

State Budget 2013-14

Service Delivery Statements

Department of Transport and Main Roads



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2013–14 State Budget Papers

- 1. Budget Speech**
- 2. Budget Strategy and Outlook**
- 3. Capital Statement**
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Appropriation Bills

Concessions Statement

The suite of Budget Papers is similar to that published in 2012-13.

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Service Delivery Statements

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Queensland
Government

Department of Transport and Main Roads

Summary of portfolio budgets

Page	Agency	2012-13 Adjusted Budget \$'000	2012-13 Est. Actual \$'000	2013-14 Estimate \$'000
2	Department of Transport and Main Roads - controlled	4,896,649	4,996,629	5,457,566
	Department of Transport and Main Roads - administered	590,581	590,570	1,037
38	RoadTek	548,620	737,170	547,890
46	Gold Coast Waterways Authority	5,768	5,768	8,395
52	Translink Transit Authority	801,292	801,292	..

Notes:

1. Explanations of variances are provided in the financial statements.

PORTFOLIO OVERVIEW

Ministerial and portfolio responsibilities

The table below represents the agencies and services that are the responsibility of the Minister for Transport and Main Roads:

<p style="text-align: center;">Minister for Transport and Main Roads The Honourable Scott Emerson MP</p>

<p style="text-align: center;">Assistant Minister for Public Transport Steve Minnikin MP</p>

<p style="text-align: center;">Department of Transport and Main Roads Director-General: Neil Scales</p> <hr/> <p>Service Area 1: Transport system investment planning and programming</p> <hr/> <p>Service Area 2: Transport infrastructure management and delivery</p> <hr/> <p>Service Area 3: Transport safety, regulation and customer service</p> <hr/> <p>Service Area 4: Passenger transport services</p>

<p style="text-align: center;">Gold Coast Waterways Authority Acting Chief Executive Officer: Russell Witt</p> <p>Objective: The Gold Coast Waterways Authority delivers the best possible management of the Gold Coast waterways at reasonable cost to the community and government, while keeping government regulation to a minimum.</p>

<p style="text-align: center;">RoadTek General Manager: Clinton Huff</p> <p>Objective: RoadTek provides transport infrastructure solutions, including construction and maintenance services to enable the department to deliver on government priorities and community outcomes.</p>
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Additional information about these agencies can be sourced from www.tmr.qld.gov.au.

RESOURCES AND PERFORMANCE

DEPARTMENTAL OVERVIEW

Strategic direction

The goal of the Department of Transport and Main Roads is to provide an integrated, safe, efficient and reliable transport system that connects Queensland. A well planned and managed transport system plays an essential role in the development of a healthy, robust and growing economy – connecting communities, providing access to services and supporting commerce and industry throughout the State. By economically and efficiently delivering its business objectives, the department contributes to all of the Queensland Government’s objectives for the community:

- grow a four pillar economy based on tourism, agriculture, resources and construction
- lower the cost of living for families by cutting waste
- deliver better infrastructure and better planning
- revitalise frontline services
- restore accountability in government.

While the department contributes to all five objectives for the community, it has a key role to *Deliver better infrastructure and better planning* and *Grow a four pillar economy*.

To deliver its planned outcomes and contribute to the achievement of the Government’s objectives for the community, Transport and Main Roads focuses on the following business objectives as stated in the *Transport and Main Roads Strategic Plan 2013-2017*:

- integrated transport system that supports the safe and efficient movement of people and goods
- safe and cost-efficient transport infrastructure that meets the current and future needs of Queensland
- customer, safety and regulatory services that improve community safety and satisfaction
- integrated passenger transport services that are safe and accessible
- strategic corporate services that enable business outcomes.

While working to achieve its business objectives, Transport and Main Roads applies a robust risk management framework to manage strategic risks relating to the impact of factors affecting the department. The department focuses on the key strategic risk categories of:

- economic growth – meeting transport demand so that the economy can continue to grow
- funding prioritisation – using resources efficiently and prioritising investment in system operation and maintenance
- engaging with partners – working across government, industry and community to deliver and operate the transport system
- future disasters – managing disrupted transport infrastructure and services due to unforeseen or significant events
- changing demographics and transport patterns – addressing changes in population growth and distribution, mobility, safety and security
- workplace challenges – maintaining business systems and capability to meet operational needs.

The department's capital program for transport infrastructure in 2013-14 demonstrates its commitment to planning, managing and delivering a transport system that connects Queensland. Transport and Main Roads will continue to make the best possible capital works investment decisions to optimise our roads, railways, busways and marine infrastructure. The department will focus on the most cost-effective measures to make it more efficient, reliable and safe to move around the State. The capital program for 2013-14 also includes a significant investment to undertake restoration activities required to rebuild a better, safer and more resilient network which has incurred significant damage in recent natural disasters.

In support of the Government's commitments, the Department of Transport and Main Roads delivered the following achievements in 2012-13:

- lowering the cost of living – freezing registration fees for three years from 1 July 2012 for more than 2.5 million family vehicles
- lowering the cost of living – halved the previous Government's scheduled 15% fare increase on Translink Transit Authority services to deliver savings to commuters in south-east Queensland
- improving transport service reliability, frequency and affordability – progressed the *SEQ Bus Network Review* in conjunction with Brisbane City Council (BCC)
- supporting economic growth and infrastructure development – worked in partnership with the Commonwealth Games Organising Corporation to develop transport strategies to support the 2018 Commonwealth Games and provide positive social and environmental outcomes for the Gold Coast City community
- revitalising frontline services – deployed two new mobile customer service centres across regional Queensland to extend the reach and accessibility of transport services
- improving school safety – progressed the installation of flashing speed limit signs at high priority Queensland school zones
- improving road/rail safety – commenced trials of innovative rail level crossing safety technologies
- delivering a more reliable road access to the Port of Brisbane - completed the upgrade of the Port of Brisbane Motorway on 21 February 2013, eight months ahead of schedule
- supporting the economic development of Townsville – completed the Townsville Port Access Road, which provides a direct link to the port and takes 500 trucks a day off the city's suburban streets
- delivering better infrastructure and better planning - delivered a proper, engineering based 10-year 'Crisis Action Plan' for the Bruce Highway
- restructuring Queensland Rail Limited from a government owned corporation into the Queensland Rail Transit Authority as a statutory body to deliver significant benefits to the community, including improved operation and management of rail services, more efficient delivery of rail services, enhanced customer service and a clearer accountability framework.

The department will build on the achievements listed above and continue its focus on delivering the Government's commitments for the people of Queensland, with 2013-14 highlights to include:

- finalising the integration of the Southern Moreton Bay Island ferry service to form part of the Translink Transit Authority network from 1 July 2013
- continuing the focus on school safety through the installation of more flashing speed limit signs at priority Queensland school zones
- undertaking a review of speed limits on Queensland's roads and implementing changes to improve safety and make speed limits easier for motorists to comply
- implementing reforms to the Driver Licensing System (including Q-Ride, QSAFE and Older Drivers)
- working with Queensland Rail and other stakeholders to achieve a more efficient rail system

- continuing the expansion of the rail system through the construction of the Moreton Bay Rail Link dual rail line between Petrie and Kippa Ring and the construction of a dual rail line between Richlands and Springfield.
- commencing the staged implementation of the *SEQ Bus Network Review* in conjunction with the BCC.

Departmental Budget Summary

The table below shows the total resources available in 2013-14 from all sources and summarises how resources will be applied by service area and by controlled and administered classifications.

Department of Transport and Main Roads	2012-13 Adjusted Budget \$'000	2012-13 Est. Actual \$'000	2013-14 Estimate \$'000
CONTROLLED			
Income			
Appropriation for services ^{1,2}			
Deferred from previous year	15,601	(30,531)	24,597
Balance of service appropriation	4,133,177	4,359,470	4,547,393
Other revenue	2,503,121	3,202,477	4,313,875
Total income	6,651,899	7,531,416	8,885,865
Expenses			
Transport system investment planning and programming	757,078	828,756	802,478
Transport infrastructure management and delivery	2,397,875	2,412,028	2,169,974
Transport safety, regulation and customer service	375,430	373,870	380,249
Passenger transport services	1,366,266	1,381,976	2,104,865
Total expenses	4,896,649	4,996,629	5,457,566
Operating surplus/deficit	1,755,250	2,534,787	3,428,299
Net assets	50,485,465	52,384,574	56,942,221
ADMINISTERED			
Revenue			
Commonwealth revenue	2,000	2,000	..
Appropriation of administered items	588,581	588,570	1,037
Other administered revenue	2,050,162	2,053,394	2,121,539
Total revenue	2,640,743	2,643,964	2,122,576
Expenses			
Transfers to government	2,050,162	2,053,394	2,121,539
Administered expenses	590,581	590,570	1,037
Total expenses	2,640,743	2,643,964	2,122,576
Net assets	83,923	82,240	82,240
APPROPRIATIONS			
Controlled Items			
Departmental services ¹	4,110,428	4,290,589	4,571,990
Equity adjustment	2,020,269	1,462,906	1,141,580
Administered items	884,544	606,633	78,037
VOTE TOTAL³	7,015,241	6,360,128	5,791,607

Notes:

1. Appropriation for services does not match appropriation for departmental services due to appropriation payable of \$38.350 million as at 1 July 2012.
2. Includes State and Commonwealth funding.
3. As represented in the 2013-14 Appropriation Bills, except for the 2012-13 Adjusted Budget, which does not agree with the Bill due to the Machinery of Government transfers for the amalgamation of Translink Transit Authority into TMR and the establishment of the Gold Coast Waterways Authority.

Budget Measures Summary

The table shows a summary of Budget measures relating to the Department since the 2012-13 Budget. Further details are contained in Budget Paper No. 4¹.

Department of Transport and Main Roads	2012-13 \$'000	2013-14 \$'000	2014-15 \$'000	2015-16 \$'000	2016-17 \$'000
Revenue measures					
Administered	..	..	..	..	..
Departmental	..	..	..	..	..
Expense measures					
Administered	..	..	..	..	..
Departmental	68,109	96,379	149,635	(11,865)	43,231
Capital measures					
Administered	..	..	..	..	..
Departmental	..	68,500	68,500	43,500	..

Notes:

1. Expense and capital measures do not reconcile with Budget Paper No. 4 (BP4) due to the Road Safety measure being reported wholly in the Department of Transport and Main Roads' section of BP4 whereas this measure is split into its individual departmental components (Queensland Police Service, Queensland Treasury and Trade and Queensland Health) within the Budget Measures Summary table.

Staffing^{1,2}

Service Areas	Notes	2012-13 Adjusted Budget	2012-13 Est. Actual	2013-14 Estimate
Transport system investment planning and programming		708	708	680
Transport infrastructure management and delivery		2,544	2,544	2,441
Transport safety, regulation and customer service		2,601	2,601	2,507
Passenger transport services		553	553	531
TOTAL	3, 4	6,406	6,406	6,159

Notes:

1. Full-time equivalents (FTEs) as at 30 June. These figures are based on the approved funded positions for the department.
2. Corporate FTEs are allocated across the service area to which they relate.
3. 2012-13 Adjusted Budget includes 284 funded positions transferred from the TransLink Transit Authority when it was amalgamated into TMR as of 1 January 2013 and excludes 17 funded positions that were transferred to the Gold Coast Waterways Authority upon its establishment on 1 December 2012.
4. Variance in 2013-14 is due to a reduction in vacant funded FTE positions.

SERVICE PERFORMANCE

The department's restructure in the latter half of 2012 prompted a significant change to the Transport and Main Roads service structure for the Service Delivery Statements (SDS) 2013-14.

Services

Four new service areas were created to replace the five service areas published in the SDS 2012-13. These new service areas map directly to the department's new divisions and they align with the business objectives in the *Transport and Main Roads Strategic Plan 2013 – 2017*.

Existing service standards have been allocated against the new service areas.

All service areas contribute to the Queensland Government objectives for the community:

- grow a four pillar economy based on tourism, agriculture, resources and construction
- deliver better infrastructure and better planning
- lower the cost of living for families by cutting waste
- revitalise frontline services
- restore accountability in government.

Our service areas are:

Transport system investment planning and programming

The objective of this service area is to develop policy frameworks for the future development of the transport system and to plan and prioritise strategic investment in effective, efficient and sustainable integrated transport infrastructure, systems and services. Responsible transport system planning ensures that Queensland's long-term road, rail, maritime and air transport needs are met in the most cost-effective way and that other development impacts are managed. This is achieved through developing and implementing:

- the State Planning Program to coordinate and prioritise planning across all modes of transport
- asset management plans for maintenance, preservation and operation of the State-controlled road and busway network
- a 10-year transport infrastructure investment strategy that identifies and prioritises transport system investments and predicted investment benefits
- the Queensland Transport and Roads Investment Program (QTRIP), a four-year rolling program of priority transport infrastructure works which is published annually
- funding submissions to the Australian Government for nationally-significant transport infrastructure and investment strategies for key priority routes that support resource development areas
- major transport infrastructure project evaluation and assurance to ensure projects are delivered on a value-for-money basis.

The activities of the department delivered under this service area support:

- growing communities and the rapidly increasing freight task
- continued economic development opportunities across the state
- appropriate responses to long-term demand drivers relevant to the transport system.

Transport infrastructure management and delivery

The objective of this service area is to construct, maintain, manage and operate an integrated transport network accessible to all. Works and management activities are delivered using cost effective safe and fit-for-purpose engineering solutions and innovative delivery mechanisms to achieve value for money.

