

**PORTFOLIO BUDGET  
STATEMENTS  
2001-02**

**TRANSPORT AND REGIONAL  
SERVICES PORTFOLIO**

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

**BUDGET RELATED PAPER NO. 1.16**

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President of the Senate  
Parliament House  
CANBERRA ACT 2600

Speaker of the House of Representatives  
Parliament House  
CANBERRA ACT 2600

Dear Madam President

Dear Mr Speaker

As part of my responsibility to Parliament, and through it, the public, I am pleased to forward the Portfolio Budget Statements in support of the 2001-02 Budget 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 present information on resource requirements for the delivery of outputs and administered items by agencies in my portfolio.

Yours sincerely

JOHN ANDERSON



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# **PART A**

## **USER GUIDE**



## **PURPOSE OF PORTFOLIO BUDGET STATEMENTS**

Portfolio Budget Statements (PBS) 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 programmes and outputs to be provided by the Portfolio's agencies.

The PBS outlines the outputs and administered items that the Portfolio's agencies will deliver to assist the Government to achieve the outcomes it seeks for the community. The Department of Finance and Administration guidelines have assisted the preparation of the PBS. However, where appropriate, 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 or general feedback on the 2001-02 PBS.

## **STRUCTURE OF PORTFOLIO BUDGET STATEMENTS**

Information in the PBS is presented in four parts.

### **Part A: User Guide**

Provides an introduction explaining the purpose of the PBS as well as information in relation to the styles and conventions used.

### **Part B: Portfolio Overview**

Provides an overview of the Portfolio, including its structure, a summary of the Portfolio's responsibilities and purpose.

### **Part C, D, E and F: Agency Budget Statements**

There are budget statements for each of the General Government Sector agencies in the Portfolio. These are:

- the Department of Transport and Regional Services (Part C – page 15);
- the Civil Aviation Safety Authority (Part D – page 93);
- the Australian Maritime and Safety Authority (Part E – page 121); and
- the National Capital Authority (Part F – page 157).

Each statement contains the following sections.

#### ***Section 1: Agency Overview***

This section provides an overview of the agency including its structure, appropriations, new measures, and budgeted financial performance.

#### ***Section 2: Outputs and Administered Programme Information***

This section details planned agency outputs and administered items which contribute to the achievement of the portfolio outcome and planned performance information.

**Section 3: Budgeted Financial Statements**

This section contains the budgeted financial statements (ie statement of financial performance, statement of financial position, statement of cash flows and capital budget statement) for both *departmental* and *administered* financial items covering the 2001-02 budget year, the projected 2000-01 Budget outcome for comparative purposes and each of the forward years from 2002-03 to 2004-05.

**ROUNDING CONVENTION**

Unless otherwise stated the convention used in this document is to round amounts in the tables to the nearest million dollars. All “totals” are the rounded additions of unrounded figures and, therefore, may not be the strict sums of the figures presented in the text or tables.

**ACCESS TO THE PORTFOLIO BUDGET STATEMENTS**

Electronic access to the PBS is available through the Department’s internet site at:  
<http://www.dotrs.gov.au/budget>

**ENQUIRIES**

The contact officer to whom enquiries regarding this PBS are to be directed to is:

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Chief Finance Officer  
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# **PART B**

# **PORTFOLIO OVERVIEW**



## PORTFOLIO OVERVIEW

The Transport and Regional Services Portfolio comprises four General Government Sector agencies that deliver a range of transport and regional services to assist the Minister for Transport and Regional Services and the Minister for Regional Services, Territories and Local Government to pursue outcomes for the benefit of the Australian community. These agencies are:

- 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 structure of the Portfolio is provided in the chart on the following page.

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 that are safer, and more effective and efficient.

The Government, working in partnership with regional communities, provides services specifically for communities in regional, rural and remote Australia to foster the social and economic capacity of regional Australia and ensure that regional people share in the benefits of Australia's economic success.

The Portfolio's responsibilities also recognise that local government, as well as other levels of government in Australia's states and territories, play an important role in supporting services, amenities and lifestyles of regional, rural and remote communities.

The Portfolio's aim is reflected by the following desired outcome for the community:

*A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities.*

Each Portfolio agency contributes a range of outputs, and in some cases, administers programmes on behalf of the Government, to assist the Portfolio Ministers to pursue this outcome for the community. This recognises that transport and regional services, including outputs of the different agencies within the Portfolio, are inherently linked.

The outcome statement has been revised from that of previous years to better reflect the results the Portfolio is striving to achieve for the community from the outputs and administered programmes being delivered by Portfolio agencies.

The performance indicators that will be used to assess the contribution made by each Portfolio agency in achieving the desired outcome are identified in the Part relating to each individual agency.

## STRUCTURE OF THE PORTFOLIO

*Portfolio Outcome*

**A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities**

**Minister for Transport and Regional Services**

The Hon John Anderson MP

**Minister for Regional Services, Territories and Local Government**

Senator The Hon Ian Macdonald

**Parliamentary Secretary to the Minister for Transport and Regional Services**

Senator The Hon Ron Boswell

**Department of Transport and Regional Services**

Secretary, Ken Matthews

**Australian Maritime Safety Authority**

Chairman, Edward Anson  
Chief Executive Officer,  
Clive Davidson

**Civil Aviation Safety Authority**

Chairman, Paul Scully-Power  
Director of Aviation Safety,  
Mick Toller

**National Capital Authority**

Chairman, David Evans  
Chief Executive Officer,  
Annabelle Pegrum

## **ROLE OF PORTFOLIO AGENCIES**

The role of each of the Portfolio agencies in addressing the desired outcome for the community is as follows:

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

The role of the Department is to:

- Serve Australia by helping the Government to achieve its policy goals in transport and regional services;
- Provide our Portfolio Ministers and Parliamentary Secretary with advice on policy options; and
- Provide administrative, research, regulatory, investigative, safety, grants and territory services.

### ***Civil Aviation Safety Authority (CASA)***

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

### ***Australian Maritime Safety Authority (AMSA)***

The role of AMSA is to:

- Promote maritime safety and protection of the marine environment;
- Prevent and combat ship-sourced pollution in the marine environment;
- Provide infrastructure to support safety of navigation in Australian waters;
- Provide a national search and rescue service to the maritime and aviation sectors; and
- Provide, where appropriate, services to the maritime and aviation sectors, Commonwealth and/ or States and Territories on a fee for service basis.

### ***National Capital Authority (NCA)***

The role of the NCA is to:

- Realise the promise of Canberra's city plan and the ideals of the founders;
- Foster Canberra as the National Capital; and
- Develop the special character of the National Capital.

## PORTFOLIO RESOURCES

The appropriation from Government to each Portfolio agency in 2001-02 to enable the delivery of outputs and administration of programmes is outlined in the table below. Details of revenue and expenses are provided at Section 3 in Parts C, D, E, and F for the relevant agency.

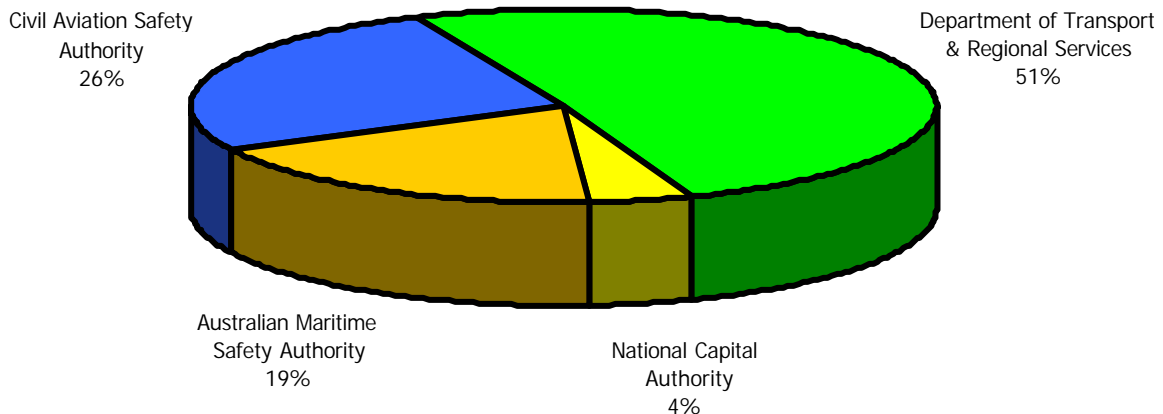
<b>Portfolio Agency</b>	<b>Output Appropriations (\$'000)</b>	<b>Administered Appropriations (\$'000)</b>	<b>Departmental Equity Injections and Loans (\$'000)</b>	<b>Administered Capital (\$'000)</b>
Department of Transport & Regional Services	199,845	3,122,503 <sup>(a)</sup>	0	0
Civil Aviation Safety Authority	101,849 <sup>(b)</sup>	0	0	0
Australian Maritime Safety Authority	73,471 <sup>(c)</sup>	3,600	1,700	0
National Capital Authority	17,104	7,414	500	13,689
<b>Portfolio Total</b>	<b>392,269</b>	<b>3,133,517</b>	<b>2,200</b>	<b>13,689</b>

Notes:

- (a) Includes Special Appropriations. Details of Special Appropriations are provided at Part C, Department of Transport and Regional Services, Table 1.1: 2001-02 Appropriations and other revenue.
- (b) Includes Special Appropriations in relation to industry levies. Details of Special Appropriations are provided at Part D, Civil Aviation Safety Authority, Table 1.1: Appropriations and other revenue.
- (c) Includes Special Appropriations in relation to industry levies. Details of Special Appropriations are provided at Part E, Australian Maritime Safety Authority, Table 1.1: Appropriations and other revenue.

The relative size of each agency in the Portfolio, in terms of output appropriation from Government, is illustrated in the graph below.

### 2001-02 Output Appropriation by Portfolio Agency ('000)



# **PART C**

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

### **AGENCY BUDGET STATEMENTS**



# **SECTION 1**

## **Overview**



## **DEPARTMENT OVERVIEW**

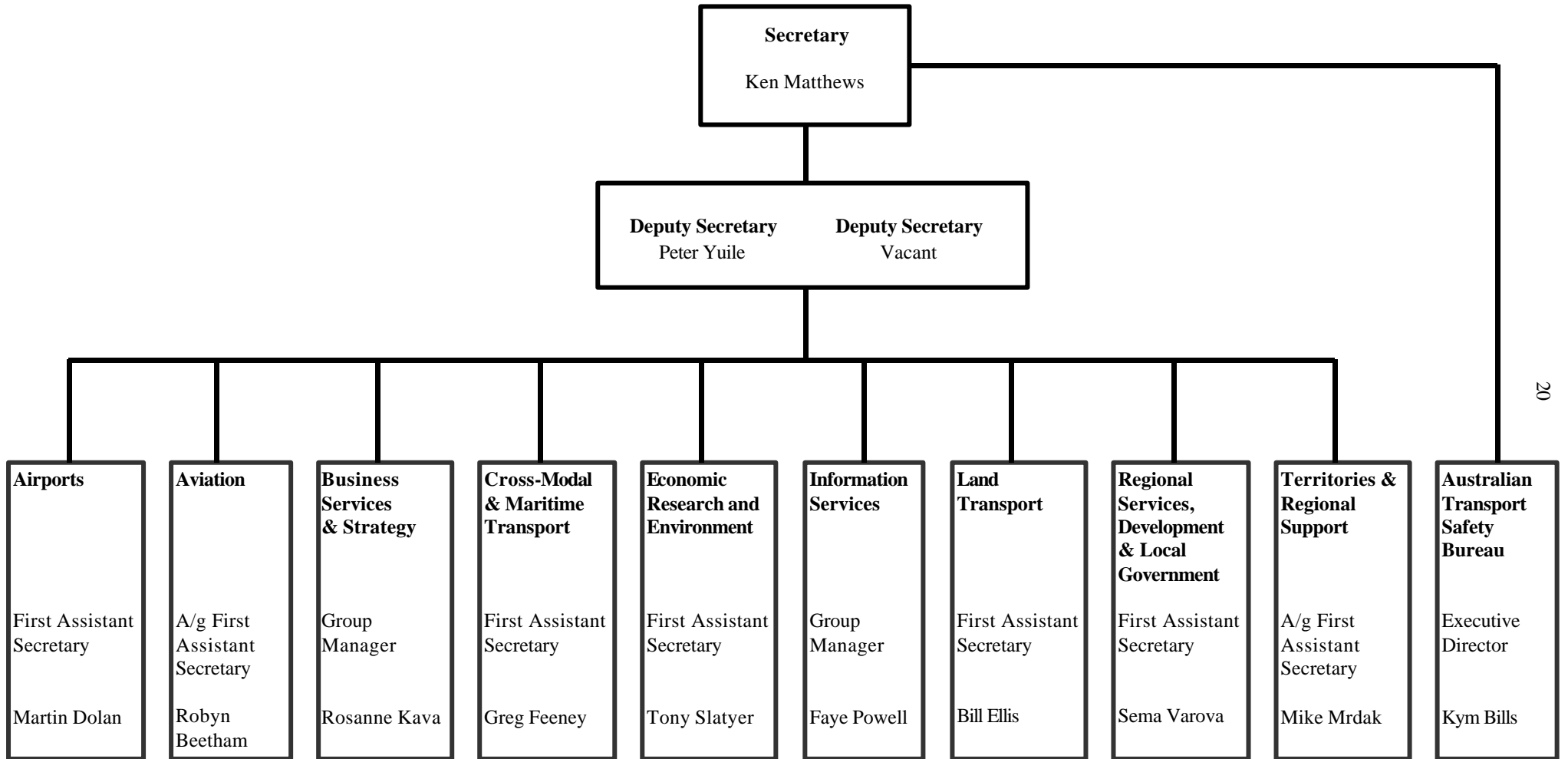
The Department of Transport and Regional Services provides a range of transport and regional services to assist its Portfolio Ministers to pursue the Government's desired outcome for the Australian community.

The Department will provide policies, programmes and other services that seek to deliver stronger economic development in regional Australia; greater equity of services, and improved capacity for local community involvement in decision-making; and safer, more effective and efficient transport systems for all Australians. These will continue to impact on Australia's social and geographical diversity and its international competitiveness.

In its Corporate Plan, the Department has identified four key results that it plans to achieve in providing outputs and administering programmes, to assist its Ministers in pursuing the Government's desired outcome for the community:

- Transport systems which are safer, more efficient, internationally competitive, sustainable and accessible;
- Regional communities which have better access to opportunities and services, and which are able to take the lead in their own planning and development;
- Local governments which serve their communities more efficiently and effectively; and
- Territories which provide for their residents the same opportunities and responsibilities as other Australians enjoy in comparable communities.

# DEPARTMENT OF TRANSPORT AND REGIONAL SERVICES – ORGANISATIONAL STRUCTURE



## AREAS OF FOCUS

In seeking to achieve the four key results outlined above, the Department has identified a number of key strategies that its Divisions and Bureaus will pursue in 2001-02 and beyond to contribute to the achievement of the Portfolio Outcome.

Performance measures of lower level administered programme items and departmental outputs are set out in Section 2.

### ***Key Result 1 – Transport systems which are safer, more efficient, internationally competitive, sustainable and accessible.***

A number of the Department's Divisions and Bureaus will contribute to this key result as follows:

<b><i>Key strategies</i></b>	<b><i>Effectiveness –achievement of key result</i></b>
<u>Airports Division</u>	
<ul style="list-style-type: none"> <li>❑ Encourage operation of airports for which the Portfolio has responsibility in a way that balances commercial and public interests.</li> <li>❑ Minimise the adverse environmental impacts of aircraft operations, especially on communities around airports.</li> </ul>	<p>Airports achieving long run profitability while delivering high quality services at a reasonable cost to users and meeting environmental and other regulatory requirements.</p> <p>Measures to govern aircraft noise emissions and aircraft curfews are in place and observed.</p>
<u>Aviation Division</u>	
<ul style="list-style-type: none"> <li>❑ Sustain competition in domestic and international aviation services by negotiating more liberal air services arrangements, where this is in the national interest.</li> <li>❑ Effective management and oversight of Australia's aviation security environment.</li> </ul>	<p>Opportunities for airlines to provide services with reduced travel costs or improved growth, including in regions.</p> <p>Implementation of effective aviation security measures by industry, including additional security measures in response to threat and intelligence advice.</p>
<u>Australian Transport Safety Bureau</u>	
<ul style="list-style-type: none"> <li>❑ Progress implementation of the Commonwealth's responsibilities under the new National Road Safety Strategy and Action Plan.</li> </ul>	<p>Contribution to a demonstrable reduction in the road toll and other road crash costs.</p>

<i>Key strategies</i>	<i>Effectiveness –achievement of key result</i>
<u>Australian Transport Safety Bureau (cont)</u>	
<ul style="list-style-type: none"> <li>❑ Improve targeting and timeliness of air and marine safety investigations.</li> <li>❑ Develop the Commonwealth’s role in rail safety and investigation.</li> </ul>	<p>Reduction in the backlog of investigations, and more regular reports of comprehensive pro-active safety studies.</p> <p>Enhanced investigation of rail safety on the interstate system by utilising cooperative investigations agreements with the States/NT and other authorities, and developing a national rail safety database.</p>
<u>Cross-Modal and Maritime Transport Division</u>	
<ul style="list-style-type: none"> <li>❑ Support competitive shipping services, and more efficient port and waterfront operations.</li> <li>❑ Support improved international freight logistics and trade liberalisation in the region, through APEC and other regional and bilateral fora.</li> <li>❑ Lead the development of a National Transport Logistics Strategy which brings people in industry together to find practical solutions to freight logistics inefficiencies.</li> </ul>	<p>Australian shippers seeing improvements across the combined areas of reliability, timeliness and cost of transport.</p> <p>Positive public benefits seen by industry as a direct result of our international efforts.</p> <p>Users of transport services seeing improvements in the efficiency of Australian logistics and supply chain industries.</p>
<u>Economic Research and Environment Division</u>	
<ul style="list-style-type: none"> <li>❑ Support the development nationally of measures for addressing the greenhouse, health and amenity side effects of transport services.</li> </ul>	<p>Measures being implemented by governments and the transport industry which are effective in meeting greenhouse emissions, smog and noise objectives.</p>
<u>Land Transport Division</u>	
<ul style="list-style-type: none"> <li>❑ Work with the States and Territories through the Australian Transport Council and National Transport Secretariat to improve national transport planning processes and strategic freight corridors.</li> <li>❑ Lead the development nationally of more consistency in road transport and rail regulatory arrangements.</li> <li>❑ Lead the development nationally of interstate rail network investment and access arrangements.</li> </ul>	<p>More informed cross-jurisdictional decisions on major infrastructure projects and policy issues.</p> <p>Rail and road transport industries operating to national codes of practice, with regulations supporting continuous enhancement of efficiency.</p> <p>Governments and the rail industry operating a more efficient and commercial national rail network.</p>

<i>Key strategies</i>	<i>Effectiveness –achievement of key result</i>
<u>Land Transport Division (cont)</u>	
<ul style="list-style-type: none"> <li>❑ Deliver national transport, development and safety objectives through road funding programmes.</li> <li>❑ Administer <i>the Motor Vehicles Standards Act 1989</i> to ensure that uniform vehicle standards are applied to vehicles first entering the Australian market.</li> </ul>	<p>National transport, development and safety goals evident in planning and implementing roads programmes.</p> <p>Safe motor vehicles meeting uniform vehicle standards.</p>
<u>Cross Divisional</u>	
<ul style="list-style-type: none"> <li>❑ Increase private sector participation in the maintenance and development of transport infrastructure. <i>(Contributing Divisions: Airports and Land Transport)</i></li> <li>❑ Support safer aviation, shipping and land transport services. <i>(Contributing Divisions: Aviation, Australian Transport Safety Bureau, Cross-Modal and Maritime Transport and Land Transport)</i></li> </ul>	<p>The use of private sector funds advancing national transport, development and safety objectives by bringing forward infrastructure projects.</p> <p>An improvement in transport safety standards and data.</p>

## **Key Result 2 – Regional communities which have better access to opportunities and services and which are able to take the lead in their own planning and development**

A number of the Department's Divisions will contribute to this key result as follows:

<i>Key strategies</i>	<i>Effectiveness –achievement of key result</i>
<u>Regional Services, Development and Local Government Division</u>	
<ul style="list-style-type: none"> <li>❑ Lead the development nationally of an integrated, whole of government approach to regional development and regional services, which supports communities' own solutions.</li> <li>❑ Encourage Commonwealth agencies to give priority to addressing issues facing regional Australia (such as education and skills development) when they develop and implement policies and programmes.</li> <li>❑ Lead by example in making use of services and skills available in regional Australia.</li> </ul>	<p>Communities that have improved access to information, programmes and services which enables them to build on capabilities and opportunities within their regions.</p> <p>Policies and programmes implemented that acknowledge and provide for the needs of regional Australia.</p> <p>Providing opportunities directly to regional Australia.</p>
<u>Territories and Regional Support Division</u>	
<ul style="list-style-type: none"> <li>❑ Lead the development nationally of research into the cost of natural disasters and the benefits of mitigation.</li> </ul>	<p>Governments agreeing to consistent approaches to reducing the impact of disasters on communities.</p>
<u>Cross-Divisional</u>	
<ul style="list-style-type: none"> <li>❑ Improve the understanding of Commonwealth agencies and regions of the requirements of individual communities by improving how regional needs are analysed.</li> </ul> <p><i>(Contributing Divisions: Economic Research and Environment, and Regional Services, Development and Local Government)</i></p>	<p>More information and analysis published and available to assist regional development.</p>

**Key Result 3 – Local governments which serve their communities more efficiently and effectively**

The Regional Services, Development and Local Government Division will contribute to this key result as follows:

<i>Key strategies</i>	<i>Effectiveness –achievement of key result</i>
<ul style="list-style-type: none"> <li>❑ Ensure the Commonwealth assists in providing efficient and effective local government by reviewing the current local government financial assistance policies.</li> </ul>	Governments and community bodies endorsing future local government financial assistance arrangements.
<ul style="list-style-type: none"> <li>❑ Facilitate the development of leading practice in local governance.</li> </ul>	Local governments providing additional benefits to people by instituting better practices, sharing information and being more innovative.

**Key Result 4 – Territories which provide for their residents the same opportunities and responsibilities as other Australians enjoy in comparable communities**

The Territories and Regional Support Division will contribute to this key result as follows:

<i>Key strategies</i>	<i>Effectiveness – overall achievement of the Portfolio Outcome</i>
<ul style="list-style-type: none"> <li>❑ Develop effective and appropriate governance for each Territory.</li> </ul>	Territory residents receiving appropriate and effective governance.
<ul style="list-style-type: none"> <li>❑ Implement or improve government services to bring them in line with those available in comparable mainland communities and in order to meet non-self governing Territory community needs.</li> </ul>	Relevant government services meeting acceptable standards of comparability.
<ul style="list-style-type: none"> <li>❑ Facilitate economic and infrastructure development in the non-self governing Territories.</li> </ul>	Improved employment levels and economic activity in the non-self governing Territories.

## RESOURCES

The total appropriation to be received by the Department in 2001-02 is \$3,322.3m, comprising \$199.8m for departmental outputs and \$3,122.5m for administered programmes. Details of these appropriations are provided at Table 1.1 below.

The Department's administered and departmental appropriations in 2001-02 have increased by \$264m as a result of measures announced in, and preceding, the 2001-02 Budget. Details of these measures are provided at Table 1.2.

**Table 1.1: 2001-02 Appropriations and Other Revenue**

	2000-01 Projected Actual <sup>(a)</sup> \$'000	2001-02 Budget \$'000	Variance <sup>(b)</sup>
<b>Appropriation Bill No. 1</b>			
Administered Programmes	250,593	<b>203,445</b>	-18.8%
Departmental Outputs	190,482	<b>199,845</b>	+4.7%
<b>Total</b>	<b>441,075</b>	<b>403,290</b>	-0.9%
<b>Appropriation Bill No. 2</b>			
Specific Purpose Payments to the States and Territories	59,960	<b>96,617</b>	+61.1%
Equity Injections and Loans			
Departmental Equity Injections	4,829	<b>0</b>	-100%
Administered Capital	3,529	<b>0</b>	-100%
<b>Total</b>	<b>68,318</b>	<b>96,617</b>	+51.4%
<b>Special Appropriations</b>			
<i>Australian Land Transport Development Act 1988</i>	875,707	<b>1,074,534</b>	+22.7%
<i>Interstate Road Transport Act 1985</i>	27,100	<b>27,100</b>	0%
<i>Local Government (Financial Assistance) Act 1995</i>	1,322,493	<b>1,383,477</b>	+4.6%
<i>Protection of the Sea (Oil Pollution Compensation Fund) Act 1993</i>	4,250	<b>5,900</b>	+38.8%
<i>Stevedoring Levy (Collection) Act 1998</i>	29,940	<b>31,430</b>	+5.0%
<i>Roads to Recovery Act 2000</i>	150,000	<b>300,000</b>	+100%
<b>Total</b>	<b>2,409,490</b>	<b>2,822,441</b>	+17.1%
<b>Total Appropriations<sup>(c)</sup></b>			
Departmental	190,482	<b>199,845</b>	+4.7%
Administered	2,720,043	<b>3,122,503</b>	+14.7%
<b>Total</b>	<b>2,910,525</b>	<b>3,322,348</b>	+14.1%
<b>Revenue From Other Sources<sup>(c)</sup></b>			
Departmental	17,152	<b>13,992</b>	-18.4%
<b>Special Accounts (Administered)<sup>(d)</sup></b>			
Federation Fund Projects	59,501	<b>110,530</b>	+85.8%
Rural Transactions Centres	10,952	<b>18,446</b>	+68.4%
<b>Total</b>	<b>70,453</b>	<b>128,976</b>	+83.1%

**Notes:**

- (a) Figures represent the projected actual results for the 2000-01 financial year at the time of preparation of the 2001-02 Budget.
- (b) Variance represents percentage change in 2001-02 Budget estimate from the 2000-01 projected actual.
- (c) Includes GST.
- (d) Appropriations have already been recognised in previous years. The estimates reflect actual cash payments.

## SUMMARY OF PLANNED FINANCIAL PERFORMANCE

An overview of the Department's budgeted financial performance, as reflected in the Department's budgeted departmental financial statements and administered notes for 2001-02, is provided below. The Department's budgeted financial statements are set out in Section 3 of this Part of the PBS.

### Departmental

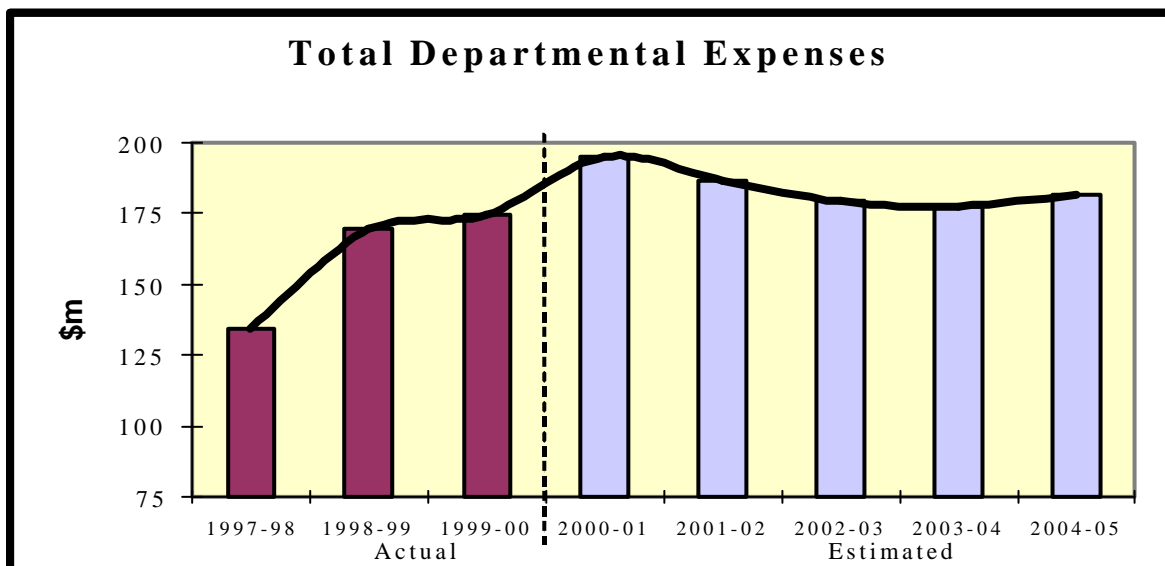
#### Statement of Financial Performance

The Department is budgeting for an operating surplus of \$22.4m for 2001-02 before payment of the Capital Use Charge (CUC) of \$22.7m.

Total revenue is estimated to be \$209.2m, an increase of \$3.4m from the 2000-01 projected actual. The increase is primarily as a result of:

- the funding impact of a new measure: East Coast Very High Speed Train Scoping Study (\$15m);
- reduced funding for the CUC (\$5.2m);
- insurance recovery in 2000-01 relating to the fire at the power station on Cocos (Keeling) Island (\$2.5m); and
- reduced interest revenue (\$2m).

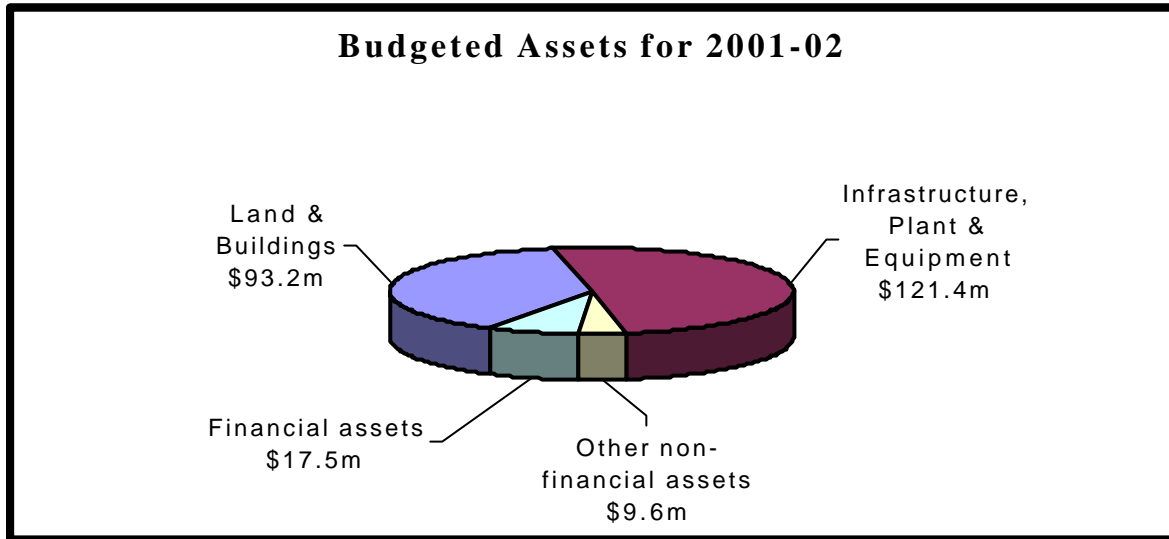
Total expenses are estimated to be \$186.8m, a decrease of \$8.3m from the 2000-01 projected actual. The decrease is due to the write-off of assets in 2000-01, which is partially offset by the impact of the new measure detailed above.



Note: Changes from 1997-98 to 1998-99 are due to increased functions arising from Administrative Arrangements Orders.

### Statement of Financial Position

The Department's budgeted net asset position of \$206.7m, is relatively unchanged from the 2000-01 projected actual. The Department's primary asset, 'Infrastructure, plant and equipment', is projected to increase by \$13.3m to \$121.4m due to the Department's capital works programme. This increase is offset by reductions in financial assets and land and buildings.



The Department's primary liability continues to be accrued employee entitlements, as a result of accruing leave entitlements, of \$27.3m. The liability is expected to increase by \$1m.

### *Administered*

#### Statement of Financial Performance

The Department will receive appropriation revenue of \$3,081.9m for payments it will administer on behalf of the Government, representing an increase of \$383.7m from the 2000-01 projected actual. The increase is largely due to:

- new measures: Roads to Recovery Programme (\$300m); Roads in Outer Metropolitan Areas (\$50m); Airservices Australia – extension of location specific pricing subsidy (\$7m); and Savings from the Upgrade of Mainline Interstate Railway Track (\$111m);
- rephasing of funding for programmes from 2000-01 to 2001-02 (\$48.4m); and
- general increases in accordance with the funding profile of several administered programmes, which are partially offset by lapsing programmes.

The Department will also administer the collection of taxes, fees and fines, other non-taxation revenue and interest and dividends estimated at \$233.2m, which remains largely unchanged from the 2000-01 projected actual.

