	<p><i>Quality:</i> Clear articulation of DTRS position and better co-ordination across all agencies</p> <p><i>Quantity:</i> As necessary</p> <p><i>Timeliness:</i> Meetings initiated to allow appropriate consultation/input</p>
<p>Review of the Remote Air Service Subsidy (RASS) scheme.</p>	<p><i>Timeliness:</i> Report to the Minister in July 1999 on RASS Scheme.</p>
<p>Joint review with ATSIC of aerodromes serving remote indigenous communities.</p>	<p><i>Quality:</i> Minister is able to make more decisions on accessibility needs of remote indigenous communities on a sound basis.</p> <p><i>Timeliness:</i> Report to Minister in July 1999.</p>
<p>Oversight of legislative operations of the National Capital Authority.</p>	<p><i>Quality:</i> NCA operates in accordance with the <i>Australian Capital Territory (Planning and Land Management) Act 1998</i>.</p> <p>Proposed amendments are implemented.</p> <p>Advice on appointments as needed to the NCA.</p>
<p>Briefing, policy support and secretariat for the Local Government Ministers' Conference.</p>	<p><i>Quality:</i> Minister is satisfied with operations and results.</p>

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Support to key advisory bodies including: <ul style="list-style-type: none"> <li>• Regional and Rural Women’s Advisory Council.</li> <li>• Rural Communities Programmes Advisory Group.</li> <li>• Rural Transactions Centres Advisory Panel.</li> <li>• Understanding Rural Australia Advisory Committee.</li> </ul>	<i>Quality:</i> Minister is satisfied with operations and results. Members satisfied with level of service. Stakeholders satisfied with services provided.
Policy support to and representation on: <ul style="list-style-type: none"> <li>• Booderee National Park Joint Board of Management (JBT).</li> <li>• Kingston and Arthur’s Vale Historic Area Board of Management (NI).</li> </ul>	<i>Quality:</i> Booderee National Park Joint Board of Management and Kingston and Arthur’s Vale Historic Area Boards of Management operate effectively consistent with legislative requirements and requirements of MOUs.
Policy and administrative support to the Christmas Island Casino Surveillance Authority.	<i>Quality:</i> Casino operates in accordance with relevant legislation. Minister is satisfied with Casino operations. Casino Authority Members satisfied with level of service. <i>Timeliness:</i> Administrative arrangements completed in advance or on time. <i>Location:</i> Christmas Island.
Support for the Minister’s membership of and participation in the Commonwealth Local Government Forum.	<i>Quality:</i> Minister is satisfied with operations and results. <i>Quantity:</i> Meets annually. <i>Timeliness:</i> Administrative arrangements completed in advance.
Oversight of the Albury-Wodonga Development Corporation: <ul style="list-style-type: none"> <li>• Administration of the <i>Albury-Wodonga Development Act 1973</i>.</li> <li>• Support for the Albury-Wodonga Ministerial Council</li> </ul>	<i>Quality:</i> AWDC operates in accordance with the Act. Proposed amendments are implemented. Appointments are made to the AWDC Board. Members of the Council clearly understand the relevant issues. <i>Quantity:</i> As necessary. <i>Timeliness:</i> Comprehensive advice to the Minister within 6 weeks of notification of Council decisions. Timely implementation of Council decisions. <i>Location:</i> Albury-Wodonga.

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Lead Commonwealth involvement including secretariat support for the Australian Bicycle Council (ABC) in the implementation of the National Bicycle Strategy (NBS).	<p><i>Quantity:</i> Minimum of 2 National Bicycle Strategy meetings</p> <p><i>Timeliness:</i> Meet timeframes specified in the National Bicycle Strategy.</p> <p>Provision of agenda papers, minutes and action lists within agreed timeframes for ABC meetings.</p>
Liaison with Australian transport industry and government agencies on trade issues.	<p><i>Quality:</i> Industry and agency requests for information and assistance are responded to in an appropriate and timely way.</p> <p><i>Quantity:</i> 2 TTICG workshops.</p> <p>5 industry visits.</p>
<b>Ministerial Services</b>	
Parliamentary Questions.  Draft responses to parliamentary questions, including preparing for possible questions, and maintaining (and providing to the Ministers) key facts relevant to the portfolio.	
Parliamentary Committee Hearings.  Attend, and provide input to, Parliamentary hearings. Prepare responses to parliamentary inquiries and reports.	
Ministerial Correspondence.  Draft replies for correspondence to the Ministers.	
Speeches and Presentations.  Prepare speeches and presentations for the Ministers.	
Corporate Support.  Provide the Ministers with administrative and corporate support.	

<b>Output 1.1 – Policy Advice and Ministerial Services (continued)</b>	
<b>Standard Performance Measures for Output Group 1</b>	
<i>Quantity</i>	<p>Number of Ministers: 2 Ministers  Briefs: (Minutes) 1300  Statutes administered: 137  Government Submissions: 10  Parliamentary Questions: 200  Ministerial Correspondence: 4000 draft replies for the Minister  Ministerial Speeches and Presentations: 60  Senate Estimates Committees: 4 hearings; 800 draft responses to questions placed on notice</p>
<i>Quality/Timeliness</i>	<p>Policy briefs and other advice will accord with the standards set out in the Minister's <i>Standard Performance Measures for Policy Advice</i>.</p> <p>Ministerial Services will accord with the quality and timeliness standards laid down in the Minister's <i>Standard Performance Measures for Ministerial Services</i>.</p> <p>Legislation will be drafted and progressed in accordance with the guidelines set out in PM&amp;C's <i>Legislation Handbook</i>.</p> <p>DoTRS officers will represent the Minister (and Department) in a manner consistent with the guidelines in DoTRS's client service charter.</p> <p>Cabinet submissions prepared in accordance with Cabinet timetable and guidelines set out in PM&amp;C's <i>Cabinet Handbook</i>.</p> <p>Parliamentary questions to accord with standards and procedures in PM&amp;C's <i>Guidelines for Presentation of Ministerial Statements, Reports and Government Responses to the Parliament</i>.</p>

<b>Output Group 2 – Regulatory, Investigative and Safety Services</b>	
<p><b>Output 2.1 – Approvals and Monitoring of Directions, Rules and Regulations</b></p> <p>DoTRS provides services associated with the approvals and monitoring of Commonwealth transport, and transport-related, Directions, Rules and Regulations. Tasks predominantly concern ensuring industry compliance, issuing licences and approvals, and keeping the Ministers informed.</p>	
<b>Price: \$17.1m</b>	
(Cost: \$14.672m)	
<i>Activity</i>	<i>Performance Measures</i>
<p>Airlines licensing and designation requirements:</p> <ul style="list-style-type: none"> <li>• Ensure all international airlines are aware of and meet licensing and designation requirements.</li> <li>• Implement airport designations, as required, including fixed time period designations for specific flights.</li> <li>• Provide an accessible service and timely advice to clients regarding dispensations for ad hoc cabotage operations.</li> <li>• Administer charter, timetable and tariff approvals pursuant to legislation and treaty obligations.</li> <li>• Monitor compliance of airlines, airports and international air cargo regulated agents with aviation security legislation.</li> </ul>	<p><i>Quality:</i> In accordance with relevant directions, rules and/or regulations.</p> <p><i>Quantity:</i> 53 airlines are licensed to operate services to and from Australia. In relation to aviation security monitor activities involving 70 airlines, 37 airports and 578 regulated international air cargo agents.</p> <p>Process up to 20 airport designations applications annually.</p> <p><i>Timeliness:</i> Process all licensing applications from international airlines within 60 days of receipt.</p> <p>Respond within 5 working days of receipt of application for fixed time period designations for specific flights.</p> <p>Respond within 48 hours of receipt of application regarding dispensations for ad hoc cabotage operations.</p> <p>Respond to charter, timetable and tariff approval applications within 30 days.</p> <p>Provide formal aviation security advice to industry within 28 days of completion of audit to supplement oral advice at exit interviews.</p>
Administration of regulatory provisions governing on-airport environment standards and building standards on Federal airports, including provision of Airport Environment Officers and Airport Building Controllers.	<p><i>Quality:</i> Ensuring compliance with legislative requirements.</p> <p>Exercise of statutory discretions consistent with the purpose of the legislative requirements.</p> <p><i>Quantity:</i> 20 regulated airports.</p>
Administration of legislation and contract provisions dealing with ownership, leases and licences, on-airport commercial activity, airspace protection and payments in lieu of land tax.	<p><i>Quality:</i> Exercise of statutory discretions consistent with the purpose of the legislative requirements.</p> <p><i>Quantity:</i> 20 regulated airports.</p>
Administration of regulations governing aircraft noise emissions and airport curfews.	<p><i>Quality:</i> Decisions consistent with legislative requirements.</p> <p>Ensure compliance with legislative requirements.</p>
Funding and staff support for the International Air Services Commission which issues determinations on applications by Australian airlines for international route capacity available under bilateral air services arrangements.	<p><i>Quality:</i> In accordance with <i>the International Air Services Commission Act 1992</i> and the Minister's policy statement.</p> <p><i>Quantity:</i> Approximately 25 determinations.</p> <p><i>Timeliness:</i> Uncontested applications in about 5 weeks; contested applications in 12 weeks.</p>
Ensure airports, airlines and regulated agents maintain current and effective security programmes.	<p><i>Quality:</i> In accordance with relevant directions, rules and regulations.</p> <p><i>Quantity:</i> 70 airlines, 37 airports, 578 regulated international air cargo agents.</p>
<b>Output 2.1 – Approvals and Monitoring of Directions, Rules and Regulations (continued)</b>	

<i>Activity</i>	<i>Performance Measures</i>
<p>Manage the Australian Design Rule (ADR) certification approval process for new and used vehicles first entering the Australian market:</p> <ul style="list-style-type: none"> <li>• Issue compliance plate and import application approvals.</li> <li>• Handle inquiries regarding vehicle imports.</li> </ul>	<p><i>Quality:</i> Ensure all vehicles entering the Australian market for the first time meet the ADRs.</p> <p>Client satisfaction with approval process and any advice.</p> <p><i>Quantity:</i> Approx 1,800 compliance plate approvals and approx 25,000 import approvals.</p> <p>Approx 36,000 incoming phone calls and approx 10,000 outgoing calls.</p> <p><i>Timeliness:</i> In line with published service standards.</p>
<p>Administer the licence and permit requirements of Part VI of the <i>Navigation Act 1912</i>.</p>	<p><i>Quality:</i> In accordance with legislation and administrative guidelines.</p> <p><i>Quantity:</i> 70 licences issued.</p> <p>750 Single Voyage Permits issued.</p> <p>20 Continual Voyage Permits issued.</p>
<p>Registration of liner conference agreements and the related functions of the Registrar of Liner Shipping.</p>	<p><i>Quality:</i> In accordance with legislation and administrative guidelines.</p> <p><i>Quantity:</i> 30 Agreements registered.</p>

<b>Output Group 2 – Regulatory, Investigative and Safety Services</b>	
<p><b>Output 2.2 – Safety and Security Investigations</b></p> <p>DoTRS undertakes investigations within the transport industry to ensure the maintenance, and continuing improvement, of high standards of safety to the travelling public and transport industry operators.</p>	
<p><b>Price: \$9.151m</b></p> <p>(Cost: \$7.852m)</p>	
<i>Activity</i>	<i>Performance Measures</i>
<p>Air transport safety and security investigation services:</p> <ul style="list-style-type: none"> <li>• Publicly released individual occurrence reports resulting from air transport safety investigations.</li> <li>• Confidential Aviation Incident Reporting System (CAIR) reports resulting in issue of alert bulletins.</li> <li>• Aviation safety-related projects.</li> <li>• Aviation occurrence data analysis.</li> <li>• Investigation of safety deficiencies resulting in safety recommendations and safety advisory notices to CASA, Airservices, other agencies and industry, addressing safety concerns arising from investigations.</li> </ul>	<p><i>Quality:</i> Notifications of those actions which are considered sufficiently serious and on which appropriate safety actions are taken.</p> <p>Acceptance of recommendations arising from Aviation safety-related projects by aviation industry.</p> <p>All data analysis projects result in publication of results.</p> <p><i>Quantity:</i> Resourced to investigate up to 40 average safety deficiencies resulting in safety recommendations and safety advisory notices.</p> <p>Resourced to publish up to 120 Occurrence Reports.</p> <p>Resourced to issue up to 150 notifications resulting from CAIR Reports.</p> <p>Resourced to undertake up to 4 data analysis projects.</p> <p><i>Timeliness:</i> Notifications of sufficiently serious incidents, by CAIR Reports issued within 15 days of receipt.</p> <p>Aviation safety-related projects completed within twelve months of commencement.</p> <p>Each safety deficiency issue assessed and appropriately actioned within one month.</p>
<p>Investigations of maritime accidents/incidents to identify circumstances and establish causes.</p>	<p><i>Quality:</i> Impartial investigations undertaken in accordance with legislation/regulations and procedural guidelines.</p> <p><i>Quantity:</i> Findings published in up to 15 reports and 6 presentations.</p> <p><i>Timeliness:</i> Average time of 27 weeks to complete investigations and finalise reports.</p>
<p>Monitor the vehicle production safety standards:</p> <ul style="list-style-type: none"> <li>• Conduct conformity of production assessments and test facility inspections.</li> <li>• Undertake vehicle safety investigations and safety recalls as required.</li> </ul>	<p><i>Quality:</i> Government and industry satisfaction with conduct of assessments and inspections.</p> <p>Stakeholder satisfaction with the conduct of investigations and the monitoring of recalls.</p> <p><i>Quantity:</i> 90 conformity of production assessments and test facility inspections.</p> <p>Undertake up to 75 vehicle safety investigations and monitor the effectiveness of up to 85 safety recalls.</p> <p><i>Timeliness:</i> In line with agreed audit schedule.</p>

<b>Output Group 3 – Services to Communities</b>	
<p><b>Output 3.1 – Services for Regional, Rural and Remote Communities, including State-Equivalent Services to the Commonwealth’s Non-Self-Governing Territories.</b></p> <p>DoTRS provides services designed to improve the social and economic capacity of regional, rural and remote communities including services to the non-self-governing territories. The services are targeted at fostering the social and economic capacity of communities as well as facilitating and maintaining their links with the rest of Australia and the wider world economy.</p>	
<p><b>Price: \$43.526m</b></p> <p><b>(Cost: \$37.344m)</b></p>	
<i>Activity</i>	<i>Performance Measures</i>
<p>Provision of services to non-self-governing territories, including:</p> <ul style="list-style-type: none"> <li>• Justice and community safety.</li> <li>• Education.</li> <li>• Environment and heritage.</li> <li>• Health and community care.</li> <li>• Transport, housing, land management and other urban services.</li> <li>• Economic development and tourism.</li> <li>• Social and Welfare services.</li> <li>• Utilities.</li> </ul>	<p><i>Quality:</i> Level of service commensurate with equivalent mainland communities.</p> <p><i>Quantity:</i> 5000 residents in four communities in non-self-governing territories.</p> <p><i>Location:</i> Jervis Bay Territory, Christmas Island, Cocos (Keeling) Islands, Norfolk Island in accordance with Commonwealth responsibilities.</p>

<b>Output Group 3 – Services to Communities</b>	
<b>Output 3.2 – Administration of Programmes and Grants for Communities</b>	
DoTRS provides effective and efficient administration of transport and regional programmes and grants for communities on behalf of its Ministers.	
<b>Price: \$17.687m</b>	
(Cost: \$15.175m)	
<i>Activity</i>	<i>Performance Measures</i>
Administer the Noise Amelioration Programme for Sydney Airport.	<i>Quantity:</i> Insulation of eligible public buildings and residences which wish to participate in the Programme.
Administer expenses for rental properties, land acquisition and works on the Badgerys Creek site.	<i>Quality:</i> Effective management of leases at Badgerys Creek.
Administer the Road Safety Black Spot Programme.	<i>Quality:</i> Government and community satisfaction with the administration of the programme, overall, and for 1999-2000. <i>Quantity:</i> Administer one programme per State and Territory, 400 projects. <i>Timeliness:</i> Timely preparation of State and Territory programmes. Progressive payments to States and Territories, based on confirmation of programme delivery. <i>Location:</i> 50% in rural locations.
Administer the structural adjustment Rail Reform Transition Programme.	<i>Quality:</i> Minister satisfied with quality of advice on projects seeking funding under the programmes. Relevant State Governments and Territories deliver the programmes on behalf of the Commonwealth in accordance with Deeds of Grant. Levels of expenditure in the different regions are within the range of projected allocations. <i>Timeliness:</i> Advice to the Minister within 3 weeks of receiving all relevant information. <i>Location:</i> Upper Spencer Gulf, Eyre Peninsula, Adelaide, Southeast Tasmania, Kalgoorlie, Alice Springs.
Administer the Newcastle Structural Adjustment Fund (\$10 m).	<i>Quality:</i> Minister satisfied with quality of advice on projects seeking funding under the programmes. NSW Government delivers the programme on behalf of the Commonwealth in accordance with the Deed of Grant. <i>Timeliness:</i> Advice to the Minister within 3 weeks of receiving all relevant information. <i>Location:</i> Hunter region.
Administer the Remote Air Service Subsidy (RASS) Scheme.	<i>Quantity:</i> Contracts with 5 operators serving approximately 200 locations.

<b>Output 3.2 – Administration of Programmes and Grants for Communities (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Administer the Countrylink Programme.	<p><i>Quality:</i> Systems in place to ensure up-to-date information is provided to inquirers.</p> <p>Positive client feedback from Countrylink shopfronts and all Countrylink services.</p> <p>Response time of one working day for calls to out-of-hours answering service.</p> <p><i>Quantity:</i> 90% of all calls answered.</p> <p><i>Timeliness:</i> Rural Book updated annually.</p> <p><i>Location:</i> Regional and rural Australia.</p>
<p>Administer the Rural Transactions Centres programme:</p> <ul style="list-style-type: none"> <li>• Development of programme framework, guidelines and all supporting documentation.</li> <li>• Provide support to Advisory Panel.</li> <li>• Manage contractual arrangements.</li> </ul>	<p><i>Quality:</i> Administration of programme in accordance with guidelines approved by Minister and ANAO/Department of Finance grant administration procedures.</p> <p>Business plans for applicant communities prepared in accordance with Programme Guidelines.</p> <p><i>Quantity:</i> Up to 500 RTCs in the life of the programme.</p> <p><i>Timeliness:</i> 70 Rural Transactions Centres by June 2000.</p> <p><i>Location:</i> Regional and rural communities with populations up to 3000.</p>
Administer the Local Government Financial Assistance Grants.	<p><i>Quality:</i> Administered in accordance with the <i>Local Government (Financial Assistance) Act 1995</i>.</p> <p>Produce the 1998-99 Local Government National Report.</p> <p><i>Quantity:</i> 4,000 copies of report issued.</p> <p>1 grant for each State, NT and ACT.</p> <p><i>Timeliness:</i> Tabled in Parliament before end of 1999.</p> <p>Submissions from State Ministers analysed and processed for Ministerial consideration by 10 August 1999 or within one week of receipt (whichever is the later).</p> <p><i>Location:</i> Local Governments in each State and Territory.</p>
Administer the Local Government Incentives Programme (LGIP).	<p><i>Quality:</i> Administration of programme in accordance with guidelines approved by Minister and ANAO/Department of Finance and Administration procedures.</p> <p><i>Quantity:</i> 100 LGIP Grants.</p> <p><i>Timeliness:</i> LGIP Grants issued by June 2000.</p>
Administer Local Government payments to non-self-governing territories.	<p><i>Quality:</i> Level of service commensurate with equivalent mainland communities.</p> <p><i>Quantity:</i> Approximately 2,700 residents in two communities in non-self-governing territories.</p> <p><i>Location:</i> Christmas Island, Cocos (Keeling) Islands.</p>

<b>Output 3.2 – Administration of Programmes and Grants for Communities (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Administer the Rural Communities Programme (RCP).	<p><i>Quality:</i> Administration of programmes in accordance with guidelines approved by Minister and ANAO/Department of Finance and Administration procedures.</p> <p>Clear information to communities and transparent assessment processes. Rural Communities Programmes Advisory Committee satisfaction with secretariat service.</p> <p><i>Quantity:</i> Up to 250 RCP applications (4 RCP rounds p.a.). Managing 250 projects.</p> <p><i>Timeliness:</i> Timeliness of RCP assessments to the satisfaction of Ministers.</p> <p><i>Location:</i> Regional Australia.</p>
Administer Understanding Rural Australia (URA) research programme and related research funds: <ul style="list-style-type: none"> <li>• Manage contractual arrangements.</li> <li>• Provide Secretariat Services to the Understanding Rural Australia Advisory Committee.</li> </ul>	<p><i>Quality:</i> Ministers satisfied with quality of advice recommending initiatives which will provide better information on rural social data.</p> <p>Administer contractual arrangements in accordance with guidelines approved by the Minister and ANAO/Department of Finance and Administration procedures.</p> <p>Committee papers are circulated 10 days in advance of meetings.</p> <p>Follow up activity is undertaken to the satisfaction of the Committee.</p> <p><i>Timeliness:</i> As specified in contractual arrangements.</p> <p>Requirements of Committee members are met.</p> <p>Quarterly meetings.</p> <p><i>Location:</i> Regional Australia.</p>
Administer the Creditcare Programme.	<p><i>Quality:</i> Administration of programme in accordance with guidelines approved by Minister and ANAO/Department of Finance and Administration procedures.</p> <p>Clear information to our clients and transparent assessment processes.</p> <p>Appropriate contracts for all approved projects.</p> <p><i>Timeliness:</i> 100% of payments to Creditcare programme made at end of each quarter.</p> <p><i>Location:</i> Regional Australia.</p>
Administer the Rural Domestic Violence Programme.	<p><i>Quality:</i> Administration of programme in accordance with guidelines approved by Minister and ANAO/Department of Finance and Administration procedures.</p> <p>Clear information to clients and transparent assessment processes.</p> <p>Quality reporting and evaluation systems.</p> <p>Domestic Violence Advisory Committee's satisfaction with secretariat service.</p> <p><i>Quantity:</i> 2 Domestic Violence Advisory Committee meetings.</p> <p><i>Location:</i> Regional Australia.</p>

<b>Output 3.2 – Administration of Programmes and Grants for Communities (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Administer the Rural Plan.	<p><i>Quality:</i> Administration of programmes in accordance with guidelines approved by Minister and ANAO/Department of Finance administration procedures.</p> <p>Clear information to our clients re-assessment processes.</p> <p>Clear information to our clients and transparent assessment processes.</p> <p>Quality reporting and evaluation systems.</p> <p><i>Quantity:</i> 100 RP applications (4 rounds p.a.). Managing 30 funded projects.</p> <p><i>Location:</i> Regional Australia.</p>
Administer the Rural Development Centre Grant.	<p><i>Quality:</i> Administration of programme in accordance with guidelines approved by Minister and ANAO/Department of Finance and Administration procedures.</p> <p><i>Location:</i> Regional Australia.</p>
Administer the Research and Information and Data Grant.	<p><i>Quality:</i> Administration of programmes in accordance with guidelines approved by Minister and ANAO/Department of Finance and Administration procedures.</p> <p>Quality reporting and evaluation systems.</p> <p><i>Location:</i> Regional Australia.</p>
Administer the National Awards for Innovation in Local Government (NAILG).	<p><i>Quality:</i> Administration of programme in accordance with guidelines approved by Minister and ANAO/Department of Finance and Administration procedures.</p> <p>Satisfaction of Local Government with Awards process.</p> <p><i>Quantity:</i> 280 NAILG applications.</p> <p><i>Timeliness:</i> NAILG awards ceremony to be conducted at ALGA conference Nov 1999.</p>
Administer payments to ACT Government for services for the: French Australia School; Sidney Nolan Gallery; Registration of Diplomatic Vehicles; International Baccalaureate; Registration of Births, Deaths and Marriages for Diplomatic Staff; and correspondence courses for children of Diplomats.	<p><i>Quality:</i> Payment processes to meet audit standards.</p> <p><i>Quantity:</i> 24 payments.</p> <p><i>Timeliness:</i> 100% of quarterly payments made on time.</p> <p><i>Location:</i> ACT.</p>
Administer the Regional Flood Mitigation Programme.	<p><i>Quality:</i> Administration of programme in accordance with guidelines approved by Minister and ANAO/Department of Finance and Administration procedures.</p> <p><i>Timeliness:</i> 100% of quarterly payments made on time.</p> <p><i>Location:</i> All States and NT for selected regional locations.</p>
Administer the Cyclone Elaine and Vance Trust Fund.	<p><i>Quality:</i> Transparent assessment of applications.</p> <p><i>Timeliness:</i> Programme completed by December 1999.</p> <p><i>Location:</i> Exmouth Region and Moora.</p>