Activities undertaken in this service area relate to stewardship of the State road network and include:

- delivering, managing and maintaining transport infrastructure
- managing road operations, including traffic incidents, heavy vehicle operations and traveller and traffic information
- managing use of the road corridor including environmental preservation and third party road access
- controlling access to and recovering the road network during and following emergency events.

This work is underpinned with technical expertise that mitigates risk and provides sustained performance from the transport system.

Transport safety, regulation and customer service

The objective of this service area is to improve customer service and to manage and regulate the transport system safely, economically and sustainably. Safety of transport networks is critical to supporting Queensland's future growth. A safe, secure and resilient transport system aims to protect the lives and property of everyone who interacts with the network for business, employment and leisure.

Regulatory and safety related activities undertaken in this service area include:

- managing the movement of vessels using Queensland's waterways and marine safety activities for commercial and recreational vessels, pilotage and hydrographic services and supporting safe port development
- developing and implementing rail safety initiatives, legislation and regulation (including operations, investigations, compliance, accreditation, risk and audit)
- developing and implementing road safety programs and initiatives for safer road use and safer speeds
- developing and implementing emergency management and transport security initiatives for preparedness, response, recovery and evaluation
- regulating transport providers and markets
- delivering licensing, registration and accreditation services.

Passenger transport services

The objective of this service area is to lead and shape Queensland's overall passenger transport system. The department facilitates passenger transport systems across the State and provides a single integrated transport system allowing fair access to everyone.

Key passenger transport focus areas include:

- regulating passenger transport providers and markets where necessary
- delivering passenger transport driver authorisation and operator accreditation
- supporting increasing public transport patronage
- providing subsidies for fair access to public transport
- administering efficient passenger transport service networks to minimise the cost of congestion, maximise economic productivity and improve mobility
- maintaining a fit-for-purpose contract management framework for passenger transport services
- overseeing the School Transport Assistance Scheme
- managing and developing *go* card and ticketing products and other customer systems to improve ease of use and patronage of the passenger transport network.

Red tape reduction

In 2012-13, the department's contribution to the Government's commitment to red tape reduction included:

- making the former Translink Transit Authority part of the Department of Transport and Main Roads, removing unnecessary duplication to help resolve community and operator interface issues that resulted from two separate units of administration for public passenger services
- introduction of a one class permit that allows agricultural operators regulated use of flotation tyres on the road network which means that separate industry bodies do not have to individually reapply for a permit upon the expiry of an old permit. Class permits alleviate the need for operators to apply for single trip or short term permits. The new class permit also provides for an additional mass concession that was not previously offered
- Transport and Main Roads is currently negotiating with the preferred supplier for a new Access Management System (AMS). The system will allow heavy vehicle operators to apply for Heavy Vehicle Road Permits using an online application. The system will not only provide the operator with a significant reduction in current turnaround times on application decisions, but will also provide up to date heavy vehicle operator information such as road conditions, reporting and many other features
- progressing procurement reform which involves a range of potential savings and benefits to be rolled out over the three year reform program (concluding 2015-16). The department is on track to deliver the 2012-13 savings target of \$2 million. Improvements to the procurement governance framework and the use of better technology solutions such as B2B (business-to-business) are enhancing Transport and Main Roads' interface with business partners. A range of initiatives to improve the direct value chain for infrastructure delivery is expected to result in time and cost savings for the road and transport industry and the department.

Overall, 18 red tape reduction initiatives were progressed in 2012-13 with 14 of these reviews finalised. Significant achievements include:

- amending development assessment referral triggers under the *Sustainable Planning Regulation 2009* and to fast track and streamline the development approval process resulting in approximately a one-third reduction in the number of development applications referred to the department and a 22 per cent improvement in the average development approval process time
- exempting volunteers in small rural or regional communities from having to obtain and maintain operator accreditation and driver authorisation to operate free courtesy travel services for local community events.

As part of its ongoing program of work to reduce red tape, Transport and Main Roads will continue to review the Acts and Regulations that impact the operations of the department, its business partners and stakeholders. Work will continue in 2013-14 to streamline identified legislative initiatives. A key objective of the reviews continuing in 2013-14 will be to further reduce legislative red-tape imposts including reform of vehicle licensing identified as part of the parliamentary Transport, Housing and Local Government Committee review, the ongoing review and reform of planning requirements and ongoing reforms for nationally consistent rail safety laws. Much of this work will form part of the next Transport Legislation Amendment Bill in late 2013.

2013-14 Service Summary

Service area	Sources of Revenue				
	Total cost \$'000	State Contribution \$'000	User Charges \$'000	C'wealth Revenue \$'000	Other Revenue \$'000
Transport system investment planning and programming	802,478	756,722	42,365	..	3,391
Transport infrastructure management and delivery	2,169,974	1,906,073	55,574	32,136	3,604,490
Transport safety, regulation and customer service	380,249	207,391	48,945	..	123,913
Passenger transport services	2,104,865	1,665,869	424,326	3,799	10,871
TOTAL	5,457,566	4,536,055	571,210	35,935	3,742,665

Notes:

1. Explanations of variances are provided in the financial statements.

Performance Statement

To improve accountability for performance, service standards for the 2013-14 State Budget will only present measures relating to the efficiency or effectiveness of services delivered by government. Measures of input and/or activity, which do not demonstrate effectiveness or efficiency and are no longer relevant measures of the agency's services will be discontinued from being reported in the Service Delivery Statements. Discontinued measures that remain relevant to the agency's services will continue to be publicly available through alternative communication channels. For details of measures which are being discontinued and where this information may be accessed in the future, please refer to the 2013-14 Budget website at www.budget.qld.gov.au.

Transport and Main Roads	Notes	2012-13 Target/Est.	2012-13 Est. Actual	2013-14 Target/Est.
Service Area: Transport system investment planning and programming				
Service standards				
Percentage of projects in the State Planning Program	1			
<ul style="list-style-type: none"> commencing no later than four months after the programmed commencement date 		New measure	New measure	90
<ul style="list-style-type: none"> completed no more than 10% after the programmed period 		New measure	New measure	80
<ul style="list-style-type: none"> costing less than 10% over the programmed estimate 		New measure	New measure	80
Road system seal age (percentage of the State-controlled road network exceeding the optimal seal age)		28	27	29
Road system condition (the percentage of urban and rural State-controlled roads with condition better than the specified benchmark)				
<ul style="list-style-type: none"> Urban 		97 – 99	98	97 – 99
<ul style="list-style-type: none"> Rural 		95 – 97	96	95 – 97
State contribution (\$000)		711,214	779,737	756,722
Other revenue (\$000)		45,864	49,019	45,756
Total cost (\$000)		757,078	828,756	802,478

Transport and Main Roads	Notes	2012-13 Target/Est.	2012-13 Est. Actual	2013-14 Target/Est.
Service Area: Transport infrastructure management and delivery				
Service standards				
Percentage of QTRIP projects >\$5 million:				
• completed no more than 10% after the programmed construction period	2	90	80	90
• costing less than 10% over the published QTRIP figure	3	90	90	90
Road network efficiency- Average travel time per 10km				
• AM peak		11.2	10.9	10.9
• Off peak		9.7	9.7	9.5
• PM peak		11.5	11.2	11.2
Road network reliability- Percentage of the road network with reliable travel times				
• AM peak		83	82	85
• Off peak		97	93	96
• PM peak		80	78	82
Road network productivity- Percentage of the road network with good productivity				
	4			
• AM peak		74	77	74
• Off peak		79	82	79
• PM peak		72	76	72
Number of fatal crashes on State-controlled roads per 100 million vehicle kilometres travelled where the road condition was likely to be a contributing factor				
		0.05	0.05	0.05
State contribution (\$000)		2,028,790	2,153,207	1,906,073
Other revenue (\$000)		2,124,335	2,793,607	3,692,201
Total cost (\$000)		2,397,875	2,412,028	2,169,974
Service Area: Transport safety, regulation and customer service				
Service standards				
Marine fatalities per 100,000 registered vessels				
	5	5.70	3.11	5.40
Rail fatalities per 100,000 population				
		0.10	0.06	0.10
Hospitalised rail casualties per 100,000 population				
		0.40	0.47	0.40

Transport and Main Roads	Notes	2012-13 Target/Est.	2012-13 Est. Actual	2013-14 Target/Est.
Number of level crossing collision occurrences per 1,000,000 train kilometres travelled		0.45	0.47	0.45
Fatalities per 100,000 population on State-controlled roads	6	3.40	4.51	3.40
Road fatalities per 100,000 population	7	5.90	6.64	5.90
Hospitalised road casualties per 100,000 population		130	137	135
Percentage of people in target audience who have high-level awareness of road safety campaigns		90	90	90
Percentage of vessel movements without serious incidents				
• Pilotage areas		99.8	100	99.8
• Reef/VTs area		99.8	100	99.8
Average wait time in Customer Service Centres (minutes)	8	10min	8min	10min
Percentage of call centre calls answered within three minutes	9	80	67	80
State contribution (\$000)		212,788	199,295	207,391
Other revenue (\$000)		162,642	174,574	172,858
Total cost (\$000)		375,430	373,870	380,249

Service Area: Passenger transport services

Service standards

Wheelchair accessible taxi response times compared to conventional taxi fleet response times

Peak

- Percentage within 18 minutes

- Conventional
- Wheelchair

- Percentage within 30 minutes

- Conventional
- Wheelchair

10

	85	93	85
	85	83	85
	95	97	95
	95	93	95

Transport and Main Roads	Notes	2012-13 Target/Est.	2012-13 Est. Actual	2013-14 Target/Est.
Off peak				
• Percentage within 10 minutes				
– Conventional		85	85	85
– Wheelchair		85	69	85
• Percentage within 20 minutes				
– Conventional		95	96	95
– Wheelchair		95	85	95
Average subsidy per trip provided through the Taxi Subsidy Scheme				
	11	\$8.25	\$8.60	\$8.18
Average subsidy per passenger on Government contracted services				
• Regional air		\$23.47	\$21.74	\$23.46
• Long distance bus		\$25.09	\$24.77	\$25.35
• Regional urban bus		\$2.99	\$3.03	\$3.08
• TravelTrain	12	\$397.25	\$463.07	\$474.92
Patronage on Government contracted services (millions) –				
south-east Queensland	13	181.5	176.1	176.4
• Bus	14	123.9	120.0	118.4
• Rail	15	52.5	50.2	51.07
• Ferry	16	5.1	5.9	7.0
Rest of Queensland		12.8	12.6	12.8
• Regional air		0.4	0.4	0.4
• Long distance bus		0.1	0.1	0.1
• Regional urban bus		11.8	11.7	11.8
• TravelTrain	17, 18	0.5	0.4	0.4
Customer satisfaction ratings of public transport by service type (using a 0 - 100 index – 100 being excellent) –				
Whole of Queensland	13			
• Taxi		70	65	≥70
South-east Queensland				
• Bus		>70	68	≥70
• Rail		>70	68	≥70
• Ferry		>70	80	≥70
Rest of Queensland				
• Regional urban bus		73	72	≥70
Customer complaints on go card per 10,000 trips				
		<4	0.71	<3

Transport and Main Roads	Notes	2012-13 Target/Est.	2012-13 Est. Actual	2013-14 Target/Est.
Customer service complaints in SEQ (other than go card) per 10,000 trips		<4	2.46	<3
Average on-time running performance in peak times – CityTrain		94.5%	96%	95%
Percentage of scheduled services delivered - CityTrain	19	New measure	99.86	>99.9
Average cost of subsidy per passenger trip in SEQ – bus, rail and ferry	20	\$6.77	\$6.23	\$6.40
State contribution (\$000)		1,124,740	1,128,882	1,665,869
Other revenue (\$000)		241,526	253,094	438,996
Total cost (\$000)		1,366,266	1,381,976	2,104,865

Notes:

1. This new service standard has been introduced to measure how efficiently the department delivers the Transport and Main Roads (TMR) State Planning Program (SPP). Projects in the SPP are focussed on achieving integrated transport outcomes across all modes of transport.
2. This service standard has been amended to better align with regular departmental reporting and to provide a more meaningful indicator of the efficiency of TMR's infrastructure project delivery.
3. Increases in the number and scope of Natural Disaster Relief and Recovery Arrangements projects and extreme wet weather events in early 2013 impacted the overall completion rate of QTRIP construction projects.
4. Good productivity is when speeds are close to a bench-mark level (e.g. 80 km/h for motorways) and traffic flow past a point is also near/at bench-mark level (e.g. 1,800 vehicles/hour/lane) that is, high volumes of traffic through a point at relatively high speed. Poor productivity is congestion (low speeds and low traffic flow past a point).
5. To 31 March 2013, three fatalities occurred. While this is substantially lower than previous years the long term trend is only marginally affected by these most recent results.
6. An increasing trend in the rate of fatalities per 100,000 population has been recorded in recent years. This trend followed on from Queensland's lowest ever recorded road toll in calendar year 2010, which was considerably lower than previous years. The estimated actual for 2012-13 is below the rates for each of the five years prior to the 2010 low. To reduce the potential for a further increase in the rate of fatalities, there will be a continued focus on implementing proven road safety education, enforcement and engineering initiatives.
7. There will be continued efforts to reduce the rate of fatalities per 100,000 population, focussing on implementing proven road safety education, enforcement and engineering initiatives.
8. The 2012-13 Estimated Actual figure of eight minutes has been achieved through the engagement of additional staff for the delivery of the New Queensland Driver Licence, improved training and general process improvements. The 2013-14 Target/Est. of 10 minutes compares favourably with industry standards and has been in place for a number of years. Actual wait times will vary depending on a number of factors including demand, growth and new initiatives.
9. The 2012-13 estimated actual of 67% is an improvement on 2011-12 actual result of 50% and reflects continued benefits of new systems and processes that have been implemented. This improvement has been achieved at the same time there was a 32% growth in calls handled in the year to the end of March 2013 compared to the same period last year.