Administered expenses, such as for grants and subsidies programmes, are budgeted at \$3,217.5m. This represents an increase of \$80m from the 2000-01 projected actual and will be incurred for the programmes set out in Table 2.2. The increase is largely due to:

- the activities outlined above;
- reprofiling of expenses for Federation Fund projects into 2001-02 (\$57.8m); and
- general increases in accordance with the funding profile of several administered programmes, which are partially offset by lapsing programmes.

The increase is partially offset by the write-off of assets in 2000-01 following the wind up of the Australian National Railway Commission (\$325m) and the discontinuation of the Brisbane Light Rail Federation Fund Project (\$20m).



Notes:

1. Changes from 1997-98 to 1998-99 are due to increased functions arising from Administrative Arrangements Orders.
2. Changes from 1999-2000 to 2000-01 are due to the write-off of the Commonwealth investment in Australian National Railway Commission in 2000-01 (\$325m), new measures in 2000-01 (\$191.6m) and general increases in accordance with the funding profile of several administered programmes, which is partially offset by lapsing programmes.

### Statement of Financial Position

Total assets are expected to decline by \$212.9m, from the 2000-01 projected actual to \$1,396.7m. The decrease reflects:

- the reduction in appropriations receivable attributable to Federation Fund projects (\$110.5m), the Rural Transactions Programme (\$18.4m) and payments to the Maritime Industry Finance Company Ltd (MIFCo) (\$31.2m); and
- the reduction in investments due to the receipt of capital repayments from Airservices Australia (\$30m - see Table 3.11).

Total liabilities are expected to decline by \$40.6m, from the 2000-01 projected actual to \$97.3m. The decrease reflects the reduction in payables attributable to MIFCo.

## SUMMARY OF BUDGET MEASURES

**Table 1.2: Summary of Measures disclosed in the 2001-02 Budget**

Measure Title	Appropriations Budget 2000-01 (\$m)			Appropriations Budget 2001-02 (\$m)			Appropriations Estimate 2002-03 (\$m)			Appropriations Estimate 2003-04 (\$m)			Appropriations Estimate 2004-05 (\$m)		
	Admin Exp	Dept Outputs	Total	Admin Exp	Dept Outputs	Total	Admin Exp	Dept Outputs	Total	Admin Exp	Dept Outputs	Total	Admin Exp	Dept Outputs	Total
<b>Pre-Budget Measures</b>															
Roads to Recovery Programme	150.0	0	150.0	300.0	0	300.0	300.0	0	300.0	300.0	0	300.0	150.0	0	150.0
Roads in Outer Metropolitan Areas	0	0	0	50.0	0	50.0	100.0	0	100.0	125.0	0	125.0	125.0	0	125.0
Flood Recovery Fund	10.0	0	10.0	0	0	0	0	0	0	0	0	0	0	0	0
Commonwealth Flood Assistance Package for central and northern NSW and southern QLD	6.0	0	6.0	0	0	0	0	0	0	0	0	0	0	0	0
East Coast Very High Speed Train Scoping Study	0	0	0	0	15.0	15.0	0	5.0	5.0	0	0	0	0	0	0
<b>Budget Measures</b>															
Airservices Australia – extension of Location Specific Pricing Subsidy	0	0	0	7.0	0	7.0	7.0	0	7.0	0	0	0	0	0	0
Federal Flood Mitigation Programme	0	0	0	0.8	0	0.8	9.6	0.4	10.0	9.6	0.4	10.0	9.6	0.4	10.0
Roads to Recovery Programme funding for the Indian Ocean Territories and unincorporated areas	0	0	0	2.2	0	2.2	2.2	0	2.2	2.2	0	2.2	2.1	0	2.1

Measure	Appropriations Budget 2000-01 (\$'000)			Appropriations Budget 2001-02 (\$'000)			Appropriations Estimate 2002-03 (\$'000)			Appropriations Estimate 2003-04 (\$'000)			Appropriations Estimate 2004-05 (\$'000)		
	Admin Exp	Dept Outputs	Total	Admin Exp	Dept Outputs	Total	Admin Exp	Dept Outputs	Total	Admin Exp	Dept Outputs	Total	Admin Exp	Dept Outputs	Total
<b>Budget Measures (cont)</b>															
Construction of a new Scoresby Freeway *	0	0	0	5.3	0	5.3	14.4	0	14.4	13.3	0	13.3	7.0	0	7.0
Savings from the Upgrade of Mainline Interstate Railway Track Programme	0	0	0	-111.0	0	-111.0	0	0	0	0	0	0	0	0	0
Australian Rail Track Corporation – equity funding *	0	0	0	111.0	0	111.0	0	0	0	0	0	0	0	0	0
Alice Springs - Darwin Railway	0	0	0	0	0	0	5.1	0	5.1	8.9	0	8.9	0	0	0
Upgrade of Canberra Airport	8.8	0	8.8	0	0	0	0	0	0	0	0	0	0	0	0
Newcastle Structural Adjustment Fund	0.7	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0
Telecommunications Service Inquiry response – Extend mobile phone coverage to communities of less than 500 people.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Australia's response to Foot and Mouth Disease and other Quarantine Risks *	0	0	0	19.4	0	19.4	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>175.5</b>	<b>0</b>	<b>175.5</b>	<b>384.7</b>	<b>15.0</b>	<b>399.7</b>	<b>438.3</b>	<b>5.4</b>	<b>443.7</b>	<b>459.0</b>	<b>0.4</b>	<b>459.4</b>	<b>293.7</b>	<b>0.4</b>	<b>294.1</b>

\* Appropriation for this measure is not included in the 2001-02 Budget. Provision for funding has been made in the contingency reserve.

## **DETAILS OF MEASURES DISCLOSED IN THE 2001-02 BUDGET**

### **Pre Budget Measures**

#### **Roads to Recovery Programme**

##### *Explanation*

The Government will provide increased funding of \$1.2 billion from 2000-01 to 2004-05 (\$150 million in 2000-01) through the new Roads to Recovery Programme for the construction, upgrade and maintenance of roads. Of this total, over \$850 million will be spent in rural and regional Australia.

Funding will be distributed directly to local government, with allocations between the States and Territories based on a calculation using local road length and population. Funding allocations within each State are based on current allocations of financial assistance grants for local roads.

#### **Roads in Outer Metropolitan Areas**

##### *Explanation*

The Government will provide increased funding of \$400 million over four years to the National Highway and Roads of National Importance Programme to improve road infrastructure on the fringes of the capital cities. Funding will target road projects which develop key arterial link roads in outer metropolitan areas to help reduce traffic congestion.

#### **Flood Recovery Fund**

##### *Explanation*

In response to the severe flooding in central and northern New South Wales and southern Queensland in November 2000, the Government provided assistance of \$10 million in 2000-01 to establish the Flood Recovery Fund. Access to the fund was extended to communities on the north coast of New South Wales affected by flooding in March 2001. This Fund provides short-term support to rural and regional communities in affected areas. Assistance was available for reinstatement and reconstruction of community facilities, clean-up of public and community facilities, and grants to community service organisations to assist with additional demand and services.

#### **Commonwealth Flood Assistance Package for central and northern New South Wales and southern Queensland**

##### *Explanation*

The Government is providing \$147.7 million over two years for flood assistance, which includes an amount of \$6m provided in 2000-01 through the Department of Transport and Regional Services for small business grants.

The Flood Assistance Package is aimed at cotton, cereal and horticultural enterprises in central and northern New South Wales and southern Queensland, which have suffered

hardship as a result of the November 2000 floods on top of a series of crop losses in the previous two harvesting seasons.

This is a cross portfolio measure between the Department of Agriculture, Fisheries and Forestry and the Department of Transport and Regional Services, with assistance administered by Centrelink.

### **East Coast Very High Speed Train Scoping Study**

#### *Explanation*

The Government will provide \$20 million for a scoping study to examine the feasibility of an east coast Very High Speed Train network. The proposed network would link Melbourne, Canberra, Sydney, Brisbane and major regional and coastal centres. The study will examine possible routes, technical performance requirements, risk management, patronage, project structure, indicative project costs, economic impact, government involvement and financing.

The study is being undertaken in cooperation with the Governments of Victoria, New South Wales, Queensland and the Australian Capital Territory.

### **Budget Measures**

#### **Airservices Australia – extension of location specific pricing subsidy**

#### *Explanation*

The Government will continue the location specific pricing subsidy in 2001-02 and 2002-03 to subsidise Airservices Australia for the provision of control tower services at capital city general aviation and regional airports. Continuation of the subsidy will guarantee the provision of air traffic services at these airports at a price the general aviation industry can bear. The subsidy is a transitional measure, arising from the introduction of location specific pricing for tower services at these airports. This measure will support safety and affordable transport access in regional Australia.

The subsidy will continue to be funded through the excise and customs duty on aviation gasoline and aviation turbine fuels.

See also related revenue measure titled *Airservices Australia – Extension of location specific pricing subsidy* in the Treasury portfolio.

#### **Federal Flood Mitigation Programme**

#### *Explanation*

The Government will provide additional funding of \$30.8 million over four years for the new Federal Flood Mitigation Programme. This programme replaces the Regional Flood Mitigation Programme, and will now include mitigation works in outer metropolitan areas. Eligible mitigation measures include levees, channel improvement works, retarding basins, upgrading and replacement of existing flood structures, flood warning systems and voluntary purchase of flood prone homes.

Total Commonwealth funding under this programme (\$10 million per year for the next four years, including existing funding of \$9.2 million in 2001-02) will assist State, Territory and Local Governments to reduce the risk of damage caused by floods in rural, regional and outer metropolitan areas of Australia. The Commonwealth will fund one-third of the costs of approved projects.

### **Roads to Recovery Programme funding for the Indian Ocean Territories and unincorporated areas**

#### *Explanation*

The Government has extended the scope of the Roads to Recovery Programme to Christmas and Cocos (Keeling) Islands in the Indian Ocean Territories and to unincorporated areas in South Australia, New South Wales and Victoria not governed by local government authorities. This measure ensures that the Government's commitment of increased funding for local roads is available to all areas of Australia.

### **Construction of a new Scoresby Freeway**

#### *Explanation*

The Government has designated the Scoresby Freeway a Road of National Importance and allocated \$220 million to bring forward the construction of a new freeway between Ringwood and Frankston. The new freeway will deliver significant economic benefits to Melbourne by removing severe traffic congestion and reducing travel times for as many as 1000,000 vehicles per day.

Additional funding of \$40 million will be provided from 2001-02 to 2004-05 to fund this project. The balance of the Commonwealth's contribution will be allocated from the existing National Highway and Roads of National Importance Programme, including \$150 million from the additional \$400 million provided for Roads in Outer Metropolitan Areas.

### **Savings from the Upgrade of Mainline Interstate Railway Track Programme**

#### *Explanation*

The Government has decided that \$111 million originally allocated to this programme will be returned to the Budget in 2001-02. This decision reflects the lack of success to date in securing satisfactory progress with New South Wales on rail reform; a precondition for additional funding for rail track improvements in New South Wales. The Government will continue to pursue rail track initiatives in New South Wales through its wholly owned business, the Australian Rail Track Corporation.

### **Australian Rail Track Corporation – equity funding**

#### *Explanation*

The Government will provide an equity injection of \$111 million for the Australian Rail Track Corporation to fund rail track initiatives in New South Wales. This funding, currently provided for in the Contingency Reserve, is subject to a business case being agreed with the Government.

### **Alice Springs – Darwin Railway**

#### *Explanation*

The Government is providing additional financial support of up to \$26.4 million from 2002-03 to 2006-07 for the Alice Springs – Darwin Railway. This additional support is conditional on both matching funding from the Northern Territory and South Australian Governments, as well as an assurance that the additional funding will ensure the commencement of construction of the railway. The funding will be provided on a ‘standby’ basis in the form of a grant to the Northern Territory Government.

### **Upgrade of Canberra Airport**

#### *Explanation*

The Government is providing a grant of \$8.8 million in 2000-2001 to upgrade the airport to enable wide-bodied VIP aircraft to land in Canberra. This upgrade will allow visiting Heads of Government who use private wide-bodied aircraft to fly directly to Canberra.

### **Newcastle Structural Adjustment Fund**

#### *Explanation*

The Government will contribute an additional \$0.7 million in 2000-01 to support projects that create new and permanent jobs in Newcastle. The Newcastle Structural Adjustment Fund was established in 1997-98, in response to the closure of BHP Steel in Newcastle. The Fund is used to support projects that generate long-term employment in the Newcastle region.

### **Telecommunications Service Inquiry response – Extend mobile phone coverage to communities of less than 500 people**

#### *Explanation*

The Government will make available \$50.5 million over three years for further extensions in mobile phone service access in smaller communities, more remote areas and along major roads. The Government has already committed \$7 million to projects in Western Australia for this purpose. Funding will be provided through the States and Territories, and the Commonwealth will invite them to make matching contributions.

As part of this initiative the Government will allocate \$9 million from within the Rural Transaction Centres Programme to fund greater rural access to mobile telephony technology and services. This is consistent with the purpose of the Rural Transaction Centres

Programme to enable people in rural areas to have access to services and technology that allow them to obtain information or carry out transactions, including telephone and internet services. The \$9 million is already included in the forward estimates, and therefore no additional funding is included for the Transport and Regional Services Portfolio in Table 1.2.

See also related expense measures titled *Telecommunications Service inquiry response*, in the Communications, Information Technology and the Arts Portfolio.

### **Australia's response to Foot and Mouth disease and other Quarantine Risks**

#### *Explanation*

The Government will provide \$596.4m over 5 years (\$6.4m in 2000-01) to provide additional resourcing and infrastructure to strengthen Australia's defence against the introduction of exotic pests and diseases, including foot and mouth disease.

This funding will be used to implement a heightened quarantined inspection regime to cover 10% of all goods and mail entering Australia and approximately 81% of all passengers entering Australia via airports and seaports. Increased monitoring of airline and ship waste disposal will also be maintained. Infrastructure costs at international airports and mail facilities required to implement the increased inspection regime will also be met by the Government.

This additional expenditure will be met in part by increased AQIS and Customs charges in the Cargo and Seaports programmes. The Passenger Movement Charge will be increased by \$8 to \$38 to meet the additional AQIS and Customs expenditure at international airports.

This is a cross portfolio measure between the Department of Agriculture, Fisheries and Forestry, the Attorney-General's Department, the Department of Communications, Information Technology and the Arts and the Department of Transport and regional Services.

Provision of \$19.4 million for airport infrastructure costs have been made in the Contingency Reserve.

See related measure for *Australia's Response to Foot and Mouth Disease and other Quarantine Risks* under the Attorney-General's Portfolio.

# **SECTION 2**

## **Outcomes, Administered Programmes and Outputs Information**



## OUTCOME FRAMEWORK

The Department seeks to contribute to the achievement of the Portfolio outcome *A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities* through the four key results set out in the Department's Corporate Plan. These are:

- Transport systems which are safer, more efficient, internationally competitive, sustainable and accessible.
- Regional communities which have better access to opportunities and services and which are able to take the lead in their own planning and development.
- Local Governments which serve their communities more effectively and efficiently.
- Territories in which residents will have the same opportunities and responsibilities as other Australians enjoy in comparable communities.

In seeking to achieve these four key results, the Department administers a number of programmes on behalf of the Government (see below) and produces a number of Departmental Outputs (see page 40).

## ADMINISTERED PROGRAMMES

The Department administers a range of 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.

The Department's administered programmes are reflected in two broad administered programme groups.

### **Administered Programme Group 1 — Services for Communities Administered on Behalf of the Commonwealth**

The Department 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. These comprise:

- Administered Programme Group 1.1 – Services for Communities.
- Administered Programme Group 1.2 – Grants to States/Territories and Local Government.

### **Administered Programme Group 2 — Services for Industry Administered on Behalf of the Commonwealth**

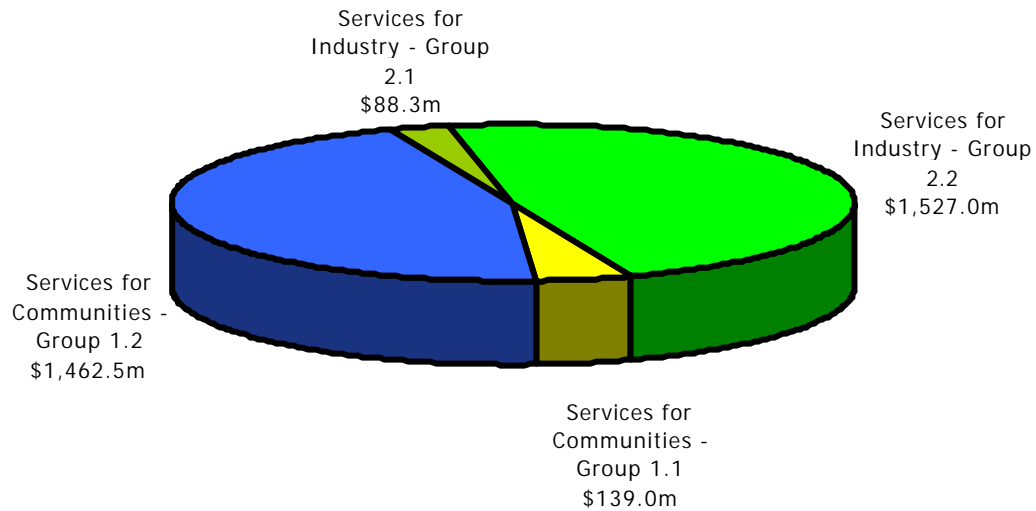
The Department also administers programmes on behalf of the Commonwealth that are designed to provide services and grant funds to assist industry through transportation and infrastructure. These comprise:

- Administered Programme Group 2.1 – Services for Industry and Economic Development.
- Administered Programme Group 2.2 – Grants to States/Territories and Local Government.

The expenses the Department will incur in 2001-02 for each administered programme group are illustrated in Chart 1. The budget and forward estimates of each individual programme the Department will administer on behalf of the Government is provided at Table 2.2 on page 47.

**Chart 1 – Administered Programme Expenses by Group in 2001-02**

(Total expenses of \$3,217.5m, including \$0.6m in depreciation which is not attributable to any group)



## DEPARTMENTAL OUTPUTS

In addition to delivering defined programmes, the Department also provides policy advice, programmes and other services administered that contribute to the achievement of its key results and through them to the Portfolio Outcome.

This section describes how these departmental outputs contribute to each of the four key result areas the Department seeks to deliver. For this purpose, each key result area is defined as an output group as follows.

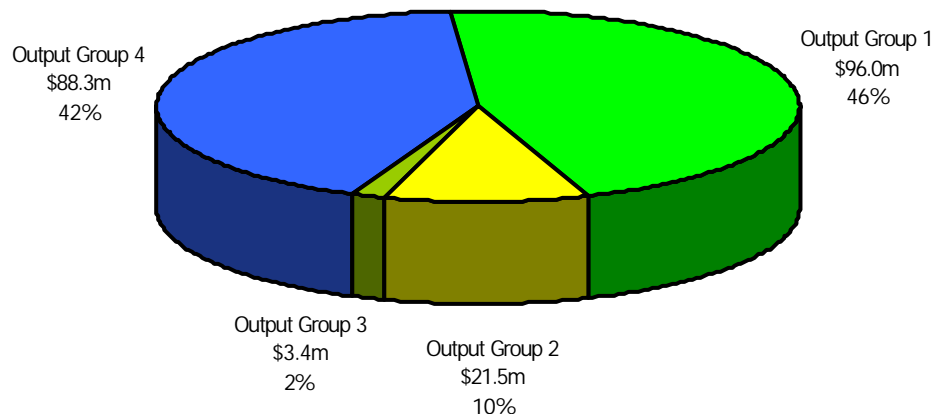
- Output Group 1: Transport systems which are safer, more efficient, internationally competitive, sustainable and accessible.
- Output Group 2: Regional communities which have better access to opportunities and services and which are able to take the lead in their own planning and development.
- Output Group 3: Local Governments which serve their communities more effectively and efficiently.
- Output Group 4: Territories in which residents will have the same opportunities and responsibilities as other Australians enjoy in comparable communities.

The relationship between outputs and output groups is illustrated in the ‘Output Framework 2001-02’ on the following page.

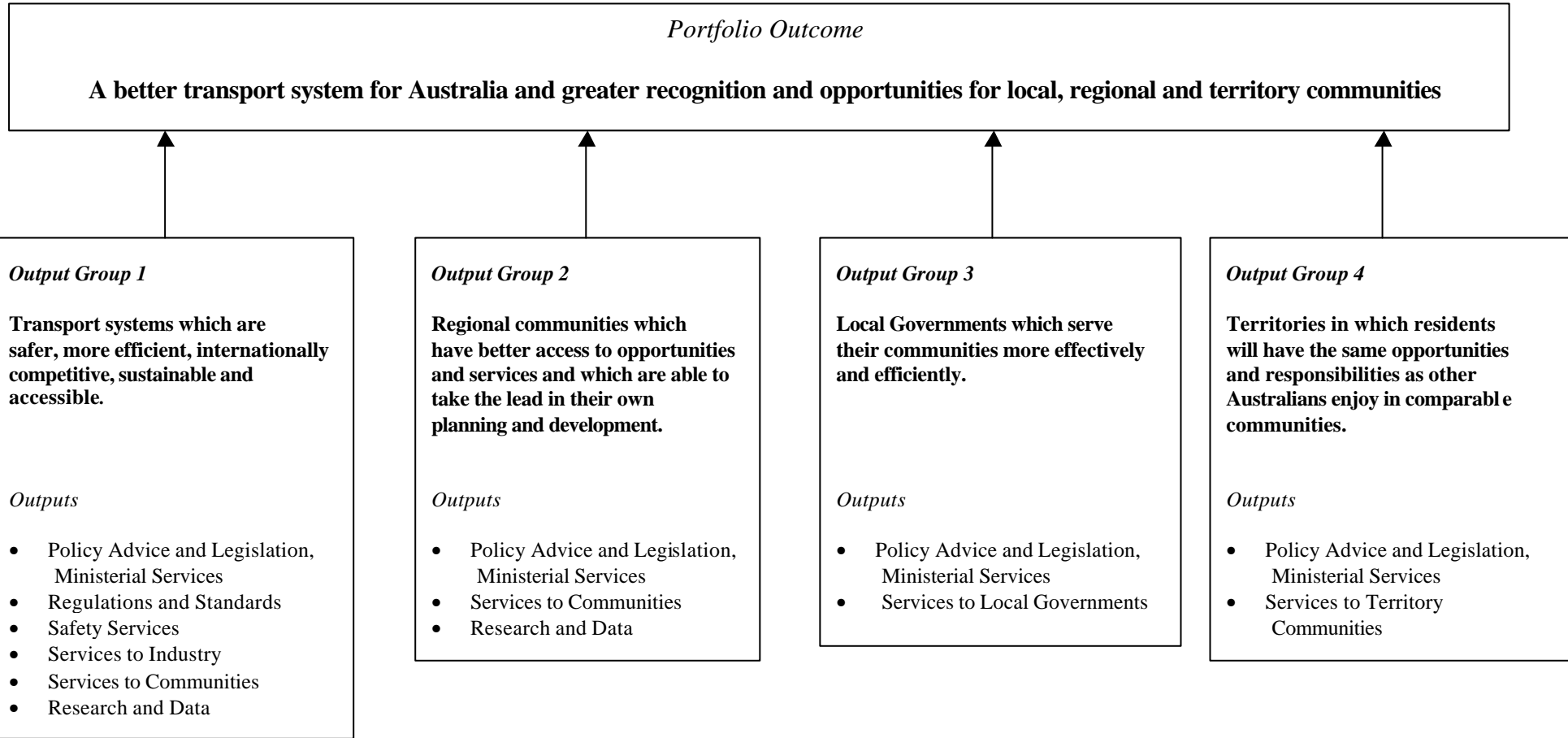
The relationship between Output Groups and the Department’s organisation structure is illustrated in the table at page 43.

The Department’s price of outputs in 2001-02 for each output group is illustrated in Chart 2. The budget estimates for each Departmental output are provided at Table 2.3 on page 49.

**Chart 2 – Departmental Price of Outputs by Output Group in 2001-02**  
(Price of Outputs of \$209.2m)



**OUTPUT FRAMEWORK – 2001-02**



## RELATIONSHIP BETWEEN THE DEPARTMENT'S OUTPUT FRAMEWORK AND ITS ORGANISATIONAL STRUCTURE

Outputs Framework	Contributing organisational Divisions and Bureaus
<p><i>Output Group 1 – Transport systems which are safer, more efficient, internationally competitive, sustainable and accessible.</i></p> <p>1.1 Policy Advice &amp; Legislation, Ministerial Services</p> <p>1.2 Regulation and Standards</p> <p>1.3 Safety Services</p> <p>1.4 Services to Industry</p> <p>1.5 Services to Communities</p> <p>1.6 Research and Data</p>	<p>Airports Australian Transport Safety Bureau Aviation Cross-Modal &amp; Maritime Transport Economic Research &amp; Environment Land Transport</p> <p>Airports Aviation Cross-Modal &amp; Maritime Transport Land Transport</p> <p>Australian Transport Safety Bureau</p> <p>Airports Aviation Cross-Modal &amp; Maritime Transport Land Transport</p> <p>Airports Australian Transport Safety Bureau Aviation Cross-Modal &amp; Maritime Transport</p> <p>Aviation Economic Research and Environment</p>
<p><i>Output Group 2 – Regional Communities which have better access to opportunities and services and which are able to take the lead in their own planning and development</i></p> <p>2.1 Policy Advice &amp; Legislation, Ministerial Services</p> <p>2.2 Services to Communities</p> <p>2.3 Research and Data</p>	<p>Regional Services, Development &amp; Local Government Territories &amp; Regional Support</p> <p>Regional Services, Development &amp; Local Government Territories &amp; Regional Support</p> <p>Economic Research and Environment Regional Services, Development &amp; Local Government</p>
<p><i>Output Group 3 – Local Governments which serve their communities more effectively and efficiently</i></p> <p>3.1 Policy Advice &amp; Legislation, Ministerial Services</p> <p>3.2 Services to Local Governments</p>	<p>Regional Services, Development &amp; Local Government</p> <p>Regional Services, Development &amp; Local Government</p>
<p><i>Output Group 4 – Territories in which residents will have the same opportunities and responsibilities as other Australians enjoy in comparable communities</i></p> <p>4.1 Policy Advice &amp; Legislation, Ministerial Services</p> <p>4.2 Services to Territory Communities</p>	<p>Territories &amp; Regional Support</p> <p>Territories &amp; Regional Support</p>

Note: The services provided by the Executive, the Business Strategies and Services Group and the Information Services Group contribute to the delivery of outputs by each Division/Bureau.

## **CHANGES TO OUTPUTS**

The Department's outputs framework and related performance measures have been revised from 2000-01 as part of the Output Pricing Review currently being undertaken jointly with the Department of Finance and Administration.

The output groups have been significantly revised from a focus predominantly on the key functions of the Department, to a focus on the key results that the Department is striving to achieve in the delivery of services in relation to transport, regional services, local government and territories.

Accordingly, the outputs within each output group have also been revised to focus on those functions of the Department that relate each output group and key result.

The revised framework improves the transparency of the Departments' accountability framework and will improve internal and external reporting functions by enabling the Department to focus on the outcome it is seeking to achieve.

A comparison between the revised output framework and the 2000-01 PBS output framework is provided on the following page.

## COMPARISON BETWEEN REVISED OUTPUT FRAMEWORK AND 2000-01 PBS OUTPUT FRAMEWORK

Revised Output Framework	2000-01 PBS Output Framework
<p><i>Output Group 1 – Transport systems which are safer, more efficient, internationally competitive, sustainable and accessible.</i></p> <p>1.1 Policy Advice &amp; Legislation, Ministerial Services</p> <p>1.2 Regulation and Standards</p> <p>1.3 Safety Services</p> <p>1.4 Services to Industry</p> <p>1.5 Services to Communities</p> <p>1.6 Research and Data</p>	<p>Output 1.1 Policy Advice and Ministerial Services</p> <p>Output 2.1 Approvals and Monitoring of Directions, Rules and Regulations</p> <p>Output 2.2 Safety and Security Investigations</p> <p>Output 4.2 Safety and Security Educations and Information</p> <p>Output 4.1 Trade Facilitation</p> <p>Output 4.4 Administration of Programmes and Grants for Industry</p> <p>Output 5.1 Collection of Taxes and Levies on behalf of the Commonwealth</p> <p>Output 3.3 Services to Regional Communities including Administration of Programmes and Grants for Communities</p> <p>Output 5.1 Collection of Taxes and Levies on behalf of the Commonwealth</p> <p>Output 4.3 Economic Research and Data.</p>
<p><i>Output Group 2 – Regional Communities which have better access to opportunities and services and which are able to take the lead in their own planning and development</i></p> <p>2.1 Policy Advice &amp; Legislation, Ministerial Services</p> <p>2.2 Services to Communities</p> <p>2.3 Research and Data</p>	<p>Output 1.1 Policy Advice and Ministerial Services</p> <p>Output 3.3 Services to Regional Communities including Administration of Programmes and Grants for Communities</p> <p>Output 4.3 Economic Research and Data.</p>
<p><i>Output Group 3 – Local Governments which serve their communities more effectively and efficiently</i></p> <p>3.1 Policy Advice &amp; Legislation, Ministerial Services</p> <p>3.2 Services to Local Governments</p>	<p>Output 1.1 Policy Advice and Ministerial Services</p> <p>Output 3.3 Services to Regional Communities including Administration of Programmes and Grants for Communities</p>
<p><i>Output Group 4 – Territories in which residents will have the same opportunities and responsibilities as other Australians enjoy in comparable communities</i></p> <p>4.1 Policy Advice &amp; Legislation, Ministerial Services</p> <p>4.2 Services to Territory Communities</p>	<p>Output 1.1 Policy Advice and Ministerial Services</p> <p>Output 3.1 Provision of State and Local Government Level Services to Christmas and the Cocos (Keeling) Islands</p> <p>Output 3.2 Provision of State and Local Government Level Services to the Jervis Bay Territory and other services in the Self-Governing Territories</p> <p>Output 5.1 Collection of Taxes and Levies on behalf of the Commonwealth</p>

**TABLE 2.1: SUMMARY OF OPERATING EXPENSES AND CAPITAL RESOURCES**

	2000-01 Projected Actual \$'000	<b>2001-02 Budget \$'000</b>	<i>Variance<sup>(a)</sup></i>	2002-03 Estimate \$'000	2003-04 Estimate \$'000	2004-05 Estimate \$'000
<b>Operating Resources</b>						
Administered Programme Expenses	3,137,479	<b>3,217,497</b>	2.5%	3,052,143	2,996,304	2,851,431
Price of Outputs	205,769	<b>209,214</b>	1.7%	201,893	200,228	204,157
Total	3,343,248	<b>3,426,711</b>	2.4%	3,254,036	3,196,532	3,055,588
<b>Capital Resources</b>						
Administered Capital Injections <sup>(b)</sup>	3,811	<b>0</b>	0	0	0	0
Departmental Equity Injections	4,829	<b>0</b>	0	0	0	0
Total	8,640	<b>0</b>	0	0	0	0
<b>Total Operating and Capital Resources</b>	3,351,888	<b>3,426,711</b>	2.2%	3,254,036	3,196,532	3,055,588
Average Staffing Level (ASL) <sup>(c)</sup>	981.6	<b>980.3</b>	0%			

Notes:

(a) Variance represents percentage change in the 2001-02 Budget over the 2000-01 projected actual.

(b) Includes capital appropriations of \$3.529m and appropriation receivables of \$0.282m.

(c) ASL estimates include Indian Ocean Territories based staff of 111.8 in 2000-01 and 119.3 in 2001-02.