<b>Output 3.2 – Administration of Programmes and Grants for Communities (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Administer NT Indigenous Community Health Infrastructure Programme.	<i>Quality:</i> Consistency with the national commitment to Improved Outcomes for Aboriginal and Torres Strait Islander Peoples. <i>Location:</i> NT Aboriginal Land.
Administer ACT Special Purpose Payments: <ul style="list-style-type: none"> <li>• Payments to ACT Government for National Capital Influences on the cost of municipal services.</li> <li>• Payments to ACT Government for National Capital Influences on the provision of water and sewerage services.</li> </ul>	<i>Quality:</i> Payments administered according to ACT/Commonwealth agreements. <i>Timeliness:</i> 100% of fortnightly payments made on time. <i>Location:</i> ACT.
Administer the Northern Territory Loan Guarantee for money market borrowings.	<i>Quality:</i> All conditions of loan deed are met. <i>Quantity:</i> 15 loans. <i>Timeliness:</i> Provide guarantee annually. <i>Location:</i> Northern Territory.
Administer loan to Norfolk Island Government for Cascade Cliff Safety Project.	<i>Quality:</i> All conditions of loan deed are met. <i>Timeliness:</i> Work and loan payments completed in accordance with loan deed. <i>Location:</i> Norfolk Island.
Administer grant funding to the Wreck Bay Aboriginal Community Council.	<i>Quality:</i> In accordance with Ministerial Directions and the deed. <i>Timeliness:</i> As required by the Deed <i>Location:</i> Jervis Bay Territory.
Administer the Sydney Airport Noise Amelioration Programme.	<i>Quality:</i> Minister satisfied with quality of advice. Minister and community satisfied with programme administration arrangements. <i>Quantity:</i> Insulation of up to 47 eligible public buildings, and up to 700 residences.
Administer the acquisition of properties on, and neighbouring, the Badgerys Creek site and management of leases.	<i>Quality:</i> Effective administration of processes associated with property acquisition at Badgerys Creek.
Subsidy to minimise impact of location-specific pricing for airport control towers – Airservices Australia.	<i>Quality:</i> Air traffic control services at regional and general aviation airports maintained at a reasonable cost to users.
Administer Protection of the Sea Levy.	<i>Quality:</i> In accordance with legislation <i>Quantity:</i> 26 transactions

<b>Output Group 4 – Services for Industry and Government</b>	
<b>Output 4.1 – Trade Facilitation</b> DoTRS facilitates trade by providing secretariat and other support services to a range of transport and trade-related forums, and by representing the Minister on transport-related trade issues at other existing international forums.	
<b>Price: \$7.642m</b>  (Cost: \$6.557m)	
<i>Activity</i>	<i>Performance Measures</i>
Implement Asia Logistics Project.	<i>Quality:</i> Ministers are satisfied with the Department’s arrangements for Ministerial visits.  <i>Quantity:</i> 6 Asia Logistics Project components.  <i>Timeliness:</i> Progress of Asia Logistics Project in accordance with timeframes agreed in contract.
Management of Trade and Logistics communications and information activities: <ul style="list-style-type: none"> <li>• Prepare and distribute Trade and Logistics Newsletter.</li> <li>• Maintain Trade and Logistics website.</li> </ul>	<i>Quality:</i> Trade and Logistics Newsletter and website client feedback.  <i>Quantity:</i> 4 Newsletters produced per year, circulation 4,000.  <i>Timeliness:</i> Newsletter distributed to client list within 2 weeks of printing. Website updated at 2 monthly intervals.
Participate in bilateral negotiations aimed at facilitating trade, including in transport products and services.	<i>Quality:</i> Government and industry satisfaction with effectiveness of input to negotiations.  <i>Quantity:</i> 13 bilateral negotiations.
Contribute to activities to raise profile of South America as a market for Australian transport industry.	<i>Quality:</i> Government and industry satisfaction with effectiveness of input to negotiations.  <i>Quantity:</i> Up to four South American seminars.
Advice to other Government agencies on transport trade matters	<i>Quality:</i> Client satisfaction with effectiveness of input.  <i>Quantity:</i> As information is requested by stakeholders.
Facilitate industry input into APEC and CER-Mercosur activities	<i>Quality:</i> Stakeholder satisfaction with information and support.  <i>Quantity:</i> Meetings of the TTICG as required.
Liaison with Australian transport industry	<i>Quality:</i> Stakeholder satisfaction with responses to requests  <i>Quantity:</i> As required.

<b>Output Group 4 – Services for Industry and Government</b>	
<b>Output 4.2 – Safety and Security Education and Information</b>	
DoTRS provides a comprehensive programme of transport safety and security-related information dissemination to industry and the Australian public.	
<b>Price: \$6.800m</b>	
(Cost: \$5.834m)	
<i>Activity</i>	<i>Performance Measures</i>
Develop a road safety research programme, and fund and administer selected research projects to underpin the development and implementation of road safety policies and strategies. Promote research findings.	<p><i>Quality:</i> Research data contribute to policies and strategies. Contracted research is undertaken in line with set specifications.</p> <p><i>Quantity:</i> Approximately 30 projects totalling \$2m.</p> <p><i>Timeliness:</i> 12 safety research projects completed by June 2000. Further 10 safety research projects completed by June 2001.</p>
Facilitate and publish statistical analysis and data collection to assist in the conduct of formal road safety investigations and the development of policy and strategies.	<p><i>Quality:</i> User satisfaction with published statistical information.</p> <p><i>Quantity:</i> Publish 25 statistical reports</p> <p><i>Timeliness:</i> As required and in line with administrative and policy requirements.</p>
<p>Publish and distribute aviation safety reports and bulletins:</p> <ul style="list-style-type: none"> <li>• Regional Airlines Safety Bulletins.</li> <li>• Aviation Safety Deficiency Reports</li> <li>• Asia Pacific Air Safety journal.</li> <li>• Quarterly reports consolidating occurrence investigation information.</li> <li>• Weekly summary of occurrence reports.</li> </ul>	<p><i>Quality:</i> Acceptance and utilisation of Regional Airlines Safety Bulletins by the aviation industry.</p> <p>Acceptance of Safety Deficiency Reports and utilisation by the aviation industry.</p> <p>Acceptance of Asia Pacific Air Safety journal by subscribers.</p> <p>Industry satisfaction with occurrence investigation information.</p> <p>Recipient satisfaction with occurrence reports information.</p> <p><i>Quantity:</i> 4 Regional Airlines Safety Bulletins. 4 Aviation Safety Deficiency Reports 52 weekly summaries of occurrence reports.</p> <p><i>Timeliness:</i> Each publication of Regional Airlines Safety Bulletins within 3 months of the quarter reported.</p> <p>Quarterly occurrence investigation reports completed within 3 months of the quarter under review.</p> <p>Publication of summary reports within one week of period under review.</p>

<b>Output 4.2 – Safety and Security Education and Information (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
<p>Management of air transport safety communications services:</p> <ul style="list-style-type: none"> <li>• Air safety related data provided to inquirers following database searches.</li> <li>• Attendance at inquests and legal hearings to provide expert advice and evidence</li> <li>• Subpoenas and writs of non-disclosure to produce documents and information.</li> <li>• Maintenance of the BASI website as a major repository for up-to-date safety information produced by BASI.</li> <li>• Presentations to industry, conferences etc.</li> </ul>	<p><i>Quality:</i> Requests for air safety-related data met to the satisfaction of inquirers, taking into account constraints on extent of information which can be divulged under legislation.</p> <p>Advice and evidence at inquests and legal hearings which satisfies inquirers.</p> <p>Evidence that the BASI website is being utilised to meet demands for aviation safety information.</p> <p>Presentations to industry of appropriate professional and technical standard to satisfy audience.</p> <p>Provision of information which fully meets requirements of request to satisfaction of inquirers under subpoenas and writs.</p> <p><i>Quantity:</i> Resourced for up to 2,500 responses to requests for air safety-related information.</p> <p>Resourced for up to 30 FOI requests.</p> <p>Resourced for up to 10 inquests and legal hearings.</p> <p>Resourced for up to 50 responses to subpoenas and writs.</p> <p>Resourced for up to 2,500 pages of downloaded information per day.</p> <p>Resourced for up to 200 Presentations delivered as required.</p> <p><i>Timeliness:</i> 90% inquiries satisfied within 10 days of receipt.</p> <p>Expert advice and evidence in accordance with requirements of legal authorities.</p> <p>Data available on website within one week of request</p> <p>Presentations delivered as required.</p>
<p>Disseminate air transport security information and intelligence and operate an aviation security exercise programme.</p>	<p><i>Quality:</i> To the satisfaction of the Minister, and industry stakeholders.</p>

<b>Output Group 4 – Services for Industry and Government</b>	
<p><b>Output 4.3 –Economic Research and Data</b></p> <p>DoTRS undertakes a significant body of strategic and specific-issue transport and regional issues research with the aim of better informing other government agencies (Commonwealth, state/territory and local governments) and the Australian business and research community of emerging developments in the Ministers' areas of responsibility.</p>	
	<p><b>Price: \$6.547m</b></p> <p>(Cost: \$5.617m)</p>
<i>Activity</i>	<i>Performance Measures</i>
<p>Undertake air transport statistical analysis and forecasting, provide statistical briefs and collect and publish statistics.</p>	<p><i>Quality:</i> Briefings, forecasts, analyses and publications meet clients' expectations and information requirements.</p> <p><i>Quantity:</i> 500 to 600 hotline enquiries.</p> <p>18 publications.</p> <p>5 major forecasting projects.</p>
<p>Research and report on the transport industry in separate publications. While some publications cannot be predicted, at this stage the following are envisaged:</p> <ul style="list-style-type: none"> <li>• <i>Waterline</i> publication on information on waterfront transport issues</li> <li>• Economic Significance of Ports.</li> <li>• Research and report Sea-borne Tourism in Eastern Indonesia.</li> <li>• Fuel Efficiency and Greenhouse Emissions of Coastal Shipping.</li> <li>• Cost of Maritime and Rail Accidents and Incidents.</li> <li>• Coastal Freight 1998-99.</li> <li>• Australian Shipping.</li> <li>• Maritime Update.</li> <li>• Effectiveness of the Bass Strait Passenger Vehicle Equalisation Scheme.</li> <li>• Cost of Road Crashes</li> <li>• Regional Aviation.</li> <li>• Australian Logistics Industry.</li> <li>• Export Airfreight Industry.</li> </ul>	<p><i>Quality:</i> Achieve 85% satisfaction rating from responses to client feedback.</p> <p><i>Quantity/Timeliness:</i> <i>Waterline</i> published quarterly (Sept, Dec, March, June) containing 50 indicators across 5 ports in Australia. 1,000 hard copies distributed per quarter and also available on internet.</p> <p>Economic Significance of Ports Report by December 1999.</p> <p>Sea-borne Tourism in Eastern Indonesia report by June 2000.</p> <p>Fuel Efficiency and Greenhouse Emissions of Coastal Shipping Working Paper by June 2000.</p> <p>Cost of Maritime and Rail Accidents and Incidents Information Sheet by December 1999.</p> <p>Coastal Freight 98/99 Information Paper by June 2000.</p> <p>500 copies of Australian Shipping distributed, also published on the internet.</p> <p>110 copies of Maritime Update published quarterly, also published on the internet.</p> <p>Annual monitoring report on the Bass Strait Passenger Vehicle Equalisation Scheme provided to the Minister by February 2000.</p> <p>Cost of Road Crashes report by August 1999.</p> <p>Regional Aviation report by December 1999.</p> <p>Australian Logistics Industry Working Paper by December 1999.</p> <p>Export Airfreight Industry Working Paper by December 1999.</p>
<p>Monitor Australian domestic airfares and publish quarterly.</p>	<p><i>Quantity:</i> Monthly survey and quarterly index.</p> <p><i>Timeliness:</i> Published in September, December, March, June.</p>

<b>Output 4.3 – Economic Research and Data (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Provide maritime information covering ship movements visiting Australia, international cargo statistics on inbound/outbound freight and coastal shipping freight movements on the Australian coastline.	<p><i>Quality:</i> Achieve 85% satisfaction rating from responses to client feedback.</p> <p><i>Quantity:</i> 2 Databases. 40 requests for information per quarter.</p> <p><i>Timeliness:</i> Updated quarterly.</p>
Publish Transport Indicators.	<p><i>Quality:</i> Achieve 85% satisfaction rating from responses to client feedback.</p> <p><i>Quantity:</i> One internet site with 29 indicators shown in graphic and table format.</p> <p><i>Timeliness:</i> Monthly revisions.</p>

<b>Output Group 4 – Services for Industry and Government</b>	
<p><b>Output 4.4 – Administration of Programmes and Grants for Industry</b></p> <p>DoTRS administers transport and infrastructure programmes and grants for industry on behalf of its Ministers while many of these programmes assist communities directly many assist communities through economic and infrastructure development.</p>	
<p><b>Price: \$3.024m</b></p> <p>(Cost: \$2.595m)</p>	
<i>Activity</i>	<i>Performance Measures</i>
Administer Infrastructure Borrowings Tax Offset Scheme (IBTOS).	<p><i>Quality:</i> IBTOS agreements meet legal requirements, conform with Commonwealth policy and are to the satisfaction of the Minister.</p> <p>8 agreements with IBTOS projects approved in round 1</p> <p><i>Timeliness:</i> Final recommendations by August 1999. Call for 3<sup>rd</sup> round of applications in October 1999. Assessments completed within 66 working days. Industry seminar in October 1999.</p> <p>4 IBTOS agreements completed by December 1999; a further 4 IBTOS agreements by June 2000.</p>
Administer \$5m upgrade of Tasmanian rail infrastructure.	<i>Quality:</i> Projects contribute to the enhancement of rail operations in Tasmania including rail's competitive position.
Administer contribution to International Maritime Organisation.	<i>Quality:</i> Payment made according to guidelines.
Administer Tasmanian Freight Equalisation Scheme.	<i>Quality:</i> Centrelink meet terms of contract.
Administer Bass Strait Passenger Vehicle Equalisation Scheme.	<i>Quality:</i> Centrelink meet terms of contract.
Administer the Commonwealth's interstate rail investment programme.	<p><i>Quality:</i> Seek Minister's approval of priority.</p> <p>Status of each project monitored and payments calculated having regard to project needs and Commonwealth's effective cash management principles.</p> <p><i>Quantity:</i> Payments to the value of \$55 million.</p> <p><i>Timeliness:</i> Project proposals recommended to the Minister within 20 working days.</p>
Administer payment to MIFCo for purposes of MIFCo loan repayment.	<i>Quality:</i> MIFCo has sufficient funds to meet financial obligations.
Administer payments under the Interstate Road Transport Act 1985.	<i>Quantity:</i> 4 payments in accordance with the Act.
Administer the grant funds for restructuring of Australian National Railways Commission (AN).	<p><i>Quality:</i> Environmental remediation to meet agreed standards. Resolve legal claims lodged against AN to the satisfaction of the Minister.</p> <p><i>Quantity:</i> Finalise \$50m environmental remediation programmes, estimated payments of \$15.7m.</p> <p>The final value of the legal claims is uncertain at this stage.</p>
Administer payment to SA Government for runway extension at Adelaide airport.	

<b>Output 4.4 – Administration of Programmes and Grants for Industry (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Administer the Commonwealth's road-and rail-related Federation Fund projects: <ul style="list-style-type: none"> <li>• Brisbane Light Rail (Qld).</li> <li>• Murray River Bridges (NSW/Vic).</li> <li>• Abt Railway (Tas).</li> <li>• Alice Springs/Darwin Railway (NT).</li> <li>• Very Fast Train Project. (NSW/ACT).</li> </ul>	<p><i>Quality:</i> Status of each project monitored and payments calculated having regard to project needs and Commonwealth's effective cash management principles.</p> <p><i>Quantity:</i> 24 payments.</p> <p><i>Location:</i> Brisbane, Murray River, Tasmania, Northern Territory, NSW and ACT.</p>
Administer National Highway and Roads of National Importance programmes.	<p><i>Quality:</i> To Minister's satisfaction.</p> <p>Cash flow managed to ensure best value for Commonwealth funds.</p> <p><i>Timeliness:</i> Advice to Minister to allow adequate time for consideration.</p> <p>Process payments for approved projects within seven working days of receipt of a claim where claims are received by the 13<sup>th</sup> of each month.</p>
Administer payment to National Road Transport Commission (NRTC).	<p><i>Quality:</i> Nationally harmonised road transport regulations.</p> <p><i>Quantity:</i> quarterly payments.</p> <p><i>Timeliness:</i> In line with the implementation timetable for the reform and legislation agenda.</p>
Administer bridge upgrading programme.	<p><i>Quality:</i> Administer bridge upgrading programme to ensure National Highway in the majority of States and Territories is opened to vehicles at the higher mass limits.</p> <p><i>Quantity:</i> Liaison with 8 States and Territories.</p> <p><i>Timeliness:</i> Programme developed by July 1999.</p>
Administer payments for upgrade of Rockhampton airport runway.	<i>Timeliness:</i> Payment expected to be made by August 1999.
Administer contribution to OECD - road transport.	<i>Timeliness:</i> Payment expected to be made by August 1999.
Administer grants for Supermarket to Asia Council. Air and sea freight export councils are to be established, one for each state and the Northern Territory.	<p><i>Quality:</i> Payment of grants within agreed timeframes.</p> <p><i>Quantity:</i> There will be 12 councils to administer.</p>
Administer ICAO contribution.	<i>Timeliness:</i> Payments made in accordance with ICAO requirements.

<b>Output Group 5 –Revenue Administration</b>	
<b>Output 5.1 - Collection of Taxes and Levies on behalf of the Commonwealth</b> DoTRS collects taxes, levies, fees and fines on behalf of the Commonwealth.	
<b>Price: \$2.296m</b>  (Cost: \$1.970m)	
<i>Activity</i>	<i>Performance Measures</i>
Administer collection of Stevedoring Industry Levy.	<i>Quality:</i> In accordance with legislation.  <i>Quantity:</i> 12 monthly collections; approximately 144 transactions annually. \$24.98m collected.
Management and collection arrangements for Aircraft Noise Levy.	<i>Quality:</i> Effective oversight of arrangements for levy collections by Airservices Australia.  <i>Quantity:</i> Levy collected on jet landings at Sydney Airport only.  <i>Timeliness:</i> Payments made in accordance with collection agreement with Airservices.  Current agreement with Airservices expires 31 December 1999.
Administer the collection of revenues from taxes, fees and fines including: <ul style="list-style-type: none"> <li>• General Rates and Land Taxes.</li> <li>• Payroll Tax.</li> <li>• Liquor and Franchise Fees.</li> <li>• Gambling Taxes.</li> <li>• Other Taxes.</li> <li>• Regulatory Fees and Fines.</li> <li>• Mining Royalties.</li> </ul>	<i>Quality:</i> Maintain appropriate financial and reporting systems in accordance with legislative and Department of Finance and Administration requirements.  <i>Timeliness:</i> Meets legislative and Department of Finance and Administration requirements.  <i>Location:</i> Jervis Bay Territory, Christmas Island, Cocos (Keeling) Islands, Norfolk Island.

## 1999-2000 Planned Items Administered on Behalf of the Commonwealth

### Administered Item Group 1 - Services to Communities Administered on Behalf of the Commonwealth

The Department of Transport and Regional Services (DoTRS) administers programmes and grants on behalf of the Commonwealth that are designed to provide services, and grant funds, to assist the social and economic capacity of Australian communities.

<b>Administered Item 1.1 – Services to Communities</b>		<b>Cost: \$127.080m</b>
<i>Activity</i>	<i>Performance Measures</i>	
Restructuring of Australian National Railways Commission (AN).	<p><i>Outcome:</i> Resolution of outstanding issues, including legal issues and completion of environmental remediation of affected properties, following the winding up of AN. The restructuring of the rail industry will increase opportunities and incentives for appropriate private sector investment and job growth in regional communities and transport facilities.</p> <p><i>Quantity:</i> Payments of \$19.900m.</p>	
Remote Air Service Subsidy Scheme (RASS).	<p><i>Outcome:</i> Provide subsidised air services, where there are no alternative forms of transport, to provide access to goods delivery and other transport needs.</p> <p><i>Quantity:</i> serving approx. 200 locations. Payments of \$1.251m.</p> <p><i>Location:</i> Queensland, NT and parts of WA and SA.</p>	
Rural Transactions Centres	<p><i>Outcome:</i> Enable small communities to develop their own financial and communication centres providing services such as banking, postal, phone and fax, and Medicare claim services. This initiative will have the direct effect of reversing the decline in previously privately provided services to rural communities. In doing so, the measure will improve the access by rural communities to basic services commonly available in metropolitan Australia.</p> <p><i>Quantity:</i> Up to 500 centres over five years.</p> <p><i>Location:</i> Regional, rural and remote communities of less than 3,000 residents.</p>	
Regional Services Programmes - Rural Plan	<p><i>Outcome:</i> Develop the capacity of rural communities and industries in a region to work together to develop and implement strategic plans.</p> <p><i>Location:</i> Regional Australia.</p> <p><i>Quantity:</i> Payments of \$1.959m.</p>	
Regional Services Programmes - Credit Care	<p><i>Outcome:</i> Access to banking services.</p> <p><i>Quantity:</i> Payments of \$0.811m.</p>	

<b>Administered Item 1.1 – Services to Communities (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Regional Services Programmes - Domestic Violence	<p><i>Outcome:</i> Reduce domestic violence in regional and rural Australia, by analysing and disseminating data to promote best practice and research into areas where new information is needed to support prevention efforts.</p> <p><i>Location:</i> Regional Australia.</p> <p><i>Quantity:</i> Payments of \$0.157m.</p>
Regional Services Programmes - Rural Development Centre Grant	<p><i>Outcome:</i> Data on regional Australia.</p> <p><i>Location:</i> Regional Australia.</p> <p><i>Quantity:</i> Payments of \$0.160m.</p>
Regional Services Programmes - Rural Communities	<p><i>Outcome:</i> To contribute to the development of vibrant regional communities by improving access to information and services and encouraging community ownership of planning service demands and delivery.</p> <p><i>Location:</i> Regional Australia.</p> <p><i>Quantity:</i> Payments of \$1.999m.</p>
Regional Services Programmes - Research Information and Data	<p><i>Outcome:</i> Data on regional Australia.</p> <p><i>Location:</i> Regional Australia.</p> <p><i>Quantity:</i> Payments of \$0.068m.</p>
Loan to Norfolk Island Government– Cascade Cliff Safety Project.	<p><i>Outcome:</i> Improved community safety.</p> <p><i>Quantity:</i> \$2.1m loan</p> <p><i>Location:</i> Norfolk Island.</p>
Subsidy for transition to location-specific pricing for airport control towers – Airservices Australia.	<p><i>Quantity:</i> Payments of \$11m.</p>
Sydney West Airport - Land acquisition and works.	<p><i>Outcome:</i> Ability to give effect to Government decisions on a second Sydney airport.</p> <p><i>Quantity:</i> Payments of \$7.385m.</p>
Noise Amelioration for Sydney Airport.	<p><i>Outcome:</i> Insulate eligible public buildings and residences surrounding Sydney (Kingsford Smith) Airport to promote the environmental sustainability of operations at the airport. Provide services in a manner that balances the wishes of occupiers and residents against cost-effective and efficient provision of the service, meeting building code and other relevant criteria.</p> <p><i>Quantity:</i> Insulation of eligible public buildings and up to 700 residences.</p>
<i>Protection of the Sea (Oil Pollution Compensation Fund) Act 1993.</i>	<p><i>Quantity:</i> Payments of \$3m.</p>

<b>Administered Item Group 1 - Services to Communities Administered on Behalf of the Commonwealth</b>	
The Department of Transport and Regional Services (DoTRS) administers programmes and grants on behalf of the Commonwealth that are designed to provide services, and grant funds, to assist the social and economic capacity of Australian communities.	
<b>Administered Item 1.2 – Grants to States/Territories and Local Government</b>	<b>Cost: \$1,338.913m</b>
<i>Activity</i>	<i>Performance Measure</i>
Road Safety Black Spot Programme.	<p><i>Outcome:</i> The initiative will have a direct effect of improving the safety of Australia's roads and, in doing so, reduce the cost of road trauma.</p> <p><i>Quantity:</i> Approx 400 projects.</p> <p>Payments of \$37.793m.</p> <p><i>Location:</i> 50% in rural and regional Australia.</p>
Regional Flood Mitigation Programme.	<p><i>Outcome:</i> Reduced loss and damage to communities and infrastructure from the effect of flooding. This initiative will have the direct effect of improving safety, reducing losses and damage, and maintaining business and economic activity in regional areas.</p> <p>Projects are consistent with:</p> <ul style="list-style-type: none"> <li>• Total/Integrated Catchment Management;</li> <li>• Ecologically Sustainable Development; and</li> <li>• Best Practice Guidelines: Floodplain Management in Australia.</li> </ul> <p>High level of integration of RFMP with Commonwealth natural disaster mitigation, including risk management.</p> <p><i>Quantity:</i> Payments of \$6m.</p>
Local Government Incentives Programme.	<p><i>Outcome:</i> Enhanced capacity to provide services to communities, through active take up of leading practice culture by local government.</p> <p><i>Quantity:</i> 100 beneficiaries.</p> <p>Payments of \$3.5m.</p>
Payment to the ACT - assistance for water and sewerage services.	<p><i>Outcome:</i> Shortfalls for National Capital influences on utility services addressed.</p> <p><i>Quantity:</i> Payments of \$8.117m.</p>
Payment to the ACT - compensation for the effects of national capital influence on the costs of providing municipal services.	<p><i>Outcome:</i> Shortfalls for National Capital influences on municipal services addressed.</p> <p><i>Quantity:</i> Payments of \$20.188m.</p>