10. Over 19% of the Queensland taxi fleet is wheelchair accessible. While legislation prohibits drivers from refusing jobs, in practice, some drivers of wheelchair accessible taxis may not prioritise this work due to the amount of time it takes to travel to the customer, load, secure and unload wheelchairs without financial gain. In off-peak times, when fewer vehicles are on the road, wheelchair accessible taxis may need to travel further distances to pick up a wheelchair passenger, which increases response times. TMR will continue to work with taxi booking companies to explore ways to improve service levels for wheelchair passengers.
11. The 2013-14 target/estimate has reduced reflecting the calculation methodology which is now GST exclusive. The comparable 2012-13 target/estimate adjusted to be GST exclusive would be \$7.43 and the 2012-13 estimated actual adjusted to be GST exclusive would be \$7.82.
12. The higher average subsidy amounts are due to the impact of lower TravelTrain patronage against fixed subsidy amounts.
13. This is a combination of an existing TMR service standard and a similar service standard from the former Translink Transit Authority. Wording has been amended to better define the geographic areas to which this service standard refers.
14. The estimated actual for bus patronage is below target due to the cumulative impact of successive fare increases causing a greater price elasticity impact than budgeted.
15. The estimated actual for rail patronage is below target due to the cumulative impact of successive fare increases causing a greater price elasticity impact than budgeted. Rail patronage has also been impacted by lower than forecast commuter patronage to the Brisbane CBD.
16. Ferry patronage is forecast to increase during 2013-14 due to the addition of the South Moreton Bay Island Ferries operator into the Translink Transit Authority network. This operator is anticipated to add over one million more passengers trips.
17. TravelTrain patronage for 2013-14 is below the estimate due to several contributing factors including the Cairns Tilt Train running less frequently than forecast, capped number of free seats (except for the booking fee) under the Rail Concession Scheme and major disruptions caused by flooding in early 2013.
18. The 2013-14 target for patronage reflects the necessary transition strategy on the Brisbane to Cairns Tilt Train services based on refurbishment/new rolling stock deliveries through to mid-2014.
19. This new service standard was introduced to ensure consistency with other publicly published reports. It replaces the discontinued "Percentage of unscheduled cancellations – CityTrain" service standard.
20. The calculation methodology for this service standard has been amended to align with that of other TMR subsidy-based service standards and now includes only direct costs attributable to the cost of services. The comparative figure for the 2012-13 target/estimate, applying the previous methodology, would be approximately \$6.16.

Administered Items

Administered activities are those undertaken by departments on behalf of the Government.

The Department of Transport and Main Roads administers funds on behalf of the State which include the State-wide driver licensing system, marine licensing system and vehicle and vessel registration systems. The aim of these activities is to manage access to, and use of, the transport network including protection of the network from misuse.

Recent achievements

Major Revenue Items

Major administered revenue items for 2012-13 were:

- Vehicle Registration \$1.466 billion
- Transport and Traffic Fees \$335 million

Major Expense Item

The major administered expense item for 2012-13 was:

- Translink Transit Authority Recurrent Grants (1 July to 31 December 2012) \$587 million

Future developments

Major Revenue Items

Major administered revenue items for 2013-14 are:

- Vehicle Registration \$1.510 billion
- Transport and Traffic Fees \$354 million

Financial statements and variance explanations in relation to Administered Items appear in the Departmental Financial Statements.

CAPITAL

Capital program

The Department of Transport and Main Roads (TMR) is committed to continuing to repair infrastructure damaged in recent natural disasters, to operate and maintain existing transport networks at a safe and efficient level, and to develop new infrastructure in areas of greatest need as funding permits.

Queensland's road network has experienced an unprecedented level of damage inflicted by multiple natural disaster events since 2011. As a result, the infrastructure program is primarily focussed on continuing to reconstruct Queensland's road network to ensure motorists remain safe as they travel throughout the State.

In 2013-14, a further \$1.934 billion in capital funding and \$160.5 million in operational funding will be provided jointly by the Australian and Queensland Governments, through Natural Disaster Relief and Recovery Arrangements, to continue the reconstruction effort. Reconstruction works scheduled for completion in 2013-14 include:

- \$39.4 million is provided in 2013-14, for the \$55.1 million restoration of sections of the Warrego Highway in the Toowoomba Range, which is due for completion in December 2013
- \$24.4 million is provided in 2013-14, for the \$25.7 million restoration of sections of the Mount Lindesay Highway, between Brisbane and Beaudesert, which is due for completion in March 2014
- \$23.7 million is provided in 2013-14, for the \$30 million restoration of sections of the Warrego Highway, between Morven and Charleville, which is due for completion in June 2014
- \$20.9 million is provided in 2013-14, for the \$61.1 million restoration of sections of the Landsborough Highway, east of Longreach, which is due for completion in December 2013
- \$18 million is provided in 2013-14, for the \$56.5 million restoration of sections of the Gregory Developmental Road between Belyando Crossing and Charters Towers, which is due for completion in November 2013.

The Australian Government Budget Papers included proposed funding contributions to Queensland for the Cross River Rail (CRR) and Gateway Upgrade North (GUN) projects. The Queensland Government is still negotiating key elements of these proposals with the Australian Government and, as such, funding for these projects has not been included within the State Budget Papers.

The Australian Government Budget Papers also proposed two new transport initiatives as part of the Nation Building 2 Program (2014-15 to 2018-19). State funding has been provided in 2013-14 to progress development of these works as follows:

- \$5 million is provided in 2013-14, to progress planning and detailed design for the upgrade of the Ipswich Motorway to three lanes between Oxley Road and Suscatand Street, eastbound and westbound, supported by smarter motorway treatments
- \$5 million is provided in 2013-14, to progress planning and detailed design for a package of high priority projects upgrading various sections of the Warrego Highway between Helidon and Morven.

Upgrading the Bruce Highway, to improve its safety, flood immunity and capacity, is a key focus of the transport infrastructure program. The Australian Government has recently announced \$4.1 billion over ten years, including \$2.4 billion of new funding, to continue upgrades on this nationally-significant highway. In the 2012-13 State Budget, the Queensland Government committed an extra \$1 billion over ten years towards upgrading the Bruce Highway (Brisbane to Cairns). The State contribution towards the \$790 million upgrade of the Cooroy to Curra section of the Bruce Highway is the first project to be funded under the Bruce Highway State election commitment. The works will be undertaken between the Cooroy Southern Interchange and Sankeys Road and are due for completion in late 2016.

Detailed below are some of the other Bruce Highway projects currently underway:

- \$71.6 million is provided in 2013-14, for the \$96.1 million upgrade of the Pumicestone Road Interchange on the Bruce Highway between Brisbane and Gympie, which is due for completion in July 2014
- \$42.6 million is provided in 2013-14, for the \$150.1 million grade-separation between Sheehy Road and Ray Jones Drive on the Bruce Highway between Innisfail and Cairns, which is due for completion in October 2013
- \$33.7 million is provided in 2013-14, for the \$50 million construction of a deviation between Sandy Corner and Collinsons Lagoon on the Bruce Highway between Ayr and Townsville, which is due for completion in July 2014
- \$18.8 million is provided in 2013-14, for the \$85 million construction of the Yeppen Lagoon Bridge and roundabout on the Bruce Highway between Benaraby and Rockhampton, which is due for completion in September 2013
- \$23.3 million is provided in 2013-14, for the \$152 million construction of an interchange at Calliope Crossroads interchange on the Bruce Highway between Benaraby and Rockhampton, which is due for completion in March 2014
- \$12.8 million is provided in 2013-14, for the \$46.3 million duplication, from two to four lanes, between Temples Lane and Farrellys Lane on the Bruce Highway southern approach to Mackay, which is due for completion in November 2013.

Enhancing and maintaining infrastructure that supports the safe and efficient movement of people and goods and services throughout the state, is a commitment of government. Some major projects supporting this commitment include:

- \$178.8 million is provided in 2013-14, for the \$1.296 billion Gold Coast Rapid Transit project to construct a light rail from Southport to Broadbeach, which is due for completion in September 2014
- \$170.6 million is provided in 2013-14, for the \$1.147 billion Moreton Bay Rail Link project to deliver a 12.6 km dual rail line between Petrie and Kippa-Ring, which is due for completion in late 2016
- \$50.8 million is provided in 2013-14, for the \$384.9 million construction of a 9.5km new dual rail track from Richlands to Springfield, including new stations at Springfield Central and Springfield, which is due for completion in December 2013
- \$40.2 million is provided in 2013-14, for the \$99.5 million construction of an additional northbound lane on the Gateway Motorway, Sandgate Road to Depot Road, which is due for completion in October 2014
- \$40 million is provided in 2013-14, for the \$95.5 million widening to six lanes of the Pacific Motorway between Worongary and Mudgeeraba, which is due for completion in April 2015
- \$45.8 million is provided in 2013-14, for the \$90.1 million construction of auxiliary lanes on the Centenary Motorway adjacent to the Darra to Springfield rail project, which is due for completion in March 2014

- \$30.5 million is provided in 2013-14 to continue delivery of new cycleway projects
- \$15.8 million is provided in 2013-14, for the \$35.8 million extension of the South-East Busway from Eight Mile Plains Bus Station to Priestdale Road, which is due for completion in July 2014
- \$12.5 million is provided in 2013-14, for the \$85 million lengthening of the Berth 10 facility in Townsville and berth deepening to accommodate Royal Australian Navy and cruise vessels, which is due to open in October 2013.

Capital budget statement

Department of Transport and Main Roads	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Actual \$'000	2013-14 Estimate \$'000
Capital Purchases¹				
Total land, buildings and infrastructure		4,897,413	4,289,542	4,338,906
Total plant and equipment		27,100	27,100	18,180
Total other capital		15,896	15,896	11,621
Total Capital Purchases	1	4,940,409	4,332,538	4,368,707

Notes:

1. For more detail on the agency's capital acquisitions please refer to Budget Paper 3.

BUDGETED FINANCIAL STATEMENTS

ANALYSIS OF BUDGETED FINANCIAL STATEMENTS

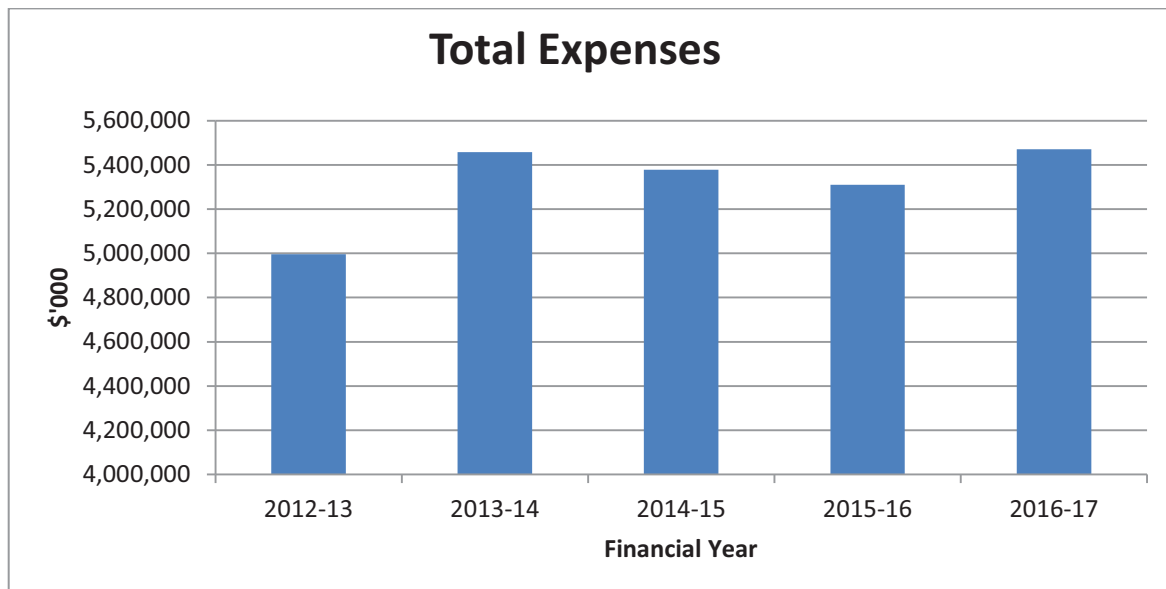
An analysis of the Department's budgeted financial statements, as reflected in the Department's financial statements, is provided below.

Departmental income statement

Total expenses are estimated to be \$5.458 billion in 2013-14, an increase of \$461 million from the 2012-13 financial year. The increase is mainly due to the amalgamation of Translink Transit Authority into TMR from 1 January 2013 and an increase in depreciation expense offset by the full effect of staff reductions in 2012-13 and other savings as a result of the Government's fiscal repair program.

The chart below shows the total expenses for TMR over the forward estimates period.