TABLE 2.2 OPERATING EXPENSES - ADMINISTERED PROGRAMMES

	2000-01 Projected Actual \$'000	2001-02 Budget \$'000	Variance <sup>(a)</sup>	2002-03 Estimate \$'000	2003-04 Estimate \$'000	2004-05 Estimate \$'000
<i>Administered Programme Group 1: Services for Communities Administered on Behalf of the Commonwealth</i>						
<b>1.1 Services for Communities</b>						
Implementation of Noise Amelioration for Adelaide Airport	1,500	<b>15,000</b>	100%	23,692	23,453	0
Implementation of Noise Amelioration for Sydney Airport	35,215	<b>34,116</b>	-3%	0	0	0
Subsidy for transition to location-specific pricing for airport control towers	7,000	<b>7,000</b>	0%	7,000	0	0
Remote Air Services Subsidy Scheme	1,866	<b>2,818</b>	51%	2,847	2,879	2,710
Sydney West Airports - Land Acquisition and Works	500	<b>0</b>	-100%	0	0	0
Bass Strait Passenger Vehicle Equalisation Scheme	16,543	<b>17,443</b>	5%	18,243	19,143	19,717
Oil Pollution Compensation Fund	4,250	<b>5,900</b>	39%	5,900	5,900	5,900
Regional Solutions Programme	12,600	<b>22,600</b>	79%	22,600	22,600	0
Rural Transactions Centres	10,952	<b>18,446</b>	68%	21,345	8,354	0
Special Structural Adjustment Package for the South West Forests Region of Western Australia	0	<b>5,000</b>	100%	0	0	0
Understanding Rural Australia	800	<b>800</b>	0%	0	0	0
2002 - Year of the Outback	0	<b>200</b>	100%	400	0	0
Rural Communities Programme	4,214	<b>0</b>	-100%	0	0	0
Rural Plan	4,762	<b>0</b>	-100%	0	0	0
Rural Domestic Violence	62	<b>0</b>	-100%	0	0	0
Regional and Rural Development Grant	320	<b>160</b>	-50%	160	160	160
Regional and Rural Research Information and Data	77	<b>68</b>	-12%	68	68	68
Foundation for Rural and Regional Renewal	37	<b>980</b>	100%	650	650	260
Flood Recovery Fund	1,500	<b>8,500</b>	100%	0	0	0
Compensation payment to SACL for the sale of Sydney Airport land	2,000	<b>0</b>	-100%	0	0	0
Flood Assistance Package - Small Business Grants	6,000	<b>0</b>	-100%	0	0	0
Newcastle Structural Adjustment Fund	735	<b>0</b>	-100%	0	0	0
<b>Total</b>	<b>110,933</b>	<b>139,031</b>	<b>25%</b>	<b>102,905</b>	<b>83,207</b>	<b>28,815</b>
<b>1.2 Grants to States/Territories and Local Government</b>						
Road Safety Black Spot Programme	39,566	<b>48,846</b>	23%	0	0	0
Local Government Financial Assistance Grants	1,330,175	<b>1,374,069</b>	3%	1,424,773	1,475,067	1,528,465
Local Government Incentive Programme	4,490	<b>0</b>	-100%	0	0	0
Local Government Development Programme	205	<b>0</b>	-100%	0	0	0
Payment to ACT - compensation for the effects of national capital influence on the costs of providing municipal services	20,572	<b>21,086</b>	2%	21,508	21,959	22,420
Payment to ACT - assistance for water and sewerage services	8,271	<b>8,477</b>	2%	8,649	8,829	9,016
Federal Flood Mitigation Programme	9,350	<b>10,054</b>	8%	9,600	9,600	9,600
<b>Total</b>	<b>1,412,629</b>	<b>1,462,532</b>	<b>4%</b>	<b>1,464,530</b>	<b>1,515,455</b>	<b>1,569,501</b>
<b>Total Administered Programme Group 1</b>	<b>1,523,562</b>	<b>1,601,563</b>	<b>5%</b>	<b>1,567,435</b>	<b>1,598,662</b>	<b>1,598,316</b>

**TABLE 2.2: OPERATING EXPENSES - ADMINISTERED PROGRAMMES (continued)**

	2000-01 Projected Actual \$'000	2001-02 Budget \$'000	Variance <sup>(a)</sup>	2002-03 Estimate \$'000	2003-04 Estimate \$'000	2004-05 Estimate \$'000
<b>Administered Programme Group 2: Services for Industry Administered on Behalf of the Commonwealth</b>						
<b>2.1 Services for Industry and Economic Development</b>						
Payments to MIFCo <sup>(b)</sup>	452	193	-57%	60	60	60
Tasmanian Freight Equalisation Scheme	65,000	65,650	1%	66,307	66,970	67,639
Supermarket to Asia	900	167	-81%	0	0	0
Upgrade of the Mainline Interstate Railway Track	83,889	14,585	-83%	0	0	0
Management of residual issues of former Australian National Railway Commission (AN)	5,100	4,600	-10%	500	0	0
International Civil Aviation Organisation - contribution	1,508	1,502	0%	1,502	1,502	1,502
OECD Road Transport - contribution	42	40	-5%	40	40	40
National Road Transport Commission	1,240	1,240	0%	1,240	620	0
International Maritime Organisation - contribution	237	300	27%	300	300	300
Upgrade of Canberra Airport to international wide-bodied jet standard	8,800	0	-100%	0	0	0
<b>Total</b>	<b>167,168</b>	<b>88,277</b>	<b>-47%</b>	<b>69,949</b>	<b>69,492</b>	<b>69,541</b>
<b>2.2 Grants to States/Territories and Local Government</b>						
National Highway and Roads of National Importance	847,500	1,032,184	22%	1,048,666	989,357	1,003,709
Roads to Recovery Programme	150,000	300,000	100%	300,000	300,000	150,000
Roads to Recovery Programme - Indian Ocean Territories and unincorporated areas	0	2,158	100%	2,158	2,158	2,080
Interstate Road Transport Fees	27,100	27,100	0%	27,100	27,100	27,100
Alice Springs to Darwin Rail Link	10,000	55,000	100%	5,050	8,850	0
Federation Fund Projects	59,464	110,530	86%	31,100	0	0
Tasmanian Rail Track Upgrading	1,000	0	-100%	0	0	0
Upgrade of Rockhampton Airport Runway	6,000	0	-100%	0	0	0
<b>Total</b>	<b>1,101,064</b>	<b>1,526,972</b>	<b>39%</b>	<b>1,414,074</b>	<b>1,327,465</b>	<b>1,182,889</b>
<b>Total Administered Programme Group 2</b>	<b>1,268,232</b>	<b>1,615,249</b>	<b>27%</b>	<b>1,484,023</b>	<b>1,396,957</b>	<b>1,252,430</b>
<b>Expenses not allocated to programs</b>						
Depreciation	685	685	0%	685	685	685
Net write down of assets	345,000	0	-100%	0	0	0
<b>Total expenses not allocated to programs</b>	<b>345,685</b>	<b>685</b>	<b>-100%</b>	<b>685</b>	<b>685</b>	<b>685</b>
<b>Total Administered Operating Expenses</b>	<b>3,137,479</b>	<b>3,217,497</b>	<b>3%</b>	<b>3,052,143</b>	<b>2,996,304</b>	<b>2,851,431</b>

Notes:

(a) Variance represents percentage change in 2001-02 Budget over the 2000-01 projected actual.

(b) The estimates represent expenses relating to the administration costs of the programme. The expenses relating to the actual Payments to MIFCo have been recognised in previous years, while the cash payments of around \$30m are recognised each year.



TABLE 2.4 CAPITAL RESOURCES

	2000-01 Projected Actual \$'000	2001-02 Budget \$'000	Variance <sup>(a)</sup>	2002-03 Estimate \$'000	2003-04 Estimate \$'000	2004-05 Estimate \$'000
<b>CAPITAL RESOURCES</b>						
<u>Administered Capital Injections</u>						
1. Administered capital injections						
Loan to Norfolk Island Government - Cascade Cliff Safety Project	730	0	-100%	0	0	0
Sydney West Airports - Land Acquisition and Works	2,799	0	-100%	0	0	0
2. Administered items expensed but unspent in 1998-99						
Local Government Development Programme <sup>(b)</sup>	127	0	-100%	0	0	0
Rail Reform <sup>(b)</sup>	155	0	-100%	0	0	0
<b>Total</b>	<b>3,811</b>	<b>0</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>0</b>
<u>Departmental Capital Injections</u>						
Capital Works	4,151	0	-100%	0	0	0
Appropriation of Previous Years Carryover	678	0	-100%	0	0	0
<b>Total</b>	<b>4,829</b>	<b>0</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Notes:

(a) Variance represents percentage change in 2001-02 Budget over the 2000-01 projected actual.

(b) Additional appropriation is not being sought for these items. Resources for these activities will be funded through drawdown against appropriation receivable in 2000-01.

## PERFORMANCE INFORMATION

Performance information for the programmes administered by the Department and for the Department's outputs is intended to provide the basis against which the Department's performance will be assessed in its Annual Report to Parliament.

## ADMINISTERED PROGRAMME PERFORMANCE INFORMATION

The administered programmes contribute to the achievement of the Department's key strategies set out on pages 21 to 25.

### Administered Programme Group 1 – Services for Communities Administered on Behalf of the Commonwealth

To assist readers in understanding where programme responsibility lies within the Department, the responsible Division has been identified in brackets against each programme item.

#### Group 1.1 - Services for Communities

These are programmes designed to provide services and grant funds to assist the social and economic capacity of Australian communities.

*Table 2.5: Performance information for Administered Programme Group 1.1*

<b><i>Programme</i></b>	<b><i>Performance Indicators</i></b>
Noise Amelioration for Adelaide Airport (Airports Division)	<p><i>Effectiveness:</i> All eligible public buildings and residences surrounding Adelaide Airport are insulated to assist the environmental sustainability of operations at the airport.</p> <p><i>Quality:</i> Customer satisfaction with the insulation process within the framework of the programme.</p> <p><i>Quantity:</i> Insulation of up to 250 residences and 2 public buildings.</p> <p><i>Cost:</i> \$15m</p>
Noise Amelioration for Sydney Airport (Airports Division)	<p><i>Effectiveness:</i> All eligible public buildings and residences surrounding Sydney Airport are insulated to assist the environmental sustainability of operations at the airport.</p> <p><i>Quality:</i> Customer satisfaction with the insulation process within the framework of the programme.</p> <p><i>Quantity:</i> Insulation of remaining eligible residences and public buildings where owners wish to participate in the programme.</p> <p><i>Cost:</i> \$34.1m</p>

<b>Programme</b>	<b>Performance Indicators</b>
<p>Subsidy for transition to location-specific pricing for air traffic control towers</p> <p><b>New Measure</b> (Aviation Division)</p>	<p><i>Effectiveness:</i> Air traffic control services at regional and general aviation airports are maintained at a reasonable cost to users.</p> <p><i>Quantity:</i> Subsidisation of air traffic control services at 15 airports.</p> <p><i>Cost:</i> \$7m</p>
<p>Remote Air Service Subsidy Scheme (RASS) (Aviation Division)</p>	<p><i>Effectiveness:</i> Provide subsidised air services, where there are no alternative forms of transport, to enable access to passenger transport, goods delivery and other transport needs.</p> <p><i>Quantity:</i> Contracts with 5 air operators serving over 200 locations</p> <p><i>Cost:</i> \$2.8m</p> <p><i>Location:</i> Queensland, Northern Territory, Western Australia and South Australia.</p>
<p>Bass Strait Passenger Vehicle Equalisation Scheme (Cross-Modal &amp; Maritime Transport Division)</p>	<p><i>Effectiveness:</i> Reduced cost of travel, thereby leading to efficient and equitable access to Tasmania, for passengers accompanying their vehicles across Bass Strait.</p> <p><i>Quality:</i> Levels of assistance are determined to reduce the costs of travel for passengers accompanying their vehicles across Bass Strait, and for passengers travelling by commercial air service between King Island and the mainland, while transporting an eligible passenger vehicle.</p> <p><i>Quantity:</i> 140,000 eligible passenger vehicles.</p> <p><i>Cost:</i> \$17.4m</p> <p><i>Location:</i> Tasmania.</p>
<p>International Oil Pollution Compensation Fund Levy (Cross-Modal &amp; Maritime Transport Division)</p>	<p><i>Effectiveness:</i> Compensation, funded by contracting states including Australian oil companies, provided in the event of major oil spills.</p> <p><i>Cost:</i> \$5.9m</p>

<b>Programme</b>	<b>Performance Indicators</b>
<p>Regional Solutions Programme (Regional Services, Development &amp; Local Government Division)</p>	<p><i>Effectiveness:</i> Regional, rural and remote areas of Australia develop local solutions to local problems and improve their sustainability.</p> <p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Stakeholder satisfaction with the programme.</li> <li>• Improved cross portfolio and jurisdictional co-operation.</li> </ul> <p><i>Quantity:</i> Number and geographical spread of grants approved</p> <p><i>Cost:</i> \$22.6m</p> <p><i>Location:</i> Regional, rural and remote Australia.</p>
<p>Rural Transaction Centres (RTCs) <b>New Measure</b> (Regional Services, Development &amp; Local Government Division)</p>	<p><i>Effectiveness:</i> Small communities develop their own centres providing services such as banking, postal, internet, phone and fax, Medicare claim services and access to appropriate Federal, State and local government services.</p> <p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• RTCs report satisfaction with the programme.</li> <li>• Meeting expressed community need.</li> </ul> <p><i>Cost:</i> \$18.4m</p> <p><i>Location:</i> Regional, rural and remote communities of less than 3,000 residents.</p>
<p>Special Structural Adjustment Package for the South West Forests Region of Western Australia (Regional Services, Development &amp; Local Government Division)</p>	<p><i>Effectiveness:</i> Contribution to regional job creation and the economic diversification of the South West Forests Region.</p> <p><i>Cost:</i> \$5m</p> <p><i>Location:</i> South West Forests Region of Western Australia.</p>
<p>Understanding Rural Australia (Regional Services, Development &amp; Local Government Division)</p>	<p><i>Effectiveness:</i> Improved availability of data on rural and regional social issues and trends.</p> <p><i>Cost:</i> \$0.8m</p> <p><i>Location:</i> Regional, rural and remote Australia.</p>
<p>2002 – Year of the Outback (Regional Services, Development &amp; Local Government Division)</p>	<p><i>Effectiveness:</i> Contribution to improved understanding of what the outback has meant to the nation’s development and self-image.</p> <p><i>Cost:</i> \$0.2m</p> <p><i>Location:</i> Regional, rural and remote Australia.</p>

<b>Programme</b>	<b>Performance Indicators</b>
<p>Regional and Rural Development Grant</p> <p><i>(Regional Services, Development &amp; Local Government Division)</i></p>	<p><i>Effectiveness:</i> Improved stakeholder understanding of socio-economic change in Regional Australia.</p> <p><i>Cost:</i> \$0.2m</p> <p><i>Location:</i> Regional, rural and remote Australia.</p>
<p>Regional and Rural Research Information and Data</p> <p><i>(Regional Services, Development &amp; Local Government Division)</i></p>	<p><i>Effectiveness:</i> Improved availability to information for decision making in regional Australia.</p> <p><i>Cost:</i> \$0.1m</p> <p><i>Location:</i> Regional, rural and remote Australia.</p>
<p>Foundation for Rural and Regional Renewal</p> <p><i>(Regional Services, Development &amp; Local Government Division)</i></p>	<p><i>Effectiveness:</i> Contribution to the formation of stronger partnerships achieved between the public and private sector in delivering services to rural communities.</p> <p><i>Cost:</i> \$1m</p> <p><i>Location:</i> Regional, rural and remote Australia.</p>
<p>Flood Recovery Fund</p> <p><b>New Measure – \$8.5m rephased from 2000-01 to 2001-02</b></p> <p><i>(Territories &amp; Regional Support Division)</i></p>	<p><i>Effectiveness:</i> Minimise the economic and environmental impacts of severe and widespread flooding on rural towns and regional centres in the affected areas.</p> <p><i>Cost:</i> \$8.5m</p> <p><i>Location:</i> Central, Northern and North Coast New South Wales and Southern Queensland.</p>

## **Group 1.2 – Grants to State/Territories and Local Government**

These are programmes that are designed to provide services and grant funds to States/Territories and Local Governments to assist the social and economic capacity of Australian communities.

**Table 2.6: Performance information for Administered Programme Group 1.2**

<b><i>Programme</i></b>	<b><i>Performance Indicators</i></b>
Road Safety Black Spot Programme <i>(Australian Transport Safety Bureau)</i>	<i>Effectiveness:</i> Improved safety of Australia's roads and, thereby reduced cost to the community of road trauma. <i>Quality:</i> A reduction in the number of serious crashes at identified and treated sites with a consequent reduction in the cost to the community of road trauma. <i>Quantity:</i> Approx 400 projects completed. <i>Cost:</i> \$48.8m <i>Location:</i> 50% in rural and regional Australia.
Local Government Financial Assistance Grants <i>(Regional Services, Development &amp; Local Government Division)</i>	<i>Effectiveness:</i> Local Governments enabled to provide services to communities to facilitate social and economic development, including local roads. <i>Cost:</i> \$1,374.1m <i>Location:</i> Regional, rural and remote Australia.
Payment to the ACT to assist in meeting the additional costs it bears arising from Canberra's role as the National Capital <i>(Territories &amp; Regional Support Division)</i>	<i>Effectiveness:</i> Reduced costs to the ACT of National Capital influences on utility services. <i>Cost:</i> \$8.5m <i>Location:</i> ACT.
Payment to the ACT to compensate for the effects of National Capital influence on the costs of providing municipal services <i>(Territories &amp; Regional Support Division)</i>	<i>Effectiveness:</i> Reduced costs to the ACT of National Capital influences on municipal services. <i>Cost:</i> \$21.1m <i>Location:</i> ACT.

<b><i>Programme</i></b>	<b><i>Performance Indicators</i></b>
<p>Federal Flood Mitigation Programme</p> <p><b>New Measure</b></p> <p><i>(Territories &amp; Regional Support Division)</i></p>	<p><i>Effectiveness:</i> Reduced loss and damage to communities and infrastructure from the effect of flooding. The programme will have the direct effect of improving safety, reducing losses and damage, and maintaining business and economic activity in regional areas.</p> <p><i>Quality:</i> A reduction in the estimate of average annual damage.</p> <p><i>Quantity:</i></p> <ul style="list-style-type: none"> <li>• Increased number of properties protected from major flooding.</li> <li>• Increased number of flood forecasting and warning systems for flood-prone areas.</li> <li>• Increased number of flood-prone areas with structural measures in place.</li> </ul> <p><i>Cost:</i> \$10.1m</p> <p><i>Location:</i> Rural and regional Australia, and outer metropolitan areas.</p>

## Administered Programme Group 2 – Services for Industry Administered on Behalf of the Commonwealth

### Group 2.1 - Services for Industry and Economic Development

These are programmes 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.

*Table 2.7: Performance information for Administered Programme Group 2.1*

<b>Programme</b>	<b>Performance Indicators</b>
Infrastructure Borrowings Tax Offset Scheme <i>(Airports Division)</i>	<i>Effectiveness:</i> Encourage private sector investment in the provision of public infrastructure.
Payments to Maritime Industry Finance Company Ltd (MIFCo) <i>(Cross-Modal &amp; Maritime Transport Division)</i>	<i>Effectiveness:</i> Contribution to Government waterfront reform initiatives for improving stevedoring performance. <i>Quality:</i> Department ensures sufficient funding is provided for MIFCo to meet its financial obligations. <i>Cost:</i> \$0.2m (\$31.4m in cash payments)
Tasmanian Freight Equalisation Scheme <i>(Cross-Modal &amp; Maritime Transport Division)</i>	<i>Effectiveness:</i> Remove the transport cost disadvantage incurred by shippers transporting non-bulk goods across Bass Strait. <i>Quality:</i> <ul style="list-style-type: none"> <li>• Levels of assistance are determined to remove the transport cost disadvantage incurred by shippers transporting non-bulk goods across Bass Strait.</li> <li>• Stakeholder satisfaction with administration and service delivery of the scheme.</li> </ul> <i>Quantity:</i> 6,000 claims processed per annum. <i>Cost:</i> \$65.7m <i>Location:</i> Tasmania.
Supermarket to Asia <i>(Cross-Modal &amp; Maritime Transport Division)</i>	<i>Effectiveness:</i> Improved transport linkages with Australia's major trading partners. <i>Cost:</i> \$0.2m
Upgrade of the Mainline Interstate Railway Track <b>New Measure</b> <i>(Land Transport Division)</i>	<i>Effectiveness:</i> Improved quality of the interstate rail track and increased opportunities and incentives for appropriate private sector investment in transport facilities. <i>Quality:</i> Progress towards meeting Australian Transport Council agreed targets relating to speed restrictions, improved axle load speeds and improved train lengths. <i>Cost:</i> \$14.6m

<i><b>Programme</b></i>	<i><b>Performance Indicators</b></i>
<p>Management of residual issues of former Australian National Railways Commission (AN) (<i>Land Transport Division</i>)</p>	<p><i>Effectiveness:</i> Resolution of outstanding issues, including legal issues and completion of environmental remediation of affected properties, following the winding up of AN.</p> <p><i>Quantity:</i> Payments made in accordance with legal obligations.</p> <p><i>Cost:</i> \$4.6m</p>
<p>Contributions to support:</p> <ul style="list-style-type: none"> <li>• International Civil Aviation Organisation (ICAO)</li> <li>• OECD Road Transport</li> <li>• International Maritime Organisation (IMO)</li> <li>• National Road Transport Commission (NRTC)</li> </ul> <p>(<i>Aviation, Land Transport and Cross-Modal &amp; Maritime Transport Divisions</i>)</p>	<p><i>Effectiveness:</i></p> <ul style="list-style-type: none"> <li>• ICAO – Ensure Australian contribution to issues affecting aviation development, in particular, drafting international safety and operational standards.</li> <li>• OECD Road Transport – Improved international cooperation to increase the efficiency, safety and environmental performance of road transport through research and inter-modal linkages reports and workshops.</li> <li>• IMO – International agreements for shipping operators, ship safety and protection of the marine environment reflect Australia's interest.</li> <li>• NRTC – Improved efficiency, safety, and environmental performance of road transport through nationally harmonised regulations in areas such as compliance and enforcement, driving hours and fatigue management and performance based standards.</li> </ul> <p><i>Quantity for each contribution:</i> Payments made in accordance with agreed schedule.</p> <p><i>Cost:</i></p> <ul style="list-style-type: none"> <li>• ICAO – \$1.5m</li> <li>• OECD – \$0.1m</li> <li>• NRTC – \$1.2m</li> <li>• IMO – \$0.3m</li> </ul>

## **Group 2.2 – Grants to States/Territories and Local Government**

These are programmes that are designed to provide services and grant funds to States/Territories and Local Government to assist industry to develop and maintain transportation infrastructure. Many of these programmes also assist communities through economic and infrastructure development.

**Table 2.8: Performance information for Administered Programme Group 2.2**

<b><i>Programme</i></b>	<b><i>Performance Indicators</i></b>
<p>National Highway and Roads of National Importance Programme</p> <p><b>New Measures – Roads in Outer Metropolitan Areas and Construction of a new Scoresby Freeway</b></p> <p><i>(Land Transport Division)</i></p>	<p><b><i>Effectiveness:</i></b> Improved standard and effectiveness of transport facilities to assist economic growth across Australia’s regions by upgrading National Highway and strategic freight routes in States and Territories.</p> <p><b><i>Quantity:</i></b></p> <p>National Highway &amp; Roads of National Importance</p> <ul style="list-style-type: none"> <li>Number of road construction projects delivered during the year compared with the number projected to be completed.</li> </ul> <p><b><i>Target:</i></b> Not less than 90%.</p> <p>National Highway Maintenance</p> <ul style="list-style-type: none"> <li>Percentage of National Highway length classified as acceptable.</li> <li>Percentage of National Highway smooth travel exposure classified as acceptable (by % vehicle kilometres exposed to &lt;110 NRM<sup>(a)</sup>)</li> </ul> <p><b><i>Target:</i></b> Not less than 95%.</p> <p>Bridge Upgrading Programme</p> <ul style="list-style-type: none"> <li>Number of projects delivered during the year compared with the number projected to be completed.</li> </ul> <p><b><i>Target:</i></b> 90%</p> <p><b><i>Cost:</i></b> \$1,032.2m</p>
<p>Roads to Recovery Programme</p> <p><b>New Measure – Including the Roads to Recovery Programme and Roads to Recovery Programme for the Indian Ocean Territories and unincorporated areas</b></p> <p><i>(Land Transport Division)</i></p>	<p><b><i>Effectiveness:</i></b> Improved access, through transportation, across, and within, regional Australia and Indian Ocean Territories.</p> <p><b><i>Quality:</i></b> Percentage of recipients complying with all Programme conditions who receive their entitled payments in full.</p> <p><b><i>Target:</i></b> 100%</p> <p><b><i>Cost:</i></b> \$302.2m</p> <p><b><i>Location:</i></b> Regional Australia and Indian Ocean Territories.</p>

(a) NRM – Naasra Roughness Measure

<b>Programme</b>	<b>Performance Indicators</b>
Interstate Road Transport Fees <i>(Land Transport Division)</i>	<i>Effectiveness:</i> Contribution to the implementation of national road transport reform through the Federal Interstate Registration Scheme.  <i>Cost:</i> \$27.1m
Alice Springs to Darwin Rail Link (also funded under Federation Fund Projects)  <b>New Measure</b> <i>(Land Transport Division)</i>	<i>Effectiveness:</i> Improved productivity of transport activities to enhance access to this region.  <i>Cost:</i> \$55m  <i>Location:</i> Northern Territory.
Federation Fund Projects: <ul style="list-style-type: none"> <li>• Murray River Bridges (NSW/Vic)</li> <li>• Caboolture Motorway (Qld)</li> <li>• Beaudesert Shire Railway (Qld)</li> <li>• Abt Railway (Tas)</li> <li>• Alice Springs to Darwin Rail Link (NT) (see also separate programme above)</li> </ul> <i>(Land Transport Division)</i>	<i>Effectiveness:</i> Grants to Federation Fund projects will improve productivity of transport activities and enhance accessibility and economic prosperity and employment.  <i>Cost:</i> <ul style="list-style-type: none"> <li>• Murray River Bridges – \$41m</li> <li>• Caboolture Motorway – \$8.9m</li> <li>• Beaudesert Shire Railway – \$5m</li> <li>• Abt Railway – \$0.6m</li> <li>• Alice Springs to Darwin Rail Link – \$55m</li> </ul> <i>Location:</i> Queensland, Tasmania, Northern Territory, Victoria and New South Wales.

## DEPARTMENT OUTPUTS PERFORMANCE INFORMATION

To assist readers to understand where responsibility for the delivery of departmental outputs lies within the Department, the relevant divisions and bureaus are identified in brackets under each output in the performance information table for each output group.

### **Output Group 1: Transport systems which are safer, more efficient, internationally competitive, sustainable and accessible.**

This output group deals with the Department's role in the delivery of services in relation to all modes of transport, including infrastructure. The outputs of the group are:

- 1 Policy Advice and Legislation, Ministerial Services;
- 2 Regulation and Standards;
- 3 Safety Services;
- 4 Services to Industry;
- 5 Services to Communities;
- 6 Research and Data; and
- 7 Revenue Administration.

#### Policy Advice and Legislation, Ministerial Services

The Department provides policy advice and other services to its Ministers with respect to all modes of transport. Matters on which policy advice is provided include: cross-modal measures and projects, maritime issues, road and rail regulation reform and infrastructure development, environmental issues, transport safety and security issues, air transport and airport services, and international transport issues such as participation in international and regional forums and meeting international obligations. Other services include implementation and administration of maritime, aviation and road transport legislation; and oversight of Portfolio authorities and Government Business Enterprises.

#### Regulation and Standards

The Department provides services associated with the approval and monitoring of Commonwealth transport regulations, standards, directions and rules. Tasks predominantly concern ensuring industry compliance and issuing licences and approvals. Key activities include: administering the regulatory regime for airport and aviation services; setting and monitoring aviation security standards; allocating capacity to Australian international airlines; managing the Australian Design Rules (ADR) for motor vehicles; and administering the *Interstate Road Transport Act 1985*, Part X of the *Trade Practices Act 1974* and Part VI of the *Navigation Act 1912*.

#### Safety Services

The Australian Transport Safety Bureau (ATSB), located within the Department, undertakes independent transport safety investigations to ensure the maintenance, and continuing improvement, of high standards of safety to the travelling public and transport industry operators. The ATSB also undertakes transport safety statistical analysis and research, disseminates transport safety information to industry and the Australian public, and administers the Black Spot Road Safety Programme.

### Services to Industry

The Department administers a range of transport and infrastructure programmes and grants for industry on behalf of its Ministers that contribute to economic and infrastructure development. The programmes administered by the Department include the National Highway and Roads of National Importance programmes, Roads to Recovery programme, Tasmanian Freight Equalisation Scheme, and the Bass Strait Passenger Vehicle Equalisation Scheme. Industry is consulted and involved in the development of policies and programmes.

The Department also facilitates trade by representing the Minister on transport-related trade issues at international forums, contributing to the development of international transport products and services.

The Department also collects general taxes, levies, fees and loan repayments, both departmental in nature and on behalf of the Commonwealth.

### Services to Communities

The Department provides effective and efficient administration of aviation and airport programmes and subsidies for communities on behalf of its Ministers, including the noise amelioration programmes for Sydney and Adelaide, location specific pricing subsidy for air traffic control towers and the Remote Air Services Subsidy (RASS) scheme.

The Department also collects general taxes, levies, fees and loan repayments, both departmental in nature and on behalf of the Commonwealth.

### Research and Data

The Department undertakes public interest research on current and emerging transport issues, and collects, maintains and disseminates data.

**Table 2.9 Performance information for Output Group 1**

<b>Output</b>	<b>Performance Indicators</b>
<p>2 Policy Advice and Legislation, Ministerial Services</p> <p><i>(Contributing Divisions and Bureau: Airports, Australian Transport &amp; Safety Bureau, Aviation, Cross-Modal &amp; Maritime Transport, Economic Research &amp; Environment, and Land Transport)</i></p>	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>Ministers and Ministers' offices satisfied with the quality of policy advice and legislation development, and Department meets standards for policy advice, legislation and ministerial services.</li> </ul> <p>(These standards are set out at page 69)</p> <p><i>Target: 95% level of satisfaction.</i></p> <p><i>Price: \$41.4m</i></p>
<p>1.2 Regulation and Standards</p> <p><i>(Contributing Divisions: Airports, Aviation, Cross-Modal &amp; Maritime Transport, and Land Transport)</i></p>	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>Compliance is in accordance with legislation, standards or agreements, as applicable.</li> <li>Regulation is administered in accordance with applicable legislation and agreements, and Departmental standards.</li> <li>New and amended standards, regulations and agreements, are developed and reviewed in accordance with Government policy and Departmental standards.</li> </ul> <p><i>Price: \$21.2m</i></p>

<b>Output</b>	<b>Performance Indicators</b>
<p>1.3 Safety Services</p> <p><i>(Contributing Bureau: Australian Transport &amp; Safety Bureau)</i></p>	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Publications to increase and improve stakeholder knowledge of transport safety, and to contribute to policies, strategies and action plans.</li> <li>• Stakeholder acceptance of safety messages, including consideration and implementation of recommendations, safety advisory notices and other safety actions.</li> <li>• Publications are in accordance with Departmental standards.</li> </ul> <p><i>Price: \$17.7m</i></p>
<p>1.4 Services to Industry</p> <p><i>(Contributing Divisions: Airports, Aviation, Cross-Modal &amp; Maritime Transport, and Land Transport)</i></p>	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Department ensures that funding recipients meet terms and conditions of funding.</li> <li>• Administration of programmes in accordance with legislation, Government policy, and Departmental standards.</li> <li>• Department ensures that industry interests are understood and represented in international forums and discussions.</li> <li>• Level of industry support for the Department's trade facilitation and liberalisation activities and for industry development activities designed to improve Australia's trade performance.</li> <li>• Revenue collected and reported upon in an effective manner in accordance with legislation and Departmental standards.</li> </ul> <p><i>Price: \$8.4m</i></p>
<p>1.5 Services to Communities</p> <p><i>(Contributing Divisions and Bureau: Airports, Australian Transport &amp; Safety Bureau, and Aviation)</i></p>	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Department ensures that funding recipients meet terms and conditions of funding.</li> <li>• Administration of programmes in accordance with legislation, Government policy, and Departmental standards.</li> <li>• Revenue collected and reported upon in an effective manner in accordance with legislation and Departmental standards.</li> </ul> <p><i>Price: \$1.6m</i></p>
<p>1.6 Research and Data</p> <p><i>(Contributing Divisions: Aviation and Economic Research &amp; Environment)</i></p>	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Research and analysis activities contribute to policy development and programme delivery.</li> <li>• Research and analysis activities are in accordance with Departmental, and appropriate peer and academic research standards.</li> <li>• Research and analysis outputs increase and improve stakeholder knowledge.</li> </ul> <p><i>Price: \$5.7m</i></p>

**Output Group 2: Regional communities which have better access to opportunities and services and which are able to take the lead in their own planning and development.**

This output group deals with the Department's role in the delivery of services for regional communities. The outputs of the group are:

1. Policy Advice and Legislation, Ministerial Services;
2. Services to Communities; and
3. Research and Data.

Policy Advice and Legislation, Ministerial Services

The Department provides policy advice and other services to its Ministers with respect to regional communities including advice on Commonwealth responsibilities, priorities and interests in regional, rural and remote Australia and support to key regional advisory bodies.

Services to Communities

The Department provides effective and efficient administration of regional programmes and grants for communities on behalf of its Ministers, including Regional Solutions Programme, Rural Transaction Centres, Understanding Rural Australia, the Year of the Outback, Foundation for Rural and Regional Renewal, the Regional and Rural Development Grant and various rural adjustment programmes.

The Department also works with other agencies across all spheres of government in the delivery of non-grant programmes and activities to communities.

Research and Data

The Department undertakes public interest research on current and emerging regional services issues, and collects, maintains and disseminates data.