<b>Administered Item 1.2 – Grants to States/Territories and Local Government (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Local Government Financial Assistance Grants.	<p><i>Outcome:</i> States and Territories receive funding in accordance with the <i>Local Government (Financial Assistance) Act 1995</i> to enable local governments to provide a wider range of services and to promote equity between councils and ensure certainty of funding.</p> <p><i>Quantity:</i> 1 for each State, NT and ACT. Payments of \$1,263.315m.</p> <p><i>Timeliness:</i> August, November, February, April, May, June.</p>

<b>Administered Item Group 2 –Services to Industry Administered on Behalf of the Commonwealth</b>	
DoTRS administers regional services programmes on behalf of the Commonwealth that are designed to provide services and grant funds to assist industry to develop and maintain transportation infrastructure. Many of these programmes also assist communities through economic and infrastructure development.	
<b>Administered Item 2.1 – Services for Industry and Economic Development</b>	<b>Cost: \$150.488m</b>
<i>Activity</i>	<i>Performance Measures</i>
Tasmanian Freight Equalisation Scheme.	<p><i>Quality:</i> Provision of assistance aimed at removing the transport cost disadvantage occurred in shipping non-bulk goods across Bass Strait.</p> <p><i>Quantity:</i> Payments of \$56.4m.</p>
Bass Strait Passenger Vehicle Equalisation Scheme.	<p><i>Outcome:</i> Provide payments to shipping companies leading to efficient and equitable access to Tasmania for passengers accompanying their vehicles across Bass Strait.</p> <p><i>Quantity:</i> 25 claims per annum. Payments of \$11.204m</p>
Upgrade of the Mainline Interstate Rail Track.	<p><i>Outcome:</i> Improved quality of interstate rail track. Increased opportunities and incentives for appropriate private sector investment and job growth in regional communities and transport facilities.</p> <p><i>Quantity:</i> Payments for projects to the value of \$55m.</p>
ICAO contribution.	<p><i>Outcome:</i> Ensure Australian contribution to issues affecting aviation development.</p> <p><i>Quantity:</i> Payments of \$1.354m</p>
Contribution to OECD - road transport.	<p><i>Outcome:</i> Improved international competitiveness of road transport facilities to assist economic and employment growth across Australia's regions.</p> <p><i>Quantity:</i> Payments of \$0.040m</p>
National Road Transport Commission (NRTC).	<p><i>Outcome:</i> Improved safety, efficiency and effectiveness of road transport through nationally harmonised regulations to assist economic and employment growth across Australia's regions.</p> <p><i>Quantity:</i> Payment of \$1.240m.</p> <p><i>Timeliness:</i> In line with the implementation timetable for the reform agenda.</p>
Contribution to International Maritime Organisation.	<p><i>Outcome:</i> International agreements for shipping operators, ship safety and protection of marine environment from shipping activities reflect Australia's interest.</p> <p><i>Quantity:</i> Payments to \$0.270m.</p>

<b>Administered Item 2.1 – Services for Industry and Economic Development (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Payments to MIFCo.	<p><i>Outcome:</i> Government waterfront reform initiatives for improving stevedoring performance to internationally competitive levels include:</p> <ul style="list-style-type: none"> <li>• End overmanning and restrictive work practices.</li> <li>• Raise national container crane productivity to 25 containers per hour.</li> <li>• Improve reliability, particularly reducing industrial disruption.</li> <li>• Lower work-related injury and fatality levels.</li> </ul> <p><i>Quantity:</i> Payments of \$24.980m.</p>
Infrastructure Borrowings Tax Offset scheme.	<p><i>Outcome:</i> Encourage private sector investment in the provision of public land transport infrastructure and related facilities by reducing finance costs through a tax rebate.</p> <p><i>Quantity:</i> \$15m revenue foregone to assist approved projects.</p> <p><i>Timeliness:</i> Four agreements completed by December 1999. Five agreements completed by June 2000.</p>

<b>Administered Item Group 2 – Services to Industry Administered on Behalf of the Commonwealth</b>	
DoTRS administers regional services programmes on behalf of the Commonwealth that are designed to provide services and grant funds to assist industry to develop and maintain transportation infrastructure. Many of these programmes also assist communities through economic and infrastructure development.	
<b>Administered Item 2.2 – Grants to States/Territories and Local Government</b>	<b>Cost: \$845.877m</b>
<i>Activity</i>	<i>Performance Measures</i>
Payment to Tasmanian Government for track upgrading.	<i>Outcome:</i> Improved productivity of rail transport activities. <i>Quantity:</i> Payments of \$1.019m.
Payments under the <i>Interstate Road Transport Act 1985</i> and payments of amounts equal to penalties and the Interstate Road Transport Act.	<i>Outcomes:</i> Improved road transport safety and efficiency. <i>Quantity:</i> Payments to \$15.250m.
National Highway and Roads of National Importance Programme. Projects to be commenced in 1999-2000: <ul style="list-style-type: none"> <li>▪ Great Western Highway upgrade (NSW).</li> <li>▪ Caboolture Motorway upgrade (Qld).</li> <li>▪ Albury-Wodonga upgrade (NSW/Vic).</li> <li>▪ Yandina – Cooroy duplication (Qld)</li> <li>▪ Northam bypass (WA).</li> </ul>	<i>Outcomes:</i> Improved efficiency and effectiveness of transport facilities to assist economic and employment growth across Australia's regions. Improved access, through transportation, across, and within, regional Australia. Payments of \$769.307m.
Bridge Upgrading Programme.	<i>Outcomes:</i> Improved efficiency and effectiveness of transport facilities to assist economic and employment growth across Australia's regions. <i>Quantity:</i> Payments of \$6m (Total programme of \$20m over 3 years).
Upgrade of Rockhampton airport runway.	<i>Outcomes:</i> Extending the runway and strengthening the pavement to take B747 jumbo jets will have the direct effect of contributing to the Capricornia region's economic prosperity and employment by enabling it to participate fully in the lucrative tourism and defence exercise markets. The initiative will also improve the transport accessibility of the region, nationally and internationally. <i>Quantity:</i> Payment of \$1m (total programme of \$7m over 2 years).

<b>Administered Item 2.2 – Grants to States/Territories and Local Government (continued)</b>	
<i>Activity</i>	<i>Performance Measures</i>
Federation Fund Projects: <ul style="list-style-type: none"> <li>• Brisbane light rail. (Qld)</li> <li>• Murray River Bridges. (NSW/Vic).</li> <li>• Abt Railway (Tas).</li> <li>• Alice Springs/Darwin Railway (NT).</li> <li>• Very Fast Train Project. (NSW/ACT).</li> </ul>	<p><i>Outcome:</i> Grants to Federation Fund projects will improve productivity of transport activities and enhance accessibility and economic prosperity and employment.</p> <p><i>Quantity:</i> Payments of \$59.3m.</p> <p><i>Timeliness:</i> to be completed in accordance with agreed schedule.</p> <p><i>Location:</i> Brisbane, Murray River, Tasmania, Northern Territory, NSW and ACT.</p>

# **SECTION**

# **3**



TABLE 3.4.1 BUDGETED DEPARTMENTAL OPERATING STATEMENT

	Notes	Estimated Actual 1998-99 \$'000	1999-2000 \$'000	Variation %	Estimated 2000-01 \$'000	Estimated 2001-02 \$'000	Estimated 2002-03 \$'000
<b>REVENUES</b>							
<b>NON-TAXATION ITEMS</b>							
Sales of Good & Services		13 167	<b>11 204</b>	-15	11 209	11 209	11 209
Appropriations (Price of Outputs)		165 601	<b>181 992</b>	10	183 358	184 568	178 265
<b>Non-Taxation</b>		<b>178 768</b>	<b>193 196</b>	8	194 567	195 777	189 474
<b>TOTAL REVENUE</b>	1	<b>178 768</b>	<b>193 196</b>	8	194 567	195 777	189 474
<b>EXPENSES</b>							
<b>GOODS &amp; SERVICES ITEMS</b>							
Employees		55 703	<b>53 879</b>	-3	54 579	54 580	54 270
Suppliers		108 666	<b>92 267</b>	-15	91 822	92 568	86 664
Depreciation & Amortisation		18 018	<b>19 612</b>	9	20 728	21 191	21 102
<b>Goods &amp; Services</b>		<b>182 387</b>	<b>165 758</b>	-9	167 129	168 339	162 036
<b>TOTAL EXPENSES</b>	2	<b>182 387</b>	<b>165 758</b>	-9	167 129	168 339	162 036
<b>OPERATING RESULT</b>		<b>( 3 619)</b>	<b>27 438</b>	-858	27 438	27 438	27 438
Dividends & CUC	3	0	<b>27 438</b>	-	27 438	27 438	27 438
<b>ACCUMULATED RESULTS AT YEAR END</b>		<b>( 3 619)</b>	<b>0</b>	-100	0	0	0

TABLE 3.5.1 BUDGETED DEPARTMENTAL BALANCE SHEET

	Notes	Estimated Actual 1998-99 \$'000	1999-2000 \$'000	Variation %	Estimated 2000-01 \$'000	Estimated 2001-02 \$'000	Estimated 2002-03 \$'000
<b>LIABILITIES &amp; EQUITY</b>							
<b>DEBT</b>							
Other Debt		14	0	-100	0	0	0
<b>Debt</b>	4	14	0	-100	0	0	0
<b>PROVISIONS &amp; PAYABLES</b>							
Employee Provisions		19 377	20 431	5	21 490	22 544	23 561
Suppliers Payable		2 658	2 658	-	2 658	2 658	2 658
Other Provisions & Payables		154	154	-	154	154	154
<b>Provisions &amp; Payables</b>		22 189	23 243	5	24 302	25 356	26 373
<b>Total Liabilities</b>		22 203	23 243	5	24 302	25 356	26 373
<b>EQUITY</b>							
Total Accumulated Results		212 533	212 533	-	212 533	212 533	212 533
Other Reserves		16 112	16 112	-	16 112	16 112	16 112
Capital			5 974	-	10 125	12 267	14 409
<b>Total Equity</b>		228 645	234 619	3	238 770	240 912	243 054
<b>TOTAL LIABILITIES &amp; EQUITY</b>		250 848	257 862	3	263 072	266 268	269 427
<b>ASSETS</b>							
<b>FINANCIAL ASSETS</b>							
Cash		413	413	-	413	413	413
Receivables		8 122	2 122	-74	2 122	2 122	2 122
Investments		0	15 251	-	31 188	52 033	72 752
<b>Financial Assets</b>	5	8 535	17 786	108	33 723	54 568	75 287
<b>NON-FINANCIAL ASSETS</b>							
Total Land & Buildings		98 173	103 791	6	103 392	98 454	93 852
Total Infrastructure, Plant & Equipment		136 030	127 751	-6	118 726	107 406	95 839
Total Intangibles		4 916	5 339	9	4 037	2 646	1 255
Inventories		3 194	3 195	0	3 194	3 194	3 194
<b>Non-Financial Assets</b>		242 313	240 076	-1	229 349	211 700	194 140
<b>TOTAL ASSETS</b>		250 848	257 862	3	263 072	266 268	269 427

TABLE 3.6.1 BUDGETED DEPARTMENTAL CASH FLOW STATEMENT

	Estimated Actual 1998-99 \$'000	1999-2000 \$'000	Estimated 2000-01 \$'000	Estimated 2001-02 \$'000	Estimated 2002-03 \$'000
<b>OPERATING ACTIVITIES</b>					
Sale of Goods and Services	13 167	<b>11 204</b>	11 209	11 209	11 209
Appropriation Receipts	167 787	<b>181 704</b>	183 070	184 280	177 977
<b>Total Cash Received from Operating Activities</b>	<b>180 954</b>	<b>192 908</b>	194 279	195 489	189 186
Payments to Employees	54 638	<b>52 826</b>	53 520	53 526	53 253
Payments to Suppliers	100 461	<b>91 993</b>	91 534	92 280	86 376
<b>Total Cash Used from Operating Activities</b>	<b>155 099</b>	<b>144 819</b>	145 054	145 806	139 629
<b>NET CASH FROM / (TO) OPERATING ACTIVITIES</b>	<b>25 855</b>	<b>48 089</b>	49 225	49 683	49 557
<b>INVESTING ACTIVITIES</b>					
Purchase of PP&E and Intangibles	25 855	<b>17 374</b>	10 002	3 542	3 542
Cash Used - Other Investing Activities	0	<b>15 251</b>	15 936	20 845	20 719
<b>Total Cash Used - Investing</b>	<b>25 855</b>	<b>32 625</b>	25 938	24 387	24 261
<b>NET CASH FROM / (TO) INVESTING ACTIVITIES</b>	<b>(25 855)</b>	<b>(32 625)</b>	(25 938)	(24 387)	(24 261)
<b>FINANCING ACTIVITIES</b>					
Other Cash Received	0	<b>11 974</b>	4 151	2 142	2 142
<b>Total Cash Received - Financing</b>	<b>0</b>	<b>11 974</b>	4 151	2 142	2 142
Cash Used for Dividends & CUC	0	<b>27 438</b>	27 438	27 438	27 438
<b>Total Cash Used for Financing Activities</b>	<b>0</b>	<b>27 438</b>	27 438	27 438	27 438
<b>NET CASH FROM / (TO) FINANCING ACTIVITIES</b>	<b>0</b>	<b>(15 464)</b>	(23 287)	(25 296)	(25 296)
<b>NET (DECREASE) / INCREASE IN CASH HELD</b>	<b>0</b>	<b>0</b>	0	0	0
<b>CASH AT BEGINNING OF YEAR</b>	<b>413</b>	<b>413</b>	413	413	413
<b>CASH AT END OF YEAR</b>	<b>413</b>	<b>413</b>	413	413	413

**TABLE 3.7.1 BUDGETED DEPARTMENTAL CAPITAL BUDGET STATEMENT**

	<b>1999-2000</b>	Estimated	Estimated	Estimated
	<b>\$'000</b>	2000-01	2001-02	2002-03
		\$'000	\$'000	\$'000
<b>CAPITAL PAYMENTS TO BE FUNDED DIRECTLY BY CAPITAL APPROPRIATION</b>				
Total Capital Appropriation				
Total Equity Injections	<b>5 974</b>	4 151	2 142	2 142
Total Loans	<b>0</b>	0	0	0
Appropriation of previous years carryover	<b>6 000</b>	0	0	0
Total Capital Appropriation	<b>11 974</b>	4 151	2 142	2 142
Represented by:				
Purchase of non-current assets	<b>11 974</b>	4 151	2 142	2 142
Other items	<b>0</b>	0	0	0
Total items	<b>11 974</b>	4 151	2 142	2 142
<b>FUNDED DIRECTLY FROM CAPITAL APPROPRIATION AND INTERNALLY FUNDED</b>				
Purchase of non-current assets				
Funded by Capital Appropriation	<b>11 974</b>	4 151	2 142	2 142
Funded Internally by Departmental resources	<b>5 400</b>	5 851	1 400	1 400
Total amount funded	<b>17 374</b>	10 002	3 542	3 542

TABLE 3.4.2 BUDGETED STATEMENT OF ADMINISTERED REVENUES AND EXPENSES

	Notes	Estimated Actual 1998-99 \$'000	1999-2000 \$'000	Variation %	Estimated 2000-01 \$'000	Estimated 2001-02 \$'000	Estimated 2002-03 \$'000
<b>REVENUES</b>							
<b>TAXATION ITEMS</b>							
Other Taxes Fees & Fines		127 770	139 577	9	127 303	130 733	133 140
<b>Taxation</b>		127 770	139 577	9	127 303	130 733	133 140
<b>NON-TAXATION ITEMS</b>							
Interest & Dividends		116 862	68 694	-41	56 483	66 246	69 702
Other Sources of Non-Taxation Revenue		30 048	27 917	-7	28 612	29 255	29 848
Appropriations		2 572 858	2 403 058	-7	1 229 366	1 157 521	991 290
<b>Non-Taxation</b>		2 719 768	2 499 669	-8	1 314 461	1 253 022	1 090 840
<b>TOTAL REVENUE</b>	6	2 847 538	2 639 246	-7	1 441 764	1 383 755	1 223 980
<b>EXPENSES</b>							
<b>GOODS AND SERVICES ITEMS</b>							
Suppliers		73 387	78 716	7	58 436	0	0
Other Goods & Services Expenses		12 950	27 980	116	29 150	30 370	31 670
<b>Goods and Services</b>		86 337	106 696	24	87 586	30 370	31 670
<b>SUBSIDIES AND GRANTS</b>							
Subsidies		56 896	68 855	21	69 356	69 970	70 597
Grants		2 433 325	2 286 808	-6	1 138 425	1 158 630	889 023
<b>Subsidies and Grants</b>		2 490 221	2 355 663	-5	1 207 781	1 228 600	959 620
<b>TOTAL EXPENSES</b>	7	2 576 558	2 462 359	-4	1 295 367	1 258 970	991 290
<b>OPERATING RESULT</b>		270 980	176 887	-35	146 397	124 785	232 690
Abnormal & Extraordinary Items	8	230 450	0	-100	0	0	0
<b>ADJUSTED OPERATING RESULT</b>		501 430	176 887	-65	146 397	124 785	232 690
Cash transfers to DoFA		( 965 646)	( 249 188)		( 212 398)	( 226 233)	( 232 691)
<b>ACCUMULATED RESULTS AFTER TRANSFERS</b>		( 464 216)	( 72 300)		( 66 000)	( 101 450)	0

TABLE 3.5.2 BUDGETED STATEMENT OF ADMINISTERED ASSETS AND LIABILITIES

	Notes	Estimated Actual 1998-99 \$'000	1999-2000 \$'000	Variation %	Estimated 2000-01 \$'000	Estimated 2001-02 \$'000	Estimated 2002-03 \$'000
<b>LIABILITIES &amp; EQUITY</b>							
<b>DEBT</b>							
Loans Payable to the Commonwealth		190 450	<b>187 136</b>	-2	181 203	174 933	168 323
<b>Debt</b>		190 450	<b>187 136</b>	-2	181 203	174 933	168 323
<b>PROVISIONS &amp; PAYABLES</b>							
Suppliers Payable		9 906	<b>9 906</b>	-	9 906	9 906	9 906
Subsidies Payable		190	<b>190</b>	-	190	190	190
Grants Payable		3 328	<b>3 328</b>	-	3 328	3 328	3 328
<b>Provisions &amp; Payables</b>		13 424	<b>13 424</b>	-	13 424	13 424	13 424
<b>Total Liabilities</b>		203 874	<b>200 560</b>	-2	194 627	188 357	181 747
<b>EQUITY</b>							
Total Accumulated Results		( 84 227)	<b>( 156 527)</b>	86	( 222 527)	( 323 977)	( 323 977)
Other Reserves		1 233 775	<b>1 233 775</b>	-	1 233 775	1 233 775	1 233 775
<b>Total Equity</b>		1 149 548	<b>1 077 248</b>	-6	1 011 248	909 798	909 798
<b>TOTAL LIABILITIES &amp; EQUITY</b>		1 353 422	<b>1 277 808</b>	-6	1 205 875	1 098 155	1 091 545
<b>ASSETS</b>							
<b>FINANCIAL ASSETS</b>							
Cash		326	<b>326</b>	-	326	326	326
Receivables		432 078	<b>369 464</b>	-14	297 531	189 811	183 201
Investments		867 262	<b>854 262</b>	-1	854 262	854 262	854 262
Accrued Revenue		4 646	<b>4 646</b>	-	4 646	4 646	4 646
<b>Financial Assets</b>	9	1 304 312	<b>1 228 698</b>	-6	1 156 765	1 049 045	1 042 435
<b>NON-FINANCIAL ASSETS</b>							
Total Land & Buildings		45 279	<b>45 279</b>	-	45 279	45 279	45 279
Total Infrastructure, Plant & Equipment		8	<b>8</b>	-	8	8	8
Total Intangibles		3 148	<b>3 148</b>	-	3 148	3 148	3 148
Other Non-Financial Assets		675	<b>675</b>	-	675	675	675
<b>Non-Financial Assets</b>		49 110	<b>49 110</b>	-	49 110	49 110	49 110
<b>TOTAL ASSETS</b>		1 353 422	<b>1 277 808</b>	-6	1 205 875	1 098 155	1 091 545

TABLE 3.6.2 BUDGETED ADMINISTERED CASH FLOW STATEMENT

	Estimated Actual 1998-99 \$'000	1999-2000 \$'000	Estimated 2000-01 \$'000	Estimated 2001-02 \$'000	Estimated 2002-03 \$'000
<b>OPERATING ACTIVITIES</b>					
Other Taxes Fees & Fines	127 770	139 577	127 303	130 733	133 140
Interest & Dividends	116 862	68 694	56 483	66 246	69 702
Appropriation Receipts	2 576 558	2 462 358	1 295 366	1 258 971	991 290
Other Non-Taxation Revenues	30 048	27 917	28 612	29 255	29 848
<b>Total Cash Received from Operating Activities</b>	<b>2 851 238</b>	<b>2 698 546</b>	<b>1 507 764</b>	<b>1 485 205</b>	<b>1 223 980</b>
Suppliers	73 387	78 716	58 436	0	0
Subsidies	56 896	68 855	69 356	69 970	70 597
Grants	2 433 325	2 286 808	1 138 425	1 158 630	889 023
Cash to the Consolidated Revenue Fund	274 680	236 187	212 397	226 235	232 690
Other Good & Services	12 950	27 980	29 150	30 370	31 670
<b>Total Cash Used for Operating Activities</b>	<b>2 851 238</b>	<b>2 698 546</b>	<b>1 507 764</b>	<b>1 485 205</b>	<b>1 223 980</b>
<b>NET CASH FROM/(TO) OPERATING ACTIVITIES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>INVESTING ACTIVITIES</b>					
Equity Repayments	690 967	13 000	0	0	0
Loan Repayments	107 556	5 414	5 933	6 270	6 610
Appropriation Receipts	900	2 100	0	0	0
<b>Total Cash Received - Investing</b>	<b>799 423</b>	<b>20 514</b>	<b>5 933</b>	<b>6 270</b>	<b>6 610</b>
Loans	900	2 100	0	0	0
Cash to the Consolidated Revenue Fund	798 523	18 414	5 933	6 270	6 610
<b>Total Cash Used - Investing</b>	<b>799 423</b>	<b>20 514</b>	<b>5 933</b>	<b>6 270</b>	<b>6 610</b>
<b>NET CASH FROM/(TO) INVESTING ACTIVITIES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NET (DECREASE)/INCREASE IN CASH HELD</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CASH AT BEGINNING OF YEAR</b>	<b>326</b>	<b>326</b>	<b>326</b>	<b>326</b>	<b>326</b>
<b>CASH AT END OF YEAR</b>	<b>326</b>	<b>326</b>	<b>326</b>	<b>326</b>	<b>326</b>

**TABLE 3.7.2 BUDGETED ADMINISTERED CAPITAL BUDGET STATEMENT**

	<b>1999-2000</b>	Estimated	Estimated	Estimated
	<b>\$'000</b>	2000-01	2001-02	2002-03
		\$'000	\$'000	\$'000
<b>CAPITAL PAYMENTS TO BE FUNDED DIRECTLY BY APPROPRIATION</b>				
Total Capital Appropriation				
Administered Capital	<b>2 100</b>	0	0	0
Total Capital Appropriation	<b>2 100</b>	0	0	0
Represented by:				
Other items	<b>2 100</b>	0	0	0
Total items	<b>2 100</b>	0	0	0

**TABLE 3.8 BUDGETED DEPARTMENTAL NON FINANCIAL ASSETS - SUMMARY OF MOVEMENT**

<b>Budget Year 1999-2000</b>	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Intangibles	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Gross value</b>						
As at 1 July 1999 (opening)	10 386	110 346	120 732	253 604	7 546	381 882
Additions *	0	10 000	10 000	5 974	1 400	17 374
As at 30 June 2000	10 386	120 346	130 732	259 578	8 946	399 256
<b>Accumulated Depreciation/ Amortisation</b>						
As at 1 July 1999 (opening)		22 559	22 559	117 574	2 630	142 763
Charge for the reporting period	0	4 382	4 382	14 253	977	19 612
As at 30 June 2000	0	26 941	26 941	131 827	3 607	162 375
<b>Net book value as at 30 June 2000 (closing book value)</b>	<b>10 386</b>	<b>93 405</b>	<b>103 791</b>	<b>127 750</b>	<b>5 339</b>	<b>236 881</b>
<b>Net book value as at 1 July 1999 (opening book value)</b>	<b>10 386</b>	<b>87 787</b>	<b>98 173</b>	<b>136 030</b>	<b>4 916</b>	<b>239 119</b>

**\* TOTAL ADDITIONS**

	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Intangibles	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Self funded	0	4 000	4 000	0	1 400	5 400
Appropriations	0	6 000	6 000	5 974	0	11 974
<b>TOTAL</b>	<b>0</b>	<b>10 000</b>	<b>10 000</b>	<b>5 974</b>	<b>1 400</b>	<b>17 374</b>

## NOTES TO THE FINANCIAL STATEMENTS

### Departmental Operating Statement

The Department expects to achieve a \$27m operating surplus in 1999-2000. This will provide a capital use dividend to the Government reflecting a return on the Government's investment in the Department.

#### Note 1:

Revenues are expected to increase by \$14.4m, or 8%.