Chart: Total departmental expenses across the Forward Estimates period



The variations in expenses over the forward estimates are the result of:

- in 2014-15, decrease is primarily due to a forecast reduction in expenditure on NDRRA works as the repair and restoration works relating to disaster events of 2011 and 2012 are completed
- in 2015-16, decrease is primarily due to the completion of the freight component of the Regional Freight and Livestock Transport Services Contract in 2014-15 with no budget allowance in 2015-16 for this component pending the outcome of negotiations for a new contract and a grant payment to Brisbane City Council in 2014-15 for the construction of a road over the rail crossing at Robinson Road, Geebung that will not recur in 2015-16.
- in 2016-17, increase is primarily due to increased payments for Transport Services Contracts for CityTrain, Traveltrain and Rail Infrastructure and forecast additional expenses for road maintenance, corridor and structures management and traffic operations funded from registration revenue.

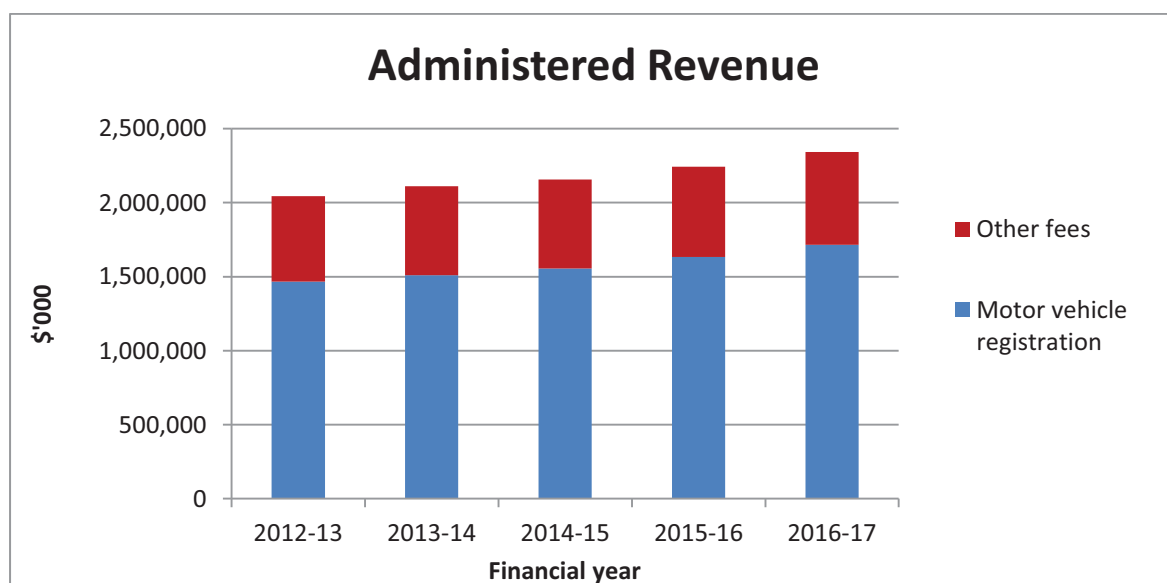
Administered income statement

The Department collects significant amounts of revenue on behalf of the government.

The primary revenue collection relates to motor vehicle registration. Significant other fees are collected for traffic improvement, licences, conservancy, recreational ship registration and speed camera and other traffic fines.

The chart below shows the estimated revenue to be collected. The estimates below reflect the government's commitment to freeze registration fees for family vehicles for three years to 2014-15.

Chart: Total administered revenue collection across the Forward Estimates period



Departmental balance sheet

The Department's major assets are in infrastructure (includes roads, bridges and busways) (\$55.6 billion in 2013-14) and land (\$2.43 billion value in 2013-14) and are expected to increase by 3.6% and 8.0% respectively over the next three years.

The Department's main liabilities relate to payables (\$1.004 billion) and debt (\$953.8 billion). Payables are expected to remain at about the same level over the next three years while debt is expected to reduce to \$712 million by 2016-17.

INCOME STATEMENT

Department of Transport and Main Roads	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
Income				
Service revenue	1, 10, 20	4,148,778	4,328,939	4,571,990
User charges	2, 11, 21	473,151	433,536	571,210
Grants and other contributions	3, 12, 22	1,851,995	1,688,578	2,056,564
Other revenue	4, 13, 23	175,475	256,612	193,601
Gains on sale/revaluation of property, plant and equipment and investments	5, 14, 24	2,500	823,751	1,492,500
Total income		6,651,899	7,531,416	8,885,865
Expenses				
Employee expenses	6, 15, 25	515,477	578,958	474,975
Supplies and services	7, 16, 26	1,477,350	1,197,372	1,505,180
Grants and subsidies	8, 17, 27	1,409,623	1,692,883	1,860,105
Depreciation and amortisation	18, 28	1,078,550	1,078,550	1,167,628
Finance/borrowing costs		71,285	71,640	65,461
Other expenses	9, 19	198,817	231,679	238,670
Losses on sale/revaluation of property, plant and equipment and investments		145,547	145,547	145,547
Total expenses		4,896,649	4,996,629	5,457,566
OPERATING SURPLUS/(DEFICIT)		1,755,250	2,534,787	3,428,299

STATEMENT OF CHANGES IN EQUITY

Department of Transport and Main Roads	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
Net effect of the changes in accounting policies and prior year adjustments	29, 35	..	(29,820)	..
Increase/(decrease) in asset revaluation reserve		..	..	..
Net amount of all revenue and expense adjustments direct to equity not disclosed above		..	..	..
Net income recognised directly in equity		..	(29,820)	..
Surplus/(deficit) for the period	30, 32, 36	1,755,250	2,534,787	3,428,299
Total recognised income and expense for the period		1,755,250	2,504,967	3,428,299
Equity injection/(withdrawal)	31, 33, 37	2,013,482	1,459,953	1,129,348
Equity adjustments (MoG transfers)	34, 38	112,554	112,554	..
Total movement in equity for period		3,881,286	4,077,474	4,557,647

BALANCE SHEET

Department of Transport and Main Roads	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
CURRENT ASSETS				
Cash assets	39, 49, 60	253,819	209,864	187,775
Receivables	40, 50, 61	470,970	248,981	259,711
Other financial assets		..	..	..
Inventories		10,014	11,237	11,371
Other	41, 51	15,949	27,003	27,033
Non-financial assets held for sale		..	..	..
Total current assets		750,752	497,085	485,890
NON-CURRENT ASSETS				
Receivables		..	..	..
Other financial assets	42, 52	30,421	..	..
Property, plant and equipment	43,53, 62	51,811,909	53,863,902	58,384,098
Intangibles	44, 54, 63	178,202	118,373	103,793
Other		3	..	..
Total non-current assets		52,020,535	53,982,275	58,487,891
TOTAL ASSETS		52,771,287	54,479,360	58,973,781
CURRENT LIABILITIES				
Payables	45, 55	1,172,024	999,790	1,003,750
Accrued employee benefits	46, 56	34,982	18,793	18,891
Interest-bearing liabilities and derivatives		72,931	72,404	77,940
Provisions		..	..	..
Other		50,967	48,680	50,410
Total current liabilities		1,330,904	1,139,667	1,150,991
NON-CURRENT LIABILITIES				
Payables		..	..	..
Accrued employee benefits		6,249	6,132	6,132
Interest-bearing liabilities and derivatives	57, 64	949,915	950,233	875,861
Provisions		..	..	..
Other		(1,246)	(1,246)	(1,424)
Total non-current liabilities		954,918	955,119	880,569
TOTAL LIABILITIES		2,285,822	2,094,786	2,031,560
NET ASSETS/(LIABILITIES)		50,485,465	52,384,574	56,942,221
EQUITY				
Capital/contributed equity	47, 58, 65	52,866,566	52,223,220	53,352,568
Accumulated surplus/(accumulated deficit)	48, 59, 66	(2,381,133)	161,354	3,589,653
Reserves:				
- Asset revaluation surplus		32	..	..
- Other		..	..	..
TOTAL EQUITY		50,485,465	52,384,574	56,942,221

CASH FLOW STATEMENT

Department of Transport and Main Roads	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Inflows:				
Service receipts	67, 75, 84	4,110,428	4,290,589	4,571,990
User charges	68, 76, 85	481,690	442,075	579,275
Grants and other contributions	69, 77, 86	1,843,362	1,663,512	2,055,385
Other	70, 87	530,279	611,416	531,105
Outflows:				
Employee costs	71, 78, 88	(514,481)	(577,829)	(474,877)
Supplies and services	72, 89	(2,087,538)	(1,836,415)	(2,068,676)
Grants and subsidies	73, 79, 90	(1,438,255)	(1,721,515)	(1,860,105)
Borrowing costs		(71,406)	(71,761)	(65,582)
Other		(24,197)	(25,887)	(24,685)
Net cash provided by/(used in) operating activities		2,829,882	2,774,185	3,243,830
CASH FLOWS FROM INVESTING ACTIVITIES				
Inflows:				
Sales of property, plant and equipment	80, 91	21,744	21,744	43,015
Investments redeemed		..	..	..
Loans and advances redeemed		..	..	..
Outflows:				
Payments for property, plant and equipment and intangibles	74, 81, 92	(5,173,374)	(4,565,503)	(4,369,446)
Payments for investments		..	..	..
Loans and advances made		..	..	..
Net cash provided by/(used in) investing activities		(5,151,630)	(4,543,759)	(4,326,431)
CASH FLOWS FROM FINANCING ACTIVITIES				
Inflows:				
Borrowings		..	..	..
Equity injections	74, 81, 92	2,759,523	2,202,160	1,959,746
Outflows:				
Borrowing redemptions		(67,615)	(67,598)	(68,836)
Finance lease payments		..	..	..
Equity withdrawals	82, 93	(746,033)	(742,199)	(830,398)
Net cash provided by/(used in) financing activities		1,945,875	1,392,363	1,060,512
Net increase/(decrease) in cash held		(375,873)	(377,211)	(22,089)
Cash at the beginning of financial year		542,797	500,180	209,864
Cash transfers from restructure	83, 94	86,895	86,895	..
Cash at the end of financial year		253,819	209,864	187,775

ADMINISTERED INCOME STATEMENT

Department of Transport and Main Roads	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
Revenues				
Commonwealth grants		..	..	..
Taxes, fees and fines	95, 96, 98	2,031,534	2,044,036	2,111,854
Royalties, property income and other territorial Revenue		..	..	..
Interest		46	46	48
Administered revenue	97, 99	590,581	590,570	1,037
Other		18,582	9,312	9,637
Total revenues		2,640,743	2,643,964	2,122,576
Expenses				
Supplies and services		..	..	..
Depreciation and amortisation		..	..	..
Grants and subsidies	97, 99	590,581	590,570	1,037
Benefit payments		..	..	..
Borrowing costs		..	..	..
Other		..	..	..
Total expenses		590,581	590,570	1,037
Net surplus or deficit before transfers to Government		2,050,162	2,053,394	2,121,539
Transfers of administered revenue to Government		2,050,162	2,053,394	2,121,539
OPERATING SURPLUS/(DEFICIT)		..	..	..

ADMINISTERED BALANCE SHEET

Department of Transport and Main Roads	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
CURRENT ASSETS				
Cash assets	100, 101	43,399	67,115	67,206
Receivables		40,235	41,318	41,419
Inventories		..	..	..
Other		..	..	..
Non-financial assets held for sale		..	..	..
Total current assets		83,634	108,433	108,625
NON-CURRENT ASSETS				
Receivables		..	..	..
Other financial assets		..	..	..
Property, plant and equipment		83,689	82,006	82,006
Intangibles		..	..	..
Other		..	..	..
Total non-current assets		83,689	82,006	82,006
TOTAL ADMINISTERED ASSETS		167,323	190,439	190,631
CURRENT LIABILITIES				
Payables	100, 101	20,138	42,943	42,951
Transfers to Government payable		58,134	60,001	60,121
Interest-bearing liabilities		..	..	..
Other		5,128	5,255	5,319
Total current liabilities		83,400	108,199	108,391
NON-CURRENT LIABILITIES				
Payables		..	..	..
Interest-bearing liabilities		..	..	..
Other		..	..	..
Total non-current liabilities		..	..	..
TOTAL ADMINISTERED LIABILITIES		83,400	108,199	108,391
ADMINISTERED NET ASSETS/(LIABILITIES)		83,923	82,240	82,240
EQUITY				
Capital/Contributed equity		38,691	38,691	38,691
Accumulated surplus/(Accumulated deficit)		..	..	..
Reserves:				
- Asset revaluation surplus		45,232	43,549	43,549
- Other		..	..	..
TOTAL ADMINISTERED EQUITY		83,923	82,240	82,240

ADMINISTERED CASH FLOW STATEMENT

Department of Transport and Main Roads	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Inflows:				
Administered item receipts	104, 107	590,581	590,570	1,037
Grants and other contributions		..	..	..
Taxes, fees and fines	102, 105, 108	2,031,534	2,044,036	2,111,854
Royalties, property income and other territorial revenues		..	..	..
Other		21,071	11,801	12,128
Outflows:				
Transfers to Government	105, 108	(2,050,042)	(2,053,274)	(2,121,419)
Grants and subsidies	104, 107	(590,581)	(590,570)	(1,037)
Supplies and services		20	20	20
Borrowing costs		..	..	..
Other		(2,492)	(2,492)	(2,492)
Net cash provided by/(used in) operating activities		91	91	91
CASH FLOWS FROM INVESTING ACTIVITIES				
Inflows:				
Sales of property, plant and equipment		..	..	..
Investments redeemed		..	..	..
Loans and advances redeemed		..	..	..
Outflows:				
Payments for property, plant and equipment and intangibles		..	..	..
Payments for investments		..	..	..
Loans and advances made		..	..	..
Net cash provided by/(used in) investing activities		..	..	..
CASH FLOWS FROM FINANCING ACTIVITIES				
Inflows:				
Borrowings		..	..	..
Equity injections	103, 106, 109	293,963	16,063	77,000
Outflows:				
Borrowing redemptions		..	..	..
Finance lease payments		..	..	..
Equity withdrawals	103, 106, 109	(293,963)	(16,063)	(77,000)
Net cash provided by/(used in) financing activities		..	..	..
Net increase/(decrease) in cash held		91	91	91
Administered cash at beginning of financial year		43,308	67,024	67,115
Cash transfers from restructure		..	..	..
Administered cash at end of financial year		43,399	67,115	67,206