**Table 2.10 Performance information for Output Group 2**

<b>Output</b>	<b>Performance Indicators</b>
<p>2.1 Policy Advice and Legislation, Ministerial Services</p> <p><i>(Contributing Divisions: Regional Services, Development &amp; Local Government, and Territories &amp; Regional Support)</i></p>	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Ministers and Ministers' offices satisfied with the quality of policy advice and legislation development, and Department meets standards for policy advice, legislation and ministerial services. (These standards are set out at page 69)</li> </ul> <p><i>Target: 95% level of satisfaction.</i></p> <ul style="list-style-type: none"> <li>• Improvement in cooperative work and action across agencies.</li> </ul> <p><i>Price: \$6.1m</i></p>

<b><i>Output</i></b>	<b><i>Performance Indicators</i></b>
<p>2.2 Services to Communities</p> <p><i>(Contributing Divisions: Regional Services, Development &amp; Local Government, and Territories &amp; Regional Support)</i></p>	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Department ensures that funding recipients meet terms and conditions of funding.</li> <li>• Where appropriate, stakeholder satisfaction with the programme.</li> <li>• Administration of programmes in accordance with legislation, Government policy, and Departmental standards.</li> <li>• Improved cross portfolio and jurisdictional co-operation.</li> </ul> <p><i>Price: \$13.4m</i></p>
<p>2.3 Research and Data</p> <p><i>(Contributing Divisions: Economic Research &amp; Environment, and Regional Services, Development &amp; Local Government)</i></p>	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Research and analysis activities contribute to policy development and programme delivery.</li> <li>• Research and analysis activities are in accordance with Departmental, and appropriate peer and academic research standards.</li> <li>• Research and analysis outputs increase and improve stakeholder knowledge.</li> </ul> <p><i>Price: \$1.9m</i></p>

### **Output Group 3: Local Governments which serve their communities more effectively and efficiently.**

This output group deals with the Department's role in the delivery of services for local governments. The outputs of the group are:

1. Policy Advice and Legislation, Ministerial Services; and
2. Services to Local Government.

#### Policy Advice and Legislation, Ministerial Services

The Department provides policy advice and other services to its Ministers with respect to local governments including advice on the role of local government in regional development and service delivery and administration of the *Local Government (Financial Assistance) Act 1995*.

#### Services to Local Government

The Department provides effective and efficient administration of local government programmes and grants for local governments on behalf of its Ministers, in particular, Local Government Financial Assistance Grants.

**Table 2.11 Performance information for Output Group 3**

<b><i>Output</i></b>	<b><i>Performance Indicators</i></b>
3.1 Policy Advice and Legislation, Ministerial Services  <i>(Contributing Division: Regional Services, Development &amp; Local Government)</i>	<i>Quality:</i> <ul style="list-style-type: none"> <li>• Ministers and Ministers' offices satisfied with the quality of policy advice and legislation development, and Department meets standards for policy advice, legislation and ministerial services. (These standards are set out at page 69)</li> </ul> <i>Target: 95% level of satisfaction.</i> <ul style="list-style-type: none"> <li>• Improvement in co-operative work and action across agencies.</li> </ul> <i>Price: \$1.6m</i>
3.2 Services to Local Governments  <i>(Contributing Division: Regional Services, Development &amp; Local Government)</i>	<i>Quality:</i> <ul style="list-style-type: none"> <li>• Department ensures that funding recipients meet terms and conditions of funding.</li> <li>• Where appropriate, stakeholder satisfaction with programmes.</li> <li>• Administration of programmes in accordance with legislation, Government policy, and Departmental standards.</li> <li>• Improved cross portfolio and jurisdictional co-operation.</li> </ul> <i>Price: \$1.9m</i>

**Output Group 4: Territories in which residents will have the same opportunities and responsibilities as other Australians enjoy in comparable communities.**

This output group deals with the Department's role in the Commonwealth's responsibilities for the Australian territories of the ACT, the Northern Territory, Norfolk Island (the self-governing Territories), Christmas Island, Cocos (Keeling) Islands, Jervis Bay Territory, the Coral Sea Islands and the Territory of Ashmore and Cartier Islands (the non self-governing Territories). This includes the delivery of state-level government services to the inhabited non self-governing Territories of Christmas Island, the Cocos (Keeling) Islands and Jervis Bay. The outputs of the group are:

1. Policy Advice and Legislation, Ministerial Services;
2. Services to Communities; and
3. Revenue Administration.

Policy Advice and Legislation, Ministerial Services

The Department provides policy advice and other services to its Ministers with respect to Australian territories including advice on effective governance, economic and social development, and service delivery and administration of Commonwealth legislation.

Services to Communities

The Department provides state-level government services for the communities of Christmas Island, the Cocos (Keeling) Islands and Jervis Bay Territory, and provides funding to the local governments of Christmas Island and the Cocos (Keeling) Islands as well as the Wreck Bay Aboriginal Community Council within Jervis Bay Territory.

The Department also collects general taxes, levies, fees and loan repayments, both departmental in nature and on behalf of the Commonwealth including general rates and land taxes, payroll tax, liquor and franchise fees, gambling taxes and mining royalties.

**Table 2.12 Performance information for Output Group 4**

<b>Output</b>	<b>Performance Indicators</b>
4.1 Policy Advice and Legislation, Ministerial Services  <i>(Contributing Division: Territories &amp; Regional Support)</i>	<i>Quality:</i> <ul style="list-style-type: none"> <li>• Ministers and Ministers' offices satisfied with the quality of policy advice and legislation development, and Department meets standards for policy advice, legislation and ministerial services. (These standards are set out at page 69)</li> </ul> <i>Target: 95% level of satisfaction.</i>  <i>Price: \$4.3m</i>

<b><i>Output</i></b>	<b><i>Performance Indicators</i></b>
<p>4.2 Services to Territory Communities</p> <p><i>(Contributing Division: Territories &amp; Regional Support)</i></p>	<p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>• Department ensures that funding recipients meet terms and conditions of funding.</li> <li>• Administration of programmes in accordance with legislation, Government policy, and Departmental standards.</li> <li>• The extent to which equivalent mainland service standards for non-self governing territories are achieved.</li> <li>• Services to self-governing territories in accordance with Commonwealth responsibilities, and comply with Departmental requirements.</li> <li>• Revenue collected and reported upon in an effective manner in accordance with legislation and Departmental standards.</li> </ul> <p><i>Price: \$84.0m</i></p>

## DEPARTMENTAL STANDARDS

The Department delivers outputs on behalf of the Minister for Transport and Regional Services and the Minister for Regional Services, Territories and Local Government, that either comply with, or exceed, the following minimum standards.

- Policy briefs, other advice and research papers are in accordance with the Ministers' *Standard Performance Timeliness Measures for Policy Advice and Research* (reproduced at page 70).
- Ministerial Services will accord with the quality and timeliness standards laid down in the Ministers' *Standard Performance Measures for Ministerial Services* (reproduced at page 71).
- Legislation will be drafted and progressed in accordance with the guidelines set out in PM&C's Legislation Handbook.
- The Department's officers will represent the Ministers (and the Department) in a manner consistent with the guidelines in the Department's Client Service Charter.
- Cabinet submissions are prepared in accordance with the Cabinet timetable and guidelines set out in PM&C's Cabinet Handbook.
- Parliamentary questions to accord with standards and procedures in PM&C's Guidelines for Presentation of Ministerial Statements, Reports and Government Responses to the Parliament.
- Administration of programmes and payments in accordance with the *Ministers' Standard Performance Measures for Administering Programmes and Payments* (reproduced at page 72).

## **STANDARD PERFORMANCE MEASURES FOR POLICY ADVICE AND RESEARCH**

The Minister for Transport and Regional Services and the Minister for Regional Services, Territories and Local Government require that all policy advice and research, either comply with or exceed the minimum standards as follows:

<b>Government Outcomes</b>	The advice or research 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 or research is concise and clearly presented and is targeted towards the set question or issue. The material is in plain English and not compromised by grammatical errors. Specified presentation guidelines are met.
<b>Logic</b>	The reasoning and any assumptions behind the advice or research 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 or research 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 noted.
<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. The Department will identify a preferred option.
<b>Consultation</b>	The Department has consulted all affected areas within the Department, and, 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 or research 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 (see below for details).
<b>Cost</b>	Advice or research clearly outlines any implications of the recommended actions on the planned service performance of the Department and the price agreed by the Minister for those services.

## **STANDARD TIMELINESS PERFORMANCE MEASURES FOR MINISTERIAL SERVICES**

*Ministerial services* from the Department to the Ministers include material prepared, or representations made, on behalf of a Minister in his delivery of his portfolio responsibilities to Parliament, Government, and industry and the wider community. The Ministers require that Ministerial services either comply with or exceed the minimum standards as follows:

<b>Draft replies or other material to Ministers' offices</b>	<b>Timeliness</b>
Parliamentary Questions (including Committee questions)	Within timeframes set by the House of Representatives and the Senate
Possible Questions on Notice briefs	By 11.00am each sitting day
Correspondence responses	Urgent – 5 working days MPs and Senators – 12 working days Other – 15 working days
Minutes (information/advice or seeking approval)	As required
Meetings brief	3 working days prior to meeting
Speeches or speaking notes	5 working days prior to presentation
Cabinet briefing	Friday before Cabinet meeting

## **DEPARTMENTAL STANDARDS FOR ADMINISTERING PROGRAMMES AND PAYMENTS**

The Minister for Transport and Regional Services and the Minister for Regional Services, Territories and Local Government require that administration of programmes and payments either comply with or exceed the minimum standards, if relevant, as follows:

- All programmes and payments to be covered by deeds or other agreement with recipients, outlining the objectives and the services to be provided or how funds are to be spent. Each deed or agreement should include:
  - detailed performance targets; and/or
  - a payment schedule.
- Regular (monthly or quarterly) reporting by recipient against performance targets or other milestones.
- Payments only to be made in accordance with agreed performance requirements
  - payments are made appropriately and are timely.
- Evaluation of the administration of the programme and the community impact on a timely basis and at the cessation of the programme.
- Where relevant, programmes or payments are administered in accordance with relevant legislation.
- Grants programmes are administered in accordance with the requirements of the Australian National Audit Office's Best Practice Guide on Administration of Grants.

## **EVALUATIONS**

The Department is currently undertaking an output pricing review jointly with the Department of Finance and Administration over two years, which will be finalised in 2001-02.

The Department is currently undertaking reviews of a number of its outputs, with the remaining reviews to commence in mid 2001. All reviews will be concluded in 2001. At that time, a price for the delivery of outputs and timetable for further action on efficiency improvements will have been established.

## **COMPETITIVE TENDERING AND CONTRACTING**

In line with Government policy for Departments to market test all relevant activities, the Department is currently undertaking a review of corporate services, which is expected to be finalised in 2001. At the conclusion of the process, the Department will assess outsourcing arrangements on the basis of providing benefits in terms of cost effectiveness and enhanced service delivery.



# **SECTION 3**

## **Budgeted Financial Statements**



## **BUDGETED FINANCIAL STATEMENTS**

The budgeted financial statements comprise full financial statements for the Department and budgeted estimates in tabular form for administered items. Together, these show the planned financial performance for the 2001-02 Budget year and each of the forward years from 2002-03 to 2004-05. The statements also include the projected actual for 2000-01 for comparative purposes.

The budgeted statements contain estimates prepared in accordance with the requirements of the Government's financial budgeting and reporting framework, including the principles of Australian Accounting Standards and Statements of Accounting Concepts, as well as specific guidelines issued by the Department of Finance and Administration.

### **Departmental Statements**

#### ***Table 3.1 – Budgeted Departmental Statement of Financial Performance***

This statement provides a picture of the expected financial results for the Department by identifying full accrual expenses, revenues and the capital use charge, which highlights whether the Department is operating at a sustainable level.

#### ***Table 3.2 – Budgeted Departmental Statement of Financial Position***

This statement shows the financial position of the Department. It enables decision-makers to track the management of the Department's assets and liabilities.

#### ***Table 3.3 – Budgeted Departmental Statement of Cash Flows***

Budgeted cash flows 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.

#### ***Table 3.4 – Budgeted Departmental Capital Budget Statement***

This statement shows all planned departmental capital expenditure on non-financial assets, whether funded through capital appropriations for additional equity or borrowings, or from internal sources.

#### ***Table 3.5 – Departmental Non-financial Assets – Summary of Movement***

Shows budgeted acquisitions and disposals of non-financial assets during the budget year.

#### ***Note to the Budget Financial Statements - Departmental***

The notes provide explanations for the variations between the 2001-02 Budget and the projected actual for 2000-01.

## **Administered Notes**

### ***Table 3.6 – Note of Budgeted Administered Financial Performance***

This note identifies the main revenues and expenses administered on behalf of the Government. It also discloses administered revenues from Government and transfers to the Official Public Account.

### ***Table 3.7 – Note of Budgeted Administered Financial Position***

This note identifies the value of assets and liabilities administered on behalf of the Government.

### ***Table 3.8 – Note of Budgeted Administered Cash Flows***

This note shows cash flows administered on behalf of the Government.

### ***Table 3.9 – Note of Budgeted Administered Capital Budget***

This note shows details of planned administered capital expenditure.

### ***Table 3.10 – Note of Budgeted Administered Non-financial Assets – Summary of Movement***

This note discloses details of movements in administered non-financial assets.

### ***Table 3.11 – Note of Administered Receipts (Other than Appropriations)***

This note shows the projected administered receipts.

### ***Explanatory information supporting the Administered Notes***

The explanatory information details the reasons for the variations between the 2001-02 Budget and the projected actual for 2000-01.

<b>TABLE 3.1: BUDGETED DEPARTMENTAL STATEMENT OF FINANCIAL PERFORMANCE</b>						
	2000-01 Projected	<b>2001-02</b>		2002-03	2003-04	2004-05
Notes	Actual	<b>Budget</b>	<i>Variance</i>	Estimate	Estimate	Estimate
	\$'000	<b>\$'000</b>	%	\$'000	\$'000	\$'000
<b>REVENUES</b>						
Revenue from Independent Sources	15 287	<b>9 369</b>	-39%	9 055	8 775	8 578
Appropriations (Price of Outputs)	190 482	<b>199 845</b>	5%	192 838	191 453	195 579
<b>TOTAL REVENUE</b>	1 205 769	<b>209 214</b>	2%	201 893	200 228	204 157
<b>EXPENSES</b>						
Employees	71 000	<b>70 995</b>	0%	70 820	70 570	70 570
Suppliers	92 610	<b>102 132</b>	10%	94 544	92 687	96 175
Depreciation & Amortisation	14 681	<b>13 349</b>	-9%	13 791	14 233	14 674
Net loss from disposal of assets	16 803	<b>346</b>	-98%	0	0	0
<b>TOTAL EXPENSES</b>	2 195 094	<b>186 822</b>	-4%	179 155	177 490	181 419
<b>NET SURPLUS OR DEFICIT</b>	10 675	<b>22 392</b>	100%	22 738	22 738	22 738
Capital Use Charge (CUC)	3 ( 27 607)	<b>( 22 738)</b>	-18%	( 22 738)	( 22 738)	( 22 738)
<b>NET SURPLUS OR DEFICIT AFTER CUC</b>	( 16 932)	<b>( 346)</b>	-98%	0	0	0
Accumulated funds at Beginning of Year	179 803	<b>162 871</b>	-9%	162 525	162 525	162 525
<b>ACCUMULATED FUNDS AT END OF YEAR</b>	162 871	<b>162 525</b>	0%	<b>162 525</b>	<b>162 525</b>	<b>162 525</b>

<b>TABLE 3.2: BUDGETED DEPARTMENTAL STATEMENT OF FINANCIAL POSITION</b>						
	2000-01 Projected	2001-02		2002-03	2003-04	2004-05
Notes	Actual	Budget	Variance	Estimate	Estimate	Estimate
	\$'000	\$'000	%	\$'000	\$'000	\$'000
<b>ASSETS</b>						
<b>FINANCIAL ASSETS</b>						
Cash	1 232	1 232	0%	1 232	1 232	1 232
Receivables	4 761	2 249	-53%	2 244	2 244	2 244
Accrued Revenue	766	766	0%	766	766	766
Investments	19 028	13 252	-30%	10 599	8 639	7 085
<b>Financial Assets</b>	<b>25 787</b>	<b>17 499</b>	<b>-32%</b>	<b>14 841</b>	<b>12 881</b>	<b>11 327</b>
<b>NON-FINANCIAL ASSETS</b>						
Land & Buildings	96 969	93 217	-4%	89 359	85 395	81 325
Infrastructure, Plant & Equipment	108 130	121 419	12%	129 500	137 011	143 349
Intangibles	3 237	2 381	-26%	1 525	670	653
Inventories	2 450	2 450	0%	2 450	2 450	2 450
Other	4 731	4 731	0%	4 731	4 731	4 731
<b>Non-Financial Assets</b>	<b>215 517</b>	<b>224 198</b>	<b>4%</b>	<b>227 565</b>	<b>230 257</b>	<b>232 508</b>
<b>TOTAL ASSETS</b>	<b>4 241 304</b>	<b>241 697</b>	<b>0%</b>	<b>242 406</b>	<b>243 138</b>	<b>243 835</b>
<b>LIABILITIES</b>						
<b>DEBT</b>						
Other	1 580	1 277	-19%	974	671	368
<b>Debt</b>	<b>1 580</b>	<b>1 277</b>	<b>-19%</b>	<b>974</b>	<b>671</b>	<b>368</b>
<b>PROVISIONS &amp; PAYABLES</b>						
Capital Use Dividend	0	0	0%	0	0	0
Employee Provisions	26 241	27 295	4%	28 312	29 347	30 347
Provision of Goods and Services - Suppliers	5 690	5 678	0%	5 673	5 673	5 673
Other Provisions & Payables	738	738	0%	738	738	738
<b>Provisions &amp; Payables</b>	<b>32 669</b>	<b>33 711</b>	<b>3%</b>	<b>34 723</b>	<b>35 758</b>	<b>36 758</b>
<b>Total Liabilities</b>	<b>5 34 249</b>	<b>34 988</b>	<b>2%</b>	<b>35 697</b>	<b>36 429</b>	<b>37 126</b>
<b>EQUITY</b>						
Total Accumulated Results	162 871	162 525	0%	162 525	162 525	162 525
Total Reserves	9 959	9 959	0%	9 959	9 959	9 959
Total Capital	34 225	34 225	0%	34 225	34 225	34 225
<b>Total Equity</b>	<b>207 055</b>	<b>206 709</b>	<b>0%</b>	<b>206 709</b>	<b>206 709</b>	<b>206 709</b>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>241 304</b>	<b>241 697</b>	<b>0%</b>	<b>242 406</b>	<b>243 138</b>	<b>243 835</b>
<b>Current Liabilities</b>	<b>15 417</b>	<b>15 725</b>		<b>16 012</b>	<b>16 309</b>	<b>16 586</b>
<b>Non-current Liabilities</b>	<b>18 832</b>	<b>19 263</b>		<b>19 685</b>	<b>20 120</b>	<b>20 540</b>
<b>Current Assets</b>	<b>32 968</b>	<b>24 680</b>		<b>22 022</b>	<b>20 062</b>	<b>18 508</b>
<b>Non-current Assets</b>	<b>208 336</b>	<b>217 017</b>		<b>220 384</b>	<b>223 076</b>	<b>225 327</b>

<b>TABLE 3.3: BUDGETED DEPARTMENTAL STATEMENT OF CASH FLOWS</b>						
	2000-01 Projected Actual \$'000	2001-02 Budget \$'000	Variance %	2002-03 Estimate \$'000	2003-04 Estimate \$'000	2004-05 Estimate \$'000
<b>OPERATING ACTIVITIES</b>						
<b>Cash received</b>						
Revenue from Independent Sources	12 775	9 381	-27%	9 060	8 775	8 578
Appropriation Receipts	190 482	199 845	5%	192 838	191 453	195 579
GST Input Credit Receipts	4 177	4 411	6%	4 164	4 183	4 326
GST Receipts from Customers	200	200	0%	200	200	200
<b>Total Cash Received</b>	<b>207 634</b>	<b>213 837</b>	<b>3%</b>	<b>206 262</b>	<b>204 611</b>	<b>208 683</b>
<b>Cash used</b>						
Payments to Employees	68 371	69 941	2%	69 803	69 535	69 570
Payments to Suppliers	93 137	102 144	10%	94 549	92 687	96 175
Other	312	649	100%	303	303	303
GST Payment to Suppliers	5 077	4 611	-9%	4 364	4 383	4 526
<b>Total Cash Used</b>	<b>166 897</b>	<b>177 345</b>	<b>6%</b>	<b>169 019</b>	<b>166 908</b>	<b>170 574</b>
<b>NET CASH FROM OPERATING ACTIVITIES</b>	<b>40 737</b>	<b>36 492</b>	<b>-10%</b>	<b>37 243</b>	<b>37 703</b>	<b>38 109</b>
<b>INVESTING ACTIVITIES</b>						
<b>Cash received</b>						
Proceeds from sales of PP&E and intangibles	236	0	-100%	0	0	0
Cash Received - Other Investing Activities	12 472	8 276	-34%	2 653	1 960	1 554
<b>Total Cash Received</b>	<b>12 708</b>	<b>8 276</b>	<b>-35%</b>	<b>2 653</b>	<b>1 960</b>	<b>1 554</b>
<b>Cash used</b>						
Purchase of PP&E and Intangibles	34 046	22 030	-35%	17 158	16 925	16 925
<b>Total Cash Used for Investing Activities</b>	<b>34 046</b>	<b>22 030</b>	<b>-35%</b>	<b>17 158</b>	<b>16 925</b>	<b>16 925</b>
<b>NET CASH FROM INVESTING ACTIVITIES</b>	<b>(21 338)</b>	<b>(13 754)</b>	<b>-36%</b>	<b>(14 505)</b>	<b>(14 965)</b>	<b>(15 371)</b>
<b>FINANCING ACTIVITIES</b>						
<b>Cash received</b>						
Capital Injections	4 829	0	-100%	0	0	0
<b>Total Cash Received from Financing Activities</b>	<b>4 829</b>	<b>0</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cash used</b>						
Cash Used for Capital Use Charge	28 228	22 738	-19%	22 738	22 738	22 738
<b>Total Cash Used for Financing Activities</b>	<b>28 228</b>	<b>22 738</b>	<b>-19%</b>	<b>22 738</b>	<b>22 738</b>	<b>22 738</b>
<b>NET CASH FROM FINANCING ACTIVITIES</b>	<b>(23 399)</b>	<b>(22 738)</b>	<b>-3%</b>	<b>(22 738)</b>	<b>(22 738)</b>	<b>(22 738)</b>
<b>NET (DECREASE) / INCREASE IN CASH HELD</b>	<b>(4 000)</b>	<b>0</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>0</b>
Cash at beginning of year	5 232	1 232	-76%	1 232	1 232	1 232
<b>Cash at end of year</b>	<b>1 232</b>	<b>1 232</b>	<b>0%</b>	<b>1 232</b>	<b>1 232</b>	<b>1 232</b>

<b>TABLE 3.4: BUDGETED DEPARTMENTAL CAPITAL BUDGET STATEMENT</b>						
	2000-01 Projected Actual \$'000	2001-02 <b>Budget</b> \$'000	<i>Variance</i> %	2002-03 Estimate \$'000	2003-04 Estimate \$'000	2004-05 Estimate \$'000
<b>CAPITAL APPROPRIATION</b>						
Total Capital Appropriation						
Total Equity Injections	4 829	<b>0</b>	-100%	0	0	0
<b>Total Capital Appropriation</b>	<b>4 829</b>	<b>0</b>	-100%	0	0	0
<b>Represented by:</b>						
Purchase of non-financial assets	4 151	<b>0</b>	-100%	0	0	0
Other items	678	<b>0</b>	-100%	0	0	0
<b>Total items</b>	<b>4 829</b>	<b>0</b>	-100%	0	0	0
<b>PURCHASE OF NON-CURRENT ASSETS</b>						
Funded by Capital Appropriation	4 151	<b>0</b>	-100%	0	0	0
Funded Internally by Department resources	29 895	<b>22 030</b>	-26%	17 158	16 925	16 925
<b>Total amount funded</b>	<b>34 046</b>	<b>22 030</b>	-35%	17 158	16 925	16 925

<b>TABLE 3.5: DEPARTMENTAL NON-FINANCIAL ASSETS - SUMMARY OF MOVEMENT (Budget Year 2001-02)</b>						
	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Intangibles	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Gross value</b>						
Actual at 1 July 2001 (opening)	2 900	102 327	105 227	226 283	4 792	336 302
Additions *	0	0	0	22 030		22 030
Disposals	0	0	0	0	0	0
Other movements	0	0	0	0	0	0
As at 30 June 2002 (closing)	2 900	102 327	105 227	248 313	4 792	358 332
<b>Accumulated Depreciation/ Amortisation</b>						
As at 1 July 2001 (opening)	0	8 258	8 258	118 153	1 555	127 966
Disposals	0	( 576)	( 576)	( 280)	0	( 856)
Charge for the reporting period	0	4 328	4 328	9 021	856	14 205
Other movements	0	0	0	0	0	0
As at 30 June 2002 (closing)	0	12 010	12 010	126 894	2 411	141 315
<b>Net book value as at 30 June 2002 (closing book value)</b>	<b>2 900</b>	<b>90 317</b>	<b>93 217</b>	<b>121 419</b>	<b>2 381</b>	<b>217 017</b>
<b>Net book value as at 1 July 2001 (opening book value)</b>	<b>2 900</b>	<b>94 069</b>	<b>96 969</b>	<b>108 130</b>	<b>3 237</b>	<b>208 336</b>
<b>* TOTAL ADDITIONS</b>						
	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Intangibles	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Self funded	0	0	0	22 030	0	22 030
Appropriations	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22 030</b>	<b>0</b>	<b>22 030</b>

## **Note to the Budgeted Financial Statements - Departmental**

*The notes provide explanations for the variations between the 2001-02 Budget and the projected actual for 2000-01.*

### **Statement of Financial Performance**

The Department is budgeting for an operating surplus of \$22.4m for 2001-02 before payment of the Capital Use Charge (CUC) of \$22.7m.

1. Total revenue is estimated to be \$209.2m, an increase of \$3.4m from the 2000-01 projected actual. The increase is primarily as a result of:
  - the funding impact of a new measure: East Coast Very High Speed Scoping Study (\$15m);
  - reduced funding for depreciation (\$1.3m) and the CUC (\$5.2m);
  - insurance recovery in 2000-01 relating to the fire at the power station on Cocos (Keeling) Island (\$2.5m); and
  - reduced interest revenue (\$2.0m).
2. Total expenses are estimated to be \$186.8m, a decrease of \$8.3m from the 2000-01 projected actual. The decrease is largely due to the write-off of assets in 2000-01, which is partially offset by the impact of new measures and the reduction in depreciation.
3. The Capital Use Charge (CUC) is estimated to be \$22.7m, a decrease of \$4.9m from the 2000-01 projected actual. The decrease is due to a reduction in the charge rate from 12% to 11% of net assets in 2000-01 and the write-off of assets in 2000-01.

### **Statement of Financial Position**

The Department's budgeted net asset position of \$206.7m, is relatively unchanged from the 2000-01 projected actual.

4. The Department's primary asset, 'Infrastructure, plant and equipment', is projected to increase by \$13.3m to \$121.4m due to the Department's capital works programme. This increase is offset by reductions in financial assets and land and buildings.
5. The Department's primary liability continues to be accrued employee entitlements, as a result of accruing leave entitlements, of \$27.3m. The liability is expected to increase by \$1m.

### **Statement of Cash Flows**

Significant variances in the Departmental Statement of Cash Flows reflect the explanations above for the Departmental Statement of Financial Performance and Departmental Statement of Financial position.

<b>TABLE 3.6: NOTE OF BUDGETED ADMINISTERED FINANCIAL PERFORMANCE</b>							
Explanatory Information	2000-01	2001-02	Variance	2002-03	2003-04	2004-05	
	Projected	Budget		Estimate	Estimate	Estimate	
	Actual	\$'000		%	\$'000	\$'000	\$'000
<b>REVENUES</b>							
<b>TAXATION</b>							
Taxes, Fees & Fines	157 275	<b>167 752</b>	7%	170 745	174 395	177 390	
<b>Taxation</b>	<b>157 275</b>	<b>167 752</b>	<b>7%</b>	<b>170 745</b>	<b>174 395</b>	<b>177 390</b>	
<b>NON-TAXATION</b>							
Interest and Dividends	43 830	<b>41 956</b>	-4%	42 803	42 258	41 445	
Other Sources of Non-Taxation Revenue	28 465	<b>23 515</b>	-17%	24 108	24 633	25 077	
Appropriations	<b>2 698 191</b>	<b>3 081 859</b>	14%	2 998 118	2 982 352	2 851 108	
<b>Non-Taxation</b>	<b>2 770 486</b>	<b>3 147 330</b>	<b>14%</b>	<b>3 065 029</b>	<b>3 049 243</b>	<b>2 917 630</b>	
<b>TOTAL REVENUE ADMINISTERED ON BEHALF OF THE GOVERNMENT</b>	<b>1</b>	<b>2 927 761</b>	<b>3 315 082</b>	<b>13%</b>	<b>3 235 774</b>	<b>3 223 638</b>	<b>3 095 020</b>
<b>EXPENSES</b>							
<b>GOODS AND SERVICES ITEMS</b>							
Suppliers	37 715	<b>49 116</b>	30%	23 692	23 453	0	
Net write down of assets	345 000	<b>0</b>	-100%	0	0	0	
Depreciation and amortisation expenses	685	<b>685</b>	0%	685	685	685	
Other Goods & Services Expenses	12 702	<b>6 093</b>	-52%	5 960	5 960	5 960	
<b>Goods and Services</b>	<b>396 102</b>	<b>55 894</b>	<b>-86%</b>	<b>30 337</b>	<b>30 098</b>	<b>6 645</b>	
<b>SUBSIDIES AND GRANTS</b>							
Subsidies	83 409	<b>85 911</b>	3%	87 397	88 992	90 066	
Grants	2 657 968	<b>3 075 692</b>	16%	2 934 409	2 877 214	2 754 720	
<b>Subsidies and Grants</b>	<b>2 741 377</b>	<b>3 161 603</b>	<b>15%</b>	<b>3 021 806</b>	<b>2 966 206</b>	<b>2 844 786</b>	
<b>TOTAL EXPENSES ADMINISTERED ON BEHALF OF THE GOVERNMENT</b>	<b>2</b>	<b>3 137 479</b>	<b>3 217 497</b>	<b>3%</b>	<b>3 052 143</b>	<b>2 996 304</b>	<b>2 851 431</b>

<b>TABLE 3.7: NOTE OF BUDGETED ADMINISTERED FINANCIAL POSITION</b>							
	Explanatory Information	2000-01	2001-02	Variance	2002-03	2003-04	2004-05
		Projected	Budget		Estimate	Estimate	Estimate
		Actual	\$'000		%	\$'000	\$'000
<b>ASSETS</b>							
<b>FINANCIAL ASSETS</b>							
Cash		646	649	0%	649	1 863	3 095
Receivables		521 375	345 822	-34%	254 285	205 336	172 381
Investments		935 603	905 603	-3%	875 603	855 603	835 603
Accrued Revenue		7 384	7 384	0%	7 384	7 384	7 384
<b>Financial Assets</b>		<b>1 465 008</b>	<b>1 259 458</b>	<b>-14%</b>	<b>1 137 921</b>	<b>1 070 186</b>	<b>1 018 463</b>
<b>NON-FINANCIAL ASSETS</b>							
Land & Buildings		71 127	70 831	0%	70 535	70 239	69 943
Infrastructure, Plant & Equipment		3	2	-33%	1	0	0
Intangibles		6 623	6 235	-6%	5 847	5 459	5 070
Other		66 867	60 204	-10%	58 624	53 026	52 703
<b>Non-Financial Assets</b>		<b>144 620</b>	<b>137 272</b>	<b>-5%</b>	<b>135 007</b>	<b>128 724</b>	<b>127 716</b>
<b>TOTAL ASSETS ADMINISTERED ON BEHALF OF THE GOVERNMENT</b>	3	<b>1 609 628</b>	<b>1 396 730</b>	<b>-13%</b>	<b>1 272 928</b>	<b>1 198 910</b>	<b>1 146 179</b>
<b>LIABILITIES</b>							
<b>PROVISIONS &amp; PAYABLES</b>							
Subsidies Payable		128 549	97 312	-24%	64 372	29 782	2 501
Grants Payable		9 408	0	-100%	0	0	0
Other		0	0	0%	0	1 011	2 243
<b>Provisions &amp; Payables</b>		<b>137 957</b>	<b>97 312</b>	<b>-29%</b>	<b>64 372</b>	<b>30 793</b>	<b>4 744</b>
<b>TOTAL LIABILITIES ADMINISTERED ON BEHALF OF THE GOVERNMENT</b>	4	<b>137 957</b>	<b>97 312</b>	<b>-29%</b>	<b>64 372</b>	<b>30 793</b>	<b>4 744</b>
<b>Current Liabilities</b>		<b>40 645</b>	<b>32 940</b>		<b>34 590</b>	<b>28 292</b>	<b>4 744</b>
<b>Non-current Liabilities</b>		<b>97 312</b>	<b>64 372</b>		<b>29 782</b>	<b>2 501</b>	<b>0</b>
<b>Current Assets</b>		<b>13 902</b>	<b>14 246</b>		<b>14 520</b>	<b>15 605</b>	<b>16 837</b>
<b>Non-current Assets</b>		<b>1 589 877</b>	<b>1 382 484</b>		<b>1 258 408</b>	<b>1 183 305</b>	<b>1 129 342</b>