- ◆ Appropriations (Revenues from Government) will increase by \$16.4m to cover the full cost of delivering outputs including the capital use charge. Refer to the User Guide for further information;
- ◆ a decrease of \$1.96m in revenues from the Sales of Goods & Services arises due largely to a decline in economic activity following the closure of the Resort/Casino on Christmas Island.

#### Note 2:

Expenses are expected to decrease by \$16.6m, or 9%.

Employee expenses will decrease by \$1.8m due largely to completion in 1998-99 of a number of projects carried over from the previous financial year.

Suppliers expenses will decrease by \$16.4m due largely to the following:

- ◆ Finalisation or winding down of programs such as the Public Awareness Campaign (-\$0.5m), Environmental Impact Study for 2<sup>nd</sup> Sydney Airport (-\$4.45m) – the final EIS on the proposed second Sydney airport site at Badgerys Creek is expected to be released in May or June 1999, and the Road Safety Improvement Package (-\$0.38m); and reduced funding to the Supermarket to Asia program (-\$1.29m); and
- ◆ General administrative expenses for the Department will decrease by \$9.72m due largely to the completion in 1998-99 of a number of projects carried over from the previous financial year.

Depreciation expenses will increase by \$1.6m resulting from purchase of property, plant & equipment. Refer to Table 3.8 for further details of acquisitions and associated depreciation charges.

#### Note 3:

An increase of \$27.4m in Capital Use Dividends is due to the introduction of a dividend in the form of a capital use charge to reflect a 12% return to Government on its investment in the Department. Refer to the User Guide for further explanation.

### Departmental Balance Sheet

The overall change to the net position of the Department is an increase of \$7m, or 3%, over 1999-2000.

#### Note 4:

Debt will reduce by \$0.014m as a lease incentive expires.

#### Note 5:

Financial Assets will increase by \$9.25m. The significant changes are:

- ◆ projected Receivables at the end of 1998-99 include \$6m of revenue appropriated this financial year to be carried over (paid) in 1999-2000.
- ◆ an increase of \$15.3m in Investments due to the accumulation of financial reserves over 1999-2000.

## Departmental Cash Flow Statement

Significant variances in the Departmental Cash Flow Statement reflect the explanations for the Operating Statement and the Balance Sheet.

## Statement of Administered Revenues and Expenses

### Note 6:

The decrease in Total Revenues of \$208m, or 7% is due largely to:

- ◆ finalisation of the sale of the Federal Airports Commission in 1998-99 and payment of interest owing on capital injections (-\$29.7m);
- ◆ a reduction in dividends from GBEs (-\$17.9m);
- ◆ a reduction in appropriation revenues covering grants, subsidies and other expenses of \$169.8m; and
- ◆ an increase of \$11.8m in the Stevedoring Levy Collections.

### Note 7:

The decrease in total expenses of \$114.2m or 4% is due largely to:

- ◆ reduction in grants to the portfolio bodies of \$143m - refer to User Guide for explanation;
- ◆ budget measures covering increased expenditure of \$72.9m for Airservices Location-Specific Pricing (\$9m), Bridge Upgrade Programme (\$6m), Local Government Incentive Programme (\$3.5m), Regional Flood Programme (\$6m), National Highway and Roads of National Importance (\$19m), Rural Transaction Centres (\$8m), Upgrade of Rockhampton Airport Runway (\$1m), and the Tasmanian Freight Equalisation Scheme (\$20.4m); and
- ◆ \$45m of ALTD Roads funding brought forward from 1999-2000 to 1998-99.

### Note 8:

The extraordinary revenue item in 1998-99 relates to the receipt of \$230.45m for the payment of grants from the Federation Fund. This amount represents the full allocation transferred from the Department of the Prime Minister and Cabinet to the Reserved Money Fund. There are not expected to be any items of this nature in 1999-2000.

## Statement of Administered Assets and Liabilities

The overall change to the net position of the Government's assets and liabilities managed by this Department will decrease by \$75.6m or 6%.

### Note 9:

The most significant change is a reduction in financial assets, namely Receivables, which will decrease by \$62.6m. The major changes are:

- ◆ \$3.3m reflecting repayment of loans; and
- ◆ receipt of funds from the Federation Fund of \$59.3m previously recorded as a Receivable.

## Administered Cash Flow Statement

Significant variances in the Administered Cash Flow Statement reflect the explanations above for the Statement of Revenues & Expenses and Statement of Assets and Liabilities.

**DEPARTMENTAL AND ADMINISTERED RECEIPTS (OTHER THAN GOVERNMENT PAYMENT FOR OUTPUTS)**

	Estimated Receipts 1998-1999	Estimated Receipts 1999-2000
	\$	\$
Aircraft noise levy	40 290 000	<b>40 937 000</b>
Airport Leases - in lieu of land tax	4 000 000	<b>3 981 000</b>
Albury-Wodonga Development Corporation		
Abolition and disposal of assets	10 200 000	<b>15 000 000</b>
Australian Maritime Safety Authority (AMSA)		
Capital Repayment	5 000 000	-
Australian Rail Track Corporation (ARTC)		
Capital Repayment	20 000 000	<b>13 000 000</b>
Charges for air transport regulatory services	-	<b>1 000</b>
Cost recovery for Airport Building Controllers and Airport Environmental Officers at leased airports	4 016 000	<b>4 076 000</b>
Emerald Hill - Purchase of land		
Interest	92 000	<b>74 000</b>
Principal Repayment	205 000	<b>205 000</b>
Federal Airports Corporation (FAC)		
Interest on capital	29 692 000	-
Capital Repayment	26 467 000	-
Growth Centres - Municipal works		
Interest	176 000	<b>156 000</b>
Principal Repayment	188 000	<b>207 000</b>
International Oil Pollution Fund Levy	3 000 000	<b>3 000 000</b>
<i>Interstate Road Transport Act 1985 - Fines</i>	250 000	<b>250 000</b>
<i>Interstate Road Transport Act 1985 - Registration Charges</i>	20 000 000	<b>15 000 000</b>
Marine Navigation levy	26 770 000	<b>26 757 000</b>
Marine Navigation (Regulatory Functions) levy	16 059 000	<b>17 678 000</b>
National Railway Network Agreement		
Interest	205 000	-
Principal Repayment	2 637 000	-
<i>Navigation Act 1912 - Coastal Trading</i>	140 000	<b>140 000</b>
Norfolk Island government - Cascade Cliff safety project		
Repayments	-	<b>200 000</b>
Northern Territory		
Interest	5 218 000	<b>5 117 000</b>
Principal Repayment	2 175 000	<b>2 269 000</b>
Part X of <i>Trade Practices Act 1974</i>	20 000	<b>10 000</b>
Provision for dividends from government business enterprises	73 503 000	<b>55 582 000</b>
Protection of the Sea Levy	3 559 000	<b>3 693 000</b>
Railway Agreement (Western Australia)		
Interest	420 000	<b>399 000</b>
Principal Repayment	374 000	<b>375 000</b>
Railway Standardisation (New South Wales and Victoria) Agreement		
Interest	126 000	<b>117 000</b>
Principal Repayment	192 000	<b>192 000</b>
Reimbursement to airport lessee companies of costs associated with the collection of parking fines	900 000	<b>600 000</b>
Sale of forms for motor vehicle compliance plates	7 506 000	<b>6 648 000</b>

**DEPARTMENTAL AND ADMINISTERED RECEIPTS (OTHER THAN GOVERNMENT PAYMENT FOR OUTPUTS)**


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	Estimated Receipts 1998-1999	<b>Estimated Receipts 1999-2000</b>
	\$	\$
Sewerage Agreements pursuant to <i>Urban and Regional Development (Financial Assistance) Act 1974</i> (All States)		
Interest	7 430 000	<b>7 248 000</b>
Principal Repayment	1 785 000	<b>1 966 000</b>
South Australia - Contribution to the standardisation of the Pinaroo line	1 833 000	-
<i>Stevedoring Levy (Collection) Act 1998</i>	9 950 000	<b>24 980 000</b>
Sydney Airports Corporation		
Principal Repayment	100 000 000	-
Capital Repayment	639 500 000	-
Miscellaneous	4 954 000	<b>4 911 000</b>
Section 31 of the <i>Financial Management and Accountability Act 1997</i> retained by the Department	13 167 000	<b>11 204 000</b>
	<hr/> 1 081 999 000	<hr/> <b>265 973 000</b> <hr/>

**ESTIMATES OF PAYMENTS FROM SPECIAL APPROPRIATIONS**

	Estimated Payments 1998-1999	Estimated Payments 1999-2000
	\$	\$
<b>Assistance to Other Governments</b>		
<i>Australian Land Transport Development Act 1988</i>	913 664 000	<b>807 101 000</b>
<i>Interstate Road Transport Act 1985</i>	20 000 000	<b>15 000 000</b>
<b>Other</b>		
<i>Aviation Fuel Revenues (Special Appropriation) Act 1988<sup>(a)</sup></i>	45 000 000	-
<i>Local Government (Financial Assistance) Act 1995</i>	1 227 785 000	<b>1 263 315 000</b>
<i>Australian Maritime Safety Authority Act 1990<sup>(a)</sup></i>	46 388 000	-
<i>Protection of the Sea (Oil Pollution Compensation Fund) Act 1993</i>	3 000 000	<b>3 000 000</b>
<i>Stevedoring Levy (Collection) Act 1998</i>	9 950 000	<b>24 980 000</b>
<b>Total Special Appropriations</b>	<b>2 265 787 000</b>	<b>2 113 396 000</b>

a) Funding for CASA and AMSA is to be appropriated direct to these Authorities in 1999-2000

**THE AUSTRALIAN MARITIME  
SAFETY AUTHORITY**





**Australian Maritime  
Safety Authority**

**PORTFOLIO BUDGET STATEMENTS 1999-2000**

**AUSTRALIAN MARITIME SAFETY AUTHORITY  
PORTFOLIO BUDGET STATEMENTS  
SECTION 1**

**OVERVIEW**

The Australian Maritime Safety Authority (AMSA) is a statutory authority established under the *Australian Maritime Safety Authority Act 1990*. The Authority's primary role is to:

- provide and oversee a framework of regulatory requirements and operational standards for the safe operation of Australian-flagged ships and of foreign-flagged ships in Australian waters.
- prevent and combat ship-sourced pollution in the marine environment through the administration of the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances.
- provide a system of marine aids-to-navigation and the distribution of maritime safety information to support the safety of navigation in Australian waters.
- provide an infrastructure, which coordinates a search and rescue service to the maritime and aviation sectors.

**APPROPRIATIONS**

Total appropriations to the Australian Maritime Safety Authority in the 1999-2000 Budget are \$73.739m. This amount is made up as follows:

	Appropriations type	Amount \$'000
Marine Navigation Levy	Special	22,619
Regulatory Functions Levy	Special	18,694
Protection of the Sea Levy	Special	3,550
<b>Total Industry Levies</b>		<b>44,863</b>
Output funding	Annual Bill 1	16,626
<b>Price of outputs</b>		<b>71,244</b>
Administered Expenses	<b>Annual Bill 1</b>	2,495
<b>TOTAL APPROPRIATIONS</b>		<b>73,739</b>

Total Industry levies of \$44.863 million are in respect of amounts appropriated to the Authority by section 48 of the *Australian Maritime Safety Authority Act 1990*, received by the Commonwealth under the *Marine Navigation Levy Act 1989*, the *Marine Navigation (Regulatory Functions) Levy Act 1991* and the *Protection of the Sea (Shipping Levy) Act 1981*.

Output funding is a direct annual appropriation included in annual Appropriation bill 1 in respect of services provided by the Australian Search and Rescue Centre (*AusSAR*).

Table 1.1 shows the total appropriations for levies collected under the various Levy Collection Acts, revenues collected from other sources and other funding arrangements payable by Government in achieving it's desired outcomes to the community.

## ADMINISTERED CAPITAL AND DEPARTMENTAL EQUITY INJECTIONS AND LOANS

Administered expenses of \$2.495m in 1999-2000 are in respect of reimbursement of search and rescue incident costs. There are no administered capital items, equity injections and loan items for the 1999-2000 budget.

## MEASURES

\$3.025 million representing the continuation of an existing program in respect of Government's contributions to communication services costs incurred by the Authority has been included as a measure in the 1999-2000 budget and forward years as shown in the table below:

Measure	Outcome	Output Groups Affected	1999-2000 (\$'000)	2000-2001 (\$'000)	2001-2002 (\$'000)	2002-2003 (\$'000)
Contribution to Communication services costs	Linking Australia through transport and regional services	A facility to identify persons in distress	-	3,025	3,025	3,025



## OUTCOMES AND OUTPUTS INFORMATION

### SECTION 2

#### OUTCOMES AND OUTPUT GROUPS

Consistent with the Ministers' desired outcome for the Transport and Regional Services Portfolio, the outcome to which the Australian Maritime Safety Authority outputs contribution is:

#### *Linking Australia through transport and regional services*

This outcome recognises that the outputs provided by the Authority are inherently linked to the provision of transport and regional services in linking Australia. These in turn reflect Government priorities for the community particularly in regards to:

- (a) Safety
- (b) Environmental Protection and Sustainability

#### Safety

The Authority aims to ensure that the quality and standards of vessels within the Australian maritime jurisdiction are consistent with international and community standards on marine safety and marine pollution prevention. The Authority is further committed to enhancing international maritime standards.

The Authority carries a further role that achieves the enhancement of safety of life under Government's community obligations, both nationally and internationally, in the coordination of maritime and aviation search and rescue activities and as a provider of the maritime distress safety communication facilities.

#### Environmental Protection and Sustainability

The Authority is committed to the preservation of marine environment in its capacity as the managing agency of the National Plan (to combat pollution of the sea by oil and other noxious and hazardous substances) between the States, the Commonwealth and Industry. The Authority is responsible for ensuring that the Australian marine environment is free from ship-sourced pollution and to enhance international standards in pollution prevention and response preparedness.

To address these Government priorities, the Authority delivers a number of services which have been classified into respective output groups. The relationship between the outcome and the outputs is represented in diagram 1.

Table 2.1 sets out the relationship between the old program and new outcome structure under the current reporting framework.

Financial details relating to the outputs are presented at table 2.2. Non financial information relating performance information to planned level of achievement is presented at table 2.3a and 2.3b.

#### MEASURES AFFECTING THE OUTCOME

The Authority currently provides coastal radio communication facilities to both SOLAS and non-SOLAS vessels under the SOLAS convention through contractual arrangements with Telstra. This arrangement is to cease from 1 July 2000 following the introduction of the Global Maritime Distress and Safety System (GMDSS), although coverage of non SOLAS vessels including recreational and small commercial vessels will continue past the introduction of GMDSS.

Funding for the current contract is 50% met by the Government with the remainder funded through levies on convention vessels. A review of the source of funds for the provision of maritime

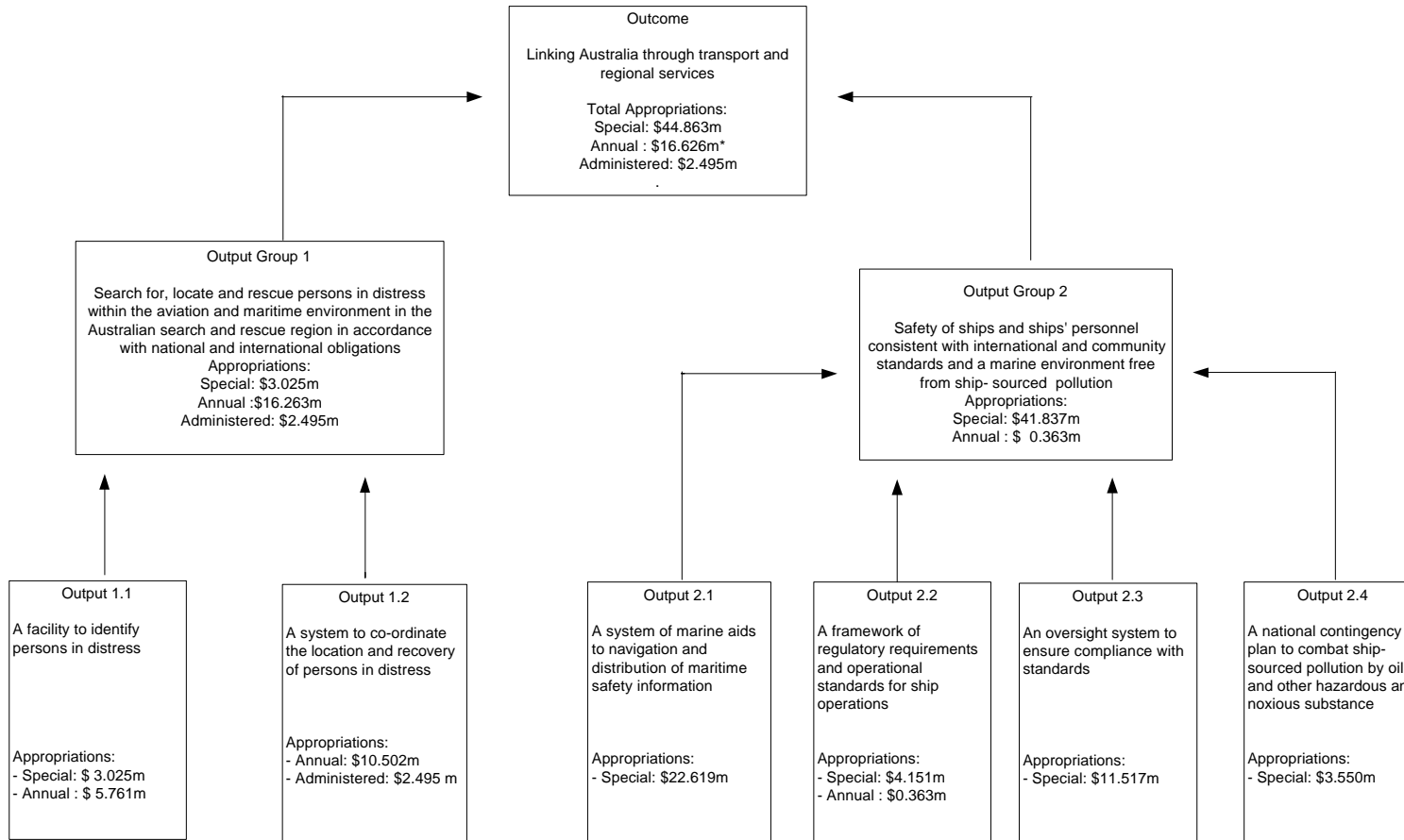
communication services is to be conducted by the Portfolio Department during 1999-2000. Notwithstanding, an amount of \$3.025m per annum representing the current contribution by Government in respect of the provision of these services has been approved up to the year 2002-2003 in the current budget.

In the absence of a contribution by Government the full cost of maritime safety communications services including the non-SOLAS component would have been funded from Industry levies payable by SOLAS convention vessels.

#### **NON-MEASURES VARIATIONS AFFECTING OUTCOME**

Since 1990/91, the Authority has accumulated surpluses derived from levy contributions by Industry and continuing productivity improvements in its operations. Accordingly, the Authority intends to continue a strategy to reduce surpluses through progressive reductions in levy prices. The level of reduction proposed in the 1999/2000 budget amounts to \$3.3 million equivalent to a 7% reduction on current prices. Reductions in the forward years are predicated on the achievement of the projected growth in shipping volumes and Government's position on the Authority's taxation (TER) position. This initiative ensures that the safety priorities of Government is achieved on a cost effective basis.

## Australian Maritime Safety Authority Relationship between Outcome and Contributing Outputs



\*excludes \$9.755 million in respect of capital use charge

Diagram 1

**RELATIONSHIP BETWEEN OLD PROGRAM AND NEW OUTCOME STRUCTURE  
LINKING AUSTRALIA THROUGH TRANSPORT AND REGIONAL SERVICES**

**Table 2.1**

PROGRAM MANAGEMENT BUDGETING	ACCRUAL BUDGETING
<b>Program</b> The Australian Maritime Safety Authority	<b>Outcome</b> <b>Linking Australia</b> through transport and regional services
<b>Sub Program</b> Not Applicable	Output Groups <b>Output Group 1</b> Search for, locate and rescue persons in distress within the aviation and maritime environment in the Australian search and rescue region in accordance with national and international obligations <b>Output Group 2</b> Safety of ships and ships' personnel consistent with international and community standards and a marine environment free from ship-sourced pollution
<b>Appropriations for Program</b>  <i>Appropriation Bill 1</i>  <i>Division 695 For expenditure under the Australian Maritime Safety Authority Act 1990</i>  <i>Division 690-07 Search and Rescue</i>  <i>Special Appropriations</i>  <i>Estimates of payments from Special Appropriations</i> <i>- Australian Maritime Safety Authority Act 1990</i>   <i>Appropriation Bill 1</i>  <i>Division 695 For expenditure under the Australian Maritime Safety Authority Act 1990</i>   <i>Special Appropriations</i>  <i>Estimates of payments from Special Appropriations</i> <i>- Australian Maritime Safety Authority Act 1990</i>	<b>Appropriations for Outcome</b>  <i>Appropriation Bill 1-</i>  <i>Linking Australia through transport and regional services- Australian Maritime Safety Authority – price of outputs</i>  <i>Linking Australia through transport and regional services- Australian Maritime Safety Authority – administered expenses</i>  <i>Special Appropriations-</i>  <i>Linking Australia through transport and regional services- Australian Maritime Safety Authority – price of outputs</i>   <i>Appropriation Bill 1-</i>  <i>Linking Australia through transport and regional services- the Australian Maritime Safety Authority – price of outputs</i>  <i>Special Appropriations-</i>  <i>Linking Australia through transport and regional services- Australian Maritime Safety Authority – price of outputs</i>

## RESOURCES FOR OUTCOME – DISAGGREGATED BY OUTPUTS

The following table shows appropriations to the Authority disaggregated by outputs for the 1999/2000 budget. Amounts for 1998/99 have been provided for comparative purpose. Note that appropriations in 1998-99 and prior years were paid on an accruals basis.

<b>Linking Australia through transport and regional services</b>	Accruals	
	Estimated 1998-99 \$'000	Estimated 1999-00 \$'000
<b>Price of Outputs</b>		
Output Group 1		
Search for, locate and rescue persons in distress within the aviation and maritime environment in the Australian search and rescue region in accordance with national and international obligation		
Output 1.1- A facility to identify persons in distress	8,547	8,911
Output 1.2 - A system to coordinate the location and recovery of persons in distress	10,534	10,984
Subtotal Output Group 1	19,081	19,895
Output Group 2		
Safety of ships and ships' personnel consistent with international and community standards and a marine environment free from ship-sourced pollution		
Output 2.1- A system of marine aids to navigation and distribution of maritime safety messages	27,773	24,536
Output 2.2- A framework of regulatory requirements and operational standards for ship operations	5,632	6,412
Output 2.3- An oversight system to ensure compliance with standards	11,642	13,254
Output 2.4- A national contingency plan to combat ship-sourced pollution by oil and other hazardous and noxious substance	3,450	3,928
Subtotal Output Group 2	48,497	48,130
Capital user charge payable by the Authority	-	9,751
<b>Total cost of outputs</b>	<b>67,578</b>	<b>77,776</b>
Revenue from Government (Appropriations) for Outputs	63,017	71,244
Revenue from other Sources	8,775	7,003
<b>Total Price of Outputs</b>	<b>71,792</b>	<b>78,247</b>
<b>Administered Expenses</b>		
Output 1.2 - A system to coordinate the location and recovery of persons in distress <i>(note amount for 1998-99 was paid via the Portfolio Department)</i>	2,495	2,495
<b>Staff numbers</b>	<b>413</b>	<b>369</b>

## CONTRIBUTION OF OUTPUTS TO OUTCOME

The outputs of the Authority as set out in table 2.2 above support the achievement of Government's outcome of Linking Australia, particularly in regard to the Government's priorities in the area of safety and environment protection and sustainability. The efficiency and effectiveness of these outputs in achieving Government outcomes are evaluated through a range of performance measurement indicators that measure effectiveness, quality and quantity of the outputs. These are set out in Table 2.3a and Table 2.3b below.

Targets for these measures have been included as they are applicable and appropriate. Achievement of planned performance will be reported in the Authority's 1999-2000 annual report.