EXPLANATION OF VARIANCES IN THE FINANCIAL STATEMENTS

Income statement

Major variations between 2012-13 Adjusted Budget and 2012-13 Estimated Actual include:

1. The conditions outlined in the notes below have impacted on the amount of service revenue received by the department.
2. Variance primarily reflects reduced fare revenue, lower than anticipated recoveries revenue from RoadTek compared to the previous year due to a lower volume of work undertaken partially offset by higher than anticipated revenue received for school transport assistance payments for students with a disability.
3. Decrease reflects a lower than anticipated estimate of expenditure to be incurred on NDRRA works compared to budget.
4. Increase reflects higher than anticipated revenue received from developers' contributions and dividends from RoadTek.
5. Increase is due to an unanticipated reversal of impairment losses to the road network recorded in prior years as a result of recent natural disasters. This reversal is due to the work that has been undertaken to repair this damage.
6. The increase is due to the cost of redundancies related to the fiscal repair measures announced in the 2012-13 Budget. At the time of the 2012-13 Budget, the cost of redundancies was held centrally.
7. Decrease primarily reflects that a larger proportion of NDRRA expenditure was capitalised rather than expensed compared to the budget and the reprioritisation of funds to meet the cost of the State share of the damage to the road network due to the recent natural disaster events in 2013.
8. Variance is primarily due to reclassification of the contribution to the Airport Link project from equity to grant expenditure and higher Transport Service Contract payments for Regional Freight and Livestock (2012-13 Adjusted Budget provided for payments for only half the year pending the outcome of negotiations for a new contract) partially offset by the reclassification of Rail Concession Scheme expenditure to Other expenses and the deferral of some contributions for the rail crossings in Brisbane to 2013-14 to reflect project expenditure cash flows.
9. Increase primarily relates to the reclassification of expenditure for the Rail Concession Scheme from grant expenditure.

Major variations between 2012-13 Adjusted Budget and 2013-14 Estimate include:

10. The conditions outlined in the notes below have impacted on the amount of service revenue received by the department.
11. Increase primarily reflects the full year impact of the amalgamation of Translink Transit Authority into TMR and higher payments received from the Department of Education, Training and Employment for payments to students with a disability partially offset by reduced fare revenue and reduced cost recovery revenue from RoadTek due to a lower than anticipated volume of work and reduced revenue for recoverable work.
12. Increase is primarily due to an increase in the amount of work being done on natural disaster events in 2013-14 for which funding will be received from the QRA.
13. Increase reflects higher than anticipated dividend revenue from RoadTek due to an increase in rate of dividend paid, additional revenue from roadside advertising and recovery of merchant fees on credit card transactions.
14. Variance reflects a higher than anticipated estimate for the reversal of impairment losses to the road network as a result of recent natural disasters compared to 2012-13.
15. Decrease reflects the full year effect of the reduction in staff numbers partially offset by an increase due to enterprise bargaining and the full year impact of the amalgamation of Translink Transit Authority into TMR.
16. Increase primarily reflects full year impact of the amalgamation of Translink Transit Authority into TMR offset by a reduced estimate for NDRRA operational expenditure in 2013-14 and additional savings as part of the Government's fiscal repair program.

17. Increase reflects the full year impact of the amalgamation of Translink Transit Authority into TMR, additional expenditure for local government roads under the Roads to Resources program, upgrading key rail crossings in Brisbane and Transport Service Contract payments for Regional Freight and Livestock (2012-13 Adjusted Budget provided for payments for only half the year pending the outcome of negotiations for a new contract) offset by savings from the Transport Service Contract payments for Rail Infrastructure and the reclassification of expenditure for the Rail Concession Scheme to Other expenses.
18. Increase reflects the increased value of transport infrastructure as a result of continued investment and revaluation of the asset and the full year impact of the amalgamation of Translink Transit Authority into TMR.
19. Increase primarily reflects the transfer of expenditure for the Rail Concession Scheme from grant expenditure.

Major variations between 2012-13 Estimated Actual and the 2013-14 Estimate include:

20. The conditions outlined in the notes below have impacted on the amount of service revenue received by the department.
21. Increase is primarily due to the full year impact of the amalgamation of Translink Transit Authority into TMR partially offset by reduced revenue fare revenue and reduced revenue from recoverable works.
22. Variance primarily reflects increased funding from QRA for expenditure on NDRRA works.
23. Decrease is mainly due to a reduction in developers contributions in 2013-14.
24. Variance reflects an increase in the estimate for the reversal of impairment losses to the road network as a result of recent natural disasters compared to 2012-13 as repair of the road networks proceeds.
25. Decrease primarily relates to costs associated with redundancy payments in 2012-13 which will not recur in 2013-14, the full year effect of the reduction in staff numbers offset by an increase due to enterprise bargaining and the full impact of the amalgamation of Translink Transit Authority into TMR.
26. Increase primarily reflects full year impact of the amalgamation of Translink Transit Authority into TMR offset by savings as a result of the Government's fiscal repair program.
27. Increase reflects the full year impact of the amalgamation of Translink Transit Authority into TMR, additional expenditure for local government roads under the Roads to Resources program and upgrading key rail crossings in Brisbane offset by reduced expenditure under Transport Service Contracts for Regional Freight and Livestock and Rail Infrastructure and a payment for the Airport Link project which will not recur in 2013-14.
28. Increase reflects the increased value of the road infrastructure as a result of continued investment and revaluation of the asset and the full year impact of the amalgamation of Translink Transit Authority into TMR.

Statement of changes in equity

Major variations between 2012-13 Adjusted Budget and 2012-13 Estimated Actual include:

29. Variance is primarily due to elimination of balance internal to TMR arising from departmental restructure.
30. Increase reflects a reduction in the impairment of the road network due to the repair works carried out as a result of natural disasters, additional revenue from developers' contributions, RoadTek dividend and Gold Coast Rapid Transit project partially offset by reallocating QRA funding for capital expenditure associated with restoration of the road network to 2013-14.
31. Decrease mainly due to reclassifying the Airport Link payment from equity to operating, re-alignment of Australian Government and State funding to match anticipated expenditure and reprioritising funding for the recent flooding events.

Major variations between 2012-13 Adjusted Budget and 2013-14 Estimate include:

32. Increase reflects a reduction in the impairment of the road network due to the repair works carried out as a result of natural disasters, additional QRA funding for capital expenditure associated with restoration of the road network and RoadTek dividend partially offset by the full year impact of the amalgamation of Translink Transit Authority into TMR and reduced revenue from recoverable works.
33. Reduced expenditure is primarily due to the payment for the Airport Link project not recurring in 2013-14, reduced expenditure on the Gold Coast Rapid Transit project as it is completed and savings as a result of the Government's fiscal repair program.
34. Decrease reflects the net of the Machinery of Government transfers for the amalgamation of Translink Transit Authority into TMR and the establishment of the Gold Coast Waterways Authority.

Major variations between 2012-13 Estimated Actual and the 2013-14 Estimate include:

35. Variance is primarily due to elimination of balance internal to TMR arising from departmental restructure.
36. Increase reflects a reduction in the impairment of the road network due to the repair works carried out as a result of natural disasters and QRA funding for capital expenditure associated with restoration of the road network partially offset by a reduction in developers' contributions, revenue from recoverable works and RoadTek dividend in 2013-14. It also reflects the full year impact of the amalgamation of Translink Transit Authority into TMR.
37. Movement is primarily due to reduced expenditure on the Gold Coast Rapid Transit project as it is completed and savings as a result of the Government's fiscal repair program.
38. Decrease reflects the net of the Machinery of Government transfers for the amalgamation of Translink Transit Authority into TMR and the establishment of the Gold Coast Waterways Authority.

Balance sheet

Major variations between 2012-13 Adjusted Budget and 2012-13 Estimated Actual include:

39. Decrease is mainly due to payments made for an increased volume of infrastructure related works in 2011-12 partially offset by developer contributions.
40. Decrease is mainly due to an estimated receivable from QRA for reimbursement of expenditure on NDRRA work which will not now occur.
41. Increase is predominately due to prepaid insurance premium for NDRRA work.
42. Variance is primarily due to elimination of balance internal to TMR arising from departmental restructure.
43. Movement is mainly due to a reduction in the impairment of the road network due to the repair work carried out as a result of natural disasters.
44. Variance is mainly due to the new Queensland driver licence system being reclassified to the Property, Plant and Equipment asset class.
45. Movement is mainly due to payment made for infrastructure related works, NDRRA works and accrued rail service costs.
46. Decrease reflects a reduction in the annual leave levy payable due to an extra payment made for the prior year in 2011-12 and a change in the methodology for the calculation of the levy.
47. Decrease is mainly due to reclassifying the Airport Link payment from equity to operating, re-alignment of Australian Government and State funding to match anticipated expenditure, reprioritising funding for the recent flooding events and reallocating funding for the Gold Coast Rapid Transit project.
48. Variance reflects a reduction in the impairment of the road network due to the repair works carried out as a result of natural disasters, additional contributions from developers, funding for Gold Coast Rapid Transit project and dividend revenue from RoadTek partially offset by reallocating QRA funding for capital expenditure associated with restoration of the road network to 2013-14.

Major variations between 2012-13 Adjusted Budget and 2013-14 Estimate include:

49. Decrease is mainly due to an estimated lower level of developers' contributions to be received in 2013-14.
50. Decrease is mainly due to the grant receivable from QRA for reimbursement of expenditure on NDRRA works.
51. Increase is predominately due to prepaid insurance premium for NDRRA works.
52. Variance is primarily due to elimination of balance internal to TMR arising from departmental restructure.
53. Increase reflects a reduction in the impairment of the road network due to the repair work carried out as a result of natural disasters, NDRRA expenditure associated with restoration of the road network, investment in road infrastructure and Moreton Bay Rail Link.
54. Variance is mainly due to the new Queensland driver licence system being reclassified to the Property, Plant and Equipment asset class and reduction in the value of intangibles through amortisation.
55. Movement is mainly due to payments made for infrastructure related works, NDRRA works and accrued rail service costs.
56. Decrease reflects a reduction in the annual leave levy payable due to an extra payment made for the prior year in 2011-12 and a change in the methodology for the calculation of the levy.
57. Decrease reflects the repayment of debt.

58. Increase mainly due to additional capital funding for investment in road infrastructure, road restoration works following flooding events, Moreton Bay Rail Link, Camera Detected Offence Program and the full year impact of the amalgamation of Translink Transit Authority into TMR. This is partially offset by reclassifying the Airport Link payment from equity to operating, the transfer of the Gold Coast Waterways function and savings as a result of the Government's fiscal repair program.
59. Variance primarily reflects a reduction in the impairment of the road network due to the repair works carried out as a result of natural disasters and additional QRA funding for capital expenditure associated with restoration of the road network in 2013-14.

Major variations between 2012-13 Estimated Actual and the 2013-14 Estimate include:

60. Decrease reflects reduced developers contributions in 2013-14.
61. Increase reflects the full year impact of the amalgamation of Translink Transit Authority into TMR.
62. Increase reflects a reduction in the impairment of the road network due to the repair work carried out as a result of natural disasters, NDRRA expenditure associated with restoration of the road network, investment in road infrastructure and Moreton Bay Rail Link.
63. Decrease reflects the reduction in the value of intangibles through amortisation.
64. Decrease reflects the repayment of debt.
65. Increase mainly due to additional capital funding for investment in road infrastructure, road restoration works following flooding events, Moreton Bay Rail Link, Camera Detected Offence Program and the full year impact of the amalgamation of Translink Transit Authority into TMR. This is partially offset by the transfer of the Gold Coast Waterways function and savings as a result of the Government's fiscal repair program.
66. Variance primarily reflects a reduction in the impairment of the road network due to the repair works carried out as a result of natural disasters and QRA funding for capital expenditure associated with restoration of the road network.

Cash flow statement

Major variations between 2012-13 Adjusted Budget and 2012-13 Estimated Actual include:

67. The conditions outlined in the notes below have impacted on the amount of service revenue received by the department.
68. Variance primarily reflects reduced fare revenue and lower than anticipated recoveries from RoadTek compared to the previous year due to a lower volume of work undertaken partially offset by higher than anticipated revenue received for school transport assistance payments for students with a disability.
69. Decrease reflects lower than anticipated funding from the QRA due to a lag between when expenditure is incurred and claims for expenditure are paid.
70. Increase reflects higher than anticipated revenue received from developers' contributions and dividend from RoadTek.
71. The increase is due to the cost of redundancies related to the fiscal repair measures announced in the 2012-13 Budget. At the time of the 2012-13 Budget, the cost of redundancies was held centrally.
72. Decrease primarily reflects that a larger proportion of NDRRA expenditure was capitalised rather than expensed compared to the budget and the reprioritisation of funds to meet the cost of the State share of the damage to the road network due to the recent natural disaster events in 2013.
73. Variance is primarily due to reclassification of the contribution to the Airport Link project from equity to grant expenditure and higher Transport Service Contract payments for Regional Freight and Livestock (2012-13 Adjusted Budget provided for payments for only half the year pending the outcome of negotiations for a new contract) partially offset by the reclassification of Rail Concession Scheme expenditure to Other expenses and the deferral of some contributions for the rail crossings in Brisbane to 2013-14 to reflect project expenditure cash flows.
74. Decrease mainly due to reclassifying the Airport Link payment from equity to operating, re-alignment of Australian Government and State funding to match anticipated expenditure and reprioritising funding to meet the State share of the cost for recent flooding events.