<b>TABLE 3.8: NOTE OF BUDGETED ADMINISTERED CASH FLOWS</b>						
	2000-01 Projected Actual \$'000	2001-02 Budget \$'000	Variance %	2002-03 Estimate \$'000	2003-04 Estimate \$'000	2004-05 Estimate \$'000
<b>OPERATING ACTIVITIES</b>						
<b>Cash received</b>						
Taxes Fees & Fines	109 135	<b>116 967</b>	7%	118 975	121 893	124 920
Interest & Dividends	43 830	<b>41 956</b>	-4%	42 803	42 258	41 445
Appropriation Receipts	2 798 567	<b>3 250 795</b>	16%	3 082 818	3 024 611	2 877 704
Other Non-Taxation Revenues	26 265	<b>23 515</b>	-10%	24 108	24 633	25 077
GST Receipts	18 323	<b>17 201</b>	-6%	3 529	2 889	2 534
<b>Total Cash Received</b>	<b>2 996 120</b>	<b>3 450 434</b>	15%	3 272 233	3 216 284	3 071 680
<b>Cash used</b>						
Payments to Suppliers	44 559	<b>48 833</b>	10%	23 692	23 453	0
Subsidies	113 006	<b>117 431</b>	4%	120 337	123 582	117 347
Grants	2 652 184	<b>3 078 437</b>	16%	2 932 829	2 870 605	2 754 397
Cash to the OPA	181 430	<b>182 436</b>	1%	185 886	188 784	191 442
Other Cash Used	12 702	<b>6 093</b>	-52%	5 960	5 960	5 960
GST Payments	18 531	<b>17 201</b>	-7%	3 529	2 686	1 302
<b>Total Cash Used</b>	<b>3 022 412</b>	<b>3 450 431</b>	14%	3 272 233	3 215 070	3 070 448
<b>NET CASH FROM OPERATING ACTIVITIES</b>	<b>( 26 292)</b>	<b>3</b>	100%	0	1 214	1 232
<b>INVESTING ACTIVITIES</b>						
<b>Cash received</b>						
Equity repayments	40 552	<b>30 000</b>	-26%	30 000	20 000	20 000
Cash received - Repayment of Advances	5 902	<b>6 615</b>	12%	6 837	6 487	6 359
Proceeds from sales of land, PP&E and intangibles	2 200	<b>0</b>	-100%	0	0	0
<b>Total Cash Received</b>	<b>48 654</b>	<b>36 615</b>	-25%	36 837	26 487	26 359
<b>Cash used</b>						
Cash to Consolidated Revenue Fund	46 456	<b>36 615</b>	-21%	36 837	26 487	26 359
Purchase of Land, PP&E and intangibles	2 799	<b>0</b>	-100%	0	0	0
Cash used - Advances made	730	<b>0</b>	-100%	0	0	0
<b>Total Cash Used</b>	<b>49 985</b>	<b>36 615</b>	-27%	36 837	26 487	26 359
<b>NET CASH FROM INVESTING ACTIVITIES</b>	<b>( 1 331)</b>	<b>0</b>	100%	0	0	0
<b>FINANCING ACTIVITIES</b>						
<b>Cash received</b>						
Capital injections	3 811	<b>0</b>	-100%	0	0	0
<b>Total Cash Received</b>	<b>3 811</b>	<b>0</b>	-100%	0	0	0
<b>NET CASH FROM FINANCING ACTIVITIES</b>	<b>3 811</b>	<b>0</b>	-100%	0	0	0
<b>NET (DECREASE)/INCREASE IN CASH HELD</b>	<b>( 23 812)</b>	<b>3</b>	100%	0	1 214	1 232
<b>Cash at beginning of year</b>	<b>24 458</b>	<b>646</b>	-97%	649	649	1 863
<b>Cash at end of year</b>	<b>646</b>	<b>649</b>	0%	649	1 863	3 095

<b>TABLE 3.9: NOTE OF ADMINISTERED CAPITAL BUDGET</b>						
	2000-01 Projected Actual \$'000	<b>2001-02 Budget \$'000</b>	<i>Variance</i> %	2002-03 Estimate \$'000	2003-04 Estimate \$'000	2004-05 Estimate \$'000
<b>CAPITAL APPROPRIATION</b>						
Administered Capital	3 529	<b>0</b>	<i>-100%</i>	0	0	0
<b>Total Capital Appropriation</b>	<b>3 529</b>	<b>0</b>	<i>-100%</i>	0	0	0
<b>Represented by:</b>						
Purchase of non-financial assets	2 799	<b>0</b>	<i>-100%</i>	0	0	0
Other items	730	<b>0</b>	<i>-100%</i>	0	0	0
<b>Total items</b>	<b>3 529</b>	<b>0</b>	<i>-100%</i>	0	0	0
<b>PURCHASE OF NON-CURRENT ASSETS</b>						
Funded by Capital Appropriation	2 799	<b>0</b>	<i>-100%</i>	0	0	0
<b>Total amount funded</b>	<b>2 799</b>	<b>0</b>	<i>-100%</i>	0	0	0

<b>TABLE 3.10: NOTE OF ADMINISTERED NON-FINANCIAL ASSETS - SUMMARY OF MOVEMENT (Budget Year 2001-02)</b>						
	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Intangibles	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Gross value</b>						
Actual at 1 July 2001 (opening)	57 686	13 737	71 423	12	7 750	79 185
Additions *	0	0	0	0	0	0
Disposals	0	0	0	0	0	0
Other movements	0	0	0	0	0	0
As at 30 June 2002 (closing)	57 686	13 737	71 423	12	7 750	79 185
<b>Accumulated Depreciation/ Amortisation</b>						
As at 1 July 2001 (opening)	0	296	296	9	1 127	1 432
Disposals	0	0	0	0	0	0
Charge for the reporting period	0	296	296	1	388	685
Other movements	0	0	0	0	0	0
As at 30 June 2002 (closing)	0	592	592	10	1 515	2 117
<b>Net book value as at 30 June 2002 (closing book value)</b>	<b>57 686</b>	<b>13 145</b>	<b>70 831</b>	<b>2</b>	<b>6 235</b>	<b>77 068</b>
<b>Net book value as at 1 July 2001 (opening book value)</b>	<b>57 686</b>	<b>13 441</b>	<b>71 127</b>	<b>3</b>	<b>6 623</b>	<b>77 753</b>
<b>* TOTAL ADDITIONS</b>						
	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Intangibles	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Self funded	0	0	0	0	0	0
Appropriations	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Table 3.11: ADMINISTERED RECEIPTS (OTHER THAN APPROPRIATIONS)**

	2000-01 Projected Actual \$'000	2001-02 Budget \$'000	Variance %
<b>Taxes, Fees &amp; Fines</b>			
Aircraft noise levy	38 500	45 101	17%
Airport land tax equivalents	9 306	9 000	-3%
International Oil Pollution Compensation Fund Levy	4 250	5 900	39%
<i>Interstate Road Transport Act 1985</i> - Fines	100	100	0%
<i>Interstate Road Transport Act 1985</i> - Registration Charges	27 000	27 000	0%
Marine Navigation Levy	40 090	40 996	2%
<i>Navigation Act 1912 - Coastal Trading</i>	190	190	0%
Part X of <i>Trade Practices Act 1974</i>	30	30	0%
Protection of the Sea Levy	3 700	3 789	2%
Parking fines at leased Federal airports	1 659	1 900	15%
<i>Stevedoring Levy (Collection) Act 1998</i>	29 940	31 430	5%
Miscellaneous	2 510	2 316	-8%
<b>Total</b>	<b>157 275</b>	<b>167 752</b>	<b>7%</b>
<b>Interest and Dividends</b>			
Emerald Hill - Purchase of land	56	39	-30%
Growth Centres - Municipal Works	134	111	-17%
Northern Territory	5 011	4 900	-2%
Provision for dividends from government business enterprises	31 150	29 680	-5%
Railway Agreement (Western Australia)	378	357	-6%
Railway Standardisation (New South Wales and Victoria) Agreement	106	98	-8%
Sewerage Agreements pursuant to <i>Urban and Regional Development (Financial Assistance) Act 1974 (All States)</i>	6 995	6 771	-3%
<b>Total</b>	<b>43 830</b>	<b>41 956</b>	<b>-4%</b>
<b>Other Sources of Non-Taxation Revenue</b>			
Albury-Wodonga Development Corporation	15 000	12 168	-19%
Abolition and disposal of assets			
Cost recovery for Airport Building Controllers and Airport Environmental Officers at leased airports	3 045	3 045	0%
Miscellaneous	1 220	1 245	2%
Sale of forms for motor vehicle compliance plates	7 000	7 057	1%
<b>Total</b>	<b>26 265</b>	<b>23 515</b>	<b>-10%</b>
<b>Loan Repayments</b>			
Emerald Hill - Purchase of land	205	206	0%
Growth Centres - Municipal Works	228	251	10%
Northern Territory	2 366	2 459	4%
Railway Agreement (Western Australia)	746	377	-49%
Railway Standardisation (New South Wales and Victoria) Agreement	192	192	0%
Sewerage Agreements pursuant to <i>Urban and Regional Development (Financial Assistance) Act 1974 (All States)</i>	2 165	2 384	10%
Other Loans and Receivables	0	746	100%
<b>Total</b>	<b>5 902</b>	<b>6 615</b>	<b>12%</b>
<b>Equity Repayments</b>			
Airservices Australia (AA)	25 000	30 000	20%
Asutranian National Railway Commission (AN)	15 552	0	-100%
<b>Total</b>	<b>40 552</b>	<b>30 000</b>	<b>-26%</b>
<b>Proceeds from sales of land, PP&amp;E and intangibles</b>			
Sale of Sydney Airport Land	2 200	0	-100%
<b>Total</b>	<b>2 200</b>	<b>0</b>	<b>-100%</b>
<b>TOTAL</b>	<b>276 024</b>	<b>269 838</b>	<b>-2%</b>

## **Explanatory information supporting the Administered Notes**

*The explanatory information provides explanations for the variations between the 2001-02 Budget and the projected actual for 2000-01.*

### **Financial Performance**

1. The Department will receive appropriation revenue of \$3,081.9m for payments it will administer on behalf of the Government, representing an increase of \$383.7m from the 2000-01 projected actual. The increase is largely due to:
  - New measures: Roads to Recovery Programme (\$300m); Roads in Outer Metropolitan Areas (\$50m); Airservices Australia – extension of location specific pricing subsidy (\$7m); and savings from the Upgrade of the Mainline Interstate Railway Track (\$111m);
  - rephasing of funding for programmes from 2000-01 to 2001-02 (\$48.4m); and
  - general increases in accordance with the funding profile of several administered programmes, which are partially offset by lapsing programmes.

The Department will also administer the collection of taxes, fees and fines, other non-taxation revenue and interest and dividends estimated at \$233.2m, which remains largely unchanged from the 2000-01 projected result.

2. Administered expenses, such as for grants and subsidies programmes, are budgeted at \$3,217.5m. This represents an increase of \$80m from the 2000-01 projected actual and will be incurred for the programmes set out in Table 2.2. The increase is largely due to:
  - the activities outlined above;
  - reprofiling of expenses for Federation Fund projects into 2001-02 (\$57.8m); and
  - general increases in accordance with the funding profile of several administered programmes, which are partially offset by lapsing programmes.

The increase is partially offset by the write-off of assets in 2000-01 following the wind up of the Australian National Railway Commission (\$325m) and the discontinuation of the Brisbane Light Rail Federation Fund Project (\$20m).

### **Financial Position**

3. Total assets are expected to decline by \$207.0m, from the 2000-01 projected actual to \$1,396.7m. This decrease reflects:
  - the reduction in appropriations receivable attributable to Federation Fund projects (\$110.5m), the Rural Transactions Programme (\$18.4m) and payments to MIFCo (\$31.2m); and
  - the reduction in investments due to the receipt of capital repayments from Airservices Australia (\$30m - see Table 3.11).
4. Total liabilities are expected to decline by \$34.8m, from the 2000-01 projected actual to \$97.3m. This decrease reflects the reduction in payables attributable to MIFCo.

### **Cash Flows**

Significant variances in the Note of Budgeted Administered Cash Flows reflect the explanations above for the Note of Budgeted Administered Financial Performance and Note of budgeted Administered Financial Position.



# **PART D**

## **Civil Aviation Safety Authority**

### **AGENCY BUDGET STATEMENTS**



# **SECTION 1**

## **Overview**



## **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's primary focus is to lead the aviation community in providing Australia with a world class air safety environment, which has public trust and confidence.

CASA vision of '*Safe skies for all*' contributes to the portfolio outcome, '*A better transport system for Australia and greater recognition and opportunities for local, regional and territorial communities*'.

### **APPROPRIATIONS**

The total appropriation for CASA in the 2001-2002 Budget is \$101.849 million. This comprises \$43.584 million in Appropriation Bill 1 and Special Appropriation funding of \$58.265 million.

The special appropriation represents aviation fuel customs duty and excise, which is collected by the Australian Taxation Office 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 2001-02.

**CIVIL AVIATION SAFETY AUTHORITY  
APPROPRIATIONS FOR 2001-02**

Table 1.1 Appropriations and Other Revenue(\$'000)

OUTCOMES	DEPARTMENTAL (PRICE OF OUTPUTS)					ADMINISTERED			TOTAL APPROPRIATIONS	
	Revenue From Government (Appropriations)			Revenue from other Sources	Price of Outputs	Annual Appropriations		Special Appropriations	Total Administered Appropriations	
	Bill No 1	Special Approps	Total			Bill No 1	Bill no 2 (SPP's & NAO's)			
(A)	(B)	(C=A+B)	(D) <sup>3</sup>	(E=C+D) <sup>2</sup>	(F)	(G)	(H)	(I=F+G+H)	(J=C+D) <sup>1</sup>	
Outcome 1: A better transport system for Australia and greater recognition and opportunities for local, regional and territorial communities	43,584	58,265	101,849 **100%	4,123	105,972				0	101,849
Departmental Capital (Equity Injections and Loans)										
Administered Capital										
<b>TOTAL APPROPRIATIONS</b>									<b>101,849</b>	

Amounts in shading are included in Appropriation Bills 2001-02

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

**Note 2:** Refer to Budgeted Statement of Revenue and Expense for application of agency revenue (see Table 3.1).

**Note 3:** Revenue from other sources (e.g. regulatory fee income of \$3.030m and interest revenue of \$1.093m).

\*\* Percentage figure indicates the percentage contribution of Total Departmental Appropriations to the Total Output Price, by outcome. The overall percentage for this agency is 100%

## SUMMARY OF DEPARTMENTAL MEASURES FOR 2001-02

**Table 1.2: Summary of Measures Disclosed in the 2001-02**

			Appropriation budget			Appropriation estimate			Appropriation estimate			Appropriation estimate		
			2001-02 (\$'000)			2002-03 (\$'000)			2003-04 (\$'000)			2004-05 (\$'000)		
Measures	Outcome	Output groups affected	Admin Expense	Dept Output	Total	Admin Expense	Dept Output	Total	Admin Expense	Dept Output	Total	Admin Expense	Dept Output	Total
Aviation Industry Compliance	1	NIL		9000	9000		8050	8050		4725	4725		4725	4725
Aviation Industry Compliance	1	NIL		0	0		950	950		4275	4275		4275	4275
<b>Total</b>				<b>9000</b>	<b>9000</b>		<b>9000</b>	<b>9000</b>		<b>9000</b>	<b>9000</b>		<b>9000</b>	<b>9000</b>

## **NEW MEASURES DISCLOSED IN THE 2001-02 BUDGET**

### **Aviation Industry Compliance – Expenses**

#### *Explanation*

For the purpose of further improving aviation safety and to create a world class safety regulatory environment, the Government will provide additional funding to the Civil Aviation Safety Authority (CASA). The additional Government funding in conjunction with existing internal CASA resources will be used to:

- Meet the increasing demand for compliance work generated by the number of major airlines and international carriers operating into Australia, and for the surveillance of low capacity airlines including those located in Northern Australia;
- Undertake the Aviation Safety Regulatory Improvement Programme (ASRIP), which includes:
  - The implementation of updated regulations with the aim at improving safety and to ensure consistency with international standards;
  - Re-engineering the Authority's existing operational business processes and replacement of information technology systems; and
- Assist in the implementation of a 'single point of entry' to provide better quality and more timely regulatory services to its clients.

This measure will be partially funded by an increase in the allocation of aviation fuels duties to CASA and by an allocation of the over collection in aviation duty of \$7.6m relating to the Airservices Australia Location Specific Pricing Subsidy in 1999-2000 and 2000-01, and the use of Authority's internal reserves.

#### *Further information*

See also related capital measure below and the related revenue measure titled *Funding for Aviation Industry Compliance* in the Treasury portfolio.

### **Aviation Industry Compliance – Capital**

#### *Explanation*

This funding initiative provides for the development of new information technology systems in CASA, and will enable the Authority to implement the updated regulations aimed at improving aviation safety.

#### *Further Information*

See also related expense measure above and the related revenue measure titled *Funding for Aviation Industry Compliance* in the Treasury portfolio.

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

CASA has no Administered Capital and Departmental Equity and Loans in 2001-02.

# **SECTION 2**

## **Outcomes and Outputs Information**



## **OUTCOMES AND OUTPUTS INFORMATION**

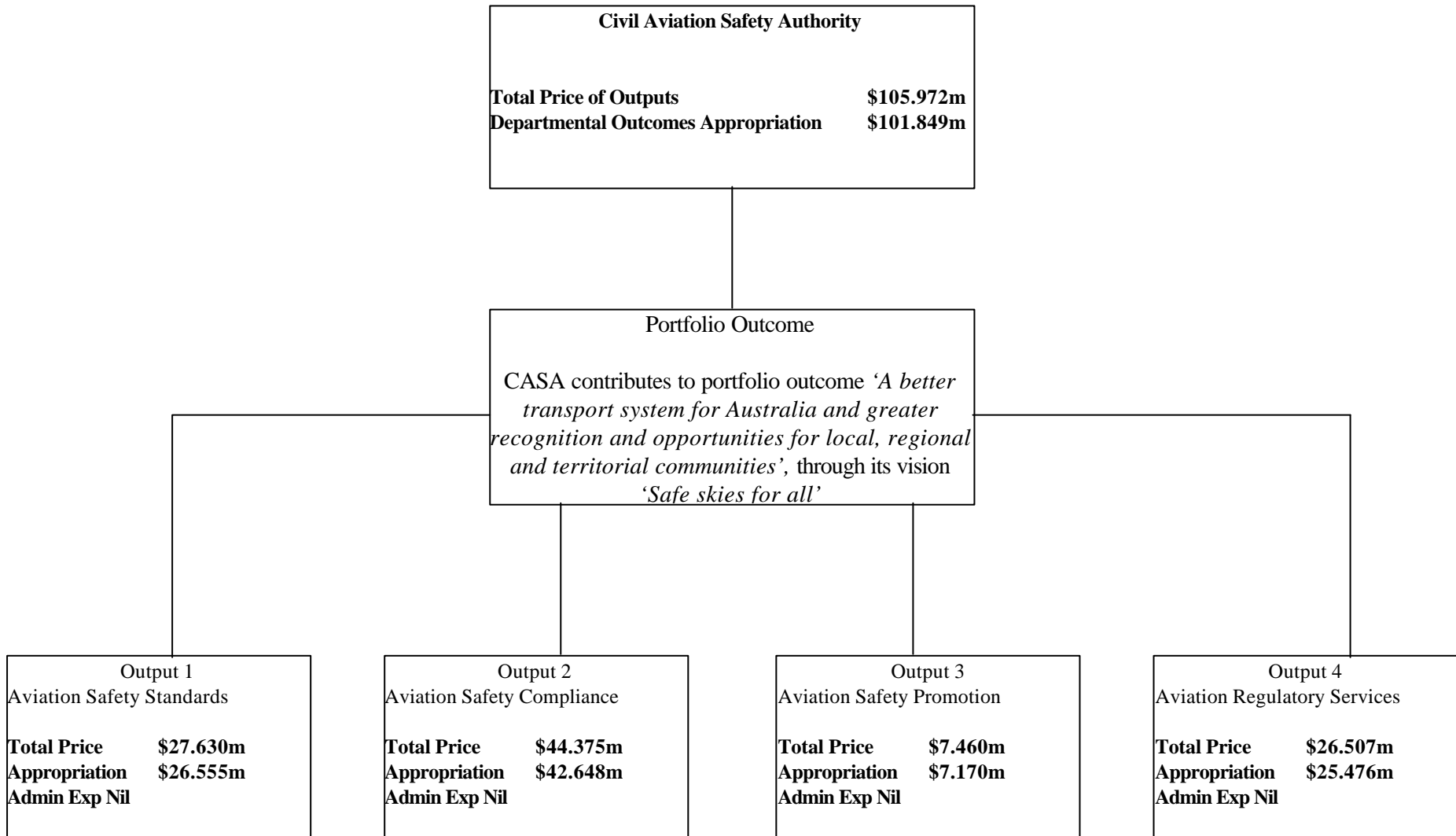
### **OUTCOMES AND OUTPUTS**

The following map shows the relationship between the Portfolio outcome, '*A better transport system for Australia and greater recognition and opportunities for local, regional and territorial communities*', through the Civil Aviation Safety Authority's (CASA's) vision '*Safe skies for all*', and the contributing outputs for CASA. Financial details for the Outcome by the outputs appear in Table 2.1 and 2.2 while non-financial information appears in Table 2.3.

### **CHANGES TO OUTCOMES AND OUTPUTS**

CASA has no changes to Outcomes and Outputs in 2001-02.

## RELATIONSHIP BETWEEN PORTFOLIO OUTCOME AND CONTRIBUTING OUTPUTS



## **PORTFOLIO OUTCOME – A BETTER TRANSPORT SYSTEM FOR AUSTRALIA AND GREATER RECOGNITION AND OPPORTUNITIES FOR LOCAL, REGIONAL AND TERRITORIAL COMMUNITIES**

The Portfolio outcome recognises that Transport and Regional Services, including the outputs of the Civil Aviation Safety Authority (CASA) and its vision ‘*Safe skies for all*’, 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 conduct the safety regulation of the operation of Australian registered aircraft operating outside Australian territory) 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, regulatory services (entry control), compliance and safety promotion.

## RESOURCES FOR THE PORTFOLIO OUTCOME

Table 2.1 Summary Resource for Outcome

	2000-01 <b>Projected Actual</b> \$' 000	2001-02 <b>Budget</b> \$' 000
<b><u>Operating Resources</u></b>		
<b>Price of Outputs</b>	97,964	105,972
<b><u>Capital Resources</u></b>		
<b>Departmental Capital</b>	0	0
<b>Resources for Outcome</b>	97,964	105,972
<b>Staff Years (ASL)</b>	628	680

Table 2.2 Operating Resources

Price of outputs

		2000-2001 <b>Projected Actual</b> \$' 000	2001-02 <b>Budget</b> \$' 000
<b>Output Group 1</b>	<b>Aviation Safety Standards</b>	25,542	27,630
<b>Output Group 2</b>	<b>Aviation Safety Compliance</b>	41,021	44,375
<b>Output Group 3</b>	<b>Aviation Safety Promotion</b>	6,896	7,460
<b>Output Group 4</b>	<b>Aviation Regulatory Services</b>	24,504	26,507
	<b>Price of Outputs</b>	97,964	105,972
	<b>Less: Revenue from Independent Sources</b>	4,708	4,123
	<b>Price to Government (appropriation) for Outputs</b>	93,256	101,849

## 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.

CASA contributes through the Portfolio Outcome through a particular focus on Aviation Safety.

## PERFORMANCE INFORMATION FOR THE PORTFOLIO OUTCOME

**Table 2.3: Performance Information and Level of Achievement, 2001-02**

<b>Effectiveness - Overall Achievement of the Outcome - (Measures, indicators and targets used as appropriate)</b>	
Aviation Safety	<p>High safety standards in Aviation.</p> <p>Improved safety as a result of investigation, analysis and communication.</p> <p>Harmonised safety standards, nationally and internationally.</p>

## PERFORMANCE INFORMATION FOR DEPARTMENTAL OUTPUTS

<i>Output Group</i>	<i>Performance Indicators</i>
<b>Output Group 1 Aviation Safety Standards</b>	<p><i>Quantity:</i></p> <ul style="list-style-type: none"> <li>Aviation safety standards developed against Regulatory Reform Plan.</li> <li>New aviation safety standards implemented against the Regulatory Reform Plan Implementation programme.</li> </ul> <p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>Level of harmonisation between Australia and international standards.</li> <li>Regulatory performance indicators as required by the Productivity Commission.</li> <li>The level of readiness of staff and the aviation industry for transition to the new aviation safety standards.</li> </ul> <p><i>Price:</i> \$27.630m</p>
<b>Output Group 2 Aviation Safety Compliance</b>	<p><i>Quantity:</i></p> <ul style="list-style-type: none"> <li>Number of scheduled surveillance tasks (and hours) achieved against plan.</li> <li>Average number of days overdue on clearance of Requests for Corrective Action (industry responsiveness and CASA diligence measure).</li> </ul> <p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>Number of risk based audits (and hours) conducted</li> </ul> <p><i>Price:</i> \$44.375m</p>
<b>Output Group 3 Aviation Safety Promotion</b>	<p><i>Quantity:</i></p> <ul style="list-style-type: none"> <li>Number of accidents / incidents per hours flown, per sector.</li> <li>Percentage of operators with safety management programmes.</li> <li>Number of safety education programmes for targeted industry groups, against plan.</li> </ul> <p><i>Quality:</i></p> <ul style="list-style-type: none"> <li>Surveyed perception of safety in aviation industry.</li> <li>Percentage of industry actively participating in safety promotion activity and safety seminars, against plan.</li> </ul> <p><i>Price:</i> \$7.460m</p>
<b>Output Group 4 Aviation Regulatory Services</b>	<p><i>Quantity:</i></p> <ul style="list-style-type: none"> <li>Number of processes for entry to aviation industry reviewed or simplified.</li> <li>Number of regulatory service tasks completed and in progress.</li> <li>Number of industry complaints, closed off against target.</li> </ul>

<i>Output Group</i>	<i>Performance Indicators</i>
<b>Output Group 4 Aviation Regulatory Services (cont)</b>	<p data-bbox="619 275 727 309"><i>Quality:</i></p> <ul data-bbox="619 315 1380 465" style="list-style-type: none"> <li data-bbox="619 315 1380 383">• Benchmarks for regulatory services based on industry consultation established.</li> <li data-bbox="619 389 1380 465">• A web-based list of external delegates, authorised persons and permission holders published.</li> </ul> <p data-bbox="619 510 839 544"><i>Price: \$26.507m</i></p>

## **EVALUATIONS**

CASA commenced an evaluation of its major core business processes and supporting information technology systems in March 2000. This work is now a major component of the Aviation Safety Regulatory Improvement Programme (ASRIP). CASA will complete this detailed planning stage late this year of what may be a 3-5 year programme. The Government in this budget has provided funds to further develop the programme.

## **COMPETITIVE TENDERING AND CONTRACTING**

Whilst work is proceeding on the ASRIP, CASA will not be embarking on any major competitive tendering strategies apart from a review of the quality and internal audit functions. During 2001-02, CASA will determine the most appropriate and cost effective options for delivery of its quality and internal audit services.

# **SECTION 3**

## **Budgeted Financial Statements**



## **BUDGET FINANCIAL STATEMENTS**

Following are the budgeted departmental financial statements for the Civil Aviation Safety Authority (CASA). The budgeted financial statements will form the basis of the financial statements that will appear in CASA's 2001-02 Annual Report, and form the basis for the input into the Whole of Government Accounts.

### **Budgeted Departmental Statement of Financial Performance**

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. This statement indicates that CASA will have an operating surplus before extraordinary items of \$2.658m for the year ending 2001-02.

### **Budgeted Departmental Statement of Financial Position**

This statement shows CASA's projected financial position of the end of 2001-02 and across the forward estimates.

### **Budgeted Departmental Statement of Cash Flows**

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.

### **Budgeted Departmental Capital Budget Statement**

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.