Table 2.3a

<b>Outcome:</b> Linking Australia through transport and regional services	
<b>Safety</b>	<p><i>Effectiveness measure</i></p> <ul style="list-style-type: none"> <li>• Compliance by ships entering Australian waters with the appropriate national and international safety and operational standards.</li> </ul> <p><i>Effectiveness target</i></p> <ul style="list-style-type: none"> <li>• A high success rate in the number of lives saved through search and rescue coordination</li> </ul>
<b>Environmental Protection and Sustainability</b>	<p><i>Effectiveness measure</i></p> <ul style="list-style-type: none"> <li>• The effectiveness of pollution incident response as indicated by the outcome of reviews following a pollution incident</li> <li>• Compliance by ships entering Australian waters with the appropriate national and international pollution prevention standards.</li> </ul>

Table 2.3b

<b>Performance Information for Authority Outputs</b>	
<b>Output Group 1:</b> Search for, locate and rescue persons in distress within the aviation and maritime environment in the Australian search and rescue region in accordance with national and international obligations	
Output 1.1: A facility to identify persons in distress	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Availability of the Australian ground segment of the Cospas-Sarsat system (Target: 99%)</li> <li>• Availability of Inmarsat services (Target: 99.5%)</li> <li>• Availability of terrestrial communication services (Target:99.5%)</li> </ul>
Output 1.2: A system to coordinate the location and recovery of persons in distress	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Total number of persons saved relative to total number persons at risk;</li> <li>• Total number of searches resolved relative to total number of searches undertaken.</li> </ul> <p><i>Timeliness:</i></p> <ul style="list-style-type: none"> <li>• Response time taken between tasking of the first available resource against actioning of that resource.</li> </ul> <p><i>Quantity:</i></p> <ul style="list-style-type: none"> <li>• Total number of reports requiring follow-up actions against the total number of reports received.</li> <li>• Total number of reports requiring search actions against the total number of reports received.</li> <li>• Number of training course for SAR practitioners achieving certification. (Target: 30 weeks training, 5 courses)</li> <li>• Number of training sessions held for the CSUs (Target: 81)</li> </ul> <p><i>Price</i></p> <ul style="list-style-type: none"> <li>• Average cost per search and rescue mission</li> </ul>
<b>Output Group 2:</b> Safety of ships and ships' personnel consistent with international and community standards and a marine environment free from ship-sourced pollution	
Output 2.1: A system of marine aids to navigation and distribution of maritime safety information.	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• The availability of an Australian aids-to-navigation network against internationally acceptable standards (Target: category 1- 99.8%, category 2- 99%,category 3- 97%)</li> <li>• Feedback from consultative committee meetings.</li> </ul> <p><i>Timeliness:</i></p> <ul style="list-style-type: none"> <li>• Response time in issuing maritime warnings.</li> </ul>
Output 2.2: Framework of regulatory requirements and operational standards for ship operations	<p><i>Timeliness:</i></p> <ul style="list-style-type: none"> <li>• Proportion of legislation prepared and implemented by international convention entry into force date.</li> </ul> <p><i>Quality</i></p> <ul style="list-style-type: none"> <li>• Incidence of errors as a result of the legislative amendments process</li> <li>• Proportion of cases referred for external review of decisions which led to a decision being reversed or overturned</li> </ul>
Output 2.3: An oversight system to ensure compliance with standards.	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• The level of detection and rectification of defects found following port State control vessel inspections against the total number of vessel inspections undertaken.</li> <li>• The total number of foreign flag vessels eligible for inspections against the total number of vessels inspected.(target:25%)</li> </ul>
Output 2.4: National contingency plan to combat ship-sourced pollution by oil and other hazardous and noxious substances.	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Availability of National Plan equipment (target: 95%);</li> <li>• Feedback from exercises to test preparedness.</li> <li>• Feedback from consultative committee meetings.</li> <li>• Debrief after an oil spill event.</li> </ul> <p><i>Quantity:</i></p> <ul style="list-style-type: none"> <li>• Minimum 200 pollution response personnel to be trained in each 2 year cycle.</li> <li>• Oil spill equipment usage as measured by the number of items of equipment used and the total number of hours of that equipment operation.</li> </ul>



## **EVALUATIONS**

The following evaluations have been planned for 1999-2000.

- a) Review of the *Navigation Act 1912*
- b) Review of the National Plan

## **COMPETITIVE TENDERING AND CONTRACTING**

The Authority has been progressively restructuring its operations aimed at fully implementing a purchaser and provider organisational model by 1 July 1999 that separates the Authority's policy role from its operational and services provision role. This opens the way for market testing of selected activities to assess the extent to which contracting out of functions is an appropriate option to ensure performance at industry best practice standards. The restructuring follows recommendations from a report by the Allen Consulting Group in July 1998 reviewing the application of National Competition Principles and competitive neutrality policy to the Authority's structure and functions.



### **SECTION 3**

#### **BUDGETED FINANCIAL STATEMENTS**

The budgeted financial statements for the Australian Maritime Safety Authority are presented in this section. The budgeted financial statements will form the basis of the financial statements that will appear in the Authority's 1999-2000 annual report, and form the basis for the input into the Whole of Government Accounts.

#### **Table 3.1 Budgeted Statement of Revenues and Expenses (Budgeted Operating Statement)**

This statement provides a picture of the expected financial results for the Authority by identifying full accrual expenses and revenues, which highlights whether the Authority is operating at a sustainable level in the short run.

#### **Table 3.2 Budgeted Statement of Assets and Liabilities (Budgeted Balance Sheet)**

Shows the financial position of the Authority. It enables decision-makers to track the management of the Authority's assets and liabilities.

#### **Table 3.3 Budgeted Cash Flow Statement**

Budgeted cash flows, as reflected in the statement of cash flows, provides important information on the extent and nature of cash flows by categorising them into expected cash flows from operating activities, investing activities and financing activities.

#### **Table 3.4 Non-financial Assets - Summary of Movement**

Shows the movement in the value of assets in terms of gross value, accumulated depreciation and the net book value for the 1999-2000 Budget.

**Table 3.1 Budgeted Statement of Revenue and Expenses**

	Note	ESTIMATED ACTUAL 98/99 \$'000	1999/2000 \$'000	ESTIMATED 2000/01 \$'000	ESTIMATED 2001/02 \$'000	ESTIMATED 2002/03 \$'000
<b>REVENUES</b>						
Revenue from Government						
Ordinary Annual Appropriation	1	16,341	<b>26,381</b>	26,374	26,291	26,180
Special Approp - Industry Contributions	2	46,676	<b>44,863</b>	45,304	45,788	47,299
Revenue from Other Sources						
Sale of goods & services	3	8,233	<b>5,946</b>	6,687	6,757	5,590
Other revenue	3	542	<b>1,057</b>	451	447	912
<b>Total Revenue</b>		71,792	<b>78,247</b>	78,816	79,283	79,981
<b>EXPENSES</b>						
Employees		29,885	<b>28,937</b>	28,510	29,319	28,714
Depreciation and amortisation		8,569	<b>8,884</b>	8,972	9,058	8,684
Other costs		29,124	<b>30,204</b>	32,406	34,465	36,460
<b>Total Expenses</b>		67,578	<b>68,025</b>	69,888	72,842	73,858
<b>Operating result before capital use charge</b>		4,214	<b>10,222</b>	8,928	6,441	6,123
Capital use charge		0	<b>9,751</b>	9,593	9,231	8,899
<b>Operating result after capital use charge</b>		4,214	<b>471</b>	-665	-2,790	-2,776

Note 1: Ordinary appropriations of \$16.627 million in respect of services provided by AusSAR and \$9.755 million in respect of capital use charge

Note 2: Special Appropriations of \$44.863 million in respect of industry levies appropriated under the *Australian Maritime Safety Authority Act 1990*

Note 3: sources	Revenue from other	1998/99 \$'000	1999/2000 \$'000	2000/01 \$'000	2001/02 \$'000	2002/03 \$'000
	External fee for services revenue	8,233	<b>5,946</b>	6,687	6,757	5,590
	Interest	566	<b>307</b>	451	447	482
	Gain on sale of assets	-24	<b>750</b>	-	-	430
	Total revenue from other sources	8,775	<b>7,003</b>	7,138	7,204	6,502

**Table 3.2 Budgeted Statement of Assets and Liabilities**

	Note	ESTIMATED ACTUAL 98/99 \$'000	1999/2000 \$'000	ESTIMATED 2000/01 \$'000	ESTIMATED 2001/02 \$'000	ESTIMATED 2002/03 \$'000
<b>DEBT</b>						
Leases		0	0	0	0	0
Other		0	0	0	0	0
<b>Total debt</b>		0	0	0	0	0
<b>PROVISIONS AND PAYABLES</b>						
Employees		9,739	10,256	10,773	11,290	11,807
Suppliers		2,941	2,941	2,941	2,941	2,941
Other		0	0	0	0	0
<b>Total provisions &amp; payables</b>		12,680	13,197	13,714	14,231	14,748
<b>EQUITY</b>						
Accumulated results	1	27,311	27,282	26,117	23,328	20,552
Reserves		12,201	12,201	12,201	12,201	12,201
Capital		40,610	40,610	40,610	40,610	40,610
<b>Total equity</b>		80,122	80,093	78,928	76,139	73,363
<b>Total liabilities and equity</b>		92,802	93,290	92,642	90,370	88,111
<b>FINANCIAL ASSETS</b>						
Cash		7,240	4,768	4,153	8,074	3,968
Receivables		3,485	3,485	3,485	3,485	3,485
Investments		4,260	4,260	4,260	0	0
Prepayments		1,097	1,097	1,097	1,097	1,097
<b>Total financial assets</b>		16,082	13,610	12,995	12,656	8,550
<b>NON-FINANCIAL ASSETS</b>						
Land and buildings		10,435	7,680	7,325	5,470	5,115
Infrastructure, Plant & Equipment		64,834	70,449	70,671	70,493	72,595
Intangibles		485	485	485	485	485
Inventory		966	1,066	1,166	1,266	1,366
<b>Total non-financial assets</b>		76,720	79,680	79,647	77,714	79,561
<b>Total assets</b>		92,802	93,290	92,642	90,370	88,111

Note 1 Stated after repayment of equity of \$5m in 1998-1999 and tax equivalent payments of \$0.5m in the forward years.

**Table 3.3 Budgeted Cashflow Statement**

	ESTIMATED		ESTIMATED	ESTIMATED	ESTIMATED
	ACTUAL		2000/01	2001/02	2002/03
	98/99	1999/2000	2000/01	2001/02	2002/03
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Operating activities</b>					
<b>Cash received</b>					
Ordinary Annual Appropriation	16,341	<b>26,381</b>	26,374	26,291	26,180
Special Approp – Industry Contributions	45,676	<b>44,863</b>	45,304	45,788	47,299
Sale of goods & services	8,233	<b>5,946</b>	6,687	6,757	5,590
Other	1,166	<b>307</b>	451	447	482
<b>Total cash received</b>	<b>71,416</b>	<b>77,497</b>	<b>78,816</b>	<b>79,283</b>	<b>79,551</b>
<b>Cash used</b>					
Employees	30,031	<b>28,420</b>	27,993	28,802	28,197
Suppliers	29,333	<b>30,204</b>	32,405	34,465	36,461
<b>Total cash used</b>	<b>59,364</b>	<b>58,624</b>	<b>60,398</b>	<b>63,267</b>	<b>64,658</b>
<b>Net cash from operating activities</b>	<b>12,052</b>	<b>18,873</b>	<b>18,418</b>	<b>16,016</b>	<b>14,893</b>
<b>Investing activities</b>					
<b>Cash received</b>					
Proceeds from sale of property, plant & equip	1,800	<b>3,150</b>	0	1,500	9,000
<b>Total cash received</b>	<b>1,800</b>	<b>3,150</b>	<b>0</b>	<b>1,500</b>	<b>9,000</b>
<b>Cash used</b>					
Purchase of property, plant and equipment	10,093	<b>14,144</b>	8,840	8,524	19,000
Other	100	<b>100</b>	100	100	100
<b>Total cash used</b>	<b>10,193</b>	<b>14,244</b>	<b>8,940</b>	<b>8,624</b>	<b>19,100</b>
<b>Net cash from investing activities</b>	<b>-8,393</b>	<b>-11,094</b>	<b>-8,940</b>	<b>-7,124</b>	<b>-10,100</b>
<b>Financing activities</b>					
<b>Cash received</b>					
Proceeds from borrowings	0	<b>0</b>	0	0	0
Other	0	<b>0</b>	0	0	0
<b>Total cash received</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cash used</b>					
Capital use charge paid	0	<b>9,751</b>	9,593	9,231	8,899
Other	5,000	<b>500</b>	500	0	0
<b>Total cash used</b>	<b>5,000</b>	<b>10,251</b>	<b>10,093</b>	<b>9,231</b>	<b>8,899</b>
<b>Net cash from financing activities</b>	<b>-5,000</b>	<b>-10,251</b>	<b>-10,093</b>	<b>-9,231</b>	<b>-8,899</b>
Net Increase/Decrease in Cash Held	-1,341	<b>-2,472</b>	-615	-339	-4,106
Add Cash at 1 July	12,841	<b>11,500</b>	9,028	8,413	8,074
<b>Cash at 30 June</b>	<b>11,500</b>	<b>9,028</b>	<b>8,413</b>	<b>8,074</b>	<b>3,968</b>

Note 1: Proceeds from the sale of properties relate to planned sale of assets surplus for operational requirements subject to a proper evaluation at the appropriate date

Note 2: Other cash used in 1998/1999 relates to the repayment of equity to Government of \$5 million.

Note 3: Payments for property, plant and equipment are fully funded from the Authority's cash reserves.

**Table 3.4 Non-Financial Assets - Summary of movement**

	Land	Buildings	Land and Buildings	military equipment	Other Infrastructure plant and equipment	Total Infrastructure plant and equipment	Intangibles	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Gross Value</b>								
As at 1 July 1999	4,580	6,211	10,791	0	77,084	77,084	657	88,532
Additions	0	0	0	0	14,058	14,058	86	14,144
Disposals	-2,400	0	-2,400	0	0	0	0	-2,400
Other	0	0	0	0	0	0	0	0
As at 30 June 2000	2,180	6,211	8,391	0	91,142	91,142	743	100,276
<b>Accumulated Depreciation</b>								
As at 1 July 1999	0	356	356	0	12,250	12,250	172	12,778
Expense	0	355	355	0	8,443	8,443	86	8,884
Disposals	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
As at 30 June 2000	0	711	711	0	20,693	20,693	258	21,662
<b>Net book value at 30 June 2000</b>	<b>2,180</b>	<b>5,500</b>	<b>7,680</b>	<b>0</b>	<b>70,449</b>	<b>70,449</b>	<b>485</b>	<b>78,614</b>
Net book value at 1 July 1999	4,580	5,855	10,435	0	64,834	64,834	485	75,754



**THE CIVIL AVIATION SAFETY  
AUTHORITY**



## **AUTHORITY OVERVIEW, APPROPRIATIONS, BUDGET MEASURES SUMMARY**

### **AUTHORITY OVERVIEW**

The Civil Aviation Safety Authority (CASA) was established in 1995 as a statutory authority by an amendment to the *Civil Aviation Act 1988* (the Act). CASA carries out safety-related functions under section 9 of the Act.

CASA contributes to the portfolio outcome, *linking Australia through transport and regional services*.

### **APPROPRIATIONS**

The total appropriation for CASA in the 1999-2000 Budget is \$88.136m. This comprises \$33.448 million in Appropriation Bill 1, Special Appropriation funding of \$46.688 million and \$8.000 million in Appropriation Bill 2.

The special appropriation represents aviation fuel customs duty and excise which is collected by the Australian Customs Service and paid to CASA through the *Aviation Fuel Revenues (Special Appropriation) Act 1988*.

Table 1.1 on the following page shows the total of appropriations and special appropriations for CASA for 1999-2000. It also shows revenues from other sources and additional funding of \$8.000 million to be made available through a resource agreement with the Department of Finance and Administration, (under which \$8.000 million is being provided in 1998-99).

## CIVIL AVIATION SAFETY AUTHORITY - APPROPRIATIONS 1999-2000

**Table 1.1 Appropriations (\$'000)**

OUTCOMES	ADMINISTERED EXPENSES			PRICE OF OUTPUTS						TOTAL APPROPRIATIONS ①	TOTAL ESTIMATED EXPENSES ⑤
	Special Appropriations  (A)	Annual Appropriations		Total Administered Appropriations  (D=A+B+C)	Total Price of Outputs ③  (E)	Revenue from other sources ④  (F)	Revenue from Government (Appropriations)				
		Bill 1  (B)	Bill 2 (SPP's & NAO's) ②  (C)				Special  (G)	Annual Bill 1  (H=E-F- G)	Total  (I=G+H)		
Outcome 1: Linking Australia through transport and regional services				0 (D1)	86,482 (E1)	6,346	46,688	33,448	80,136 (I1) ψ 85.2%	80,136	94,034
<b>Total</b>	0	0	0	0	86,482	6,346	46,688	33,448	80,136	80,136	94,034
<b>Bill 2 Administered Capital</b>									<b>nil</b>		
<b>Bill 2 Departmental Equity Injections and Loans</b>									<b>8,000</b>		
<b>TOTAL APPROPRIATIONS</b>									<b>88,136</b>		

Amounts in shading are included in appropriation bills

① Links from appropriations to budgeted financial statements include: Amount K1 and amount K3 to Budgeted Statement of Revenues and Expenses (see Table 3.1); and amount K2 to Capital Budget (Tables 3.4 & 3.5).

② Under the proposed Appropriation Structure, Bill 2 includes Specific Purpose Payments (SPP's), New Agency Outcomes (NAO's), administered capital and departmental capital via departmental injections and loans.

③ Refer to Budgeted Statement of Revenue and Expense for application of agency revenue (see Table 3.1).

④ Other Revenue includes other revenue from Government (i.e. grant from OASITO to offset Y2K compliance expenditure) and revenue from other sources (e.g. regulatory fee income and interest revenue). *Note: Cells D1., E1, and I1 refer to information provided in Table 2.2.* Non appropriation departmental and administered revenues are detailed in Appendix 1.

\* NOTE: Total expenses are more than the total price of outputs in 1998-99 and 1999-2000 because of the costs associated with the organisational restructure of CASA and the funding shortfall in 1998-1999. CASA has budgeted for an operating loss in each of these two financial years.

ψ Percentage figure indicates the percentage contribution of Total Departmental Appropriations to the Total Output Price. The overall percentage for this agency is 85.2%

## MEASURES - DEPARTMENTAL SUMMARY

**Table 1.2 - Summary of Measures Disclosed in the 1999-2000 Budget**

Measure	Outcome	Output Groups Affected	Appropriations (\$'000)			Appropriations (\$'000)			Appropriations (\$'000)			Appropriations (\$'000)		
			1999-00			2000-01			2001-02			2002-03		
			Admin Expenses	Dept Outputs	Total	Admin Expenses	Dept Outputs	Total	Admin Expenses	Dept Outputs	Total	Admin Expenses	Dept Outputs	Total
Civil Aviation Safety Authority industry contribution	1			8,600	8,600		8,610	8,610		8,619	8,619		8,630	8,630
Civil Aviation Safety Authority restructuring	1			8,000	8,000									

*Note: - CASA contributes to the portfolio outcome, "linking Australia through transport and regional services". It has three outputs; these are discussed in Section 2. CASA does not have administered expenses.*

## ADMINISTERED CAPITAL AND DEPARTMENTAL EQUITY AND LOANS

As shown in Table 1.2 above, CASA will receive funding under a resource agreement with the Department of Finance and Administration of \$8.0 million in 1999-2000. This is in addition to \$8.0 million that will be provided before the end of the current financial year. The 1999-2000 funding is accounted for in the Capital Budget (see Tables 3.4 and 3.5) and Appropriation Bill Number 2, 1999-2000.

The funds provided under the resource agreement will be used to finance an organisational restructure, the features of which are:

- Increased resources for safety education and training for the aviation industry.
- A clearer and better coordinated approach to the setting and maintenance of aviation safety standards.
- Compliance with best practice through the recruitment of new staff with new capabilities and skills.
- A focus on monitoring aviation safety performance and identifying safety trends and risks.
- Replacement of the existing three regions structure through the creation of seven new area offices strategically located around Australia, to better manage day to day safety activities. This will allow field technical staff more freedom to concentrate on the activities of operators, pilots and aviation maintenance organisations, rather than managerial and administrative activities.

The restructure will establish clearer lines of accountability and consistency through centralised, rather than decentralised, management with three core business units that reflect CASA's functions and responsibilities: aviation safety compliance; aviation safety standards; and aviation safety promotion.

CASA will repay the loan over four years, commencing in financial year 2000-2001. Repayments will be made quarterly in equal instalments of \$0.500m in relation to each advance of \$8 million. The first repayment will be payable on 30 September 2000. The final payment will be payable on 30 June 2004.

CASA has not been appropriated administered capital or departmental equity injections for 1999-2000.

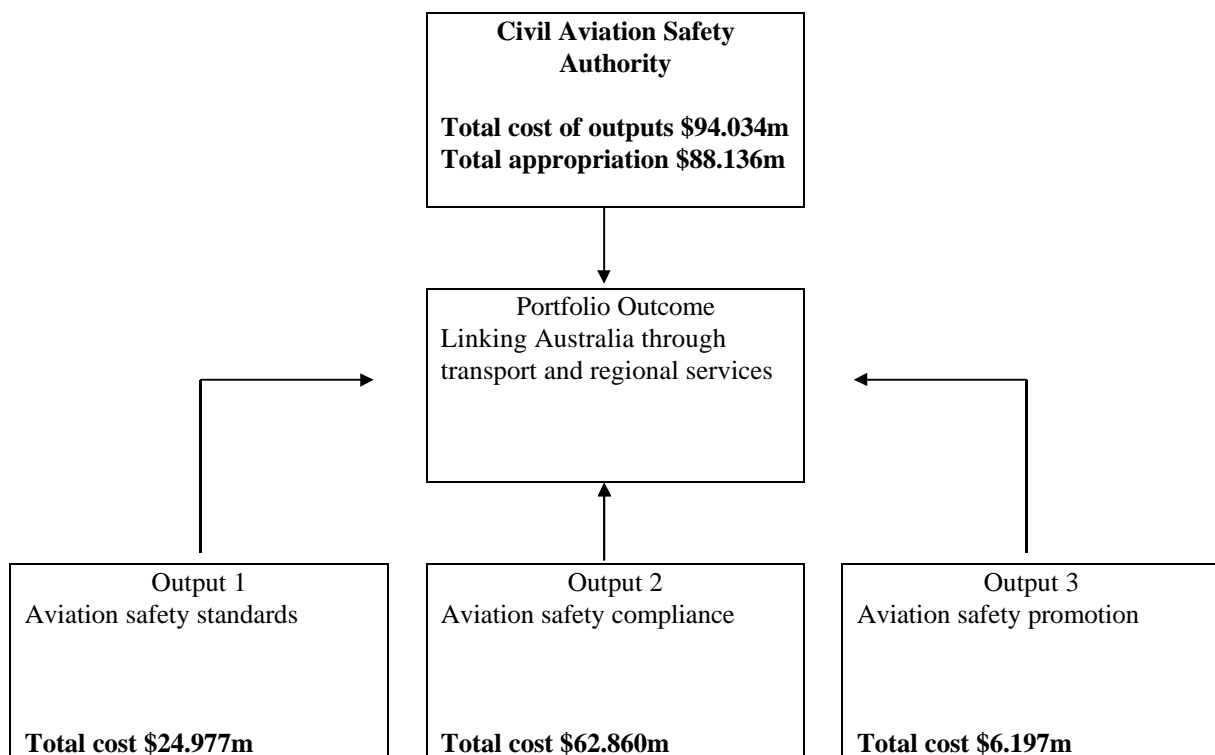
## SECTION 2

### OUTCOMES AND OUTPUTS INFORMATION

#### OUTCOMES AND OUTPUTS

The following map shows the relationship between the Portfolio outcome, “*Linking Australia through transport and regional services*”, and the contributing outputs for the Civil Aviation Safety Authority. Financial details appear in Table 2.2 while non-financial information appears in Table 2.3.

#### Relationship between Portfolio Outcome and Contributing Outputs



## Relationship between Program and Outcome structure for the Portfolio Outcome

Table 2.1: Relationship between former Portfolio Output structure and new Outcome structure for the Portfolio Outcome.

OUTPUT BUDGETING	ACCRUAL BUDGETING
Output 1 * Aviation policy	Outcome Linking Australia through transport and regional services
Sub-Output <b>SUB-OUTPUT 1.4:</b> Policy advice, portfolio aviation authorities	Outputs Aviation safety standards Aviation safety compliance Aviation safety promotion
<b>Appropriations for Sub-Output 1.4</b>  <i>Appropriation Bill 1</i> <i>Div 653 for expenditure under the Civil Aviation Act 1988</i>  <i>Special Appropriations</i> <i>Aviation Fuel Revenues (Special Appropriation) Act 1988</i>	<b>Appropriations for Outcome</b>  <i>Appropriation Bill 1</i> <i>Linking Australia through transport and regional services - Civil Aviation Safety Authority - departmental expenses</i>  <i>Special Appropriations</i> <i>Linking Australia through transport and regional services - Civil Aviation Safety Authority - special revenue</i>  <i>Appropriation Bill 2</i> <i>Civil Aviation Safety Authority - Departmental Equity Injections and Loans</i>  <b>OUTCOME 1</b> <i>Appropriation Bill 1</i> <i>Special Appropriations</i> <i>Appropriation Bill 2</i> <i>Departmental outputs</i>

\* NOTE: The Civil Aviation Safety Authority represented part of a sub-output within the Department of Transport and Regional Services Portfolio.

## **PORTFOLIO OUTCOME - LINKING AUSTRALIA THROUGH TRANSPORT AND REGIONAL SERVICES**

The Portfolio outcome recognises that transport and regional services, including the outputs of the Civil Aviation Safety Authority, are inherently linked.

CASA was established in 1995 as a statutory authority by an amendment to the *Civil Aviation Act 1988* (the Act). Under Section 9 of the Act, CASA's main function is conducting the safety regulation of: (1) civil air operations in Australian territory; and (2) the operation of Australian registered aircraft outside Australian territory. CASA also has safety education and safety promotion functions and functions under Commonwealth and State carrier's liability legislation.