Major variations between 2012-13 Adjusted Budget and 2013-14 Estimate include:

75. The conditions outlined in the notes below have impacted on the amount of service revenue received by the department.

76. Increase primarily reflects the full year impact of the amalgamation of Translink Transit Authority into TMR and higher payments received from the Department of Education, Training and Employment for payments to students with a disability partially offset by reduced fare revenue, reduced cost recovery revenue from RoadTek due to a lower than anticipated volume of work and reduced revenue for recoverable work.
77. Increase is primarily due to an increase in the amount of work being done on natural disaster events in 2013-14 for which funding will be received from the QRA.
78. Decrease reflects the reduction in staff numbers partially offset by an increase due to enterprise bargaining and the full year impact of the amalgamation of Translink Transit Authority into TMR.
79. Increase reflects the full year impact of the amalgamation of Translink Transit Authority into TMR, additional expenditure for local government roads under the Roads to Resources program, upgrading key rail crossings in Brisbane and Transport Service Contract payments for Regional Freight and Livestock (2012-13 Adjusted Budget provided for payments for only half the year pending the outcome of negotiations for a new contract) offset by savings from the Transport Service Contract payments for Rail Infrastructure and the reclassification of expenditure for the Rail Concession Scheme to Other expenses.
80. Variance is due to disposing of a number of buildings that will become surplus to requirements in 2013-14.
81. Reduced expenditure is primarily due to the payment for the Airport Link project not recurring in 2013-14, reduced expenditure on the Gold Coast Rapid Transit project as it towards completion and savings as a result of the Government's fiscal repair program.
82. Variance reflects adjustment to funding to match expenditure for the capital acquisition program.
83. Decrease reflects the net of the Machinery of Government transfers for the amalgamation of Translink Transit Authority into TMR and establishment of the Gold Coast Waterways Authority.

Major variations between 2012-13 Estimated Actual and the 2013-14 Estimate include:

84. The conditions outlined in the notes below have impacted on the amount of service revenue received by the department.
85. Increase is primarily due to the full year impact of the amalgamation of Translink Transit Authority into TMR partially offset by reduced fare revenue and reduced revenue from recoverable works.
86. Variance primarily reflects increased funding from QRA for expenditure on NDRRA works.
87. Decrease is mainly due to a reduction in developers' contributions and dividend revenue from RoadTek in 2013-14.
88. Decrease primarily relates to costs associated with redundancy payments in 2012-13 which will not recur in 2013-14, the full year effect of the reduction in staff numbers offset by an increase due to enterprise bargaining and the full impact of the amalgamation of Translink Transit Authority into TMR.
89. Increase primarily reflects full year impact of the amalgamation of Translink Transit Authority into TMR offset by savings as a result of the Government's fiscal repair program.
90. Increase reflects the full year impact of the amalgamation of Translink Transit Authority into TMR, additional expenditure for local government roads under the Roads to Resources program and upgrading key rail crossings in Brisbane offset by reduced expenditure under Transport Service Contracts for Regional Freight and Livestock and Rail Infrastructure and a payment for the Airport Link project which will not recur in 2013-14.
91. Variance is due to disposing of a number of buildings that will become surplus to requirements in 2013-14.
92. Movement is primarily due to reduced expenditure on the Gold Coast Rapid Transit project as it moves towards completion and savings as a result of the Government's fiscal repair program.
93. Variance reflects adjustment to funding to match expenditure for the capital acquisition program.
94. Decrease reflects the net of the Machinery of Government transfers for the amalgamation of Translink Transit Authority into TMR and the establishment of the Gold Coast Waterways Authority.

Administered income statement

Major variations between 2012-13 Adjusted Budget and 2012-13 Estimated Actual include:

95. Variance primarily reflects higher anticipated revenue from the Camera Detected Offence Program.

Major variations between 2012-13 Adjusted Budget and 2013-14 Estimate include:

96. The increased revenue reflects the effect of the CPI increase applied to vehicle registration and transport and traffic fees (excluding those vehicles for which registration and the traffic improvement fee is frozen) and growth in the number of vehicles. It also includes higher growth from the Camera Detected Offence Program.
97. Decrease is mainly due to the amalgamation of Translink Transit Authority into TMR effective on 1 January 2013.

Major variations between 2012-13 Estimated Actual and the 2013-14 Estimate include:

98. The increased revenue reflects the effect of the CPI increase applied to vehicle registration and transport and traffic fees (excluding those vehicles for which registration and the traffic improvement fee is frozen) and growth in the number of vehicles.
99. Decrease is mainly due to the amalgamation of Translink Transit Authority into TMR effective on 1 January 2013.

Administered balance sheet

Major variations between 2012-13 Adjusted Budget and 2012-13 Estimated Actual include:

100. Increase is mainly due to a timing difference for payments of Compulsory Third Party insurance premiums to insurers.

Major variations between 2012-13 Adjusted Budget and 2013-14 Estimate include:

101. Increase is mainly due to a timing difference for payments of Compulsory Third Party insurance premiums to insurers.

Administered cash flow statement

Major variations between 2012-13 Adjusted Budget and 2012-13 Estimated Actual include:

102. Variance primarily reflects higher anticipated revenue from the Camera Detected Offence Program.
103. Variance is mainly due to a reassessment of the equity injection required for New Generation Rollingstock.

Major variations between 2012-13 Adjusted Budget and 2013-14 Estimate include:

104. Decrease is mainly due to the amalgamation of Translink Transit Authority into TMR effective on 1 January 2013.
105. The increased revenue reflects the effect of the CPI increase applied to vehicle registration and transport and traffic fees (excluding any increase relating to vehicles for which registration and the traffic improvement fee is frozen) and growth in the number of vehicles. It also includes growth in revenue from the Camera Detected Offence Program.
106. Variance is mainly due to a reassessment of the equity injection required for New Generation Rollingstock and the amalgamation of Translink Transit Authority into TMR effective on 1 January 2013.

Major variations between 2012-13 Estimated Actual and the 2013-14 Estimate include:

107. Decrease is mainly due to the amalgamation of Translink Transit Authority into TMR effective on 1 January 2013.
108. The increased revenue reflects the effect of the CPI increase applied to vehicle registration and transport and traffic fees (excluding any increase relating to vehicles for which registration and the traffic improvement fee is frozen) and growth in the number of vehicles.
109. Variance is mainly due to a reassessment of the equity injection required for New Generation Rollingstock and the amalgamation of Translink Transit Authority into TMR effective on 1 January 2013.

COMMERCIALISED BUSINESS UNIT

ROADTEK

OVERVIEW

Strategic direction

As a commercial business within TMR, RoadTek is instrumental in the delivery of numerous projects that make up the State's extensive road and bridge network. This includes emergency response and related activities as well as the delivery of projects that restore infrastructure and services after natural disasters.

In April 2012, RoadTek ceased competitive tendering, particularly in south east Queensland (SEQ). In line with the Government's decision to refocus RoadTek on areas where a competitive market does not exist, RoadTek will cease routine maintenance works on the State-controlled road network in SEQ late in 2013. The department will be releasing the Road Asset Management Contract across the three SEQ regions as part of its tendering process and is expected to have these in place from October 2013.

RoadTek will continue to specialise in delivering technically difficult and hard-to-scope projects for State and local governments in regional and remote areas. RoadTek's range of services includes civil, structures, electrical, line marking and fleet. In this context, RoadTek's business is about:

- providing transport infrastructure solutions in regional and remote areas of Queensland
- assisting in the delivery of the Queensland Transport and Roads Investment Program (QTRIP) for TMR where private firms are unable to do so
- providing infrastructure services to other State and local government agencies as required
- providing on the ground support to regional and remote communities in times of need (for example, incident and emergency response).

RESOURCES AND PERFORMANCE

RoadTek's operations will concentrate on areas where a competitive market does not exist. Over the last three years, RoadTek has:

- delivered programs of works for State and local governments as well as the private sector, returning a financial return/dividend to Government of \$28.6 million in 2010-11, \$56.1 million in 2011-12 and forecasting \$37.4 million in 2012-13
- delivered \$314 million in 2010-11, \$374 million in 2011-12 and forecasting \$385 million in 2012-13 of the Transport Network Reconstruction Program for both State and local governments
- improved its safety performance and reduced the number of Lost Time Injuries from 41 in 2010-11, 27 in 2011-12 and forecasting less than 20 against a target of 24 for 2012-13
- continued to maintain third party accreditations to national and international standards
- continued to respond to community and emergency disasters both natural and man-made in regional and remote areas.

RoadTek continues to deliver on a number of reform elements in line with the new TMR direction, including:

- a workforce reduction from 1,826 to 1,221 FTEs
- progressing the transition of Pavements, Performance and Investigation to the Australian Road Research Board (ARRB) in order to establish the Pavements Centre of Excellence.

RoadTek's priorities for the 2013-14 year are:

- deliver value for money solutions in regional and remote areas
- provide construction and operational capability for TMR where private firms are unable to do so
- to embed the Zero Harm philosophy.

Staffing¹

RoadTek	Notes	2012-13 Budget	2012-13 Est. Actual	2013-14 Estimate
	1	1,221	1,449	1,221

Notes:

1. Full-time equivalents (FTEs) as at 30 June. The estimated actual FTEs for 2012-13 exceed budget due to the delay in the transfer of the Road Asset Maintenance contracts in south east Queensland. These contracts are expected to be transferred to private contractors during 2013-14.

Performance Statement

To improve accountability for performance, service standards for the 2013-14 State Budget will only present measures that relate to the efficiency or effectiveness of services delivered. Measures of input and/or activity which do not demonstrate the effectiveness or efficiency of the agency's services have been discontinued. Discontinued measures that remain relevant to the agency's services will continue to be publicly available through alternative communication channels. For details on measures which are being discontinued and where this information may be accessed in the future, please refer to the 2013-14 Budget website at www.budget.qld.gov.au.

RoadTek	Notes	2012-13 Target/Est.	2012-13 Est. Actual	2013-14 Target/Est.
Service standards				
Long term debt / equity		15.1%	14.4%	15.4%
Long term debt / total assets		10.4%	10.6%	11.4%
Return on equity	1	11.4%	23.2%	12.9%
Return on revenue (after tax)	2	3.8%	5.8%	4.2%
Profit margin (earnings before income tax / user charges)	3	5.4%	8.3%	5.9%
Lost time injury frequency rate		<10	8	<10
Customers' and stakeholders' value of RoadTek (on a scale of 1 to 5)		>4	4	>4
Plant utilisation - percentage hired as a percentage of total available hours	4	80%	88%	80%

Notes:

1. Return on equity has increased substantially for 2012-13 due to the payment of 100% of 2011-12 after tax profits during 2012-13 to TMR. The result is due to a higher than expected profit divided into a reduced equity position (as a result of the 100% dividend payment).
2. Return on revenue (after tax) for 2012-13 is higher than expected due to increased revenue from all programs.
3. Profit margin for 2012-13 is higher than budget because fixed costs have been recovered across a higher than anticipated program of works.
4. This service standard has been reworded to better reflect its performance focus. The utilisation rate of major plant items is based on the percentage hired as a percentage of total available hours. It demonstrates the effectiveness of RoadTek's procurement strategies and fleet maintenance scheme.