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

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

**Table 3.1 Budgeted Departmental Statement of Financial Performance**

	Notes	Projected Actual 2000-01 \$'000	<b>2001- \$'000</b>	Estimated 2002-03 \$'000	Estimated 2003-04 \$'000	Estimated 2004-05 \$'000
<b>REVENUES</b>						
<b>K1</b>						
<b>NON-TAXATION ITEMS</b>						
Sales of Goods &		3 015	<b>3 030</b>	3 042	3 057	3 057
Appropriations (Price of		91 955	<b>101 849</b>	103 115	104 984	104 973
Interes		1 418	<b>1 093</b>	978	863	748
Net Gains from Sales of		275	<b>0</b>	0	0	0
Other		0	<b>0</b>	0	0	0
<b>Non-Taxation</b>		<b>96 663</b>	<b>105 972</b>	107 135	108 904	108 778
<b>TOTAL REVENUE</b>	1	<b>96 663</b>	<b>105 972</b>	107 135	108 904	108 778
<b>EXPENSES</b>						
<b>GOODS &amp; SERVICES ITEMS</b>						
Employees		53 479	<b>61 602</b>	61 118	62 019	62 934
Suppliers		35 116	<b>36 171</b>	34 837	35 754	37 043
Depreciation &		3 089	<b>2 615</b>	3 522	4 645	4 888
Write-down of		1 211	<b>0</b>	0	1 520	0
Interes		0	<b>0</b>	0	0	0
Other		269	<b>0</b>	0	0	0
<b>Goods &amp;</b>		<b>93 164</b>	<b>100 388</b>	99 477	103 938	104 865
<b>TOTAL EXPENSES</b>	2	<b>93 164</b>	<b>100 388</b>	99 477	103 938	104 865
<b>OPERATING RESULT</b>	3	<b>3 499</b>	<b>5 584</b>	7 658	4 966	3 913
Dividends &	4	1 576	<b>2 926</b>	3 415	3 606	3 616
<b>ACCUMULATED RESULTS AT YEAR END</b>		<b>1 923</b>	<b>2 658</b>	4 243	1 360	297

**Table 3.2 Budget Departmental Statement of Financial Position**

	Notes	Projected Actual 2000-01 \$'000	2001-02 \$'000	Estimated 2002-03 \$'000	Estimated 2003-04 \$'000	Estimated 2004-05 \$'000
<b>LIABILITIES &amp; EQUITY</b>						
<b>DEBT</b>						
Other Debt		0	0	0	0	0
<b>Debt</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PROVISIONS &amp; PAYABLES</b>						
Employee Provisions		13 669	<b>14 938</b>	15 211	15 547	15 890
Suppliers Payable		4 661	<b>3 845</b>	3 751	3 737	3 875
Other Provisions & Payables		0	<b>0</b>	0	0	0
<b>Provisions &amp; Payables</b>		<b>18 330</b>	<b>18 783</b>	18 962	19 284	19 765
<b>Total Liabilities</b>	5	<b>18 330</b>	<b>18 783</b>	18 962	19 284	19 765
<b>EQUITY</b>						
Total Accumulated Results		20 005	<b>22 663</b>	26 906	28 266	28 563
Other Reserves		1 580	<b>1 580</b>	1 580	2 238	2 238
Capital		2 030	<b>2 030</b>	2 030	2 030	2 030
<b>Total Equity</b>		<b>23 615</b>	<b>26 273</b>	30 516	32 534	32 831
<b>TOTAL LIABILITIES &amp; EQUITY</b>		<b>41 945</b>	<b>45 056</b>	49 478	51 818	52 596
<b>ASSETS</b>						
<b>FINANCIAL ASSETS</b>						
Cash		25 935	<b>19 684</b>	18 769	17 981	13 898
Receivables		665	<b>1 397</b>	2 270	3 384	4 281
Investments		0	<b>0</b>	0	0	0
Accrued Revenues		1 443	<b>1 780</b>	1 776	1 773	1 770
Other		0	<b>0</b>	0	0	0
<b>Financial Assets</b>		<b>28 043</b>	<b>22 861</b>	22 815	23 138	19 949
<b>NON-FINANCIAL ASSETS</b>						
Total Land & Buildings		2 953	<b>2 847</b>	2 741	3 293	3 174
Total Infrastructure, Plant & Equipment		7 785	<b>9 720</b>	8 315	6 357	7 831
Total Intangibles		2 631	<b>9 095</b>	15 074	18 497	21 109
Inventories		0	<b>0</b>	0	0	0
Other		533	<b>533</b>	533	533	533
<b>Non-Financial Assets</b>		<b>13 902</b>	<b>22 195</b>	26 663	28 680	32 647
<b>TOTAL ASSETS</b>	6	<b>41 945</b>	<b>45 056</b>	49 478	51 818	52 596

**Table 3.3 Budgeted Departmental Statement of Cash Flows**

	Notes	Projected Actual 2000-01 \$'000	2001-02 \$'000	Estimated 2002-03 \$'000	Estimated 2003-04 \$'000	Estimated 2004-05 \$'000
<b>OPERATING ACTIVITIES</b>						
Sale of Goods and Services		3 541	<b>3 028</b>	3 040	3 055	3 057
Appropriation Receipts		92651	<b>100 826</b>	102 208	103 875	104 094
Interest		1 531	<b>1 096</b>	982	866	751
Other		4 012	<b>4 283</b>	3 938	3 933	4 142
<b>Total Cash Received from Operating Activities</b>		<b>101 735</b>	<b>109 233</b>	110 168	111 729	112 044
Payments to Employees		54 878	<b>60 529</b>	60 845	61 683	62 591
Payments to Suppliers		38 385	<b>39 239</b>	37 290	37 112	38 272
<b>Total Cash Used from Operating Activities</b>		<b>93 263</b>	<b>99 768</b>	98 135	98 795	100 863
<b>NET CASH FROM / (TO) OPERATING ACTIVITIES</b>		<b>8 472</b>	<b>9 465</b>	12 033	12 934	11 181
<b>INVESTING ACTIVITIES</b>						
Proceeds from sale of PP&E and intangibles		1 757	<b>0</b>	0	0	0
Cash Received - Other Investing Activities		0	<b>0</b>	0	0	0
<b>Total Cash Received from Investing Activities</b>		<b>1 757</b>	<b>0</b>	0	0	0
Purchase of PP&E and Intangibles		5 707	<b>12 790</b>	9 533	10 116	11 648
Cash Used - Other Investing Activities		0	<b>0</b>	0	0	0
<b>Total Cash Used - Investing</b>		<b>5 707</b>	<b>12 790</b>	9 533	10 116	11 648
<b>NET CASH FROM / (TO) INVESTING ACTIVITIES</b>		<b>( 3 950)</b>	<b>( 12 790)</b>	( 9 533)	( 10 116)	( 11 648)
<b>FINANCING ACTIVITIES</b>						
Other Cash Received		0	<b>0</b>	0	0	0
<b>Total Cash Received - Financing</b>		<b>0</b>	<b>0</b>	0	0	0
Cash Used for Dividends & CUC		4 356	<b>2 926</b>	3 415	3 606	3 616
<b>Total Cash Used for Financing Activities</b>		<b>4 356</b>	<b>2 926</b>	3 415	3 606	3 616
<b>NET CASH FROM / (TO) FINANCING ACTIVITIES</b>		<b>( 4 356)</b>	<b>( 2 926)</b>	( 3 415)	( 3 606)	( 3 616)
<b>NET (DECREASE) / INCREASE IN CASH HELD</b>		<b>166</b>	<b>( 6 251)</b>	( 915)	( 788)	( 4 083)
<b>CASH AT BEGINNING OF YEAR</b>		<b>25 769</b>	<b>25 935</b>	19 684	18 769	17 981
<b>CASH AT END OF YEAR</b>		<b>25 935</b>	<b>19 684</b>	18 769	17 981	13 898

**Table 3.4 Budgeted Departmental Capital Budget Statement**

Notes	Projected	<b>2001-02</b>	Estimated	Estimated	Estimated
	Actual				
	2000-01		2002-03	2003-04	2004-05
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>K2</b>					
<b>CAPITAL PAYMENTS TO BE FUNDED DIRECTLY BY CAPITAL</b>					
Total Capital					
Total Equity	0	<b>0</b>	0	0	0
Total	0	<b>0</b>	0	0	0
Appropriation of previous years	0	<b>0</b>	0	0	0
Total Capital	<u>0</u>	<u><b>0</b></u>	<u>0</u>	<u>0</u>	<u>0</u>
Represented by:					
Purchase of non-current	0	<b>0</b>	0	0	0
Other	0	<b>0</b>	0	0	0
Total	<u>0</u>	<u><b>0</b></u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>TOTAL CAPITAL EXPENDITURE TO BE FUNDED DIRECTLY FROM CAPITAL APPROPRIATION AND INTERNALLY FUNDED</b>					
Purchase of non-current					
Funded by Capital	0	<b>0</b>	0	0	0
Funded Internally by Departmental	5 707	<b>12 790</b>	9 533	10 116	11 648
Total amount	<u>5 707</u>	<u><b>12 790</b></u>	<u>9 533</u>	<u>10 116</u>	<u>11 648</u>

**Table 3.5 Departmental non-financial assets – Summary of Movement**

Budget Year 2001-02	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Intangibles	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Gross value</b>						
As at 1 July 2001 (opening)	0	2 953	2 953	7 785	2 631	13 369
Additions *	0	0	0	3 510	4 068	7 578
Disposals	0	0	0	0	0	0
Other Movements	0	0	0	0	0	0
As at 30 June 2002 (closing)	0	2 953	2 953	11 295	6 699	20 947
<b>Accumulated Depreciation/ Amortisation</b>						
As at 1 July 2001 (opening)	0	106	106	1 285	526	1 917
Charge for the reporting period	0	0	0	290	408	698
Disposals	0	0	0	0	0	0
Other Movements	0	0	0	0	0	0
As at 30 June 2002 (closing)	0	106	106	1 575	934	2 615
<b>Net book value as at 30 June 2002 (closing book value)</b>	<b>0</b>	<b>2 847</b>	<b>2 847</b>	<b>9 720</b>	<b>5 765</b>	<b>18 332</b>
<b>Net book value as at 1 July 2001 (opening book value)</b>	<b>0</b>	<b>2 953</b>	<b>2 953</b>	<b>7 785</b>	<b>2 631</b>	<b>13 369</b>

**\* TOTAL ADDITIONS**

	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Intangibles	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Self funded	0	0	0	3 510	4 068	7 578
Appropriations	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3 510</b>	<b>4 068</b>	<b>7 578</b>

## NOTES TO THE FINANCIAL STATEMENTS

### 1. Revenues – Non-Taxation Items

Appropriations have increased by \$9.894m which primarily relates to:

- Additional Compliance and Regulatory Service resources; and
- Additional funds to assist CASA in the development and implementation of the Aviation Safety Regulatory Improvement Programme (ASRIP).

### 2. Total Expenses

This category has increased overall for 2001-02 and is attributable to:

- Employee expenses have increased by \$8.123m due to a recruitment drive to fill vacant positions in CASA's approved staffing structure.
- Supplier expenses have increased by \$1.055m due to the introduction of the ASRIP Programme and associated suppliers expenses.

### 3. Operating Result 2001-2002

CASA has budgeted for an operating surplus of \$2.658m in 2001-02.

### 4. Dividends and Capital Use Charge

This expense relates to the revised positive net asset position of CASA at 30 June 2001.

### 5. Total Liabilities

The increase in liabilities is negligible.

### 6. Total Assets

The increase in assets is largely related to purchases of infrastructure, plant and equipment, tangibles and ASRIP WIP.



# **PART E**

## **Australian Maritime Safety Authority**

### **AGENCY BUDGET STATEMENTS**



# SECTION 1

## Overview



## AGENCY OVERVIEW

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

- Promote maritime safety and protection of the marine environment;
- Prevent and combat ship-sourced pollution in the marine environment;
- Provide infrastructure to support safety of navigation in Australian waters;
- Provide a national search and rescue service to the maritime and aviation sectors;
- Provide where appropriate services to the maritime and aviation sectors, Commonwealth and/ or States and Territories on a fee for service basis.

The Minister for Transport and Regional Services represents the Commonwealth's interests in AMSA.

AMSA contributes to the Department of Transport and Regional Services outcome of:

**A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities.**

AMSA's vision is: *"To achieve world's best practice in providing services to Australia in maritime safety, aviation and marine search and rescue, and protection of the marine environment from ship sourced pollution"*.

AMSA's outputs support the Department of Transport and Regional Services' output group 1 and its related outputs as shown below:

*Transport systems which are safer, more efficient, internationally competitive, sustainable and accessible.*

AMSA's outputs complement the Department's outputs in the area of:

- 1.1 *Policy Advice and Legislation, Ministerial Services;*
- 1.2 *Regulation and Standards; and*
- 1.3 *Safety Services.*

## SUMMARY OF FINANCIAL PERFORMANCE

### Appropriations and other revenue

Total appropriations and other external revenue included in the 2001-02 Budget for the Australian Maritime Safety Authority is \$81.960m, compared to \$ 76.675m for the previous year as summarised in Table 1 below:

**Table 1.1**

<b>2000-01 projected actual \$'000</b>		<b>2001-02 Budget \$'000</b>	<b>2000-01 previous Budget \$'000</b>
	<b>Appropriations Bill No. 1</b>		
	Departmental outputs		
16,930	- Australian Search and Rescue	21,224	16,930
9,111	- Capital Use Charge	7,462	9,111
4,298	Administered Expenses	3,600	2,640
<b>30,339</b>	<b>Total</b>	<b>32,286</b>	<b>28,681</b>
	<b>Special appropriations</b>		
20,660	Marine Navigation Levy	19,023	20,933
19,430	Regulatory Functions Levy	21,974	19,333
3,700	Protection of the Sea Levy	3,789	3,674
<b>43,790</b>	<b>Total</b>	<b>44,785</b>	<b>43,940</b>
	<b>Appropriations Bill No. 2</b>		
-	Equity Injections	1,700	-
<b>74,129</b>	<b>Total appropriations</b>	<b>78,771</b>	<b>72,621</b>
	<b>Revenue from other sources</b>		
5,004	- departmental outputs	3,184	4,054
-	- administered items	5	-
<b>79,133</b>	<b>Total resources for outcome</b>	<b>81,960</b>	<b>76,675</b>

AMSA anticipates industry levies for the 2001-02 year to be in the region of \$44.785m. These are appropriated under Section 48 of the Australian Maritime Safety Authority Act 1990 as special appropriations. This amount is marginally higher than collections from last year reflecting a small growth in Australian shipping volumes at current prices.

AMSA receives annual appropriations as a departmental output for providing search and rescue services to the Community. Amounts appropriated for 2001-02 of \$21.224 million includes \$1.2m for a new measure as outlined in Table 1.2 below in addition to \$3.025 m in respect of contributions to States/ Territories to assist in establishing a distress and safety communications network for non SOLAS vessels.

In addition, AMSA has sought additional appropriations to cover the contingent increase in the costs of search and rescue incidents estimated at \$3.6m for 2001-02.

**Departmental equity injection**

Departmental equity injections of \$1.7m in respect of a new measure as described in the section New Measures for 2001-2002 below have been included in this Budget.

**Equity repayment**

Following the sale of the Cape Grafton vessel, AMSA will return \$4m in equity to Government, in addition to the \$5m scheduled for repayment in June 2001. Further equity repayment is to be considered in the context of AMSA's capital requirements going forward.

## NEW MEASURES DISCLOSED IN THE 2001-02 BUDGET

Table 1.2 below shows funding for the new measure included in the 2001-02 Budget.

**Table 1.2 2001-02 Budget Measure**

Measure	Appropriations	2001-02 budget	2002-03 estimate	2003-04 estimate	2004-05 estimate
		\$'000	\$'000	\$'000	\$'000
Improvement in Search and Rescue Arrangements	Departmental outputs	1,200	1,100	700	700
	Equity Injection	1,700	-	-	-
	<b>Total</b>	<b>2,900</b>	<b>1,100</b>	<b>700</b>	<b>700</b>

### Improvement in search and rescue arrangements- expense

**Explanation:** The Government will provide additional funding to AMSA of \$3.7 million over four years to maintain and improve capabilities to respond to search and rescue incidents. This funding will increase the number of aircraft available to assist in search and rescue operations, including three dedicated aircraft to provide guaranteed response times under contractual commitments.

**Further information:** See also related capital measure below titled Improvement in search and rescue arrangements- capital measure.

### Improvement in search and rescue arrangements- capital

**Explanation:** The Government will provide a capital investment of \$1.7 million in 2001-02 to increase AMSA's capabilities to respond to search and rescue incidences in Australia. Funding will be used to purchase Forward Looking Infra Red (FLR) equipment providing night search capabilities and specialised equipment to locate distress beacons. This equipment will be installed in a selection of aircraft available to respond to search and rescue incidences.

**Further information:** See also related expenditure measure above titled Improvement in search and rescue arrangements- expenditure measure.

# **SECTION 2**

## **Outcomes and Outputs Information**



## OUTCOMES AND OUTPUTS INFORMATION

### Outcomes

AMSA contributes to the Transport and Regional Services Portfolio outcome:

**A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities.**

AMSA contributes to the portfolio's outcome by establishing its own outcomes:

- *Minimising the risk of shipping incidents and pollution in Australian waters; and*
- *Maximising the number of people saved from maritime and aviation incidents.*

#### *Minimising the risk of shipping incidents and pollution in Australian waters*

Commercial shipping is an international business with standards of safety and environment protection determined by a range of international treaties, principally promulgated by the International Maritime Organization (IMO). In line with Australia's interests in promoting the highest standards of shipping operating in Australian waters, AMSA will continue active involvement in the IMO's development of relevant international standards and measures to encourage implementation and enforcement by all flag States.

AMSA will seek to enhance the responsiveness of the national regulatory framework to ship safety and pollution prevention measures. New and revised international standards will be expeditiously adopted into Australian law using a performance-based regulatory approach, where appropriate, and the development of a safety culture will be promoted within the maritime industry. AMSA will contribute to the implementation of the review of the *Navigation Act 1912*, changes in the Commonwealth's ship safety jurisdiction and the work of the National Marine Safety Committee in developing the National Standard for Commercial Vessels applying mainly to vessels operating in State and Territory jurisdictions.

AMSA is refining its ship inspection risk management process to improve targeting at higher risk ships. Specific ship safety and operational issues that warrant special attention also are being examined during ship inspections. Active participation in regional forums will be maintained with the aim of improving cooperation in ship inspection and data exchange to combat substandard ships in the Asia-Pacific and Indian Ocean regions. AMSA will be involved with completing the transition to new marine qualification standards applicable under the full implementation of the international convention on Seafarers Training, Certification and Watchkeeping (STCW95).

AMSA is progressing improved training and fatigue management policies for coastal pilots providing pilotage services to ships transiting the Great Barrier Reef and Torres Strait and will be responding to recommendations of the current review of ship safety and pollution prevention measures in the Great Barrier Reef region which is due to report by 29 June 2001.

As managing agency for the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances, AMSA is taking a lead role in implementing the outcomes arising from the recent review of the Plan.

AMSA will seek to improve effectiveness in provision of navigational safety services with the implementation of the Five Year Strategic Plan for Marine Aids to Navigation and the sourcing of maintenance services for its national aids to navigation network from an external provider.

***Maximising the number of people saved from maritime and aviation incidents***

The implementation of the Strategic and Pricing Review of AMSA's business unit, Australian Search and Rescue (AusSAR), and the operations review of AusSAR's Rescue Coordination Centre will strengthen delivery of search and rescue coordination services.

AusSAR also will be managing the transition to the new Australian maritime distress and safety communications network by an external provider from 1 July 2002, which meets the requirements of the Global Maritime Distress and Safety System.

International moves to cease satellite processing of 121.5 Mhz distress beacon alerts from 2009 will see AMSA implementing a programme to educate the public regarding the phasing out of this type of beacon.

Public awareness of boating safety and greater responsibility for personal safety will be promoted through AMSA's contribution to maritime educational campaigns.

**Outputs**

AMSA's outputs support the Department of Transport and Regional Services' output group 1 and its related outputs as follows:

*Transport systems which are safer, more efficient, internationally competitive, sustainable and accessible.*

- 1.1 Policy Advice and Legislation, Ministerial Services;*
- 1.2 Regulation and Standards; and*
- 1.3 Safety Services.*

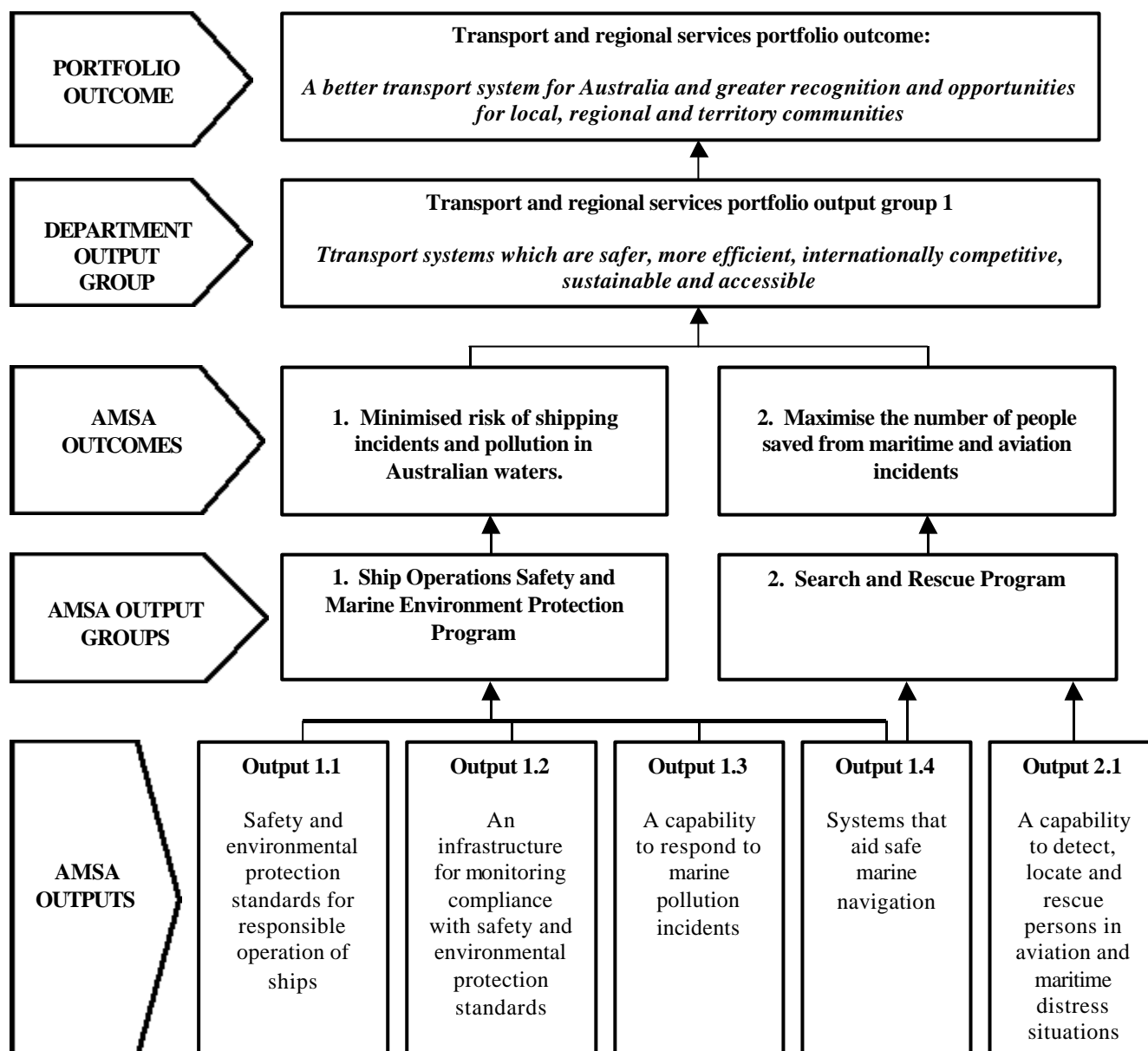
AMSA's outputs are classified into two output groups. These and the individual outputs for the respective group are as follows:

<b>Output Group 1:</b>	<b>Ship operations safety and marine environment protection program.</b>
<i>Output 1.1</i>	<i>Safety and environmental protection standards for the responsible operation of ships.</i>
<i>Output 1.2</i>	<i>An infrastructure for monitoring compliance with safety and environmental protection standards.</i>
<i>Output 1.3</i>	<i>A capability to respond to marine pollution incidents.</i>
<i>Output 1.4</i>	<i>Systems that aid safe marine navigation.</i>

<b>Output Group 2:</b>	<b>Search and Rescue Program</b>
<i>Output 2.1</i>	<i>A capability to detect, locate and rescue persons in aviation and maritime distress situations.</i>

Table 2.1 demonstrates the linkages between AMSA's outcomes and outputs with that of the portfolio.

**Table 2.1: OUTCOMES AND OUTPUTS RELATIONSHIP CHART**



## Changes to Outputs

There are no major changes to the output structure for the 2001-02 financial year.

## Resourcing

Summary of resources, disaggregated at output level, is presented at Table 2.2 below.

**Table 2.2: Summary of Resources for Portfolio Outcome:**

	2000-01 <b>Projected Actual</b> \$'000	2001-02 <b>Budget</b> \$'000
<b><u>Operating Resources</u></b>		
Price of Outputs	69,831	73,471
Administered Items	4,298	3,600
Revenue from other sources		
- departmental	5,004	3,184
- administered		5
<b><u>Capital Resources</u></b>		
Departmental Capital	-	1,700
Administered Capital	-	
<b>Resources for Outcomes</b>	<b>79,133</b>	<b>81,960</b>
Staff Years (number)	269	244

**Table 2.2: Summary of Resources for Portfolio Outcome (cont)**

Price of outputs		2000-01 Projected Actual \$'000	2001-02 Budget \$'000
<b>Output Group 1</b>	<b>Ship Operations Safety and Marine Environment Protection Program</b>		
1.1	Safety and environmental protection standards for responsible operation of ships	4,490	5,253
1.2	An infrastructure for monitoring compliance with safety and environmental protection standards	10,505	12,290
1.3	Capability to respond to marine pollution incidents	3,700	3,789
1.4	Systems that aid safe marine navigation	20,924	19,287
<b>Output Group 2</b>	<b>Search and Rescue Program</b>		
2.1	A capability to detect, locate and rescue persons in aviation and maritime distress situations	21,101	25,390
	Capital use charge receipts from Government	9,111	7,462
	<b>Total appropriations for Departmental outputs</b>		

## Contribution of AMSA Outputs to Portfolio Outcome

Contributions to the achievement of the Portfolio outcome and departmental outputs are assessed through the strategies and performance measures determined for AMSA's own outcomes and outputs as shown in Tables 2.3a and 2.3b below. Where outputs are demand driven, the quantity target should be interpreted as a trend or as a capacity to respond. Achievement of planned performance will be reported in AMSA's 2001-2002 annual report.

**Table 2.3a – Outcome Performance Information**

<b>Portfolio Outcome: A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities</b>	
<i>AMSA outcomes</i>	<i>Effectiveness – overall Achievement of the Outcome High level indicators of AMSA's contribution to the achievement of the portfolio outcome will be:</i>
Minimised risk of shipping incidents and pollution in Australian waters	Reduction over time in the ratio of reported shipping incidents to total shipping movements in Australian waters.
Maximise the number of people saved from maritime and aviation incidents	Increase over time in ratio of saved lives as a proportion of lives defined as at risk.

Table 2.3b – Output Performance Information

<b>Portfolio Outcome:</b>		
<b>A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities</b>		
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program</b>		
<b>Output 1.1: Safety and environmental protection standards for the responsible operation of ships</b>		<b>Price to Gov't: \$5.252m</b>
The Authority provides a regulatory framework of safety and environmental protection standards for Australia in the area of maritime ship safety and maritime environment protection consistent with international treaties.		<b>Costs: \$5.659m</b>
<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Maintain an appropriate Australian maritime safety and marine environment protection regulatory framework and operational standards	<p>Currency and relevance of the Australian regulatory framework (Quality)</p> <p>Proportion of accepted recommendations actioned coming from debrief/investigation (Quality)</p> <p>Number of changes to Australia's regulatory framework flowing from new international standards (Quantity)</p> <p>Cost to provide the framework (Price)</p>	<ul style="list-style-type: none"> <li>• 100% current and relevant</li> <li>• 100%</li> <li>• All relevant international standards implemented</li> <li>• 2001-02 estimates: \$3.612m</li> </ul>
Promoting a safety culture in the maritime industry by influencing industry attitudes, behaviours and business practices	<p>Improvement in the standard of ships operating in Australian waters (Quality)</p> <p>Number of policy and program initiatives implemented (Quantity)</p> <p>Cost of promoting a safety culture in the maritime industry (Price)</p>	<ul style="list-style-type: none"> <li>• Reducing trend in detention rate over time</li> <li>• Industry acceptance of initiatives</li> <li>• 2001-02 estimates: \$0.983m</li> </ul>
Participation and influence in international and regional maritime fora and partnerships	<p>Proportion of identified Australian issues that are resolved or addressed to Australia's satisfaction (Quality)</p> <p>Attendances at international and regional maritime fora and partnerships meetings (Quantity)</p> <p>Cost of participation in international and regional maritime fora and partnerships meetings (Price)</p>	<ul style="list-style-type: none"> <li>• 100%</li> <li>• Selected attendances in accordance with meetings scheduled for 2001-02: 40</li> <li>• 2001-02 estimates: \$1.064m</li> </ul>

Table 2.3b – Output Performance Information (cont)

<b>Portfolio Outcome:</b> <b>A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities</b>		
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program</b>		
<b>Output 1.2: An infrastructure for monitoring compliance with safety and environmental protection standards.</b> The Authority monitors compliance with international standards by conducting inspections of ships, cargoes and cargo handling equipment in Australian ports, overseeing ship operations in Australian waters (including coastal pilotage in Torres Strait and the Great Barrier Reef) and issues certificates of competency to seafarers.		<b>Price to Gov't:</b> <b>\$12.290m</b>  <b>Costs:</b> <b>\$13.828m</b>
<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Improve compliance with standards covering ship condition, operation and handling of cargoes	Inspection rate of risk rated eligible ships under the port State control program (Quality)	<ul style="list-style-type: none"> <li>• High risk ships – 80%</li> <li>• Medium to high risk - 60%</li> <li>• Low to medium risk - 40%</li> <li>• Low risk - 25%</li> <li>• Overall target = &gt; 50%</li> </ul>
	Improvement in the standard of ships operating in Australian waters (Quality)	<ul style="list-style-type: none"> <li>• Reduction in detention rate over time</li> </ul>
	Number of Port State Control inspections (Quantity)	<ul style="list-style-type: none"> <li>• PSC inspections 2001-02 estimates: 2920</li> </ul>
	Number of Flag State Control inspections (Quantity)	<ul style="list-style-type: none"> <li>• FSC inspections 2001-02 estimates: 660</li> </ul>
	Cost of providing a compliance monitoring infrastructure (Price)	<ul style="list-style-type: none"> <li>• 2001-02 estimates: \$8.9m</li> </ul>
	Average cost of undertaking port State control inspections (Price)	<ul style="list-style-type: none"> <li>• Port State inspections: 2001-02 estimates: \$650/inspection</li> <li>• Flag state inspections 2001-02 estimates: \$520/inspection</li> </ul>
Maintain and enhance strategic relationships, increase public awareness and consultation with the maritime industry on compliance matters.	Extent of adverse consequences from AMSA advice (Quality)	<ul style="list-style-type: none"> <li>• No adverse consequences</li> </ul>
	Person hours spent (Quantity)	<ul style="list-style-type: none"> <li>• 2001-02 estimates: 15,000 hours</li> </ul>
	Cost of the strategy (Price)	<ul style="list-style-type: none"> <li>• 2001-02 estimates: \$2.4 m</li> </ul>

<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Maintain a high standard of seafarers' qualifications	<p>IMO endorsement of seafarer qualifications system as being compliant with international standards (Quality)</p> <p>Number of certificates issued and oral examinations conducted (Quantity)</p> <p>Person hours spent (Quantity)</p> <p>Cost of maintaining marine qualifications and certification system (Price)</p>	<ul style="list-style-type: none"> <li>• Maintain Australia's inclusion on IMO "White List" of STCW95 compliant administrations.</li> <li>• 2001-02 estimates: 2,300 certifications, 700 oral examinations</li> <li>• 2001-02 estimates: 19,000 hours</li> <li>• 2001-02 estimates: \$2.578 m</li> </ul>

Table 2.3b – Output Performance Information (cont)

<b>Portfolio Outcome:</b> <b>A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities</b>		
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program</b>		
<b>Output 1.3: Capability to respond to marine pollution incidents.</b> The Authority manages the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances, which involves providing oil and chemical spill preparedness and response services in consultation with State and Northern Territory governments, port corporations and authorities, shipping, oil, exploration and chemical industries and emergency services.		<b>Price to Gov't:</b> <b>\$3.789m</b>  <b>Costs:</b> <b>\$3.882 m</b>
<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Provide a level of response capability consistent with National Plan requirements.	<p>Availability of support resources and equipment (Quality)</p> <p>Implementation of recommendations from reviews of exercises and responses to spills (Quality)</p> <p>Number of trained and adequately equipped personnel (Quantity)</p> <p>Cost of maintaining a response capability (Price)</p>	<ul style="list-style-type: none"> <li>• 95% availability</li> <li>• 100% implementation of accepted recommendations</li> <li>• 40 national response teams/200 support personnel</li> <li>• 2001-02 estimates: \$3.882m</li> </ul>

Table 2.3b – Output Performance Information (cont)

<b>Portfolio Outcome:</b>		
<b>A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities</b>		
<b>Output Group 1: Ship Operations, Safety and Marine Environment Protection Program</b>		
<b>Output 1.4: Systems that aid safe marine navigation</b>		<b>Price to Gov't:</b>
<p>AMSA provides technical, maintenance and engineering services supporting the provision of a national network of integrated aids to navigation and traffic management measures to meet the needs of commercial shipping for safe and efficient coastal navigation. In addition, AMSA provides a distress and safety communications network under the International Convention for Safety of Life at Sea (SOLAS).</p>		<p><b>\$19.287m</b></p> <p><b>Costs:</b> <b>\$19.875m</b></p>
<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Enhancement of systems that aid safe navigation	<p>Marine navigational aids network meets requirements of the five-year Navigational Strategic Plan (Quality)</p> <p>Availability of the marine navigational aids network (Quality)</p> <p>Provision of a comprehensive network of aids to navigation (Quantity)</p> <p>Cost to provide a network of aids to navigation (Price)</p> <p>Cost per aid to navigation location (Price)</p> <p>Median time taken to distribute navigational warnings (Quality)</p> <p>Capability to distribute a number of navigational warnings per day (Quantity)</p> <p>Cost to provide maritime navigational warnings (Price)</p>	<ul style="list-style-type: none"> <li>• 100%</li> <li>• Visual: Cat 1 - 99.8% Cat 2 - 99.0% Cat 3 - 97.0%</li> <li>• Buoy top marks or day marks: 97.0%</li> <li>• DGPS/Racons/Tide gauges/radars: <math>\geq</math> 98%</li> <li>• 338 lights, 39 racons, 6 radar, 13 auxillary lights, 9 unlight beacon, 13 DGPS, 5 tide gauges over 367 locations</li> <li>• 2001-02 estimates:\$19.615m</li> <li>• \$53,500 per location</li> <li>• 2 hours</li> <li>• An average of 15 messages per day</li> <li>• 2001-02 estimates: \$0.260m</li> </ul>

Table 2.3b – Output Performance Information (cont)

<b>Portfolio Outcome:</b>		
<b>A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities</b>		
<b>Output Group 2: Search and Rescue Program</b>		
<b>Output 2.1: A capability to detect, locate and rescue persons in aviation and maritime distress situations</b>		<b>Price to Gov't:</b> <b>\$ 25.390m</b>
AMSA, through its division AusSAR (Australian Search and Rescue), maintains a safety communications network and provides a 24-hour search and rescue coordination service over the Australian Search and Rescue Region.		<b>Costs:</b> <b>\$ 22.547m</b>
<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Provide a 24 hour Rescue Coordination Centre (RCC)	Availability of the RCC (Quality)  An RCC established that can handle a number of incidents, searches and AUSREP reports distributed evenly over year (Quantity)  Cost of the strategy (Price)	<ul style="list-style-type: none"> <li>• 100%</li> <li>• 15,000 incidents 500 searches 240,000 AUSREP reports</li> <li>• 2001-02 estimates: \$8.3m</li> </ul>
Provide a distress and safety communications network	Availability of each system (Quality)  Number of COSPAS/SARSAT ground segments and Mission Control Centre  Number of Coast Radio stations (Quantity)  Cost of the strategy (Price)	<ul style="list-style-type: none"> <li>• 99.5%</li> <li>• 2 ground stations 1 MCC</li> <li>• 6 stations</li> <li>• 2001-02 estimates: \$8.3m</li> </ul>
Provide trained and equipped search and rescue response assets	Availability of Search and Rescue Units (SRUs) (Quality)  Number capable of deploying equipment, searching, rescuing (Quality)  Number of trained SRUs (Quantity)  Number of trained pilots and crew (Quantity)  Cost of the strategy (Price)	<ul style="list-style-type: none"> <li>• 3 dedicated 51 on an opportunity basis</li> <li>• 12 to deploy equipment 54 to search 21 to rescue</li> <li>• 54</li> <li>• 315</li> <li>• 2001-02 estimate: \$4.3m</li> </ul>

<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Provide an effective response to search and rescue incidents	Median time for RCC to initiate response (Quality)	<ul style="list-style-type: none"> <li>• 30 minutes</li> </ul>
	Median time for first unit to commence response action (Quality)	<ul style="list-style-type: none"> <li>• 30 minute</li> </ul>
	Median time until asset on scene (Quality)	<ul style="list-style-type: none"> <li>• 90 minutes</li> </ul>
	A capability to respond to incidents (Quantity)	<ul style="list-style-type: none"> <li>• Maintain above capability</li> </ul>
	Median cost per search (Price)	<ul style="list-style-type: none"> <li>• \$9,800</li> </ul>
Maintain and enhance strategic relationships and increase public awareness of maritime safety issues	Number of issues/problems identified in agreements or programs (Quality)	<ul style="list-style-type: none"> <li>• 0</li> </ul>
	Number of agreements developed or varied satisfactorily (Quantity)	<ul style="list-style-type: none"> <li>• 7</li> </ul>
	In conjunction with States and Territories, number of education programs supported (Quantity)	<ul style="list-style-type: none"> <li>• 4</li> </ul>
	Cost of the strategy (Price)	<ul style="list-style-type: none"> <li>• 2001-02 estimates: \$1.6m</li> </ul>
	Contributions to States/ Territories to assist in establishing a distress and safety communications network for non SOLAS vessels	<ul style="list-style-type: none"> <li>• 2001-02 estimates: \$3.025m</li> </ul>

## **EVALUATIONS**

AMSA is participating in a review of ship safety and pollution prevention measures in the Great Barrier Reef, which is to report to Government by 29 June 2001. The review's terms of reference require development of strategies in a number of areas with the potential to impact on AMSA's responsibilities. These include: extending the use of coastal pilotage services; using advanced technology, such as the Automatic Ship Identification System (AIS), to track and monitor shipping operations; enhancing existing ship routing and traffic management arrangements that may impact on the navigational aids network; constraining certain ships from operating in or near the inner Reef having regard to their condition, operational status and cargo; and improving legislative powers.