The role of CASA is to maintain, enhance and promote the safety of civil aviation in Australia (and to assist in the maintenance of the safety of Australian registered aircraft operating outside Australian territories) through effective safety regulation and by encouraging a greater acceptance by industry of its obligations to maintain high safety standards.

CASA works with the aviation community to reduce aviation safety risks. CASA's first priority is to protect fare paying passengers. Its second priority is to ensure that safety rules do not unnecessarily impede efficient operations by the aviation community. Key functional areas include standard setting, entry control, compliance and safety promotion.

### **MEASURES DISCLOSED IN THE 1999-2000 BUDGET AFFECTING THE PORTFOLIO OUTCOME**

Budget Measure Title: Civil Aviation Safety Authority industry contribution.

Budget Measure Purpose: CASA has recently been operating with a shortfall of industry contributions. An increase in the rate of excise and customs duty on aviation fuel will address this shortfall.

Impact of Measure: The effect of this measure is an increase in revenue of \$8.6 million per annum. The measure will be indexed to the CPI.

Budget Measure Title: Civil Aviation Safety Authority restructuring.

Budget Measure Purpose: Funding of \$8.0 million is being provided in each of 1998-99 and 1999-2000 to finance a major organisational restructure.

Impact of Measure: The restructure will improve CASA's performance through the establishment of clearer lines of accountability, transparency of responsibility and the introduction of new capabilities and skills.

This funding is to be repaid from savings which will come from an anticipated reduction in overall establishment positions and improved productivity.

## RESOURCES FOR THE PORTFOLIO OUTCOME

Table 2.2 shows how the 1998-99 appropriation and program structure translate to total resourcing for the Portfolio Outcome, including Revenue from Government (Appropriation) for Outputs and the Total Price of Outputs. Cell references E1 and I1 show the links back to Table 1.1, the Appropriations Table.

Table 2.2 - Total Resources for Outcome 1 (\$'000)

<b>Price of Departmental Outputs</b>	Estimated Actual 1998-99 CASH \$'000	Estimated Actual 1998-99 ACCRUAL \$'000	Budget 1999-00 \$'000
Output 1 - Aviation safety standards.  <i>Appropriation Structure 1998-1999</i> <b>Sub-output 1.4 Portfolio advice portfolio aviation authorities</b>	26,359	25,713	<b>24,977</b>
Output 2 - Aviation safety compliance.  <i>Appropriation Structure 1998-1999</i> <b>Sub-output 1.4 Portfolio advice portfolio aviation authorities</b>	58,985	57,449	<b>62,860</b>
Output 3 - Aviation safety promotion.  <i>Appropriation Structure 1998-1999</i> <b>Sub-output 1.4 Portfolio advice portfolio aviation authorities</b>	3,361	3,279	<b>6,197</b>
<b>Total Cost of Outputs</b>	88,705	86,441	<b>94,034</b>
<b>Revenue from Government (Appropriation) for Departmental Outputs</b>	73,838	67,071	<b>80,136</b> 85.2% (I1)
<b>Revenue from other Sources</b>	9,634	6,369	<b>6,346</b>
<b>Total Price of Outputs</b>	83,472	73,440	<b>86,482</b>
<b>TOTAL FOR OUTCOME 1</b> (Total price of Outputs and Admin Expenses)	83,472	73,440	<b>86,482</b> (E1)

\* NOTE: Total cost of outputs are more than total price of outputs in 1998-99 and 1999-2000 because of the costs associated with the organisational restructure of CASA and the funding shortfall in 1998-1999. CASA has budgeted for an operating loss in each of these two financial years. (Refer Table 3.1)

STAFF YEARS (NUMBER)	1998-99	1999-00
	657	634

## CONTRIBUTIONS OF OUTPUTS TO PORTFOLIO OUTCOME

Justification for the choice of outputs to achieve the Portfolio Outcome is described in Table 2.3. The table provides information on the strategies chosen to deliver the outcome, and shows the links between the outputs and the outcome.

The portfolio outcome contributes to the following Government priorities for the community:

- (a) Economic Prosperity and Employment;
- (b) Accessibility;
- (c) Environmental Sustainability;
- (d) Safety;
- (e) National Culture;
- (f) Effective Governance

CASA contributes through the Portfolio Outcome to two of these priorities in particular;

- (i) Accessibility; and
- (ii) Safety.

## PERFORMANCE INFORMATION FOR THE PORTFOLIO OUTCOME

Table 2.3: Performance Information and Level of Achievement, 1999-2000

<b>Effectiveness - Overall Achievement of the Outcome - (Measures, indicators and targets used as appropriate)</b>	
Accessibility	Effective regulatory performance in support of clear public interest objectives.
Safety	High safety standards in all transport modes. Improved safety as a result of investigation, analysis and communication. Harmonised safety standards, nationally and internationally.
<b>Performance Information for Outputs</b>	
Aviation safety standards: Develop, promulgate and maintain appropriate and clear safety standards and policy which do not unnecessarily impede efficient operations by the aviation community	Indicators: Regulations are simple, straight forward and harmonised with leading aviation nations. All regulatory amendments are justified on safety and cost effective grounds and minimise compliance costs to industry and to CASA. Aviation standards that only prescribe how the standards are to be achieved, where absolutely necessary. Sports aviation and self administration is regulated to the minimum level necessary to not endanger other people and property. Development and promulgation of standards governing aviation maintenance activity, and associated guidance material, with a target date of June 2000. Development and promulgation of standards for self-administering sport aviation organisations, with a target date of June 2000. New industry consultative mechanism established and working effectively. Post implementation studies of new regulations indicate that they are understood by both CASA and

	<p>the aviation community and are being effectively implemented.</p> <p>Discussion Papers and/or Notices of Proposed Rule Making are published for all substantive regulatory proposals.</p>
<p>Aviation safety compliance: Secure adherence to safety standards through effective entry, compliance and enforcement strategies</p>	<p>Indicators:</p> <p>Assessment of new participants in the aviation industry is timely and effective.</p> <p>Audits on renewal of the holders of Certificate of Approval, Air Operator Certificates, Aerodrome licences, Instruments of Authorisation and Certificates of Delegation are completed.</p> <p>Follow up and correction of deficiencies identified during audits have been undertaken.</p> <p>Agreed regulatory services are defined and service delivery is being measured against those requirements.</p> <p>Safety audit programs incorporated as an integral part of the surveillance program by June 2000.</p> <p>CASA's monitoring and regulation of the aviation community indicates that behaviour is consistent with sound safety practice and is improving in comparison with previous performance.</p> <p>Analysis of accident and incidents involving passenger transport, indicates that the aviation community is increasingly compliant with safety regulations and exhibiting behaviour consistent with sound safety practices.</p> <p>Feedback from the aviation community shows that CASA's enforcement practices are administered fairly and consistently.</p>
<p>Aviation safety promotion: Encourage a greater acceptance by the aviation industry of its obligations to maintain high standards of aviation safety</p>	<p>Indicators:</p> <p>Aviation safety education and advice is provided in an accurate and timely manner.</p> <p>Six <i>Flight Safety Australia</i> magazines published in a year.</p> <p>Safety management education campaigns aimed at CEOs and key personnel in small passenger carrying operations completed by June 2000.</p> <p>Proportion of organisations and operators that have adopted and maintained safety management programs annually increased by June 2000.</p> <p>CASA staff and industry education programs are completed on new regulations and guidance material as they are promulgated.</p> <p>Educational campaigns for pilots and air Operator certificate holders regarding changes in airspace procedures have been developed and implemented by June 2000.</p> <p>Regular reviews of the system of civil aviation safety are conducted to identify safety related trends and risk factors.</p>

Table 2.3, above, lists the performance information that the Civil Aviation Safety Authority will use to assess the level of its achievement of the Portfolio Outcome during 1999-2000. The information shown is both qualitative and quantitative. Targets for effectiveness have been included as they are applicable and appropriate for performance information for the outcome.

Achievement of planned performance will be reported in the Civil Aviation Safety Authority's 1999-2000 annual report.

### **COMPETITIVE TENDERING AND CONTRACTING**

During 1998-99, the Civil Aviation Safety Authority has participated in market testing for outsourcing of its information technology and telecommunications infrastructure and related services, under the Government's Group 8 outsourcing arrangements. A decision on the outcome of this process will be made during 1999-2000.

### **EVALUATIONS**

No major evaluations are planned for 1999-2000.



## SECTION 3

### BUDGETED FINANCIAL STATEMENTS

Following are the budgeted departmental financial statements for the Civil Aviation Safety Authority. The budgeted financial statements will form the basis of the financial statements that will appear in CASA's 1999-2000 Annual Report, and form the basis for the input into the Whole of Government Accounts.

#### **Budgeted Statement of Revenues and Expenses (Budgeted Operating Statement)**

This statement provides a picture of the expected financial results for CASA by identifying full accrual expenses and revenues, which highlights whether CASA is operating at a sustainable level in the short term. While this statement indicates that CASA will have, as a result of the costs of the organisational restructure, an operating deficit for 1999-2000, the savings resulting from that restructure will be sufficient to turn this deficit into an operating surplus in 2000-2001.

#### **Budgeted Statement of Assets and Liabilities (Budgeted Balance Sheet)**

This statement shows CASA's projected financial position of the end of 1999-2000 and across the forward estimates.

#### **Budgeted Cash Flow Statement**

Budgeted cash flows, as reflected in the Budgeted Cash Flow Statement, provide important information on the extent and nature of cash flows by categorising them into expected cash flows from operating activities, investing activities and financing activities.

#### **Capital Budget**

The Capital Budget shows all proposed capital expenditure funded either through the Budget as appropriation by equity injections or as loans, or as funds from internal sources or as funds from other sources.

#### **Non-financial Assets - Summary of Movement**

This statement shows movements in non-financial assets, but for the Budget year only.

**Table 3.1 Budgeted Statement of Revenue and Expenses**

	ESTIMATED ACTUAL 1998/99 \$'000	1999/2000 \$'000	ESTIMATED 2000/01 \$'000	ESTIMATED 2001/02 \$'000	ESTIMATED 2002/03 \$'000
<b>DEPARTMENTAL REVENUES AND EXPENSES</b>					
<b>REVENUES</b>					
		<b>K1</b>			
Revenue from Government					
Ordinary annual appropriations	28,432	<b>33,448</b>	34,865	32,779	33,573
Special appropriations	38,639	<b>46,688</b>	47,436	48,193	49,014
Revenue from independent sources					
Interest	400	<b>481</b>	315	378	372
Sales of goods and services	2,600	<b>2,600</b>	2,600	2,600	2,600
Other sources of non-taxation revenue	3,369	<b>3,265</b>			
<b>Total Revenue</b>	<b>73,440</b>	<b>86,482</b>	<b>85,216</b>	<b>83,950</b>	<b>85,559</b>
<b>EXPENSES</b>					
Employees	55,119	<b>56,020</b>	49,596	48,700	49,347
Suppliers	27,846	<b>32,273</b>	27,558	27,839	28,231
Depreciation and amortisation	3,350	<b>4,821</b>	5,539	3,229	3,781
Interest		<b>880</b>	798	578	358
Net losses from sale of assets	126	<b>40</b>		80	40
<b>Total Expenses</b>	<b>86,441</b>	<b>94,034</b>	<b>83,491</b>	<b>80,426</b>	<b>81,757</b>
		<b>K3</b>			
<b>Operating result before capital use charge</b>	<b>(13,001 )</b>	<b>(7,552 )</b>	<b>1,725</b>	<b>3,524</b>	<b>3,802</b>
<b>Capital use charge</b>					
<b>Transfers and Dividends</b>					
<b>Accumulated Results at year end</b>	<b>(13,001 )</b>	<b>(7,552 )</b>	<b>1,725</b>	<b>3,524</b>	<b>3,802</b>



As per Table 1.1

**Table 3.2 Budget Statement of Assets and Liabilities**

	Note	ESTIMATED ACTUAL 1998/99 \$'000	1999/2000 \$'000	ESTIMATED 2000/01 \$'000	ESTIMATED 2001/02 \$'000	ESTIMATED 2002/03 \$'000
<b>Departmental Assets and Liabilities</b>						
PROVISIONS AND PAYABLES						
Employees		14,688	<b>13,649</b>	14,480	15,856	15,643
Suppliers		15,930	<b>20,045</b>	16,035	12,061	8,110
<b>Total provisions and payables</b>		<b>30,618</b>	<b>33,694</b>	<b>30,515</b>	<b>27,917</b>	<b>23,753</b>
EQUITY						
Capital		2,030	<b>2,030</b>	2,030	2,030	2,030
Accumulated Results		(5,176)	<b>(12,728)</b>	(11,003)	(7,479)	(3,678)
Reserves		878	<b>878</b>	1,171	1,171	1,171
		<b>(2,268)</b>	<b>(9,820)</b>	<b>(7,802)</b>	<b>(4,278)</b>	<b>(477)</b>
<b>Total liabilities and equity</b>		<b>28,350</b>	<b>23,874</b>	<b>22,713</b>	<b>23,639</b>	<b>23,276</b>
FINANCIAL ASSETS						
Cash		9,785	<b>4,437</b>	5,844	6,944	6,419
Receivables		1,728	<b>1,728</b>	1,728	1,728	1,728
<b>Total financial assets</b>		<b>11,513</b>	<b>6,165</b>	<b>7,572</b>	<b>8,672</b>	<b>8,147</b>
NON-FINANCIAL ASSETS						
Land and buildings #		3,171	<b>3,050</b>	3,222	3,104	2,986
Infrastructure, plant and equipment #		8,807	<b>9,267</b>	7,831	8,486	9,477
Intangibles #		4,326	<b>4,859</b>	3,555	2,844	2,133
Other		533	<b>533</b>	533	533	533
<b>Total non-financial assets</b>		<b>16,837</b>	<b>17,709</b>	<b>15,141</b>	<b>14,967</b>	<b>15,129</b>
<b>Total assets</b>		<b>28,350</b>	<b>23,874</b>	<b>22,713</b>	<b>23,639</b>	<b>23,276</b>

# refer to Non-Financial Assets movement summary (Table 3.5)

**Table 3.3 Budgeted Cash Flow Statement**

Note	ESTIMATED ACTUAL 1998/99 \$'000	1999/2000 \$'000	ESTIMATED 2000/01 \$'000	ESTIMATED 2001/02 \$'000	ESTIMATED 2002/03 \$'000
<b>DEPARTMENTAL CASH FLOWS</b>					
<b>Operating activities</b>					
<b>Cash received</b>					
Appropriations	80,472	<b>88,136</b>	82,301	80,972	82,587
Sale of goods and services	2,600	<b>2,600</b>	2,600	2,600	2,600
Interest	400	<b>481</b>	315	378	372
<b>Total cash received</b>	<b>83,472</b>	<b>91,217</b>	<b>85,216</b>	<b>83,950</b>	<b>85,559</b>
<b>Cash used</b>					
Employees	55,853	<b>57,059</b>	48,765	47,324	49,561
Suppliers	27,571	<b>32,893</b>	27,568	27,813	28,182
Other		<b>880</b>	4,798	4,578	4,358
<b>Total cash used</b>	<b>83,424</b>	<b>90,832</b>	<b>81,131</b>	<b>79,715</b>	<b>82,101</b>
<b>Net cash from operating activities</b>	<b>48</b>	<b>385</b>	<b>4,085</b>	<b>4,235</b>	<b>3,458</b>
<b>Investing activities</b>					
<b>Cash received</b>					
Proceeds from sales of property, plant and equipment	100	<b>100</b>	100	100	100
<b>Total cash received</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Cash used</b>					
Purchase of property, plant and equipment	5,282	<b>5,833</b>	2,778	3,235	4,083
<b>Total cash used</b>	<b>5,282</b>	<b>5,833</b>	<b>2,778</b>	<b>3,235</b>	<b>4,083</b>
<b>Net cash from investing activities</b>	<b>(5,182 )</b>	<b>(5,733 )</b>	<b>(2,678 )</b>	<b>(3,135 )</b>	<b>(3,983 )</b>
<b>Financing activities</b>					
<b>Cash used</b>					
Capital Use Charge paid	0	<b>0</b>	0	0	0
<b>Total cash used</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net cash from financing activities</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Net Increase/Decrease in Cash Held	(5,134 )	<b>(5,348 )</b>	1,407	1,100	(525 )
Add Cash at 1 July	14,919	<b>9,785</b>	4,437	5,844	6,944
Cash at 30 June	9,785	<b>4,437</b>	5,844	6,944	6,419

**NOTES TO THE FINANCIAL STATEMENTS**

1. **Operating result 1998-1999**  
CASA is estimating an operating deficit of \$13.001m for 1998-1999 as a result of an expected shortfall of \$8.000m in revenue from aviation fuels customs duty and excise, of costs expected to be incurred in 1998-1999 associated with the organisational restructure and of unfunded depreciation costs. The costs of the restructure largely will be spread over the 1998-1999 and 1999-2000 financial years. The shortfall in funding is addressed as a Budget Measure in the 1999-2000 Budget.
2. **Operating result 1999-2000**  
CASA has budgeted for an operating deficit of \$7.552m in 1999-2000 as a result of the costs of the organisational restructure. CASA has received additional funding as a Budget Measure to cover these costs. The funding is to be provided under a resource agreement between CASA and the Department of Finance and Administration.
3. **Resource agreement**  
The funding provided under the resource agreement is to be brought to account by CASA as prepaid revenue. This funding is expected to total \$16.000m, \$8.000m of which is to be provided in 1998-1999 and the balance of \$8.000m, included as a Budget Measure, is to be provided in 1999-2000. This funding will be repaid over four years, commencing 2000-2001, from savings arising from the organisation restructure. The balance of the prepaid revenue is included in the Statement of Assets and Liabilities under Provisions and Payables as at 30 June 1999 as prepaid revenue.
4. **Y2K seeding funding**  
CASA is to receive \$6.634m in 1998-1999 towards the costs of meeting the costs of Y2K compliance. \$3.265m of this amount has been included as revenue in 1999-2000 to offset the budgeted Y2K compliance operating expenses in the Budget year. This amount is included in the Statement of Assets and Liabilities under Provisions and Payables as at 30 June 1999 as prepaid revenue.

**Table 3.4 Capital Budget**

CAPITAL APPROPRIATION	1999/2000	ESTIMATED	ESTIMATED	ESTIMATED
	\$'000	2000/01 \$'000	2001/02 \$'000	2002/03 \$'000
<b>TOTAL EQUITY INJECTIONS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LOANS</b>	<b>8,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CAPITAL APPROPRIATION</b>	<b>8,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>K2</b>			
<b>Represented by:</b>				
Purchase of non-current assets	0	0	0	0
Other	8,000	0	0	0
<b>TOTAL</b>	<b>8,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: CASA is to receive \$16.0 million under a resource agreement with the Department of Finance and Administration. Of this, \$8.0 million will be received in the current financial year and \$8.0 million in 1999-2000.

PURCHASE OF NON-CURRENT ASSETS	1999/2000	ESTIMATED	ESTIMATED	ESTIMATED
	\$'000	2000/01 \$'000	2001/02 \$'000	2002/03 \$'000
	<b>K2</b>			
Funded by Capital Appropriation	0	0	0	0
Funded internally by CASA resources	5,833	2,778	3,235	4,083
<b>TOTAL *</b>	<b>5,833</b>	<b>2,778</b>	<b>3,235</b>	<b>4,083</b>

\* Refer to Non-Financial assets movement summary, Table 3.5, under Additions for details of breakdown.



As per Table 1.1

### Table 3.5 Non Financial Assets - Summary of movement

#### Budget Year 1999-2000

	Land	Buildings	Total Land and Buildings	Specialist military equipment	Other infrastructure plant and equipment	Total infrastructure plant and equipment	Intangibles	Total
	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000
<b>Gross value</b>								
<i>As at 1 July 1999 (Opening)</i>		3,292	3,292		11,380	11,380	4,771	19,443
Additions			0		4,083	4,083	1,750	5,833
Disposals			0		(900)	(900)		(900)
Other movements			0			0		0
<i>As at 30 June 2000</i>		3,292	3,292		14,563	14,563	6,521	24,376
<b>Accumulated Depreciation</b>								
<i>As at 1 July 1999 (Opening)</i>		121	121		2,573	2,573	445	3,139
Disposals					(760)	(760)	0	(760)
Charge for the reporting period		121	121		3,483	3,483	1,217	4,821
Other movements					0	0	0	0
<i>As at 30 June 2000</i>		242	242		5,296	5,296	1,662	7,200
<b>Net book value as at 30 June 2000 (closing book value)</b>		3,050	3,050		9,267	9,267	4,859	17,176
<b>Net book value as at 1 July 1999 (opening book value)</b>		3,171	3,171		8,807	8,807	4,326	16,304

#### \*TOTAL ADDITIONS

	Land	Buildings	Total Land and Buildings	Specialist military equipment	Other infrastructure plant and equipment	Total infrastructure plant and equipment	Intangibles	Total
	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000
Self funded		0	0			4,083	1,750	5,833
Appropriations		0	0			0	0	0
<b>TOTAL</b>		0	0			4,083	1,750	5,833

**APPENDIX 1**

## Non Appropriation Departmental and Administered Revenue

	Estimated Revenue 1998-99 \$	Estimated Revenue 1999-00 \$
Regulatory service fees & other revenue	2,600	2,600
Interest on bank deposits	400	481
Y2K Seed Funding	3,369	3,265
<b>TOTAL ESTIMATED REVENUE</b>	6,369	6,346

*This table is cross referenced to Table 1.1, Note 4.*

**THE NATIONAL CAPITAL  
AUTHORITY**



## DEPARTMENT OVERVIEW, APPROPRIATIONS, BUDGET MEASURES SUMMARY

### NATIONAL CAPITAL AUTHORITY OVERVIEW

The National Capital Authority is established under the *Australian Capital Territory (Planning and Land Management) Act 1988 (the Act)*. The Minister for Regional Services, Territories and Local Government administers the *Act*.

The Authority manages the continuing interests of the Commonwealth in the National Capital including the range of functions required to maintain, enhance and promote the national qualities of the Capital.

The functions of the Authority are set out in section 6 of the *Act*:

- (a) to prepare and administer the National Capital Plan*
- (b) to keep the Plan under constant review and to propose amendments when necessary*
- (c) on behalf of the Commonwealth, to commission works to be carried out in Designated Areas in accordance with the plan where neither a Department of State of the Commonwealth nor any Commonwealth authority has the responsibility to commission those works*
- (d) to recommend to the Minister the carrying out of works that it considers desirable to maintain or enhance the character of the National Capital*
- (e) to foster awareness of Canberra as the National Capital*
- (f) with the approval of the Minister, to perform planning services for any person or body, whether within Australia or overseas, and*
- (g) with the Minister's approval, on behalf of the Commonwealth, to manage National Land designated in writing by the Minister as land required for the special purposes of Canberra as the National Capital*

The object of the National Capital Plan is to ensure that Canberra and the Territory are planned and developed in accordance with their national significance.

The Authority's vision is:

- *a National Capital which symbolises Australia's heritage, values and aspirations, is internationally recognised, and of which Australians are proud*

The Authority's mission is:

- *to build the National Capital in the hearts of all Australians*

The Authority's goals are to:

- *realise the promise of the city plan and the ideals of its founders*
- *foster Canberra as the National Capital, and*
- *serve the Government and the community*

The Minister may give the Authority General Directions in writing as to the performance of its functions under the ACT.

The Minister also has responsibilities under the *Parliament Act 1974*. The Act provides that no buildings or other works are to be erected on land within the Parliamentary zone without the approval of each House of Parliament. The Authority assesses proposals, and provides advice to the Minister, and through the Minister, to the Joint Standing Committee on the National Capital and External Territories.

The Minister has power under other legislation to manage and develop the National Capital. Various powers under other legislation have been delegated to Authority officers.

The Authority administers on behalf of the Minister the;

*National Land Ordinance 1989* and applied provisions:

- *Lakes Ordinance 1976*
- *National Land (Parking) Ordinance 1994*
- *Roads and Public Places Ordinance 1937*
- *Trespass on Commonwealth Lands Ordinance 1932*
- *City Area Leases Ordinance 1936*
- *Leases Ordinance 1918*
- *Leases (Special purposes) Ordinance 1925*
- *Protection of Lands Ordinance 1937*
- *Recovery of Lands Ordinance 1929*

The Minister is also responsible for administering the *National Memorials Ordinance 1928* through the Canberra National Memorials Committee. The Authority prepares advice to the Minister on national memorials issues and builds, maintains and operates them once completed.

## **APPROPRIATIONS**

The total appropriation for the Authority in 1999-2000 Budget is \$25.367m.

Table 1.1 shows the total appropriations for the National Capital Authority for 1999-2000 by: Government outcome, administered expenses, price of output appropriation, administered capital, and departmental equity injections.