INCOME STATEMENT

RoadTek	Notes	2012-13 Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
Income				
User charges	1, 18	575,366	798,133	579,605
Grants and other contributions		..	46	..
Other revenue	10, 19	3,453	3,404	1,804
Gains on sale/revaluation of property, plant and equipment and investments	2, 11	980	2,302	1,332
Total income		579,799	803,885	582,741
Expenses				
Employee expenses	3, 12, 20	142,714	152,344	119,583
Supplies and services	4, 13, 21	376,443	551,685	396,585
Grants and subsidies		120	118	125
Depreciation and amortisation	5, 14, 22	19,823	23,422	22,552
Finance/borrowing costs	6, 15, 23	3,695	3,324	2,645
Other expenses		4,918	4,692	4,818
Losses on sale/revaluation of property, plant and equipment and investments	7, 16	907	1,585	1,582
Total expenses		548,620	737,170	547,890
Surplus or deficit before related income tax		31,179	66,715	34,851
Income tax expense/revenue	8, 24	9,354	20,015	10,455
OPERATING SURPLUS/(DEFICIT) after related income tax		21,825	46,700	24,396

STATEMENT OF CHANGES IN EQUITY

RoadTek	Notes	2012-13 Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
Net effect of the changes in accounting policies and prior year adjustments		..	..	..
Increase/(decrease) in asset revaluation reserve		..	..	..
Net amount of all revenue and expense adjustments direct to equity not disclosed above		..	..	..
Net income recognised directly in equity		..	..	..
Surplus/(deficit) for the period		21,825	46,700	24,396
Total recognised income and expense for the period		21,825	46,700	24,396
Equity injection/(withdrawal)		..	..	..
Equity adjustments (MoG transfers)		..	..	..
Dividends paid or provided	9, 17, 25	(29,374)	(56,067)	(37,360)
Total movement in equity for period		(7,549)	(9,367)	(12,964)

BALANCE SHEET

RoadTek	Notes	2012-13 Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
CURRENT ASSETS				
Cash assets	26, 34	5,308	19,666	20,572
Receivables	27, 35	96,477	85,917	81,236
Other financial assets		..	..	..
Inventories		50,667	51,714	51,691
Other	28, 36	503	1,336	1,336
Non-financial assets held for sale		..	..	..
Total current assets		152,955	158,633	154,835
NON-CURRENT ASSETS				
Receivables		..	..	..
Other financial assets		..	..	..
Property, plant and equipment	29, 37, 42	123,906	110,709	96,157
Deferred tax assets	30, 38	1,784	4,497	4,497
Intangibles		..	..	..
Other		..	..	..
Total non-current assets		125,690	115,206	100,654
TOTAL ASSETS		278,645	273,839	255,489
CURRENT LIABILITIES				
Payables	39	40,347	38,560	35,563
Interest-bearing liabilities and derivatives		29,000	29,000	29,000
Current tax liabilities	31, 40, 43	11,318	2,506	117
Accrued employee benefits	32, 41	6,482	2,173	2,173
Provisions		..	..	..
Other		..	..	..
Total current liabilities		87,147	72,239	66,853
NON-CURRENT LIABILITIES				
Payables		..	..	..
Interest-bearing liabilities and derivatives		..	..	..
Deferred tax liabilities		..	..	..
Accrued employee benefits		..	..	..
Provisions		..	..	..
Other		..	..	..
Total non-current liabilities		..	..	..
TOTAL LIABILITIES		87,147	72,239	66,853
NET ASSETS/(LIABILITIES)		191,498	201,600	188,636
EQUITY				
Capital/contributed equity		113,214	113,214	113,214
Accumulated surplus/(accumulated deficit)	33, 44	78,267	88,386	75,422
Reserves:				
- Asset revaluation surplus		17	..	..
- Other		..	..	..
TOTAL EQUITY		191,498	201,600	188,636

CASH FLOW STATEMENT

RoadTek	Notes	2012-13 Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Inflows:				
User charges	45, 56	576,357	814,048	591,189
Grants and other contributions		..	46	..
Other		33,453	29,213	31,804
Outflows:				
Employee costs	46, 51, 57	(142,714)	(156,401)	(119,583)
Supplies and services	47, 52, 58	(406,194)	(588,466)	(436,562)
Grants and subsidies		(120)	(624)	(125)
Borrowing costs	53, 59	(3,695)	(3,324)	(2,645)
Taxation equivalents paid	48, 54, 60	(16,244)	(22,459)	(12,844)
Other		(4,918)	(3,927)	(4,818)
Net cash provided by/(used in) operating activities		35,925	68,106	46,416
CASH FLOWS FROM INVESTING ACTIVITIES				
Inflows:				
Sales of property, plant and equipment		3,187	3,462	1,850
Investments redeemed		..	..	..
Loans and advances redeemed		..	..	..
Outflows:				
Payments for property, plant and equipment and intangibles	49	(18,761)	(10,862)	(10,000)
Payments for investments		..	..	..
Loans and advances made		..	..	..
Net cash provided by/(used in) investing activities		(15,574)	(7,400)	(8,150)
CASH FLOWS FROM FINANCING ACTIVITIES				
Inflows:				
Borrowings		..	..	..
Equity injections		..	..	..
Outflows:				
Dividends paid	50, 55, 61	(29,374)	(56,067)	(37,360)
Borrowing redemptions		..	..	..
Finance lease payments		..	..	..
Equity withdrawals		..	..	..
Net cash provided by/(used in) financing activities		(29,374)	(56,067)	(37,360)
Net increase/(decrease) in cash held		(9,023)	4,639	906
Cash at the beginning of financial year		14,331	15,027	19,666
Cash transfers from restructure		..	..	..
Cash at the end of financial year		5,308	19,666	20,572

EXPLANATION OF VARIANCES IN THE FINANCIAL STATEMENTS

Income statement

Major variations between 2012-13 Budget and 2012-13 Estimated actual include:

1. The increase is due to extensive flood damage emergent and recovery work across Queensland from flood events that have occurred in 2011, 2012 and 2013.
2. The increase due to an increased number of items put to the disposal market with some increased gains on sale against book value.
3. The increase is due to voluntary separation payments made which were not budgeted.
4. The increase is due to the increased work associated with the restoration of the road network as a result of flood damage.
5. The increase is due to the relifing of a number of major plant items.
6. The decrease is due to reduced interest rates payable for interest bearing loans.
7. The increase is due to an increased number of items put to the disposal market with a resulting loss on sale against book value.
8. The increase is due to an increased surplus from trading.
9. The increase is due to an increase in the dividend rate on the surplus achieved in 2011-12.

Major variations between 2012-13 Budget and 2013-14 Estimate include:

10. The decrease is due to reduced insurance claim recoveries.
11. The increase is due to higher number of plant and equipment items put to the disposal market.
12. The decrease is due to reduced staff numbers after restructure.
13. The increase is due to the completion of flood damage and programmed work.
14. The increase is due to the relifing of a number of major plant items.
15. The decrease is due to a reduced overdraft position and reduced interest rates payable on interest bearing loans.
16. The increase is due to an expected increase in disposals.
17. The increase is due to an increase in the dividend rate on the surplus from trading.

Major variations between 2012-13 Estimated actual and the 2013-14 Estimate include:

18. The decrease is due to an expected reduction in flood damage and programmed work.
19. The decrease is due to an expected reduction in insurance claims and interest earned will reduce as workload and cash flow reduces.
20. The decrease is due to reduced staff numbers.
21. The decrease is due to the slowdown in flood damage and programmed work.
22. The decrease is due to the relifing of a number of major plant items.
23. The decrease is due to a reduced overdraft position and reduced interest rates payable on interest bearing loans.
24. The decrease is due to an expected reduction in surplus from trading.
25. The decrease is due to reduced surplus from trading offset by an increase in the dividend rate.

Balance sheet

Major variations between 2012-13 Budget and 2012-13 Estimated actual include:

26. The increase is due to the reduction in receivables.
27. The decrease is due to improved collection of outstanding accounts and a reduction in the volume of work from previous year.
28. The increase is due to increased prepayments for registration and insurance coverage.
29. The decrease is due to an increased disposal program and a reduced purchase replacement program.
30. The increase is due to an accelerated book depreciation rate.
31. The decrease is due to a reassessment by the Australian Tax Office of the tax instalment rate that is paid.
32. The decrease is due to reduction in staff numbers.
33. The increase is due to profitable trading for 2012-13.

Major variations between 2012-13 Budget and 2013-14 Estimate include:

34. The increase is due to the reduction in receivables.

35. The decrease is due to improved collection of outstanding accounts and a reduction in the volume of work from previous year.
36. The increase is due to increased prepayments for registration and insurance coverage.
37. The decrease is due to an increased disposal program and a reduced purchase replacement program.
38. The increase is due to an accelerated book depreciation rate.
39. The decrease is due to a reduction in workload.
40. The decrease is due to a reassessment by the Australian Tax Office of the tax instalment rate that is paid.
41. The decrease is due to reduction in staff numbers.

Major variations between 2012-13 Estimated actual and the 2013-14 Estimate include:

42. The decrease is due to an increased disposal program and a reduced purchase replacement program.
43. The decrease is due to a reassessment by the Australian Tax office correction of the tax instalment rate that is paid.
44. The decrease is due to an expected reduction in workload and reduced margin.

Cash flow statement

Major variations between 2012-13 Budget and 2012-13 Estimated actual include:

45. The increase is due to extensive flood damage emergent and recovery work across Queensland from flood events that have occurred in 2011, 2012 and 2013.
46. The increase is due to payment of voluntary separation packages not budgeted.
47. The increase is due to increased workload as a result of flood damage works.
48. The increase is due to better than budgeted trading surplus.
49. The decrease is due to a planned reduction in purchase of construction plant and equipment.
50. The increase is due to payment of 100% of the after tax operating surplus relating to 2011-12.

Major variations between 2012-13 Budget and 2013-14 Estimate include:

51. The decrease due to an expected reduction in workload with an expected reduction in staff numbers.
52. The increase is due to an increased revenue position and marginal increase in use of contractors due to staff reductions.
53. The decrease is due to a reduction in interest rates on interest bearing loans.
54. The decrease is due to a budgeted reduction in trading profit.
55. The increase is due to an increased percentage in distribution of retained earnings.

Major variations between 2012-13 Estimated actual and the 2013-14 Estimate include:

56. The decrease is due to an expected reduced workload.
57. The decrease is due to an expected reduction in workload with an expected reduction in staff numbers.
58. The decrease is due to an expected reduction in workload.
59. The decrease is due to a reduction in interest rates on interest bearing loans.
60. The decrease is due to an expected reduction in profit as workload reduces.
61. The decrease is due to an expected reduction in workload and reduced margin.

STATUTORY BODIES

GOLD COAST WATERWAYS AUTHORITY

AGENCY OVERVIEW

Strategic direction

The Gold Coast Waterways Authority (the Authority) was established on 1 December 2012 as provided for by the *Gold Coast Waterways Authority Act 2012* (the Act).

The Authority's main function is to give effect to the purposes of the Act, which include delivering the best possible management of Gold Coast waterways at reasonable cost to the community and Government, while minimising regulation.

To achieve the purposes of the Act, the Authority will strategically plan for and facilitate and manage the development and use of the Gold Coast Waterways. A 10-year Waterways Management Strategy must be delivered by 1 December 2013 for approval by the Minister.

Other functions and responsibilities of the Authority include:

- management of navigational access, including navigational aids and dredging works
- management of recreational boating infrastructure such as boat ramps and pontoons
- management of the Gold Coast Seaway including the associated Sand Bypass System and Crown Reserves, notably Doug Jennings Park and Wave Break Island
- waterways management activities including aquatic events, review of tidal works, speed limits, anchoring restrictions and other regulatory and non-regulatory functions.

These functions and responsibilities are under review in the context of statutory planning requirements as set out in the Act.

In addition to overseeing existing operations and meeting statutory planning requirements the key medium term priority is investing in improving access to the Gold Coast Waterways and providing small marine infrastructure through provision from the \$120 million Marine Infrastructure Fund.

The Authority's first Waterways Management Program (due July 2013) will foreshadow these investments, with finalisation following the Waterways Management Strategy consultation.

RESOURCES AND PERFORMANCE

To staff the Authority, 17 positions (full time equivalents) were transferred from the Department of Transport and Main Roads. The staff are to be managed by a Chief Executive Officer recruited by the Authority.

STATEMENTS

Staffing¹

Gold Coast Waterways Authority	Notes	2012-13 Adjusted Budget	2012-13 Est. Actual	2013-14 Estimate
		18	18	18

Notes:

1. Full-time equivalents (FTEs) as at 30 June.

Performance Statement

The Authority was established in December 2012 and met for the first time in January 2013. No service standards specific to the Authority's area of responsibility have yet been developed.

Service standards will be developed in conjunction with the development of the Waterways Management Program and the Waterways Management Strategy for inclusion in the 2014-15 Service Delivery Statements.

INCOME STATEMENT

Gold Coast Waterways Authority	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
Income				
User charges		1,061	1,061	1,079
Grants and other contributions	1, 3	4,707	4,707	7,316
Other revenue		..	..	..
Gains on sale/revaluation of property, plant and equipment and investments		..	..	..
Total income		5,768	5,768	8,395
Expenses				
Employee expenses	1, 3	1,008	1,008	1,794
Supplies and services	1, 3	3,172	3,172	3,881
Grants and subsidies		..	..	..
Depreciation and amortisation	1, 3	1,579	1,579	2,704
Finance/borrowing costs		..	..	..
Other expenses	1, 3	9	9	16
Losses on sale/revaluation of property, plant and equipment and investments		..	..	..
Total expenses		5,768	5,768	8,395
OPERATING SURPLUS/(DEFICIT)		..	..	..