## **COMPETITIVE TENDERING AND CONTRACTING**

In 2000-01, AMSA completed implementation of initiatives arising from a Program of Business Improvement, whereby business processes were systematically identified for benchmarking, re-engineering and/or market testing. This initiative resulted in the outsourcing of AMSA's engineering and maintenance operations (EMO).

During 2001-02, AMSA will consolidate the provision of EMO services through its outsourced provider and re-engineer corporate support processes arising from external provider arrangements.

In addition, under the Program of Business Improvement initiative, AMSA has benchmarked its in-house IT services in terms of cost effectiveness and risks. This exercise has resulted in the decision to consolidate existing arrangements for the specialist support for local and wide area network and to approach the market for the leasing of desktop equipment.

# **SECTION 3**

## **Budgeted Financial Statements**



## **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 AMSA's 2001-02 annual report and input into the Whole of Government Accounts.

### **Table 3.1 Budgeted Departmental Statement of Financial Performance**

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

### **Table 3.2 Budgeted Departmental Statement of Financial Position**

This statement shows the financial position of AMSA. It enables decision-makers to track the management of AMSA's assets and liabilities.

### **Table 3.3 Budgeted Departmental Statement of Cash flows**

This statement provides 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 Departmental Non-financial Assets – Summary of Movement**

This table 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 and the funding source of new acquisitions.

### **Table 3.5 Budgeted Departmental Capital Budget Statement**

This table shows the nature and extent of capital appropriations from Government.

### **Table 3.6 Note of Budgeted Administered Financial Performance**

This table shows the expected financial results for search and rescue incident costs appropriated as administered expenditure from Government.

### **Table 3.7 Note of Budgeted Administered Cash flows**

This table shows the nature and extent of cash flows relating to search and rescue incident costs.

### **Table 3.8 Note of Budgeted Administered Financial Position**

This table shows the assets and liabilities relating to appropriations for search and rescue incidents.

**Table 3.1 Budgeted Departmental Statement of Financial Performance**

	Note	Projected actual 2000-01 \$'000	Budget estimate 2001-02 \$'000	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>Revenues from ordinary activities</b>						
Revenues from government		69,831	73,471	68,397	69,107	69,344
Sales of goods and services	1	3,555	2,393	2,453	2,514	2,578
Interest		1,449	791	375	561	873
<b>Total revenues from ordinary activities</b>		<b>74,835</b>	<b>76,655</b>	<b>71,225</b>	<b>72,182</b>	<b>72,795</b>
<b>Expenses from ordinary activities</b>						
Employees	2	28,648	22,409	22,616	22,817	23,516
Suppliers	3	32,775	38,540	32,704	33,013	32,900
Depreciation and amortisation		7,654	7,862	8,924	9,371	9,398
Net losses from sale of assets		450	0	0	0	0
<b>Total expenses from ordinary activities</b>		<b>69,527</b>	<b>68,811</b>	<b>64,244</b>	<b>65,201</b>	<b>65,814</b>
<b>Net surplus from ordinary activities</b>						
		5,308	7,844	6,981	6,981	6,981
Capital use charge		8,054	6,921	6,981	6,981	6,981
<b>Net surplus (+) or deficit (-) after capital use charge</b>		<b>-2,746</b>	<b>923</b>	<b>0</b>	<b>0</b>	<b>0</b>

Table 3.2 Budgeted Departmental Statement of Financial Position

	<b>Projected</b>	<b>Budget</b>	<b>Forward</b>	<b>Forward</b>	<b>Forward</b>
	<b>actual</b>	<b>estimate</b>	<b>estimate</b>	<b>estimate</b>	<b>estimate</b>
<b>Note</b>	<b>2000-01</b>	<b>2001-02</b>	<b>2002-03</b>	<b>2003-04</b>	<b>2004-05</b>
	<b>\$'000</b>	<b>\$'000</b>	<b>\$'000</b>	<b>\$'000</b>	<b>\$'000</b>
<b>ASSETS</b>					
<b>Financial Assets</b>					
Cash	17,000	3,448	4,890	11,123	17,671
Receivables	751	751	751	751	751
Other	3,155	8,405	8,855	7,305	5,755
<b>Total financial assets</b>	<b>20,906</b>	<b>12,604</b>	<b>14,496</b>	<b>19,179</b>	<b>24,177</b>
<b>Non-financial assets</b>					
Land and buildings	5,665	4,580	3,980	3,380	2,780
Infrastructure, plant & equipment	45,817	49,511	49,277	45,719	42,930
Inventories	707	707	707	707	707
Intangibles	3,420	4,563	3,705	2,880	1,721
<b>Total non-financial assets</b>	<b>55,609</b>	<b>59,361</b>	<b>57,669</b>	<b>52,686</b>	<b>48,138</b>
<b>Total assets</b>	<b>76,515</b>	<b>71,965</b>	<b>72,165</b>	<b>71,865</b>	<b>72,315</b>
<b>LIABILITIES</b>					
<b>Provisions and payables</b>					
Employees	5,985	6,218	6,646	6,362	6,790
Suppliers	2,692	2,286	2,058	2,042	2,064
<b>Total provisions &amp; payables</b>	<b>8,677</b>	<b>8,504</b>	<b>8,704</b>	<b>8,404</b>	<b>8,854</b>
<b>Total liabilities</b>	<b>8,677</b>	<b>8,504</b>	<b>8,704</b>	<b>8,404</b>	<b>8,854</b>
<b>EQUITY</b>					
Capital	4	30,610	25,310	25,310	25,310
Reserves		11,578	11,578	11,578	11,578
Accumulated surpluses		25,650	26,573	26,573	26,573
<b>Total equity</b>		<b>67,838</b>	<b>63,461</b>	<b>63,461</b>	<b>63,461</b>
<b>Total liabilities and equity</b>		<b>76,515</b>	<b>72,165</b>	<b>71,865</b>	<b>72,315</b>
<b>Current liabilities</b>		5,677	5,504	5,704	5,854
<b>Non-current liabilities</b>		3,000	3,000	3,000	3,000
<b>Current assets</b>		18,406	6,404	7,846	14,079
<b>Non-current assets</b>		58,109	65,561	64,319	51,688

Table 3.3 Budgeted Departmental Statement of Cash Flows

	Note	Projected actual 2000-01 \$'000	Budget estimate 2001-02 \$'000	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>OPERATING ACTIVITIES</b>						
<b>Cash received</b>						
Appropriations for outputs		69,831	73,471	68,397	69,107	69,344
Sale of goods and services		4,555	2,393	2,453	2,514	2,578
Interest		1,449	791	375	561	873
<b>Total cash received</b>		<b>75,835</b>	<b>76,655</b>	<b>71,225</b>	<b>72,182</b>	<b>72,795</b>
<b>Cash used</b>						
Employees		31,148	22,176	22,188	23,101	23,088
Suppliers		35,095	44,196	33,382	31,479	31,328
<b>Total cash used</b>		<b>66,243</b>	<b>66,372</b>	<b>55,570</b>	<b>54,580</b>	<b>54,416</b>
<b>Net cash from operating activities</b>		<b>9,592</b>	<b>10,283</b>	<b>15,655</b>	<b>17,602</b>	<b>18,379</b>
<b>INVESTING ACTIVITIES</b>						
<b>Cash received</b>						
Proceeds from sales of property, plant & equipment		5,650	485			
Other		0	0			
<b>Total cash received</b>		<b>5,650</b>	<b>485</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cash used</b>						
Purchase of property, plant and equipment	5	9,816	12,099	7,232	4,388	4,850
Other		0	0	0	0	0
<b>Total cash used</b>		<b>9,816</b>	<b>12,099</b>	<b>7,232</b>	<b>4,388</b>	<b>4,850</b>
<b>Net cash from investing activities</b>		<b>-4,166</b>	<b>-11,614</b>	<b>-7,232</b>	<b>-4,388</b>	<b>-4,850</b>
<b>FINANCING ACTIVITIES</b>						
<b>Cash received</b>						
Equity injection	5	0	1,700			
Other		0	0			
<b>Total cash received</b>		<b>0</b>	<b>1,700</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cash used</b>						
Capital use charge paid		8,054	6,921	6,981	6,981	6,981
Equity repayment		5,000	7,000	0	0	0
<b>Total cash used</b>		<b>13,054</b>	<b>13,921</b>	<b>6,981</b>	<b>6,981</b>	<b>6,981</b>
<b>Net cash from financing activities</b>		<b>-13,054</b>	<b>-12,221</b>	<b>-6,981</b>	<b>-6,981</b>	<b>-6,981</b>
<b>Net increase in cash held</b>		<b>-7,628</b>	<b>-13,552</b>	<b>1,442</b>	<b>6,233</b>	<b>6,548</b>
Cash at the beginning of the reporting period		24,628	17,000	3,448	4,890	11,123
<b>Cash at end of reporting period</b>		<b>17,000</b>	<b>3,448</b>	<b>4,890</b>	<b>11,123</b>	<b>17,671</b>

Table 3.4 Departmental Non-financial Assets – Summary of Movement

	Land	Blds	Total Land & Blds	Other infra- Structure Plant & Equipment	Intangibles	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>GROSS VALUE</b>						
As at 1 July 2001	1,000	5,955	6,955	60,970	4,128	72,053
Additions	0	0	0	10,304	1,795	12,099
Disposals	-225	-344	-569	0	0	-569
Other	0	0	0	0	0	0
As at 30 June 2002	775	5,611	6,386	71,274	5,923	83,583
<b>ACCUMULATED DEPRECIATION</b>						
As at 1 July 2001	0	1,290	1,290	15,153	708	17,151
Expense	0	600	600	6,610	652	7,862
Disposals	0	-84	-84	0	0	-84
Other	0	0	0	0	0	0
As at 30 June 2002	0	1,806	1,806	21,763	1,360	24,929
Net Book Value as at 30 June 2002	775	3,805	4,580	49,511	4,563	58,654
Net Book Value as at 1 July 2001	1,000	4,665	5,665	45,817	3,420	54,902
<b>PURCHASE OF NON-CURRENT ASSETS</b>						
Funded by capital appropriations				1,700	0	1,700
Self Funded				8,604	1,795	10,399
Total				10,304	1,795	12,099

**Table 3.5 Departmental Budgeted Capital Budget Statement**

	Note	Projected actual 2000-01 \$'000	Budget estimate 2001-02 \$'000	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>CAPITAL APPROPRIATIONS</b>						
Total equity injections		0	1,700	0	0	0
Total loans		0	0	0	0	0
<b>Represented by</b>						
Purchase of non-current assets		0	1,700	0	0	0
Other		0	0	0	0	0
<b>Total expenses from ordinary activities</b>		0	1,700	0	0	0
<b>PURCHASE OF NON-CURRENT ASSETS</b>						
Funded by capital appropriations		0	1,700	0	0	0
Funded internally by departmental resources		9,816	10,399	7,232	4,388	4,850

Table 3.6 Note of Budgeted Administered Financial Performance

	Note	Projected actual 2000-01 \$'000	Budget estimate 2001-02 \$'000	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>REVENUE</b>						
<b>Non- taxation</b>						
Appropriations		3,995	3,600	3,600	3,600	3,600
Interest		5	5	5	5	5
<b>Total revenues administered on behalf of Government</b>		<b>4,000</b>	<b>3,605</b>	<b>3,605</b>	<b>3,605</b>	<b>3,605</b>
<b>EXPENSES</b>						
Supplies		4,000	3,605	3,605	3,605	3,605
<b>Total expenses administered on behalf of Government</b>		<b>4,000</b>	<b>3,605</b>	<b>3,605</b>	<b>3,605</b>	<b>3,605</b>
<b>Net contributions to the Budget</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Table 3.7 Note of Budgeted Administered Cash Flows

	Note	Projected actual 2000-01 \$'000	Budget estimate 2001-02 \$'000	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>OPERATING ACTIVITIES</b>						
<b>Cash received</b>						
Appropriations		4,298	3,600	3,600	3,600	3,600
Interest		5	5	5	5	5
<b>Total cash received</b>		<b>4,303</b>	<b>3,605</b>	<b>3,605</b>	<b>3,605</b>	<b>3,605</b>
<b>Cash used</b>						
Suppliers		4,337	3,605	3,605	3,605	3,605
Other		0	0	0	0	0
<b>Total cash used</b>		<b>4,337</b>	<b>3,605</b>	<b>3,605</b>	<b>3,605</b>	<b>3,605</b>
<b>Net cash from operating activities</b>		<b>-34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Cash at the beginning of the reporting period		234	200	200	200	200
<b>Cash at the end of the reporting period</b>		<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>

Table 3.8 Note of Budgeted Administered Financial Position

	Projected actual 2000-01 \$'000	Budget estimate 2001-02 \$'000	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
Note					
<b>ASSETS</b>					
<b>Financial Assets</b>					
Cash	200	200	200	200	200
Receivables	100	100	100	100	100
<b>Total financial assets</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>
<b>Total assets administered on behalf of the Government</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>
<b>LIABILITIES</b>					
Provisions and payables					
Suppliers	100	100	100	100	100
<b>Total provisions &amp; payables</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Total liabilities administered on behalf of the Government</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Equity	200	200	200	200	200
<b>Total equity and liabilities</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>
Current liabilities	100	100	100	100	100
Non-current liabilities	0	0	0	0	0
Current assets	300	300	300	300	300
Non-current assets	0	0	0	0	0

**Notes to and forming part of the budgeted financial statements**

Note 1 Reduction in revenue from commercial contracts following the outsourcing of AMSA's in house engineering and maintenance operations.

Note 2 Estimated actual costs of employees for 2000-01 includes termination pay following the outsourcing of AMSA's in house engineering and maintenance operations.

Note 3 The 2001-2002 budget includes the full year costs of the external contract for the engineering and maintenance operations.

Note 4 Reduction in capital amounts reflects equity repayment to Government offset by equity injection with respect to the new measure to improve search and rescue arrangements.

Note 5 Included in property, plant and equipment is \$1.7 million in respect of capital injections with respect to the new measure to improve search and rescue arrangements.



# **PART F**

## **National Capital Authority**

### **AGENCY BUDGET STATEMENTS**



# SECTION 1

## Overview



## AGENCY OVERVIEW

The National Capital Authority is established by and operates 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 as set out in section 6 of *the Act* are:

- (a) *to prepare and administer the National Capital Plan;*
- (b) *to keep the Plan under constant review and to propose amendments to it 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 an 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 the founders*
- *foster Canberra as the National Capital, and*
- *develop the special character of the National Capital.*

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 *Parliament Act 1974* provides that no building or other work is to be erected on land within the Parliamentary Zone unless the Minister has caused a proposal to be laid before both Houses of Parliament for their approval. For works within the Parliamentary Zone the Authority assesses proposals, seeks any necessary clearance through agencies such as the Australian Heritage Commission and provides advice to the Minister, and through the Minister, provides information to the Joint Standing Committee on the National Capital and External Territories.

The Minister has powers under other legislation relating to the management of 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:
  - *City Area Leases Regulations*
  - *Crown Lands Act 1884 (NSW)*
  - *Dedication by User Limitation Act 1902 (NSW)*
  - *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*
  - *Leases Regulations*
  - *Protection of Lands Ordinance 1937*
  - *Recovery of Lands Ordinance 1929*
- *Canberra Water Supply (Googong Dam) Act 1974*

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 the 2001-02 Budget is \$38.707m.

Table 1.1 shows the total appropriations for the National Capital Authority for 2001-02 by:

- Administered expenses appropriation;
- Price of outputs appropriation;
- Administered capital; and
- Departmental equity injections.

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

The National Capital Authority will receive a Departmental Equity Injection of \$0.5m and Administered Capital of \$13.689m in 2001-02 as indicated in Table 1.1 and as accounted for in the Note of Administered Capital Budget.

The Capital Appropriations and Equity Injections will be used for Capital Works for Commonwealth Assets. The programme includes the construction of Capital Works in the National Capital.



## NEW MEASURES DISCLOSED IN THE 2001-02 BUDGET

Table 2.3 below shows funding for the new measure included in the 2001-02 Budget.

**Table 2.3 2001-02 Budget Measure**

Measure	Appropriations	2001-02 budget \$'000	2002-03 estimate \$'000	2003-04 estimate \$'000	2004-05 estimate \$'000
Commonwealth Place	Administered Capital	5,000	0	0	0
	<b>Total</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Commonwealth Place

The Government will provide a capital injection of \$5m in 2001-02 to fund additional work for the construction of Commonwealth Place, which will be located in the heart of the Parliamentary Zone in Canberra. Commonwealth Place will become a significant national public place for Australians to participate in events and ceremonies. This funding is in addition to \$3m allocated for this project in 2000-01. The \$5m will substantially fund additional work to include a complete amphitheatre, formal walkway, a restaurant, a café and offices for Reconciliation Australia.



# **SECTION 2**

## **Outcomes and Outputs Information**



## **OUTCOMES AND OUTPUT GROUPS**

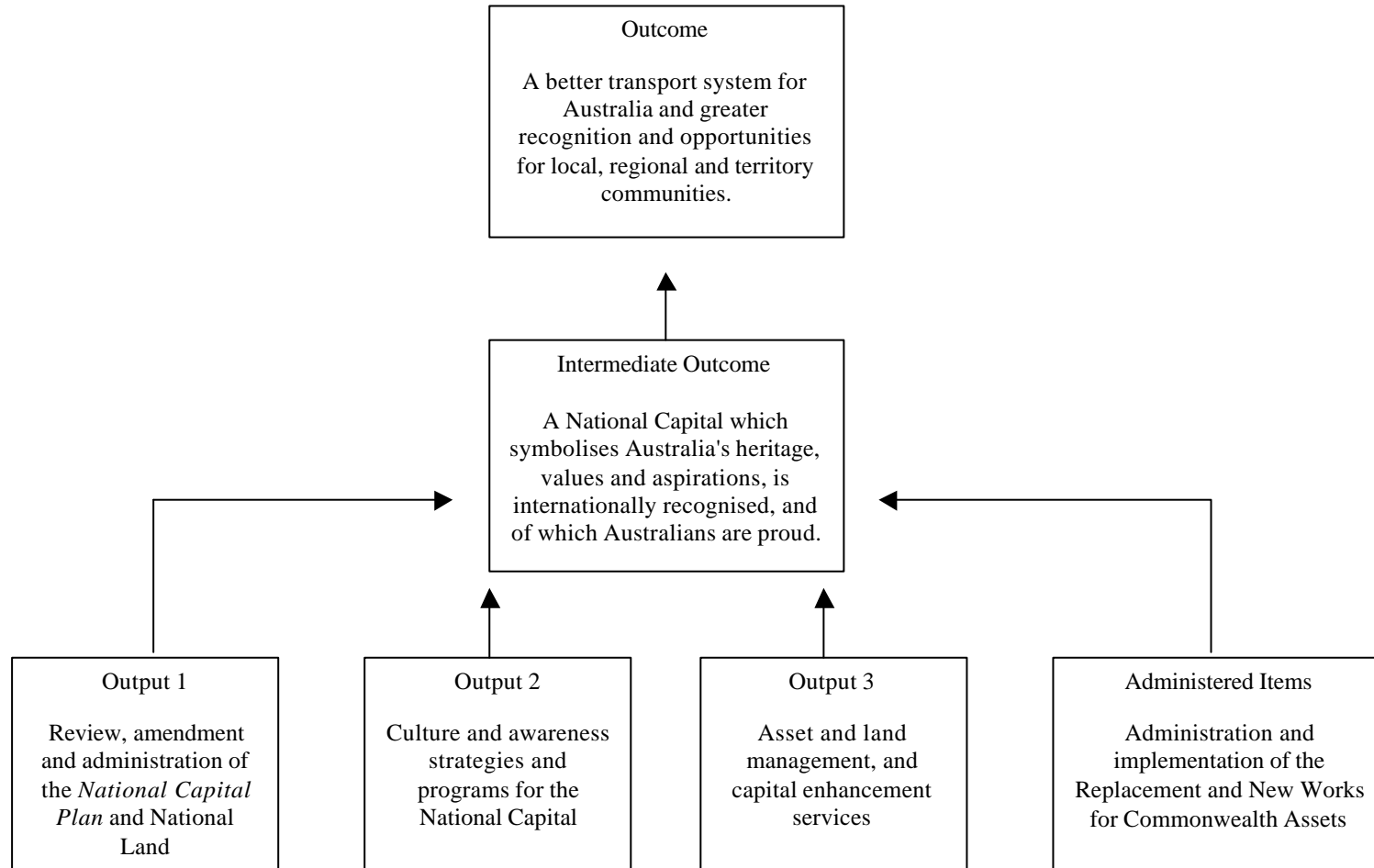
The contributing outputs for the National Capital Authority to the single Government outcome are presented as output groups and administered items. Financial details for the Portfolio Outcome by outputs appear in table 2.2 while non-financial information for the Outcome and outputs is provided under the heading Performance Information.

### **OUTCOME –A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities.**

The National Capital Authority's outputs contribute to the Portfolio outcome of a better transport system for Australia and greater recognition and opportunities for local, regional and territory communities. The Authority contributes to this outcome by achieving a *National Capital which symbolises Australia's heritage, values and aspirations, is internationally recognised, and of which Australians are proud (the intermediate outcome)*.

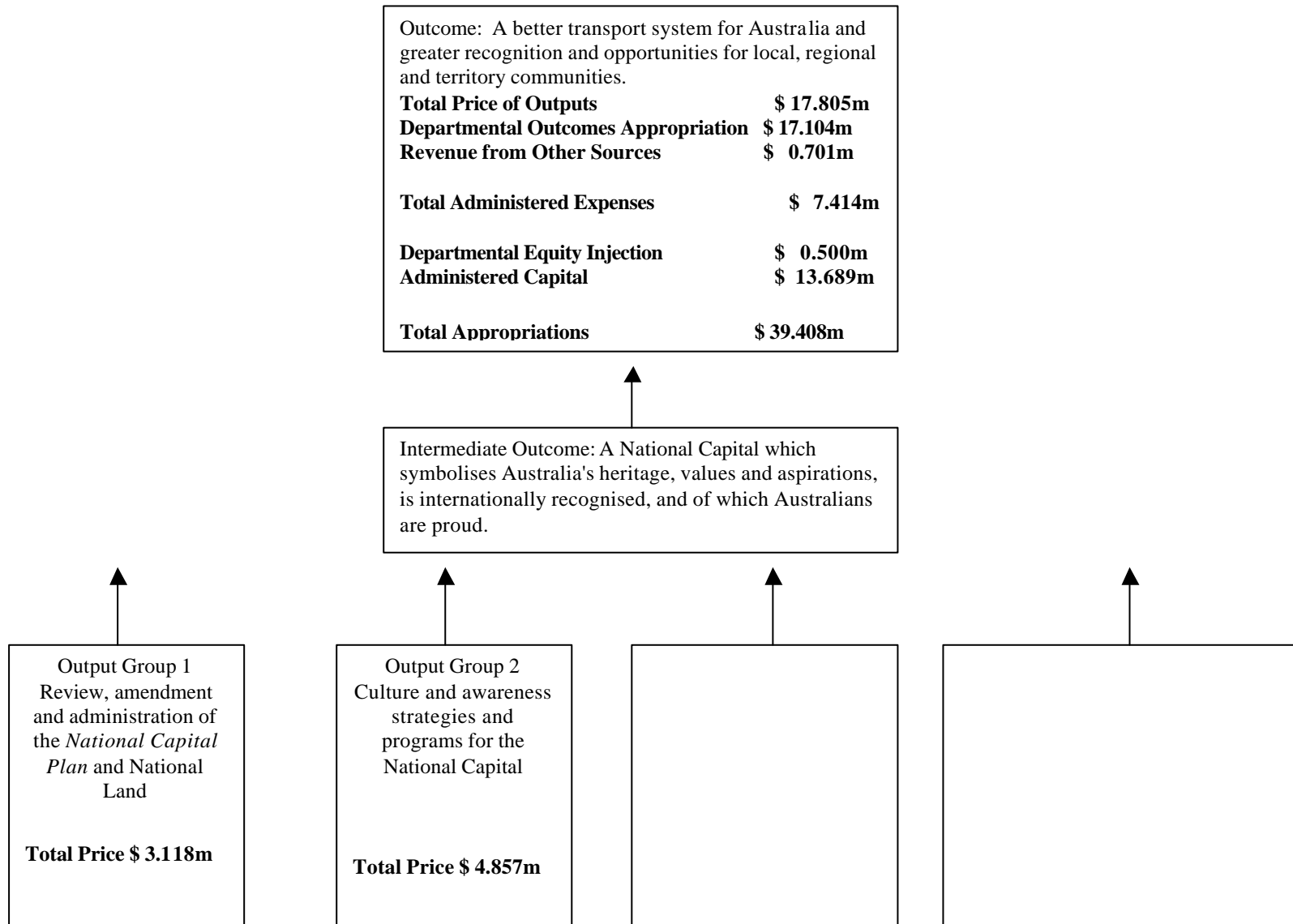
# NATIONAL CAPITAL AUTHORITY

**Table 2.1 - Relationship between Outcome and Contribution Outputs**



Note: Revenue from Government through appropriations contributes 96.1% to the total output price for this outcome for 2001-02

**Table 2.2 - NATIONAL CAPITAL AUTHORITY OUTCOMES AND OUTPUTS**



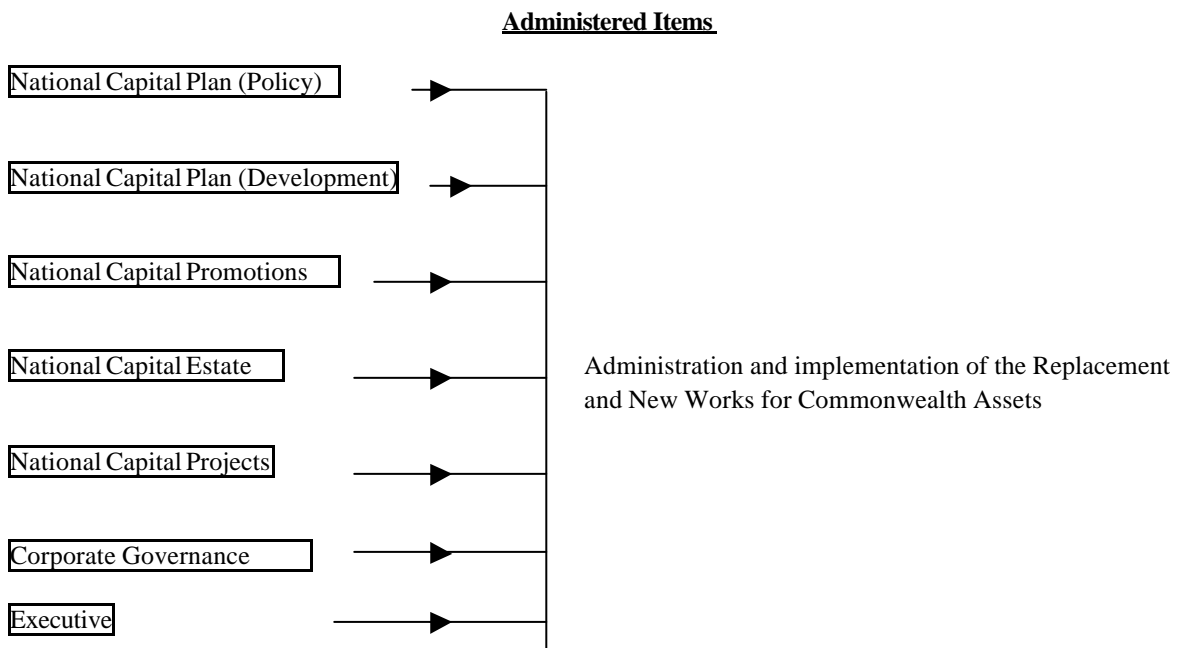
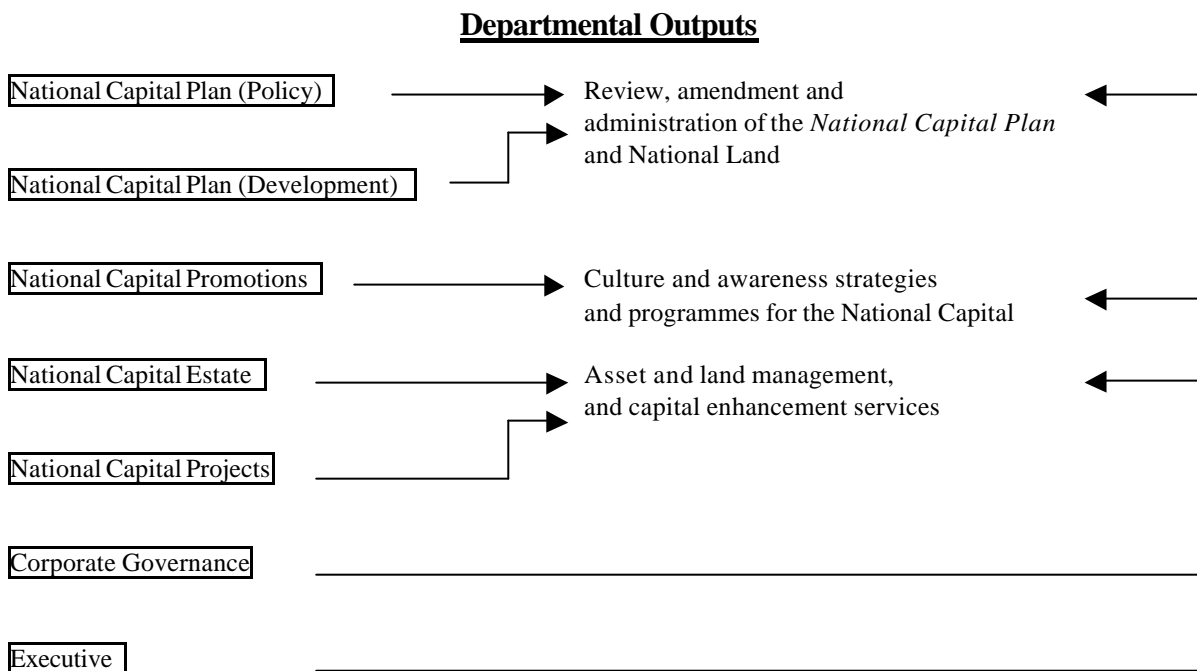
## CONTRIBUTION OF OUTPUTS TO OUTCOME

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

The governance structure includes an internal Management Committee, Audit Committee and Tender Board.