Under the accounting standards applicable for the Commonwealth's accrual budget framework, it has been necessary to make adjustments to the Authority's financial structure in 1999-2000 to properly reflect where the control of assets lies and the price of outputs. These adjustments include:

1. as at 30 June 1999, \$2.2m of assets will be transferred from the Administered books to the Departmental books (table 3.2) in recognition of the level of control the Authority has over these assets under output group 2.
2. funding for the maintenance of national land has been reclassified. That is, funds of \$5.703m have been transferred from Administered to Departmental appropriation to recognise the level of Departmental expenditure under output group 3 (table 3.1).
3. The restoration maintenance and construction program for national capital assets from the previous program budgeting structure has been reclassified as Administered capital and Departmental equity injection to recognise the separation of assets between Departmental outputs and Administered appropriation in the new outcome accrual budgeting structure (table 3.2).

## **ADMINISTERED CAPITAL AND DEPARTMENTAL EQUITY INJECTIONS AND LOANS**

The National Capital Authority will receive an Departmental Equity Injection of \$1.0m and a Administered Capital of \$2.599M in 1999-2000 as indicated in Table 1.1 and as accounted for in the Capital Budget (see Table 3.4 and 3.5).

The Capital Appropriations and Equity Injections will be used for the Restoration, Replacement and New Works for Commonwealth Assets. The program provides for the restoration and maintenance of Commonwealth assets in the Parliamentary Zone and on Other Commonwealth lands in the National Capital. It includes works on national memorials, roads, footpaths and lighting, open space areas and other infrastructure. The program includes the construction of New Works in the National Capital.

**NATIONAL CAPITAL AUTHORITY –  
APPROPRIATIONS 1999-2000**

**Table 1.1 Appropriations (\$'000)**

OUTCOMES	ADMINISTERED EXPENSES			PRICE OF OUTPUTS						TOTAL APPROPRIATIONS <b>①</b>	TOTAL ESTIMATED EXPENSES
	Special Appropriations <b>⑤</b>	Annual Appropriations		Total Administered Appropriations <b>③</b>	Total Price of Outputs <b>⑥</b>	Revenue from other sources <b>④</b>	Revenue from Government (Appropriations)				
		Bill 1	Bill 2 (SPP's & NAO's) <b>②</b>				Special	Annual Bill 1	Total		
Outcome 1: Linking Australia through transport and regional services.		10,174		10,174 (D1)	12,546 (E1)	952		11,594	11,594 (I1) ψ92.4%	21,768	22,720
<b>Total</b>		10,174		<b>(K1) 10,174</b>	<b>(K3) 12,546</b>	952		<b>(K1) 11,594</b>	<b>11,594</b>	<b>21,768</b>	<b>22,720</b>
								<b>Bill 2 Administered Capital ②</b>		<b>(K2) 2,599</b>	
								<b>Bill 2 Departmental Equity Injections and Loans ②</b>		<b>(K2) 1,000</b>	
								<b>TOTAL APPROPRIATIONS</b>		<b>25,367</b>	

Amounts in shading are included in appropriation bills.

- ① Links from appropriations to budgeted financial statements include: Amount K1 and amount K3 to Budgeted Statement of Revenues and Expenses (see Table 3.1); and amount K2 to Capital Budget (Tables 3.4 & 3.5)
- ② Under the proposed Appropriation Structure, Bill 2 includes Specific Purpose Payments (SPP's), New Agency Outcomes (NAO's), administered capital and departmental capital via departmental injections and loans
- ③ Refer to Budgeted Statement of Revenue and Expense for application of agency revenue (see Table 3.1)
- ④ Other Revenue includes other revenue from Government (e.g. resources free of charge) and revenue from other sources (e.g. sales of goods and services such as project specific user charges). Note: Cells D1, E1 and I1 refer to information provided in Table 2.2. Administered Revenues collected on behalf of Government are shown in Appendix 1.

ψ Percentage figure indicates the percentage contribution of Total National Capital Authority Appropriations to the Total Output Price, by outcome. The overall percentage for this agency is 92.4%

## **SECTION 2**

### **OUTCOMES AND OUTPUTS INFORMATION**

#### **OUTCOMES AND OUTPUT GROUPS**

The contributing outputs for the National Capital Authority to the single Government outcome are presented as output groups and administered items. Financial details for Outcome 1 by outputs appears in table 2.2 while non-financial information for Outcome 1 appears in table 2.3.

## NATIONAL CAPITAL AUTHORITY

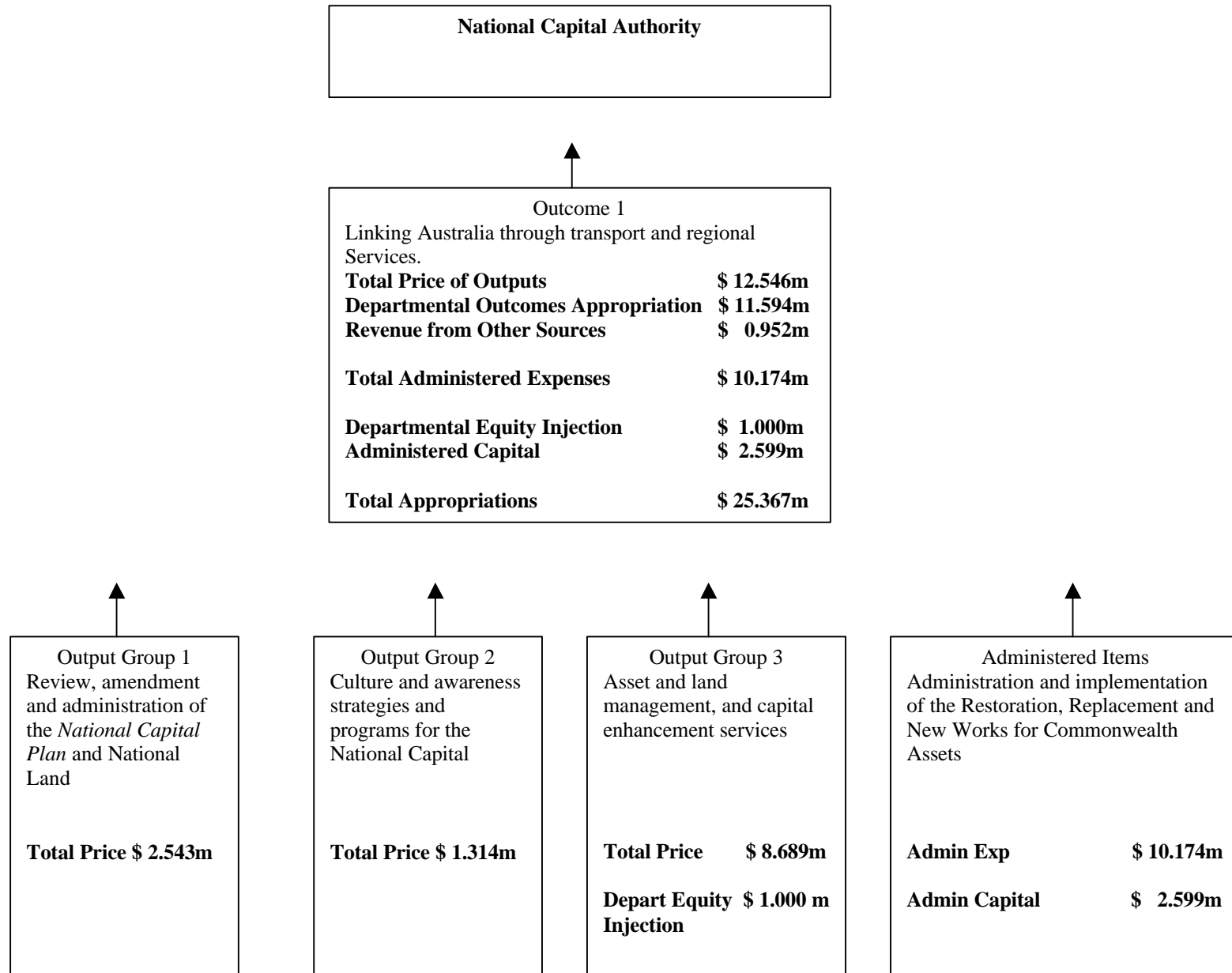
### OUTCOME 1-

#### Relationship between Outcome and Contribution Outputs



Note: Revenue from Government through appropriations contributes 92.4% to the total output price for this outcome for 1999-2000

**NATIONAL CAPITAL AUTHORITY OUTCOMES AND OUTPUTS (For all Outcomes)**



**OUTCOME 1 –****Relationship between Program Budget and Outcome structure**

Table 2.1: Relationship between previous program budgeting structure and new outcome accrual budgeting structure for Outcome 1.

PROGRAM MANAGEMENT BUDGETING	OUTCOME - ACCRUAL BUDGETING
Program 1 National Capital Authority	Outcome 1 Linking Australia through transport and regional services
<hr/> <b>Appropriations for Program 1</b>  <i>Appropriation Bill 1</i> <i>Division 652 - National Capital Authority</i> 1. <i>Running Costs</i> 2. <i>Other Services</i>  <i>Appropriation Bill 2</i> <i>Division 970 – Capital Works and Services</i> 3 – <i>National Capital Authority</i> 0.1 <i>National Works</i>	Output Groups <b>OUTPUT GROUP 1:</b> Review, amendment and administration of the <i>National Capital Plan</i> and National Land  <b>OUTPUT GROUP 2:</b> Culture and awareness strategies and programs for the National Capital  <b>OUTPUT GROUP 3:</b> Asset and land management, and capital enhancement services  <b>ADMINISTERED ITEMS:</b> Administration and implementation of the Restoration, Replacement and New Works for Commonwealth Assets  <hr/> <i>Appropriation Bill 1</i> <i>Linking Australia through transports and regional services</i> - <i>National Capital Authority – Departmental Outputs</i> - <i>National Capital Authority – Administered Expenses</i>  <i>Appropriation Bill 2</i> <i>Linking Australia through transports and regional services</i> - <i>National Capital Authority – Other Administered Expenses</i> - <i>National Capital Authority – Equity Injections</i>

\* NOTE: There are no Special Appropriations for Program 1/ Outcome 1 for the National Capital Authority

**OUTCOME 1 – LINKING AUSTRALIA THROUGH TRANSPORT AND REGIONAL SERVICES**

The National Capital Authority's outputs contribute to the Government outcome to link Australia through transport and regional services. The Authority contributes to this outcome by achieving a National Capital that provides a common link to all Australia, as a National Capital that symbolises Australia's heritage, values and aspirations, that is internationally recognised, and of which Australians are proud.

**1999-00 BUDGET MEASURES AFFECTING OUTCOME 1**

The National Capital Authority has no new measures for 1999-2000.

**MEASURES SINCE LAST BUDGET AFFECTING OUTCOME 1**

The National Capital Authority did not have any new measures approved for 1998-1999 budget.

**RESOURCES FOR OUTCOME 1****Outcome 1**

Table 2.2. shows how the 1998-99 appropriation and program structure translates to total resourcing for Outcome 1, including Total Administered Expenses, Revenue from Government (Appropriation) for Outputs, and the Total Price of Outputs. Cell references **D1, E1 and I1** show the links back to Table 1.1 (Appropriations). Table 2.3 compares cash with accrual figures for 1998-99.

Table 2.2 – Total Resources for Outcome 1 (\$'000)

Outcome 1 – Linking Australia through transport and regional services

Capital Appropriation And Equity Injection * (Including third party outputs)	Estimated Payments 1998-99 CASH \$'000	Estimated Expenses 1998-99 ACCRUAL \$'000	Estimated Expenses 1999-00 \$'000
Restoration Program (Equity Injection)	4,052	4,052	
- Administered <b>Administered Items – Administration and implementation of the Restoration, Replacement and New Works for Commonwealth Assets</b>			<b>2,599</b>
- Departmental <b>Output Group 3 – Asset and land management, capital enhancement services</b>			<b>1,000</b>
<b>Administered Expenses *</b>	6,527	9,304	10,174 (D1)
<b>Administered Items – Administration and implementation of the Restoration, Replacement and New Works for Commonwealth Assets</b>			
<b>Price of Departmental Outputs *</b>			
<b>Output Group 1 – Review, amendment and administration of the National Capital Plan and National Land</b>	1,735	1,829	2,543
<b>Output Group 2 – Culture and awareness strategies and programs for the National Capital</b>	1,365	1,452	1,314
<b>Output Group 3 – Asset and land management, and capital enhancement services</b>	3,726	3,043	**8,689
<b>Revenue from Government (Appropriation) for Departmental Outputs</b>	<b>6,026</b> <b>88.3%</b>	5,479 86.6%	11,594 94.2% <b>(I1)</b>
<b>Revenue from other Sources</b>	800	845	952
Total Price of Outputs	6,826	6,324	<b>12,546</b> <b>(E1)</b>
<b>TOTAL FOR OUTCOME 1</b> (Total Price of Outputs and Admin Expenses)	16,605	18,835	<b>25,367</b>

STAFF YEARS (NUMBER)	1998-99	1999-00
	55	58.5

\* These outcome components map back to the relationship between program and outcome structure shown in Table 2.1

\*\* The Land Management Program (\$5.703m) has been reclassified ie, funds have moved from Administered appropriation to Departmental

**CONTRIBUTION OF OUTPUTS TO OUTCOME 1**

**Outcome 1**

The Authority has developed an organisational structure that meets its functional needs and achieves its statutory responsibilities efficiently and effectively.

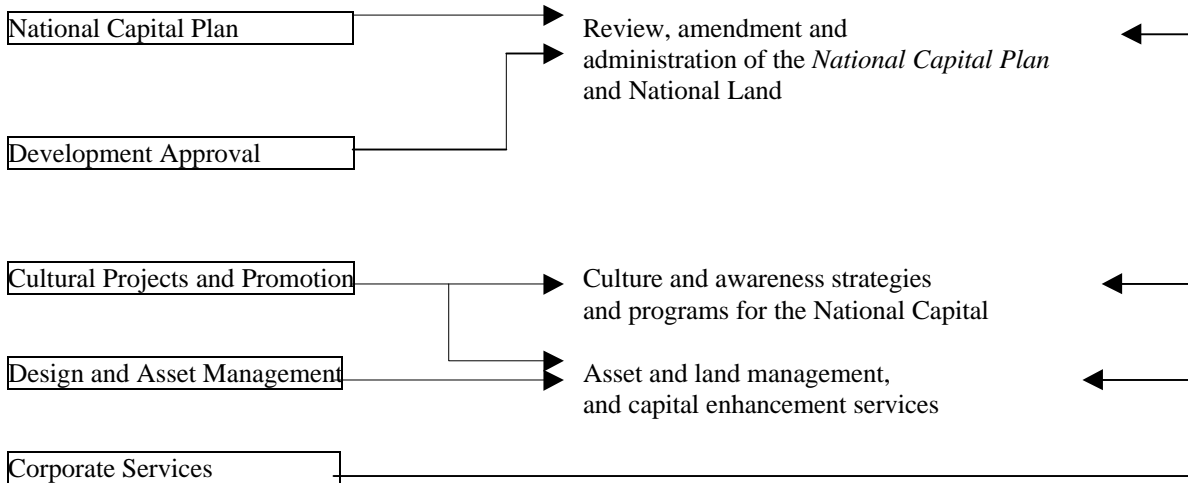
The structure provides for internal purchaser and provider roles, and establishes two formal administrative decision making committees, the Board of Management and the Tender Board.

The Authority has a five-group organisational structure to deliver its three departmental outputs and administered items.

**Organisational Structure**

**Outputs**

Departmental Outputs



Administered Items

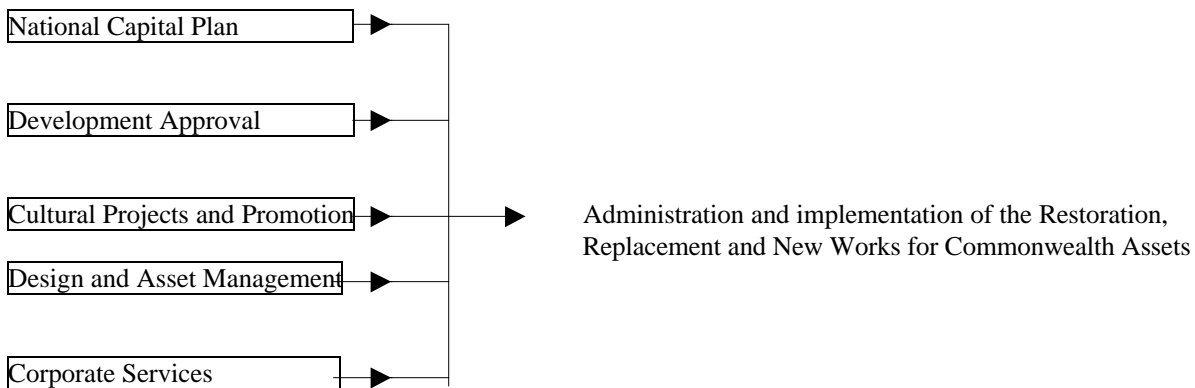


Table 2.3 provides information on the strategies chosen to deliver Outcome 1, and shows the links between the outputs and the outcome.

**PERFORMANCE INFORMATION FOR OUTCOME 1****Outcome 1**

Table 2.3: Performance Information and Level of Achievement, 1999-2000

Table 2.3 lists the performance information that the National Capital Authority will use to assess the level of its achievement of Outcome 1 during 1999-2000. The table shows the uses to which administered resources will be put. Targets for effectiveness and for the use of administered expenses have been included.

Achievement of planned performance will be reported in the National Capital Authority 1999-2000 annual report.

<b>Effectiveness – Overall Achievement of the Outcome - (Measures, indicators and targets used as appropriate)</b>	
Linking Australia through transport and regional services	A National Capital that provides a common link to all Australia as a National Capital that symbolises Australia's heritage, values and aspirations, that is internationally recognised, and of which Australians are proud
<b>Performance Information for Departmental Outputs</b>	
<b>Output Group 1- Review, amendment and administration of the National Capital Plan and National Land</b>	
1. Comprehensive review of the National Capital	Completed by end 2001
2. Number of amendments to the National Capital Plan proposed by the Authority and proportion of draft amendments resolved to the Government's satisfaction each year	3 proposed and 65% resolved
3. Number of works approval applications, permits, territory plan variations, leasing and license and actions and temporary closures received and resolved each year	250 received and 95% resolved
4. Number of actions on diplomatic land	15 received and 95% resolved
<b>Output group 2: Culture and awareness strategies and programs for the National Capital</b>	
1. Increase in knowledge and understanding by visitors from target groups to the National Capital	3% increase in knowledge and understanding of the National Capital as expressed through national survey by 2001
2. Increase in the participation in cultural activities at National ceremonies and events	3% increase in attendance at National events that the Authority manages or sponsors by 2001  3% increase in distribution of materials throughout Australia by 2001
3. Increase in the strength of partnerships, alliances and awareness and patronage with Australian and internationally relevant organisations and stake holders	3% improvement in perception of the Capital as expressed through national survey by 2001

<b>Output group 3: Asset management and capital enhancement services</b>	
1. Number of significant National Capital enhancement projects completed	100% funded programs initiated/completed per year
2. Management and monitoring of the unit cost of maintenance per asset class	Establishment of a Asset Management strategy by 2000 Implementation of Asset Management System by 2001
3. Management and monitoring of assets which are maintained at agreed level of service standard	Implementation of Asset Management System by 2001
4. Proportion of Capital works projects completed on time and budget	95% on time 95% on budget
<b>Performance Information for Administered Items</b>	
<b>Administered Items – Administration and implementation of the Restoration, Replacement and New Works for Commonwealth Assets Program,</b>	
1. Number or area of National assets maintained or restored	Heritage asset Public Buildings Major Infrastructure Memorials & artworks Land and landscape
2. Reduction in the unit cost of maintenance	3% reduction by 2001 per asset class
3. Proportion of assets which are maintained at agreed level of service	95% meet level of service standard

## **EVALUATIONS**

The National Capital Authority has no major evaluations planned for 1999-2000.

<b>Outcome 1</b>
------------------

## **COMPETITIVE TENDERING AND CONTRACTING**

The National Capital Authority currently contracts out, on a competitive basis, for the delivery of its land management, restoration and replacement programs, and new works. The National Capital Authority has evaluated a number of its services to assess if services are productively using National Capital Authority resources and expertise, or where external contracting or improved processes provides a better return to Government and a better service to customers. The National Capital Authority contracts out on a competitive basis in accordance with the National Capital Authority's Chief Executive Instructions, which requires approval by the National Capital Authority's Tender Board for all contracts above \$30,000.

## **SECTION 3**

### **BUDGETED FINANCIAL STATEMENTS**

The budgeted financial statements form the basis of the financial statements that will appear in the National Capital Authority 1999-2000 annual report, and form the basis for the Authority's input into the Whole of Government Accounts.

#### **Budgeted Statement of Revenues and Expenses (Budgeted Operating Statement)**

This statement provides a picture of the expected financial results for the National Capital Authority by identifying full accrual expenses and revenues, which highlight whether the National Capital Authority is operating at a sustainable level.

#### **Budgeted Statement of Assets and Liabilities (Budgeted Balance Sheet)**

This statement shows the financial position of the National Capital Authority. It tracks the management of the National Capital Authority's assets and liabilities.

#### **Budgeted Cash Flow Statement**

The budgeted cash flow statement provides important information on the extent and nature of cash flows by categorising them into expected cash flows from operating activities, investing activities and financing activities.

#### **Capital Budget**

The capital budget shows all proposed capital expenditure funded either through the Budget as appropriation by equity injections or as loans, and/or appropriations for administered capital, or as funds from internal sources or as funds from other sources.

#### **Non-financial Assets - Summary of Movement**

This statement shows the Budget years 1999-00 to 2002-2003.

**Table 3.1 Budgeted Statement of Revenues and Expenses**

	Notes	ESTIMATED				
		ACTUAL 1998/99 \$'000	1999/2000 \$'000	ESTIMATED 2000/01 \$'000	ESTIMATED 2001/02 \$'000	ESTIMATED 2002/03 \$'000
<b>DEPARTMENTAL REVENUE AND EXPENSES</b>						
<b>REVENUES</b>						
Revenues from government						
Ordinary Annual Appropriations (net appropriations)	1	5,479	11,594	12,241	12,496	12,767
Other services		0	0	0	0	0
Resources received free of charge		45	45	46	47	47
<b>Revenues from independent sources</b>						
Sales of goods and services		800	850	850	850	850
Other revenue from independent sources		0	57	57	57	57
<b>Total Revenues</b>		6,324	12,546	13,194	13,450	13,721
<b>EXPENSES</b>						
Employee		4,085	4,030	4,221	4,204	4,251
Depreciation and amortisation		323	404	459	511	554
Other costs of providing goods and services		2,162	7,646	7,928	8,029	8,149
Expenses of trust account business						
Other		0	0	0	0	0
<b>Total Expenses</b>		6,570	12,080	12,608	12,744	12,954
<b>Operating result before capital use Charge</b>		(246)	466	586	706	767
Capital use charge		0	466	586	706	767
Transfer of Dividends		0	0	0	0	0
<b>Accumulated Result at year end</b>		(246)	0	0	0	0
<b>ADMINISTERED REVENUE AND EXPENSES</b>						
<b>REVENUES</b>						
Revenues from government						
Ordinary Annual Appropriations (net appropriations)	1, 2	10,579	10,174	7,729	7,298	6,253
<b>Total Revenues</b>		10,579	10,174	7,729	7,298	6,253
<b>EXPENSES</b>						
Expenses		7,787	4,402	1,900	1,410	331
Depreciation and amortisation		5,568	5,772	5,829	5,888	5,922
<b>Total Expenses</b>		13,356	10,174	7,729	7,298	6,253
<b>Operating result</b>		(2,777)	0	0	0	0
<b>Administered Revenue - Leases</b>		630	580	580	580	580

K1

As per Table 1.1

K3

As per Table 1.1

Notes: 1 The Land Management Program has been reclassified. That is, funds have moved from Administered appropriation to Departmental as at the 1999-2000 (\$5.703m - output 3) budget year and forward years

2 The Restoration program has been reclassified to Administered Capital and Departmental Equity Injection as at the 1999-2000 budget