STATEMENT OF CHANGES IN EQUITY

Gold Coast Waterways Authority	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
Net effect of the changes in accounting policies and prior year adjustments		..	..	..
Increase/(decrease) in asset revaluation reserve		..	..	..
Net amount of all revenue and expense adjustments direct to equity not disclosed above		..	..	..
Net income recognised directly in equity		..	..	..
Surplus/(deficit) for the period		..	..	..
Total recognised income and expense for the period		..	..	..
Equity injection/(withdrawal)	1, 3	2,945	2,945	6,197
Equity adjustments (MoG transfers)	2, 4	161,421	161,421	..
Total movement in equity for period		164,366	164,366	6,197

BALANCE SHEET

Gold Coast Waterways Authority	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
CURRENT ASSETS				
Cash assets		133	133	133
Receivables		..	..	..
Other financial assets		..	..	..
Inventories		126	126	126
Other		..	..	..
Non-financial assets held for sale		..	..	..
Total current assets		259	259	259
NON-CURRENT ASSETS				
Receivables		..	..	..
Other financial assets		..	..	..
Property, plant and equipment	5, 6	164,400	164,400	170,597
Intangibles		..	..	..
Other		..	..	..
Total non-current assets		164,400	164,400	170,597
TOTAL ASSETS		164,659	164,659	170,856
CURRENT LIABILITIES				
Payables		160	160	160
Accrued employee benefits		133	133	133
Interest-bearing liabilities and derivatives		..	..	..
Provisions		..	..	..
Other		..	..	..
Total current liabilities		293	293	293
NON-CURRENT LIABILITIES				
Payables		..	..	..
Accrued employee benefits		..	..	..
Interest-bearing liabilities and derivatives		..	..	..
Provisions		..	..	..
Other		..	..	..
Total non-current liabilities		..	..	..
TOTAL LIABILITIES		293	293	293
NET ASSETS/(LIABILITIES)		164,659	164,659	170,856
EQUITY				
Capital/contributed equity	5, 6	164,366	164,366	170,563
Accumulated surplus/(accumulated deficit)		..	..	..
Reserves:				
- Asset revaluation surplus		..	..	..
- Other		..	..	..
TOTAL EQUITY		164,366	164,366	170,563

CASH FLOW STATEMENT

Gold Coast Waterways Authority	Notes	2012-13 Adjusted Budget \$'000	2012-13 Est. Act. \$'000	2013-14 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Inflows:				
User charges		1,061	1,061	1,079
Grants and other contributions	7, 8	4,707	4,707	7,316
Other		..	..	..
Outflows:				
Employee costs	7, 8	(875)	(875)	(1,794)
Supplies and services	7, 8	(3,172)	(3,172)	(3,881)
Grants and subsidies		..	..	..
Borrowing costs		..	..	..
Other	7, 8	(9)	(9)	(16)
Net cash provided by/(used in) operating activities		1,712	1,712	2,704
CASH FLOWS FROM INVESTING ACTIVITIES				
Inflows:				
Sales of property, plant and equipment		..	..	..
Investments redeemed		..	..	..
Loans and advances redeemed		..	..	..
Outflows:				
Payments for property, plant and equipment and intangibles	7, 8	(4,524)	(4,524)	(8,901)
Payments for investments		..	..	..
Loans and advances made		..	..	..
Net cash provided by/(used in) investing activities		(4,524)	(4,524)	(8,901)
CASH FLOWS FROM FINANCING ACTIVITIES				
Inflows:				
Borrowings		..	..	..
Equity injections	7, 8	2,945	2,945	6,197
Outflows:				
Borrowing redemptions		..	..	..
Finance lease payments		..	..	..
Equity withdrawals		..	..	..
Net cash provided by/(used in) financing activities		2,945	2,945	6,197
Net increase/(decrease) in cash held		133	133	..
Cash at the beginning of financial year		..	..	133
Cash transfers from restructure		..	..	..
Cash at the end of financial year		133	133	133

EXPLANATION OF VARIANCES IN THE FINANCIAL STATEMENTS

Income statement

Major variations between 2012-13 Adjusted budget and the 2013-14 Estimate include:

1. 2012-13 data reflects seven months as GCWA was established on 1 December 2012. Estimate in 2013-14 is 12 months data.
2. Variation is due to the transfer of assets from TMR under the machinery-of-Government change that established the GCWA which will not recur in 2013-14.

Major variations between 2012-13 Estimated actual and the 2013-14 Estimate include:

3. 2012-13 data reflects seven months as GCWA was established on 1 December 2012. Estimate in 2013-14 is 12 months data.
4. Variation is due to the transfer of assets from TMR under the machinery-of-Government change that established the GCWA which will not recur in 2013-14.

Balance sheet

Major variations between 2012-13 Adjusted budget and the 2013-14 Estimate include:

5. Increase is due to capital expenditure incurred by the Authority for property, plant and equipment in 2013-14 less depreciation expense.

Major variations between 2012-13 Estimated actual and the 2013-14 Estimate include:

6. Increase is due to capital expenditure incurred by the Authority for property, plant and equipment in 2013-14 less depreciation expense.

Cash flow statement

Major variations between 2012-13 Adjusted budget and the 2013-14 Estimate include:

7. 2012-13 data reflects seven months as GCWA was established on 1 December 2012. Estimate in 2013-14 is 12 months data.

Major variations between 2012-13 Estimated actual and the 2013-14 Estimate include:

8. 2012-13 data reflects seven months as GCWA was established on 1 December 2012. Estimate in 2013-14 is 12 months data.

TRANSLINK TRANSIT AUTHORITY

AGENCY OVERVIEW

Strategic direction

The Translink Transit Authority was established by the Queensland Government under the *Transport Operations (Translink Transit Authority) Act 2008* to provide South East Queensland with the best possible public transport services at a reasonable cost to the community and government.

Pursuant to the Governor-in-Council approved proclamation, the Transport Operations (Translink Transit Authority) Act was repealed in accordance with the *Transport Operations (Passenger Transport and Other Legislation Amendment Act 2012* on 1 January 2013. As a result, the former Translink Transit Authority ceased to exist as a legal entity from that date. As such, the information in this statement only reflects the operations of Translink Transit Authority for the period 1 July 2012 to 31 December 2012.

The Translink Transit Authority's role was to lead, plan, specify and provide mass transit for the people in South East Queensland. The Translink Transit Authority's vision was to make travel easy by delivering a single integrated public transport network that is accessible to all.

RESOURCES AND PERFORMANCE

The Translink Transit Authority's recent achievements included:

- 4.4 million free journeys taken by *go* card users since the introduction of the nine and free incentive
- launch of the largest ever review of the south-east Queensland Bus Network, to improve service reliability and frequency in conjunction with the BCC
- commenced integration of the Southern Moreton Bay Island ferry service into the Translink Transit Authority network
- launch of the SEEQ tourist *go* card products to provide unlimited three and five day transport options for tourists
- implementation of a two year trial of 15 minute off peak services on the Ferny Grove rail line
- linking the *go* card with Brisbane City Council's CityCycle scheme
- introduction of open data to provide improved public access to patronage, customer satisfaction and other public transport data
- roll-out of Trip Tracker real-time information system on CityGlider and Clarks Logan City Bus services
- improved event ticketing options for Brisbane Ekka.

STATEMENTS

Staffing

Translink Transit Authority	Notes	2012-13 Adjusted Budget	2012-13 Actual	2013-14 Estimate
	1	..	..	..

Notes:

1. Translink Transit Authority ceased to exist as an entity from 1 January 2013.

Performance Statement

As the functions of the former Translink Transit Authority have been subsumed within the Department of Transport and Main Roads, performance measures previously reported by the Translink Transit Authority will now be reported as part of the department's Performance Statement.

INCOME STATEMENT

Translink Transit Authority	Notes	2012-13 Adjusted Budget \$'000	2012-13 Actual \$'000	2013-14 Estimate \$'000
Income				
User charges		201,916	201,916	..
Grants and other contributions		593,755	593,755	..
Other revenue		5,621	5,621	..
Gains on sale/revaluation of property, plant and equipment and investments	
Total income		801,292	801,292	..
Expenses				
Employee expenses		19,884	19,884	..
Supplies and services		390,348	390,348	..
Grants and subsidies		380,335	380,335	..
Depreciation and amortisation		9,508	9,508	..
Finance/borrowing costs		8	8	..
Other expenses		1,209	1,209	..
Losses on sale/revaluation of property, plant and equipment and investments	
Total expenses		801,292	801,292	..
OPERATING SURPLUS/(DEFICIT)	

STATEMENT OF CHANGES IN EQUITY

Translink Transit Authority	Notes	2012-13 Adjusted Budget \$'000	2012-13 Actual \$'000	2013-14 Estimate \$'000
Net effect of the changes in accounting policies and prior year adjustments	
Increase/(decrease) in asset revaluation reserve		(9,966)	99,967	..
Net amount of all revenue and expense adjustments direct to equity not disclosed above		5,131	5,184	..
Net income recognised directly in equity		(4,835)	(4,783)	..
Surplus/(deficit) for the period	
Total recognised income and expense for the period		(4,835)	(4,783)	..
Equity injection/(withdrawal)		12,563	12,563	..
Equity adjustments (MoG transfers)		(269,192)	(269,192)	..
Total movement in equity for period		(261,464)	(261,412)	..

BALANCE SHEET

Translink Transit Authority	Notes	2012-13 Adjusted Budget \$'000	2012-13 Actual \$'000	2013-14 Estimate \$'000
CURRENT ASSETS				
Cash assets	
Receivables	
Other financial assets	
Inventories	
Other	
Non-financial assets held for sale	
Total current assets	
NON-CURRENT ASSETS				
Receivables	
Other financial assets	
Property, plant and equipment	
Intangibles	
Other	
Total non-current assets	
TOTAL ASSETS	
CURRENT LIABILITIES				
Payables	
Accrued employee benefits	
Interest-bearing liabilities and derivatives	
Provisions	
Other	
Total current liabilities	
NON-CURRENT LIABILITIES				
Payables	
Accrued employee benefits	
Interest-bearing liabilities and derivatives	
Provisions	
Other	
Total non-current liabilities	
TOTAL LIABILITIES	
NET ASSETS/(LIABILITIES)	
EQUITY				
Capital/contributed equity	
Accumulated surplus/(accumulated deficit)	
Reserves:				
- Asset revaluation surplus	
- Other	
TOTAL EQUITY	

CASH FLOW STATEMENT

Translink Transit Authority	Notes	2012-13 Adjusted Budget \$'000	2012-13 Actual \$'000	2013-14 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Inflows:				
User charges		191,604	191,604	..
Grants and other contributions		593,755	593,755	..
Other		44,946	44,946	..
Outflows:				
Employee costs		(20,917)	(20,917)	..
Supplies and services		(458,368)	(458,368)	..
Grants and subsidies		(351,704)	(351,704)	..
Borrowing costs		(8)	(8)	..
Other		(10,127)	(10,127)	..
Net cash provided by/(used in) operating activities		9,435	9,435	..
CASH FLOWS FROM INVESTING ACTIVITIES				
Inflows:				
Sales of property, plant and equipment	
Investments redeemed	
Loans and advances redeemed	
Outflows:				
Payments for property, plant and equipment and intangibles		(35,829)	(35,829)	..
Payments for investments	
Loans and advances made	
Net cash provided by/(used in) investing activities		(35,829)	(35,829)	..
CASH FLOWS FROM FINANCING ACTIVITIES				
Inflows:				
Borrowings	
Equity injections		12,563	12,563	..
Outflows:				
Borrowing redemptions	
Finance lease payments	
Equity withdrawals	
Net cash provided by/(used in) financing activities		12,563	12,563	..
Net increase/(decrease) in cash held		(13,831)	(13,831)	..
Cash at the beginning of financial year		100,725	100,725	..
Cash transfers from restructure		(86,894)	(86,894)	..
Cash at the end of financial year	

EXPLANATION OF VARIANCES IN THE FINANCIAL STATEMENTS

The *Transport Operations (Translink Transit Authority) Act 2008*, under which the Translink Transit Authority was established, was repealed on 1 January 2013. As such, the figures within these Financial Statements reflect the operations of the entity for the period 1 July 2012 to 31 December 2012 only. Information for 2013-14 Target/Estimate is included within the Department of Transport and Main Roads financial information.

GLOSSARY OF TERMS

Accrual Accounting — Recognition of economic events and other financial transactions involving revenue, expenses, assets, liabilities and equity as they occur and reporting in financial statements in the period to which they relate, rather than when a flow of cash occurs.

Administered Items — Assets, liabilities, revenues and expenses an entity administers, without discretion, on behalf of the Government.

Agency/Entity — Used generically to refer to the various organisational units within Government that deliver services or otherwise service Government objectives. The term can include departments, commercialised business units, statutory bodies or other organisations established by Executive decision.

Appropriation — Funds issued by the Treasurer, under Parliamentary authority, to agencies during a financial year for:

- delivery of agreed services
- administered items
- adjustment of the Government’s equity in agencies, including acquiring of capital.

Balance Sheet — A financial statement that reports the assets, liabilities and equity of an entity as at a particular date.

Capital — A term used to refer to an entity’s stock of assets and the capital grants it makes to other agencies. Assets include property, plant and equipment, intangible items and inventories that an entity owns/controls and uses in the delivery of services.

Cash Flow Statement — A financial statement reporting the cash inflows and outflows for an entity’s operating, investing and financing activities in a particular period.

Controlled Items — Assets, liabilities, revenues and expenses that are controlled by departments. These relate directly to the departmental operational objectives and arise at the discretion and direction of that department.

Depreciation — The periodic allocation of the cost of physical assets, representing the amount of the asset consumed during a specified time.

Equity — Equity is the residual interest in the assets of the entity after deduction of its liabilities. It usually comprises the entity’s accumulated surpluses/losses, capital injections and any reserves.

Equity Injection	— An increase in the investment of the Government in a public sector agency.
Financial Statements	— Collective description of the Income Statement, the Balance Sheet and the Cash Flow Statement for an entity's controlled and administered activities.
Income Statement	— A financial statement highlighting the accounting surplus or deficit of an entity. It provides an indication of whether the entity has sufficient revenue to meet expenses in the current year, including non-cash costs such as depreciation.
Outcomes	— Whole-of-government outcomes are intended to cover all dimensions of community well being. They express the current needs and future aspirations of communities, within a social, economic and environment context.
Own-Source Revenue	— Revenue that is generated by an agency, generally through the sale of goods and services, but it may also include some Commonwealth funding.
Priorities	— Key policy areas that will be the focus of Government activity.
Services	— The actions or activities (including policy development) of an agency which contribute to the achievement of the agency's objectives.

For a more detailed Glossary of Terms, please refer to the Reader's Guide available on the Budget website at www.budget.qld.gov.au.