### Organisation Structure

### Outputs



## PERFORMANCE INFORMATION

The following tables list the performance information that the National Capital Authority will use to assess the level of its achievement of outputs and administered items during 2001-02.

Achievement of planned performance will be reported in the National Capital Authority 2001-02 Annual Report.

### Portfolio Outcome

A better transport system for Australia and greater recognition and opportunities for local, regional and territory communities

### National Capital Authority's Intermediate Outcome

The Authority contributes to the Portfolio outcome by achieving a *National Capital which symbolises Australia's heritage, values and aspirations, is internationally recognised, and of which Australians are proud (the intermediate outcome).*

### Performance Information and Level of Achievement

<i>National Capital Authority outcome</i>	<i>Effectiveness – overall Achievement of the Outcome</i>
A National Capital which symbolises Australia's heritage, values and aspirations, is internationally recognised, and of which Australians are proud	<p>Canberra and the Territory are planned and developed in accordance with their National significance (this is the object of the National Capital Plan).</p> <p>Improved awareness of Canberra as the National Capital of Australia.</p> <p>The character of the National Capital continues to be maintained and enhanced.</p>

**Output 1: Review, amendment and administration of the National Capital Plan and National Land.**

The Authority prepares, administers, reviews and proposes amendments to the National Capital Plan (when necessary).

<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Comprehensive review of the National Capital Plan	Recommendations for change (as necessary) and/or relevant statutory procedures initiated (Quality)	Recommendations submitted to Government in stages by end December 2002
Constant review of the National Capital Plan and amendments proposed when necessary	Monitoring and review framework developed for the National Capital Plan (Quality)  Draft amendments proposed as agreed by Authority (Quality and Quantity)	Completed by August 2001  Amendments submitted to Government are accepted or issues resolved to Government's satisfaction
Regulate applications for development and use of land in accordance with the National Capital Plan and other relevant statutory requirements	Works approvals process reviewed (Quality)  Work approvals processed in accordance with the National Capital Plan (Quality)  Statutory and development planning documents finalised within agreed timeframes (Quality)  Works approval applications processed within agreed timeframes (Quality)  Works approval process understood by stakeholder (Quality)  Average of 250 works approval applications processed, excluding events (Quality and Quantity)  Event approval procedures reviewed (Quality)	Completed and process published by June 2002  100% compliance with National Capital Plan  90% completed within 40 working days  90% completed within 15 working days  100% understood  100% compliance  Completed and procedures published by June 2002

<b><i>Strategy</i></b>	<b><i>Measure</i></b>	<b><i>Target</i></b>
Provision of planning advice on the National Capital Plan and Territory Plan	Advice issued to external stakeholders (Quality)  Turnaround time within agreed timeframes (Quality)	100% compliant with the National Capital Plan and Territory Plan  100% as agreed with external stakeholders
Responsiveness to Government in providing appropriate and timely advice and briefings	Ministerial and Government servicing (Quality)	Satisfactory or above rating from Minister

**Output 2: Culture and awareness strategies and programmes for the National Capital**

The Authority fosters an awareness of Canberra as the National Capital of Australia.

<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Develop and promote events that support the national role and significance of the Capital	A programme of relevant events (Quality)	Programme established
	Public satisfaction with events managed by the National Capital Authority (Quality)	70% overall
	Participation in events managed by the National Capital Authority (Quantity)	Increase in attendance from previous years or establish baseline (as relevant)
	Positive media exposure of events (Quality)	Wide national and/or international reach
Provide opportunities to inform Australians about the national role and significance of the Capital	Number of programmed events delivered (Quantity)	100%
	A programme of education opportunities offered by the Authority annually (Quality)	Consolidated programme established by July 2001 and published on the website
	Number of programmed opportunities delivered (Quantity)	100%
	Public satisfaction with the major components of the programme and associated facilities (Quality)	70% overall
	Number of visitors/users to exhibitions and facilities for the public managed by the National Capital Authority (Quantity)	Increase in attendance/use from previous years or establish baseline (as relevant)

<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Promote Canberra as the National Capital	<p>Number of Website hits (Quantity)</p> <p>Awareness of the National Capital (Quality)</p> <p>Positive media about the national role and significance of Canberra (Quality)</p>	<p>Establishing baseline</p> <p>Improvement in perception of the Capital as expressed through national survey</p> <p>Wide national and/or international reach</p>
Responsiveness to Government in providing appropriate and timely advice and briefings	Ministerial and Government servicing (Quality)	Satisfactory or above rating from Minister

**Output 3: Asset and land management, and capital enhancement services**

The Authority develops and manages land required for the special purposes of Canberra as the National Capital

<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Provide design and construction management (in respect of administered and departmental items) to develop and enhance the National Capital	Number of design and construction projects managed (Quantity)	100% of works identified in the approved Authority 2001-02 Works Programme
	Satisfactory delivery of design and construction projects (Quality)	In accordance with approved project plans and contracts
	Acceptance of Authority advice by Government (Quality)	100% acceptance of advice
Improved management of procurement of services	Adherence with Procurement Guidelines (Quality)	100% compliance
	Consultancy and Contractor arrangements reviewed (Quality)	Completed by June 2002
	Authority provision of consulting planning and design services reviewed (Quality)	Completed by June 2002
Estate management	Increased knowledge of estate management services (Quality)	Estate management services guidelines published by June 2002
	Memoranda of Understanding (MOU) between the Authority and Commonwealth agency estate stakeholders (Quality)	Model MOU completed by June 2002
	Review of the statutory framework related to the management and regulation of National Land (Quality)	Completed by June 2002
	A forward programme of Conservation Management Plans and Environment Management Plans (Quality)	Programme established
	A forward programme of Access Audits (Quality)	Programme established

<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Asset repairs, maintenance and operation	Adherence to the programme of asset works requirements (Quality)	Compliance maintained within +/- 5% of programme
	Commonwealth assets maintained at agreed level of service at competitively tendered prices (Quality)	95% maintained at agreed standards and specifications
	Stakeholder satisfaction with the function of assets (Quality)	100% response to concerns identified by stakeholders
	Public safety is maximised in the use of assets (Quality)	Risk management strategy for asset use completed by June 2002
	Buildings facilities management and infrastructure management contracts in place (Quality)	Completed by June 2002
	Contract management performance monitoring procedures reviewed (Quality)	Completed by June 2002
	Number of period maintenance contracts managed (Quantity)	14 on-going
	% of land management services market tested and under contract (Quantity)	100% by June 2002
Responsiveness to Government in providing appropriate and timely advice and briefings	Ministerial and Government servicing (Quality)	Satisfactory or above rating from Minister

**Administered Items: Administration and implementation of the Replacement and New Works for Commonwealth assets programme**

<i>Strategy</i>	<i>Measure</i>	<i>Target</i>
Design and construction of new works and replacement of Commonwealth assets	New works programme developed for 2001- 2002 (Quality)	Completed July 2001
	Asset replacement programme developed (Quality)	Completed by June 2002

# **SECTION 3**

## **Budgeted Financial Statements**



## **BUDGETED FINANCIAL STATEMENTS**

### **Budgeted Departmental Statement of Financial Performance**

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

### **Budgeted Departmental Statement of Financial Position**

This statement shows the financial position of the National Capital Authority. It helps decision-makers to track the management of the Authority's assets and liabilities.

### **Budgeted Departmental Statement of Cash Flows**

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.

### **Departmental Capital Budget Statement**

Shows all planned departmental capital expenditure (capital expenditure on non-financial assets), whether funded either through capital appropriations for additional equity or borrowings, or from funds from internal sources.

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

Shows budgeted acquisitions and disposals of non-financial assets during the Budget year.

### **Administered Notes**

*Details of transactions administered by the agency on behalf of the Commonwealth are to be shown in the following notes to the financial statements.*

#### **Note of Budgeted Administered Financial Performance**

This note identifies the main revenues and expenses administered on behalf of the Government. It also discloses administered revenues from Government and Transfers to the Public Account.

#### **Note of Budgeted Administered Financial Position**

This note shows the assets and liabilities administered on behalf of the Government.

#### **Note of Budgeted Administered Cash Flows**

This note shows cash flows administered on behalf of the Government.

#### **Note of Administered Capital Budget**

This note shows details of planned administered capital expenditure.

**Note of Administered Non-financial Assets – Summary of Movement**

This note discloses details of movements in administered non-financial assets.

**Table 3.1: Budgeted Departmental Statement of Financial Performance**

	Estimated Actual 2000-2001 \$'000	<b>Budget estimate 2001-02 \$'000</b>	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>Revenues from ordinary activities</b>					
Sales of Good & Services	631	<b>609</b>	665	668	668
Appropriations (Price of Outputs)	16 493	<b>17 104</b>	17 204	17 362	17 362
Resources Received Free of Charge	40	<b>40</b>	40	40	40
Interest	113	<b>52</b>	57	65	75
<b>Total revenue from ordinary activities</b>	<b>17 277</b>	<b>17 805</b>	17 966	18 135	18 145
<b>Expenses from ordinary activities</b>					
Employees	5 145	<b>5 814</b>	5 885	5 990	6 184
Suppliers	11 629	<b>10 456</b>	10 517	10 581	10 397
Depreciation & Amortisation	630	<b>830</b>	859	859	859
<b>Total expenses from ordinary activities</b>	<b>17 404</b>	<b>17 100</b>	17 261	17 430	17 440
<b>Net surplus from ordinary activities</b>	<b>( 127)</b>	<b>705</b>	705	705	705
Capital use charge	823	<b>705</b>	705	705	705
<b>Net surplus after capital use charge</b>	<b>( 950)</b>	<b>0</b>	0	0	0

Table 3.2: Budgeted Departmental Statement of Financial Position

	Estimated actual 2000-2001 \$'000	<b>Budget estimate 2001-02 \$'000</b>	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>ASSETS</b>					
<b>Financial Assets</b>					
Cash	1 906	<b>1 908</b>	2 365	3 104	3 832
Receivables	98	<b>16</b>	13	13	13
<b>Total financial assets</b>	<b>2 004</b>	<b>1 924</b>	<b>2 378</b>	<b>3 117</b>	<b>3 845</b>
<b>Non-financial assets</b>					
Total Land & Buildings	3 486	<b>3 520</b>	3 054	2 587	2 121
Total Infrastructure, Plant & Equipment	992	<b>1 442</b>	1 362	983	803
Total Heritage Assets	423	<b>409</b>	396	382	369
Inventories	39	<b>40</b>	40	40	40
Work In Progress	1 492	<b>1 492</b>	1 492	1 492	1 492
Other	8	<b>8</b>	8	8	8
<b>Total non-financial assets</b>	<b>6 440</b>	<b>6 911</b>	<b>6 352</b>	<b>5 492</b>	<b>4 833</b>
<b>Total assets</b>	<b>8 444</b>	<b>8 835</b>	<b>8 730</b>	<b>8 609</b>	<b>8 678</b>
<b>LIABILITIES</b>					
<b>Provisions and payables</b>					
Employee Provisions	1 196	<b>1 360</b>	1 478	1 582	1 679
Suppliers Payable	231	<b>209</b>	210	211	207
Provision for Memorials	649	<b>448</b>	249	48	49
Unearned Income	463	<b>413</b>	388	363	338
Other Provisions & Payables	0	<b>0</b>	0	0	0
<b>Total provisions and payables</b>	<b>2 539</b>	<b>2 430</b>	<b>2 325</b>	<b>2 204</b>	<b>2 273</b>
<b>Total liabilities</b>	<b>2 539</b>	<b>2 430</b>	<b>2 325</b>	<b>2 204</b>	<b>2 273</b>
<b>EQUITY</b>					
Total Accumulated Results	3 134	<b>3 134</b>	3 134	3 134	3 134
Other Reserves	762	<b>762</b>	762	762	762
Capital	2 000	<b>2 500</b>	2 500	2 500	2 500
1998/99 Carryover	9	<b>9</b>	9	9	9
<b>Total Equity</b>	<b>5 905</b>	<b>6 405</b>	<b>6 405</b>	<b>6 405</b>	<b>6 405</b>
<b>Current liabilities</b>	<b>1 973</b>	<b>1 784</b>	<b>1 600</b>	<b>1 402</b>	<b>1 396</b>
<b>Non-current liabilities</b>	<b>566</b>	<b>646</b>	<b>725</b>	<b>802</b>	<b>877</b>
<b>Current assets</b>	<b>2 051</b>	<b>1 972</b>	<b>2 426</b>	<b>3 165</b>	<b>3 893</b>
<b>Non-current assets</b>	<b>6 393</b>	<b>6 863</b>	<b>6 304</b>	<b>5 444</b>	<b>4 785</b>

Table 3.3: Budgeted Departmental Statement of Cash Flows

	Estimated actual 2000-01 \$'000	<b>Budget estimate 2001- 02 \$'000</b>	Forward estimate 2002- 03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>OPERATING ACTIVITIES</b>					
<b>Cash Received</b>					
Sale of Goods and Services	594	<b>641</b>	644	643	643
Appropriation Receipts	16 493	<b>17 104</b>	17 204	17 362	17 362
Interest Received	113	<b>52</b>	57	65	75
<b>Total cash received</b>	<b>17 200</b>	<b>17 797</b>	17 905	18 070	18 080
<b>Cash used</b>					
Payments to Employees	4 989	<b>5 651</b>	5 767	5 886	6 086
Payments to Suppliers	11 552	<b>10 439</b>	10 476	10 540	10 361
Return of Bond	200	<b>0</b>	0	0	0
Return of Retention	198	<b>0</b>	0	0	0
<b>Total cash used</b>	<b>16 939</b>	<b>16 090</b>	16 243	16 426	16 447
<b>Net cash from operating activities</b>	<b>261</b>	<b>1 707</b>	1 662	1 644	1 633
<b>INVESTING ACTIVITIES</b>					
<b>Cash received</b>					
Memorial Donations	1 000	<b>1 000</b>	1 000	1 000	1 000
Equity Injection	1 000	<b>500</b>			
1998/99 Carryover	9				
<b>Total cash received</b>	<b>2 009</b>	<b>1 500</b>	<b>1 000</b>	<b>1 000</b>	<b>1 000</b>
<b>Cash used</b>					
Purchase of PP&E and Intangibles	0	<b>200</b>	300	0	200
Buildings	1 500	<b>500</b>			
Memorials	1 200	<b>1 200</b>	1 200	1 200	1 000
Infrastructure	600	<b>600</b>			
<b>Total cash used</b>	<b>3 300</b>	<b>2 500</b>	1 500	1 200	1 200
<b>Net cash from investing activities</b>	<b>(1 291)</b>	<b>(1 000)</b>	( 500)	( 200)	( 200)
<b>FINANCING ACTIVITIES</b>					
<b>Cash received</b>					
Other Cash Received	0	<b>0</b>	0	0	0
<b>Total cash received</b>	<b>0</b>	<b>0</b>	0	0	0
<b>Cash used</b>					
Cash Used for Dividends & CUC	1 070	<b>705</b>	705	705	705
<b>Total cash used</b>	<b>1 070</b>	<b>705</b>	705	705	705
<b>Net cash from financing activities</b>	<b>(1 070)</b>	<b>( 705)</b>	( 705)	( 705)	( 705)
<b>Net increase/(decrease) in cash held</b>	<b>(2 100)</b>	<b>2</b>	457	739	728
Cash at the beginning of the reporting period	4 006	<b>1 906</b>	1 908	2 365	3 104
Cash at the end of the reporting period	1 906	<b>1 908</b>	2 365	3 104	3 832

Table 3.4: Departmental Capital Budget Statement

	Estimated Actual 2000-01 \$'000	<b>Budget estimate 2001-02 \$'000</b>	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>CAPITAL APPROPRIATIONS</b>					
Total Equity Injections	1 000	<b>500</b>	0	0	0
Total Loans	0	<b>0</b>	0	0	0
Appropriation of previous years carryover	9	<b>0</b>	0	0	0
<b>Total</b>	<b>1 009</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Represented by:</b>					
Purchase of non-current assets	1 000	<b>500</b>	0	0	0
Other items	0	<b>0</b>	0	0	0
<b>Total</b>	<b>1 000</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PURCHASE OF NON-CURRENT ASSETS</b>					
Funded by Capital Appropriation	1 000	<b>500</b>	0	0	0
Funded Internally by Departmental resources	1 100	<b>145</b>	0	0	0

<b>Table 3.5: Departmental Non-financial Assets - Summary of Movement (Budget Year 2001-02)</b>						
	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Heritage & Collection Assets	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Gross value</b>						
<i>As at 1 July 2001 (opening)</i>		4 496	4 496	2 267	530	7 293
Additions *	0	500	500	800		1 300
<i>As at 30 June 2002 (closing)</i>	0	4 996	4 996	3 067	530	8 593
<b>Accumulated Depreciation/ Amortisation</b>						
<i>As at 1 July 2001 (opening)</i>		995	995	1 274	107	2 376
Charge for the reporting period	0	466	466	350	14	830
<i>As at 30 June 2002 (closing)</i>	0	1 461	1 461	1 624	121	3 206
<b>Net book value as at 30 June 2002 (closing book value)</b>	<b>0</b>	<b>3 535</b>	<b>3 535</b>	<b>1 442</b>	<b>409</b>	<b>5 387</b>
<b>Net book value as at 1 July 2001 (opening book value)</b>	<b>0</b>	<b>3 501</b>	<b>3 501</b>	<b>993</b>	<b>423</b>	<b>4 917</b>
<b>* TOTAL ADDITIONS</b>						
	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Intangibles	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Self funded	0		0			0
Appropriations	0	500	500	800	0	1 300
<b>TOTAL</b>	<b>0</b>	<b>500</b>	<b>500</b>	<b>800</b>	<b>0</b>	<b>1 300</b>

Table 3.6: Note of Budgeted Administered Financial Performance

	Estimated actual 2000-01 \$'000	<b>Budget estimate 2001-02 \$'000</b>	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>REVENUES</b>					
<b>Taxation</b>					
Other Taxes Fees & Fines	0	<b>0</b>	0	0	0
<b>Total taxation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Non-taxation</b>					
Interest & Dividends	0	<b>0</b>	0	0	0
Other Sources of Non-Taxation Revenue	1 780	<b>1 780</b>	1 780	1 780	1 580
Appropriations	7 140	<b>7 414</b>	7 667	7 803	7 918
<b>Total non-taxation</b>	<b>8 920</b>	<b>9 194</b>	<b>9 447</b>	<b>9 583</b>	<b>9 498</b>
<b>Total revenue administered on behalf of the Government</b>	<b>8 920</b>	<b>9 194</b>	<b>9 447</b>	<b>9 583</b>	<b>9 498</b>
<b>EXPENSES</b>					
Subsidies	0	<b>0</b>	0	0	0
Grants	0	<b>0</b>	0	0	0
Suppliers	0	<b>0</b>	0	0	0
Depreciation	7 140	<b>7 414</b>	7 667	7 803	7 918
<b>Total expenses administered on behalf of the Government</b>	<b>7 140</b>	<b>7 414</b>	<b>7 667</b>	<b>7 803</b>	<b>7 918</b>
Abnormal & Extraordinary Items	0	<b>0</b>	0	0	0

Table 3.7: Note of Budgeted Administered Financial Position

	Estimated actual 2000-01 \$'000	<b>Budget estimate 2001-02 \$'000</b>	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>ASSETS</b>					
<b>Financial assets</b>					
Cash	0	<b>0</b>	0	0	0
Receivables	1 995	<b>5 293</b>	8 178	10 709	13 972
Receivables - Other	0	<b>0</b>	0	0	0
<b>Total financial assets</b>	<b>1 995</b>	<b>5 293</b>	<b>8 178</b>	<b>10 709</b>	<b>13 972</b>
<b>Non-financial assets</b>					
Land & Buildings	117 547	<b>119 945</b>	119 743	119 541	119 339
Infrastructure, Plant & Equipment	133 425	<b>139 344</b>	143 395	142 801	141 274
Heritage Assets	23 504	<b>22 969</b>	22 434	21 900	21 366
Inventories	302	<b>302</b>	302	302	302
Prepayment	0	<b>0</b>	0	0	0
WIP	7 745	<b>7 285</b>	6 585	6 585	6 585
<b>Total non-financial assets</b>	<b>282 523</b>	<b>289 845</b>	<b>292 459</b>	<b>291 129</b>	<b>288 866</b>
<b>Total assets administered on behalf of the Commonwealth</b>	<b>284 518</b>	<b>295 138</b>	<b>300 637</b>	<b>301 838</b>	<b>302 838</b>
<b>LIABILITIES</b>					
<b>Provisions and payables</b>					
Suppliers	177	<b>177</b>	177	177	177
Subsidies	0	<b>0</b>	0	0	0
Unearned Revenue	111	<b>111</b>	111	111	111
<b>Total provisions and payables</b>	<b>288</b>	<b>288</b>	<b>288</b>	<b>288</b>	<b>288</b>
<b>Total liabilities administered on behalf of the Commonwealth</b>	<b>288</b>	<b>288</b>	<b>288</b>	<b>288</b>	<b>288</b>
<b>Current liabilities</b>	<b>288</b>	<b>288</b>	<b>288</b>	<b>288</b>	<b>288</b>
<b>Non-current liabilities</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Current assets</b>	<b>2 297</b>	<b>5 595</b>	<b>8 480</b>	<b>11 011</b>	<b>14 274</b>
<b>Non-current assets</b>	<b>282 221</b>	<b>289 543</b>	<b>292 157</b>	<b>290 827</b>	<b>288 564</b>

Table 3.8: Note of Budgeted Administered Cash Flows

	Estimated actual 2000-01 \$'000	<b>Budget estimate 2001-02 \$'000</b>	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>OPERATING ACTIVITIES</b>					
<b>Cash received</b>					
Other Taxes Fees & Fines	0	<b>0</b>	0	0	0
Interest & Dividends	0	<b>0</b>	0	0	0
Appropriation Receipts	8 688	<b>4 117</b>	4 781	5 272	4 655
Other	580	<b>580</b>	580	580	580
<b>Total cash received</b>	<b>9 268</b>	<b>4 697</b>	<b>5 361</b>	<b>5 852</b>	<b>5 235</b>
<b>Cash used</b>					
Suppliers	0	<b>0</b>	0	0	0
Subsidies	0	<b>0</b>	0	0	0
Grants	0	<b>0</b>	0	0	0
Cash to Official Public Account	580	<b>580</b>	580	580	580
Other	0	<b>0</b>	0	0	0
<b>Total cash used</b>	<b>580</b>	<b>580</b>	<b>580</b>	<b>580</b>	<b>580</b>
<b>Net cash from operating activities</b>	<b>8 688</b>	<b>4 117</b>	<b>4 781</b>	<b>5 272</b>	<b>4 655</b>
<b>INVESTING ACTIVITIES</b>					
<b>Cash received</b>					
Equity Repayments	0	<b>0</b>	0	0	0
Loan Repayments	0	<b>0</b>	0	0	0
Appropriation Receipts	2 262	<b>9 420</b>	4 300	0	0
<b>Total cash received</b>	<b>2 262</b>	<b>9 420</b>	<b>4 300</b>	<b>0</b>	<b>0</b>
<b>Cash used</b>					
Purchase Property, Plant & Equipment	10 950	<b>13 537</b>	9 081	5 272	4 655
Cash to the Consolidated Revenue Fund	0	<b>0</b>	0	0	0
<b>Total cash used</b>	<b>10 950</b>	<b>13 537</b>	<b>9 081</b>	<b>5 272</b>	<b>4 655</b>
<b>Net cash from investing activities</b>	<b>( 8 688)</b>	<b>( 4 117)</b>	<b>( 4 781)</b>	<b>( 5 272)</b>	<b>( 4 655)</b>
<b>Net increase/(decrease) in cash held</b>					
Cash at the beginning of the reporting period	0	<b>0</b>	0	0	0
Cash at the end of the reporting period	0	<b>0</b>	0	0	0

<b>Table 3.10: Note of Administered Non-financial Assets - Summary of Movement (Budget Year 2001-02)</b>						
	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Heritage Assets	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Gross value</b>						
<i>As at 1 July 2001 (opening)</i>	114 953	4 714	119 667	212 666	24 572	356 905
Additions *	0	2 600	2 600	12 597		15 197
<i>As at 30 June 2002 (closing)</i>	114 953	7 314	122 267	225 263	24 572	372 102
<b>Accumulated Depreciation/ Amortisation</b>						
<i>As at 1 July 2001 (opening)</i>		2 120	2 120	79 241	1 068	82 429
Charge for the reporting period	0	202	202	6 678	535	7 415
<i>As at 30 June 2002 (closing)</i>	0	2 322	2 322	85 919	1 603	89 844
<b>Net book value as at 30 June 2002 (closing book value)</b>	<b>114 953</b>	<b>4 992</b>	<b>119 945</b>	<b>139 344</b>	<b>22 969</b>	<b>282 258</b>
<b>Net book value as at 1 July 2001 (opening book value)</b>	<b>114 953</b>	<b>2 594</b>	<b>117 547</b>	<b>133 425</b>	<b>23 504</b>	<b>274 476</b>
<b>* TOTAL ADDITIONS</b>						
	Land	Buildings	Total Land & Buildings	Infrastructure, Plant & Equipment	Intangibles	TOTAL
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Self funded	0		0	1 200		1 200
Appropriations	0	2 600	2 600	11 397	0	13 997
<b>TOTAL</b>	<b>0</b>	<b>2 600</b>	<b>2 600</b>	<b>12 597</b>	<b>0</b>	<b>15 197</b>

**Table 3.9: Note of Administered Capital Budget**

	Estimated actual 2000-01 \$'000	<b>Budget estimate 2001-02 \$'000</b>	Forward estimate 2002-03 \$'000	Forward estimate 2003-04 \$'000	Forward estimate 2004-05 \$'000
<b>CAPITAL APPROPRIATIONS</b>					
Administered Capital	2 938	<b>13 689</b>	0	0	0
<b>Total Capital Appropriation</b>	<b>2 938</b>	<b>13 689</b>	0	0	0
<b>Represented by:</b>					
Other items	2 938	<b>13 689</b>	0	0	0
<b>Total</b>	<b>2 938</b>	<b>13 689</b>	0	0	0

**APPENDIX 1****Other Revenue**

	<b>Estimated Revenue 2000-01 \$000</b>	<b>Estimated Revenue 2001-02 \$000</b>
Sales of Goods and Services	631	609
Net Gain on sale of assets	0	0
Bank Interest	113	52
Revenue Received Free of Charge – ANAO	40	40
<b>TOTAL ESTIMATED REVENUE</b>	<b>784</b>	<b>701</b>

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



## GLOSSARY

Accrual Accounting	System of accounting where items are brought to account and included in the financial statements as they are earned or incurred, rather than as they are received or paid.
Accumulated Depreciation	The aggregate depreciation recorded for a particular depreciating asset.
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/Ministers. 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.
Additional estimates	Where amounts appropriated at Budget time are insufficient, Parliament may appropriate more funds to portfolios through the Additional Estimates Acts. This is the Additional Estimates process.
Additional Estimates Bills or Acts	These are Appropriation Bills 3 and 4, and a separate Bill for the Parliamentary Departments (Appropriations (Parliamentary Departments) Bill (No 2)). These Bills are introduced into Parliament after the Budget Bills. In 2000-2001, the Budget was introduced in May 2000, and the Additional Estimates Bills will be introduced in November 2000.
Appropriation	An authorisation by Parliament to spend moneys from the Consolidated Revenue Fund.
Annual Appropriation	Two appropriation Bills are introduced into Parliament in May and comprise the Budget. Further Bills are introduced later in the financial year as part of the additional estimates. Parliamentary departments have their own appropriations.
Assets	Future economic benefits controlled by an entity as a result of past transactions or other past events.
Capital expenditure	Expenditure by an agency on capital projects, for example purchasing a building.
Capital Use Charge	The Capital Use Charge is a dividend requirement levied on Commonwealth General Government Sector agencies and authorities. The Capital Use Charge payment is based on those agencies and authorities Departmental net assets at financial year end. Funding for the Capital-Use Charge is included in agencies and authorities Departmental price of outputs appropriation.
Departmental items	Assets, liabilities, revenues and expenses which are controlled by the agency in providing it's outputs. Departmental items would generally include computers, plant and equipment assets used by agencies in providing goods and services and most employee expenses, supplier costs and other administrative expenses incurred.
Depreciation	An expense recognised systematically for the purpose of allocating the depreciable amount of a depreciable asset over its useful life.
Deprival asset valuation	Values non-financial assets according to the current cost of their replacement. That is, non-financial assets are valued at the lowest cost of replacing the gross 'service potential' of those assets.
Equity or Net Assets	Residual interest in the assets of an entity after deduction of its liabilities.

**GLOSSARY (cont)**

Expense	Total value of all of the resources consumed in producing goods and services.
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.
Historical cost	The original cost of acquisition of an asset, including any costs associated with acquisition. Under Australian Accounting Standard 10 'Acquisition of Non Current Assets' assets need to be reported initially at acquisition (historical cost). The Commonwealth's financial reporting requirements issued under the Finance Minister's Orders require the subsequent revaluation of non current assets to their deprival value within every three years.
Liabilities	Future sacrifices of economic benefits that an entity is presently obliged to make to other entities as a result of past transactions or other past events.
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.
Measure	A decision by the Cabinet or Ministers that has been finalised since the 2000-01 Additional Estimates and has resulted in a change in expenditure in the years 2000-01 to 2004-05.
Net surplus or deficit	Equals revenue less expense.
New Works	The construction of new items (assets).
Outcomes	The results, impacts or consequences of actions by the Commonwealth on the Australian community.
Output Groups	The aggregation of outputs.
Outputs	The goods and services produced by agencies for the government, external organisations or individuals. Outputs include goods and services for other areas of government external to the agency.
Price	The amount the government or the community or other purchaser pays for the delivery of agreed outputs.
Quality	The characteristics by which customers or stakeholders judge the effectiveness of an output or administered programme.
Quantity	Provides 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.
Replacement	The construction or purchase of times in place of existing assets.
Restoration	The repair or maintenance of existing items (assets).
Revenue	Total value of resources earned or received to cover the production of goods and services.
Special Appropriations	Moneys appropriated by Parliament in an Act separate to an annual Appropriation Act, where the payment is for a specified amount. Special appropriations are not subject to Parliament's annual budget control, unlike the annual appropriations.

## ABBREVIATIONS

ACT	- Australian Capital Territory
ADR	- Australian Design Rules
AIS	- Automatic Ship Identification System
AMSA	- Australian Maritime Safety Authority
AN	- Australian National Railway Commission
APEC	- Asia-Pacific Economic Cooperation Forum
ASL	- Average Staffing Level
ATSB	- Australian Transport Safety Bureau
AUSREP	- Australian Ship Reporting System
AUSRIP	- Aviation Safety Regulatory Improvement Programme
AusSAR	- Australia Search and Rescue
BSPVES	- Bass Strait Passenger Vehicle Equalisation Scheme
BTE	- Bureau of Transport Economics
CASA	- Civil Aviation Safety Authority
CUC	- Capital Use Charge
DGPS	- Digital Global Positioning System
EMO	- Engineering and Maintenance Operations
FLR	- Forward Looking Radar
GBE	- Government Business Enterprises
GST	- Goods and Services Tax
IBTOS	- Infrastructure Borrowings Tax Offset Scheme
ICAO	- International Civil Aviation Organisation
IMO	- International Maritime Organisation
IOT	- Indian Ocean Territories
MCC	- Mission Control Centre
MIFCo	- Maritime Industry Finance Company Limited
MOU	- Memorandum of Understanding
NCA	- National Capital Authority
NRM	- Naasra Roughness Measure
NRTC	- National Road Transport Commission
NSW	- New South Wales
NT	- Northern Territory
OECD	- Organisation for Economic Cooperation and Development
OPA	- Official Public Account
PAES	- Portfolio Additional Estimates Statements
PBS	- Portfolio Budget Statements
PM&C	- Prime Minister and Cabinet
QLD	- Queensland
RASS	- Remote Air Service Subsidy
RCC	- Reserve Coordination Centre
RTC	- Rural Transaction Centre
SA	- South Australia
SCOT	- Standing Committee on Transport
SOLAS	- International Convention for Safety of Life at Sea
SPP	- Specific Purpose Payment
SRU	- Search and Rescue Unit
STCW95	- Seafarers Training, Certification and Watchkeeping international convention.
TAS	- Tasmania
VHST	- Very High Speed Train
VIC	- Victoria
WA	- Western Australia
WTO	- World Trade Organisation

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