Table 3.2 Budgeted Statement of Assets and Liabilities

Departmental Assets and Liabilities	Notes	ESTIMATED	ESTIMATED	ESTIMATED	ESTIMATED	
		ACTUAL 1998/99 \$'000	1999/2000 \$'000	2000/01 \$'000	2001/02 \$'000	2002/03 \$'000
<b>PROVISIONS AND PAYABLES</b>						
Employees		920	1,027	1,124	1,215	1,291
Suppliers		150	152	155	158	162
Other		50	50	50	50	50
<b>Total provisions and payables</b>		<u>1,120</u>	<u>1,229</u>	<u>1,329</u>	<u>1,423</u>	<u>1,503</u>
<b>Equity</b>						
Accumulated Results		1,242	1,242	1,242	1,242	1,242
Reserves		855	855	855	855	855
Total Capital	2	1,798	2,798	3,798	4,298	4,298
<b>Total equity</b>		<u>3,895</u>	<u>4,895</u>	<u>5,895</u>	<u>6,395</u>	<u>6,395</u>
<b>Total Liabilities &amp; Equity</b>		<u>5,015</u>	<u>6,124</u>	<u>7,224</u>	<u>7,818</u>	<u>7,898</u>
<b>FINANCIAL ASSETS</b>						
Cash		6	176	492	868	1,268
Receivables		96	96	96	96	96
<b>Total financial Assets</b>		<u>102</u>	<u>272</u>	<u>588</u>	<u>964</u>	<u>1,364</u>
<b>NON-FINANCIAL ASSETS</b>						
Land and Buildings#	1	3,702	4,716	5,587	5,932	5,765
Infrastructure, Plant & Equipment #		676	594	496	360	196
Inventories		65	65	65	65	65
Other		470	477	488	497	508
<b>Total non-financial assets</b>		<u>4,913</u>	<u>5,852</u>	<u>6,636</u>	<u>6,854</u>	<u>6,534</u>
<b>Total assets</b>		<u>5,015</u>	<u>6,124</u>	<u>7,224</u>	<u>7,818</u>	<u>7,898</u>
<b>Administered Assets and Liabilities</b>						
<b>PROVISIONS AND PAYABLES</b>						
Suppliers		698	715	733	751	770
Unearned Revenue		58	58	58	58	58
<b>Total provisions and payables</b>		<u>756</u>	<u>773</u>	<u>791</u>	<u>809</u>	<u>828</u>
<b>Equity</b>						
Accumulated results		198,614	198,614	198,614	198,614	198,614
Reserves		82,148	82,148	82,148	82,148	82,148
Total Capital	2	(1,798)	801	3,390	6,427	7,023
<b>Total equity</b>		<u>278,964</u>	<u>281,563</u>	<u>284,152</u>	<u>287,189</u>	<u>287,785</u>
<b>Total Liabilities &amp; Equity</b>		<u>279,720</u>	<u>282,336</u>	<u>284,943</u>	<u>287,998</u>	<u>288,613</u>
<b>FINANCIAL ASSETS</b>						
Cash		0	0	0	0	0
Receivables		11	8,800	15,126	21,030	26,972
<b>Total financial assets</b>		<u>11</u>	<u>8,800</u>	<u>15,126</u>	<u>21,030</u>	<u>26,972</u>
<b>NON-FINANCIAL ASSETS</b>						
Land & Buildings#	1	106,056	106,370	106,692	107,029	107,025
Infrastructure, plant & equipment#		169,802	166,315	162,751	159,565	154,242
Inventories		374	374	374	374	374
Other		3,477	477	0	0	0
<b>Total non-financial assets</b>		<u>279,709</u>	<u>273,536</u>	<u>269,817</u>	<u>266,968</u>	<u>261,641</u>
<b>Total Assets</b>		<u>279,720</u>	<u>282,336</u>	<u>284,943</u>	<u>287,998</u>	<u>288,613</u>

# refer to Non-Financial Assets movement summary

Notes: 1 As at 30/6/1999 \$2.2M (assets) will be transferred from the Administered books to the Departmental books

2 The Restoration program has been split between Departmental and Administered as per table 3.4 Capital Budget

Table 3.3 Budgeted Cash Flow Statement

	ESTIMATED ACTUAL 1998/99 \$'000	1999/2000 \$'000	ESTIMATED 2000/01 \$'000	ESTIMATED 2001/02 \$'000	ESTIMATED 2002/03 \$'000
<b>DEPARTMENTAL CASH FLOWS</b>					
<b>OPERATING ACTIVITIES</b>					
<b>Cash received</b>					
Appropriations	6,026	11,594	12,241	12,496	12,767
Sale of goods and services	800	850	850	850	850
Other	0	57	57	57	57
<b>Total cash received</b>	<b>6,826</b>	<b>12,501</b>	<b>13,148</b>	<b>13,403</b>	<b>13,674</b>
<b>Cash used</b>					
Employees	4,137	3,923	4,125	4,113	4,174
Suppliers	2,124	7,606	7,889	7,988	8,110
Other	0	466	586	706	767
<b>Total cash used</b>	<b>6,261</b>	<b>11,995</b>	<b>12,600</b>	<b>12,807</b>	<b>13,051</b>
<b>Net cash from operating activities</b>	<b>565</b>	<b>506</b>	<b>548</b>	<b>596</b>	<b>623</b>
<b>INVESTING ACTIVITIES</b>					
<b>Cash received</b>					
Other - Equity Injection	0	1,000	1,000	500	0
<b>Total cash received</b>	<b>0</b>	<b>1,000</b>	<b>1,000</b>	<b>500</b>	<b>0</b>
<b>Cash used</b>					
Purchase of PP&E	565	1,336	1,231	720	222
<b>Total cash used</b>	<b>565</b>	<b>1,336</b>	<b>1,231</b>	<b>720</b>	<b>222</b>
<b>Net cash from investing activities</b>	<b>(565)</b>	<b>(336)</b>	<b>(231)</b>	<b>(220)</b>	<b>(222)</b>
<b>Net Increase/Decrease in Cash Held</b>	<b>0</b>	<b>170</b>	<b>317</b>	<b>376</b>	<b>401</b>
<b>Add Cash at 1 July</b>	<b>6</b>	<b>6</b>	<b>176</b>	<b>493</b>	<b>869</b>
<b>Cash at 30 June</b>	<b>6</b>	<b>176</b>	<b>493</b>	<b>869</b>	<b>1,270</b>
<b>Administered Cash Flows</b>					
<b>OPERATING ACTIVITIES</b>					
<b>Cash received</b>					
From Appropriations	6,527	1,335	1,353	1,342	263
Sale of goods and services	630	580	580	580	580
<b>Total cash received</b>	<b>7,157</b>	<b>1,915</b>	<b>1,933</b>	<b>1,922</b>	<b>843</b>
<b>Cash used</b>					
Suppliers	7,037	1,335	1,353	1,342	263
Cash to the consolidated revenue	630	580	580	580	580
<b>Total cash used</b>	<b>7,667</b>	<b>1,915</b>	<b>1,933</b>	<b>1,922</b>	<b>843</b>
<b>Net cash from operating activities</b>	<b>(510)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>INVESTING ACTIVITIES</b>					
<b>Cash received</b>					
Other - Equity Injection	4,052	2,599	2,588	3,039	596
<b>Total cash received</b>	<b>4,052</b>	<b>2,599</b>	<b>2,588</b>	<b>3,039</b>	<b>596</b>
<b>Cash used</b>					
Purchase of PP&E	3,542	2,599	2,588	3,039	596
<b>Total cash used</b>	<b>3,542</b>	<b>2,599</b>	<b>2,588</b>	<b>3,039</b>	<b>596</b>
<b>Net cash from investing activities</b>	<b>510</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net increase/(decrease) in cash</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Add: cash at 1 July</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cash at 30 June</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Table 3.4 Capital Budget

The Capital Budget shows proposed capital expenditure funded through the Budget appropriations, and internal sources.

CAPITAL APPROPRIATION	1999/2000	ESTIMATED	ESTIMATED	ESTIMATED
	\$'000	2000/01 \$'000	2001/02 \$'000	2002/03 \$'000
<b>TOTAL DEPARTMENTAL EQUITY INJECTIONS</b>	1,000	1,000	500	
<b>TOTAL LOANS</b>	0	0	0	
<b>TOTAL ADMINISTERED CAPITAL APPROPRIATION</b>	2,599	2,588	3,039	596
<b>Represented by:</b>				
Purchase of non-current assets:				
<b>Total</b>	<b>K2 3,599</b>	<b>3,588</b>	<b>3,539</b>	<b>596</b>
The Capital Appropriations and Equity Injections will be used for the Restoration, Replacement and New Works for Commonwealth Assets				
The Program provides for the restoration and maintenance of Commonwealth assets in the Parliamentary Zone and on other Commonwealth lands in the National Capital. It includes works on national memorials, roads, footpaths and lighting, open space areas and other infrastructure. The program includes the construction of New Works in the National Capital				

PURCHASE OF NON-CURRENT ASSETS	1999/2000	ESTIMATED	ESTIMATED	ESTIMATED
	\$'000	2000/01 \$'000	2001/02 \$'000	2002/03 \$'000
<b>Represented by:</b>				
Purchase of non-current assets:				
Funded by Departmental Equity Injection	<b>K2 1,000</b>	<b>1,000</b>	500	0
Funded by Administered Capital Appropriation	2,599	<b>2,588</b>	3,039	596
Funded Internally - Departmental Resources	336	<b>231</b>	220	222
<b>Total *</b>	<b>3,935</b>	<b>3,819</b>	<b>3,759</b>	<b>818</b>

\* Refer to Non-Financial assets movements summary under Additions for detail of break down show in Table 3.5

**K2**

**As per Table 1.1**

**Table 3.5 Non Financial Assets - Summary of Movements**

For Budget year and forward years to end 2002-2003

**Departmental Budget Year 1999-2000**

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
<b>Gross Value</b>					
<i>As at 1 July 1999 (Opening)</i>		4,725	4,725	1,965	6,690
Additions*		1,120	1,120	216	1,336
Disposals					
Other Movements					
<i>As at 30 June 2000</i>	0	5,845	5,845	2,181	8,026
<b>Accumulated Depreciation</b>					
<i>As at 1 July 1999 (Opening)</i>		1,023	1,023	1,289	2,312
Disposals			0		0
Charge for the reporting period		106	106	298	404
Other Movements			0		0
<i>As at 30 June 2000</i>	0	1,129	1,129	1,587	2,716
<b>Net book value as at 30 June 2000 (closing book value)</b>	<b>0</b>	<b>4,716</b>	<b>4,716</b>	<b>594</b>	<b>5,310</b>
Net book value as at 1 July 1999 (closing book value)	0	3,702	3,702	676	4,378

**Departmental \* TOTAL ADDITIONS**

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
Self Funded		120	120	216	336
Equity Injection		1000	1000		1000
<b>Total</b>	<b>0</b>	<b>1,120</b>	<b>1,120</b>	<b>216</b>	<b>1,336</b>

**Administered Budget Year 1999-2000**

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
<b>Gross Value</b>					
<i>As at 1 July 1999 (Opening)</i>	102,932	5,048	107,980	241,842	349,822
Additions*		427	427	2,172	2,599
Disposals					
Other Movements					
<i>As at 30 June 2000</i>	102,932	5,475	108,407	244,014	352,421
<b>Accumulated Depreciation</b>					
<i>As at 1 July 1999 (Opening)</i>		1,924	1,924	72,040	73,964
Disposals			0		0
Charge for the reporting period		113	113	5,659	5,772
Other Movements			0		0
<i>As at 30 June 2000</i>	0	2,037	2,037	77,699	79,736
<b>Net book value as at 30 June 2000 (closing book value)</b>	<b>102,932</b>	<b>3,438</b>	<b>106,370</b>	<b>166,315</b>	<b>272,685</b>
Net book value as at 1 July 1999 (closing book value)	102,932	3,124	106,056	169,802	275,858

**Administered \* TOTAL ADDITIONS**

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
Self Funded					0
Appropriation		427	427	2172	2599
<b>Total</b>	<b>0</b>	<b>427</b>	<b>427</b>	<b>2,172</b>	<b>2,599</b>

## Departmental Budget Year 2000-2001

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
<b>Gross Value</b>					
<i>As at 1 July 2000 (Opening)</i>		5,845	5,845	2,181	8,026
Additions*		1,000	1,000	231	1,231
Disposals					
Other Movements					
As at 30 June 2001	0	6,845	6,845	2,412	9,257
<b>Accumulated Depreciation</b>					
<i>As at 1 July 2000 (Opening)</i>		1,129	1,129	1,587	2,716
Disposals			0		0
Charge for the reporting period		129	129	329	458
Other Movements			0		0
As at 30 June 2001	0	1,258	1,258	1,916	3,174
<b>Net book value as at 30 June 2001 (closing book value)</b>	<b>0</b>	<b>5,587</b>	<b>5,587</b>	<b>496</b>	<b>6,083</b>
Net book value as at 1 July 2000 (closing book value)	0	4,716	4,716	594	5,310

## Departmental \* TOTAL ADDITIONS

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
Self Funded			0	231	231
Equity Injection		1000	1000		1000
<b>Total</b>	<b>0</b>	<b>1,000</b>	<b>1,000</b>	<b>231</b>	<b>1,231</b>

## Administered Budget Year 2000-2001

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
<b>Gross Value</b>					
<i>As at 1 July 2000 (Opening)</i>	102,932	5,475	108,407	244,014	352,421
Additions*		419	419	2,169	2,588
Disposals					
Other Movements					
As at 30 June 2001	102,932	5,894	108,826	246,183	355,009
<b>Accumulated Depreciation</b>					
<i>As at 1 July 2000 (Opening)</i>		2,037	2,037	77,699	79,736
Disposals			0		0
Charge for the reporting period		97	97	5,733	5,830
Other Movements			0		0
As at 30 June 2001	0	2,134	2,134	83,432	85,566
<b>Net book value as at 30 June 2001 (closing book value)</b>	<b>102,932</b>	<b>3,760</b>	<b>106,692</b>	<b>162,751</b>	<b>269,443</b>
Net book value as at 1 July 2000 (closing book value)	102,932	3,438	106,370	166,315	272,685

## Administered \* TOTAL ADDITIONS

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
Self Funded					0
Appropriation	<b>K2</b>	419	419	2169	2588
<b>Total</b>	<b>0</b>	<b>419</b>	<b>419</b>	<b>2,169</b>	<b>2,588</b>

## Departmental Budget Year 2001-2002

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
<b>Gross Value</b>					
As at 1 July 2001 (Opening)		6,845	6,845	2,412	9,257
Additions*		500	500	220	720
Disposals					
Other Movements					
As at 30 June 2002	0	7,345	7,345	2,632	9,977
<b>Accumulated Depreciation</b>					
As at 1 July 2001 (Opening)		1,258	1,258	1,916	3,174
Disposals			0		0
Charge for the reporting period		155	155	356	511
Other Movements			0		0
As at 30 June 2002	0	1,413	1,413	2,272	3,685
<b>Net book value as at 30 June 2002 (closing book value)</b>	<b>0</b>	<b>5,932</b>	<b>5,932</b>	<b>360</b>	<b>6,292</b>
Net book value as at 1 July 2001 (closing book value)	0	5,587	5,587	496	6,083

## Departmental \* TOTAL ADDITIONS

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
Self Funded			0	220	220
Equity Injection		500	500		500
<b>Total</b>	<b>0</b>	<b>500</b>	<b>500</b>	<b>220</b>	<b>720</b>

## Administered Budget Year 2001-2002

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
<b>Gross Value</b>					
As at 1 July 2001 (Opening)	102,932	5,894	108,826	246,183	355,009
Additions*		420	420	2,619	3,039
Disposals					
Other Movements					
As at 30 June 2002	102,932	6,314	109,246	248,802	358,048
<b>Accumulated Depreciation</b>					
As at 1 July 2001 (Opening)		2,134	2,134	83,432	85,566
Disposals			0		0
Charge for the reporting period		83	83	5,805	5,888
Other Movements			0		0
As at 30 June 2002	0	2,217	2,217	89,237	91,454
<b>Net book value as at 30 June 2002 (closing book value)</b>	<b>102,932</b>	<b>4,097</b>	<b>107,029</b>	<b>159,565</b>	<b>266,594</b>
Net book value as at 1 July 2001 (closing book value)	102,932	3,760	106,692	162,751	269,443

## Administered \* TOTAL ADDITIONS

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planed and Equipment	Total
Self Funded					0
Appropriation	K2	420	420	2619	3039
<b>Total</b>	<b>0</b>	<b>420</b>	<b>420</b>	<b>2,619</b>	<b>3,039</b>

## Departmental Budget Year 2002-2003

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planned and Equipment	Total
<b>Gross Value</b>					
<i>As at 1 July 2002 (Opening)</i>		7,345	7,345	2,632	9,977
Additions*			0	222	222
Disposals					
Other Movements					
As at 30 June 2003	0	7,345	7,345	2,854	10,199
<b>Accumulated Depreciation</b>					
<i>As at 1 July 2002 (Opening)</i>		1,413	1,413	2,272	3,685
Disposals			0		0
Charge for the reporting period		167	167	386	553
Other Movements			0		0
As at 30 June 2003	0	1,580	1,580	2,658	4,238
<b>Net book value as at 30 June 2003 (closing book value)</b>	<b>0</b>	<b>5,765</b>	<b>5,765</b>	<b>196</b>	<b>5,961</b>
Net book value as at 1 July 2002 (closing book value)	0	5,932	5,932	360	6,292

## Departmental \* TOTAL ADDITIONS

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planned and Equipment	Total
Self Funded			0	222	222
Equity Injection			0		0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>222</b>	<b>222</b>

## Administered Budget Year 2002-2003

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planned and Equipment	Total
<b>Gross Value</b>					
<i>As at 1 July 2002 (Opening)</i>	102,932	6,314	109,246	248,802	358,048
Additions*		71	71	525	596
Disposals					
Other Movements					
As at 30 June 2003	102,932	6,385	109,317	249,327	358,644
<b>Accumulated Depreciation</b>					
<i>As at 1 July 2002 (Opening)</i>		2,217	2,217	89,237	91,454
Disposals			0		0
Charge for the reporting period		75	75	5,848	5,923
Other Movements			0		0
As at 30 June 2003	0	2,292	2,292	95,085	97,377
<b>Net book value as at 30 June 2003 (closing book value)</b>	<b>102,932</b>	<b>4,093</b>	<b>107,025</b>	<b>154,242</b>	<b>261,267</b>
Net book value as at 1 July 2002 (closing book value)	102,932	4,097	107,029	159,565	266,594

## Administered \* TOTAL ADDITIONS

	Land	Buildings	Total Land and Buildings	Other Infrastructure, Planned and Equipment	Total
Self Funded					0
Appropriation	<b>K2</b>	71	71	525	596
<b>Total</b>	<b>0</b>	<b>71</b>	<b>71</b>	<b>525</b>	<b>596</b>

**APPENDIX 1**

## Other Revenue

	<b>Estimated Revenue 1998-99</b>	<b>Estimated Revenue 1999-00</b>
	<b>\$</b>	<b>\$</b>
Project Specific User Charges	800	800
Leases		50
Bank Interest		57
Revenue Received Free of Charge - ANAO	45	45
<b>TOTAL ESTIMATED REVENUE</b>	<b>845</b>	<b>952</b>

**This table is cross referenced to Table 1.1, Note 4**

**MINISTERS' STANDARD PERFORMANCE INDICATORS MEASURES****Standard Performance Measures for Policy Advice**

The Minister for Transport and Regional Services requires that policy advice either comply with or exceed the minimum standards as follows:

<b>Government Outcomes</b>	The advice clearly demonstrates the Government's desired outcomes for the community and provides option/s which are consistent with, or provide a measurable contribution towards those outcomes.
<b>Clarity</b>	The advice is effectively, concisely and clearly presented and targeted towards the set question or issue. The material is in plain English and not compromised by grammatical errors. Any specified presentation guidelines are met.
<b>Logic</b>	The reasoning and any assumptions behind the advice are explicit and the argument is logical and supported by evidence. The analysis is linked to the immediate or other Government outcomes.
<b>Accuracy</b>	The advice is factually, and otherwise, reliably accurate and complete. No material facts are unreasonably omitted and the extent of any uncertainty and/or risk of inaccuracy is clearly highlighted.
<b>Options</b>	An appropriate range of options are presented and the benefits, price (costs) and consequences of each option to the Government and the community are assessed and outlined.
<b>Consultation</b>	Unless outlined and justified, the Department has consulted with any other relevant government agency and affected members of industry or the wider community. Any real or possible objections of significance are identified.
<b>Responsiveness</b>	Advice is presented in accordance with current issues and/or realities and anticipates relevant developments.
<b>Practicality &amp; Relevance</b>	The problems of implementation, technical feasibility, timing and consistency with other Government outcomes and policies have been considered.
<b>Timeliness</b>	Specified deadlines are met and the Minister is provided sufficient time to give full consideration to issues and/or to take appropriate action.
<b>Cost</b>	Advice clearly outlines any implications of the advice and/or recommended actions on the planned service performance of the Department and the price agreed by the Minister for those services.



## GLOSSARY

Administered Items	Expenses, revenues, assets or liabilities managed by agencies on behalf of the Commonwealth. Agencies do not control administered items, but administer them according to legislation or other directives of Government. Administered expenses include grants, subsidies and benefits. Administered revenues include taxes and other levies collected by agencies on behalf of the Commonwealth but not available for use by those agencies.
Capital Use Charge	A return, or dividend, to Government on its investment in its agencies.
General Government Sector	In accordance with international <i>Government Finance Statistics</i> conventions, the Commonwealth general government sector includes all departments and other administrative units, statutory authorities and other entities which are predominantly funded, directly or indirectly, by the Commonwealth Government.
Location	An indicator of where the impact of a Government-directed activity occurs is used where an output or administered item is provided to specific locations.
Outcomes	The impacts or consequences for the Australian community of actions by the Commonwealth.
Output Group	An aggregation of outputs.
Outputs	The goods and services produced by agencies for the Government, external organisations or individuals. Outputs include goods and services produced for other areas of government external to the relevant agency.
Price	The amount the Government or other purchaser pays for delivery of agreed outputs.
Quality	The characteristics by which customers or stakeholders judge an output or administered item.
Quantity	The quantity performance measures provide an indication of the capacity of the agency to provide a given level of service. It measures the planned size, count or volume measures of an output or administered item - how many or how much.
Restoration	The repair or maintenance of existing items (assets)
Replacement	The construction or purchase of items in place of existing assets
New Works	The construction of new items (assets)

## ABBREVIATIONS

AWG	-	Aviation Working Group
ANAO	-	Australian National Audit Office
AFFA	-	Department of Agriculture, Fisheries and Forestry
AAO	-	Administrative Arrangement Orders
ABC	-	Australian Bicycle Council
ACI	-	Ashmore and Cartier Islands
ACT	-	Australian Capital Territory
ADR	-	Australian Design Rules
AIDA	-	Australian Indonesia Development Area
ALTD	-	Australian Land transport Development
AN	-	Australian National Rail
ANL	-	Australian National Line
AMFA	-	Advance to the Minister for Finance and Administration
AMSA	-	Australian Maritime Safety Authority
APEC	-	Asia-Pacific Economic Cooperation Forum
ARCO	-	Australian River Company
ARTC	-	Australian Rail Track Corporation
ASEAN	-	Association of South East Asian Nations
ATC	-	Australian Transport Council
ATSIC	-	Aboriginal and Torres Strait Islander Commission
AusSAR	-	Australian Search and Rescue Centre
AWDC	-	Albury-Wodonga Development Corporation
BASI	-	Bureau of Safety Investigation
BSPVES	-	Bass Strait Passenger Vehicle Equalisation Scheme
BTE	-	Bureau of Transport Economics
CASA	-	Civil Aviation Safety Authority
CER	-	Mercosur Relationship between Australia/New Zealand and the South American common Market
CKI	-	Cocoa (Keeling) Islands
CI	-	Christmas Island
CNS/ATM	-	Communications, Navigation, Surveillance/Air Traffic management
COAG	-	Council of Australian Governments
CSI	-	Coral Sea Islands
DAF	-	Development Assessment Forum
DoFA	-	Department of Finance and Administration
DoTRS	-	Department of Transport and Regional Services
EIS	-	Environmental Impact Study
FAC	-	Federal Airports Corporation
FIRS	-	Federal Interstate Registration Scheme
FOI	-	Freedom of Information
FORS	-	Federal Office of Road Safety
GMDSS	-	Global Maritime Distress and Safety System
GNSS	-	Global Navigation Satellite Systems
IASC	-	International Air Services Commission
ICAO	-	International Civil Aviation Organization
IBTOS	-	Infrastructure Borrowings Tax Offset Scheme
ILN	-	Integrated logistics Network
IOT	-	Indian Ocean Territories
IMO	-	International Maritime Organisation
JBT	-	Jervis Bay Territory
LGIP	-	Local Government Incentive Programme

MIFCo	-	Maritime Industry Finance Company Limited
MoU	-	Memorandum of Understanding
NAILG	-	National Awards for Innovation in Local Government
NBS	-	National Bicycle Strategy
NCA	-	National Capital Authority
NHS	-	National Highway System
NI	-	Norfolk Island
NR	-	National Rail
NRC	-	National Rail Corporation
NRTC	-	National Road Transport Commission
NSW	-	New South Wales
NT	-	Northern Territory
NTC	-	National Transport Council
OECD	-	Organisation for Economic Cooperation and Development
ORR	-	Office of Regulation Review
PBS	-	Portfolio Budget Statements
QLD	-	Queensland
RASS	-	Remote Air Services Subsidy
RCP	-	Rural Communities Programme
RONI	-	Roads of National Importance
RFMP	-	Regional Flood Mitigation Programme
RIS	-	Regional Impact Statement
RTC	-	Rural Transaction Centre
SA	-	South Australia
SACL	-	Sydney Airports Corporation Limited
SAR	-	Search and Rescue
SCOT	-	Standing Committee on Transport
SOLAS	-	Safety of Life at Sea
STA	-	Supermarket to Asia
TACT	-	Discussions between Australia and NZ officials on Technical and Administrative Cooperation in Transport
TAS	-	Tasmania
TER	-	tax-equivalent regime
TFES	-	Tasmanian Freight Equalisation Scheme
TLWG	-	Transport and Logistics Working Group (of the Supermarket to Asia)
TTICG	-	Transport Trade Industry Consultative Group
UN-ECE	-	United Nations – Economic Commission for Europe.
URA	-	Understanding Rural Australia
VHST	-	Very high speed Train
VIC	-	Victoria
WA	-	Western Australia
WTO	-	World Trade Organisation