

# **TENNANT CREEK TRANSPORT INC.**

## **ANNUAL REPORT 2016**



## Tennant Creek Transport Annual Report 2016

It has been another year of growth for Tennant Creek Transport – sometimes in surprising directions. We supplied three different service types during the year, route bus, MiniBus and charter with mixed results as described below.

After hunting for resources for a desperately needed new minibus we received funding for two buses which will take a lot of pressure off our original vehicle generously gifted by Barkly Arts.

### Services

During the year we provided four different services to the Tennant Creek community.

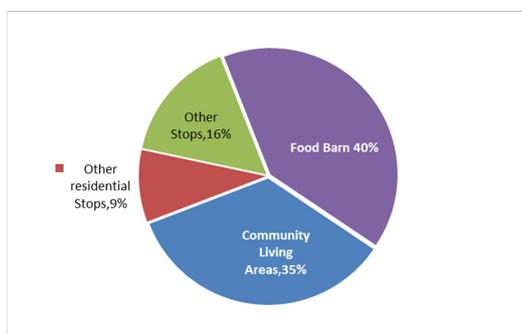
#### Town Bus Service

The Town Bus, affectionately called the “Four Dollar Bus” by locals continued to rumble around town on an hourly timetable with steady passenger numbers.

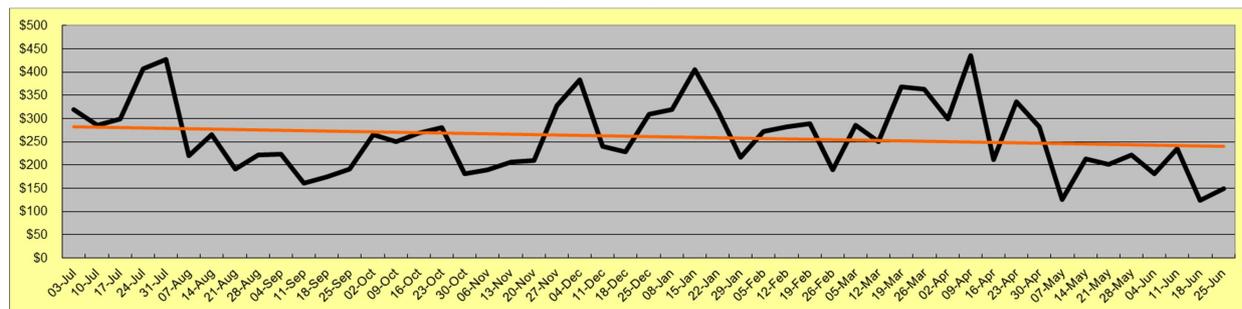
3,775 people boarded the service compared with 2,368 in the previous year. Some of the increase may be due to the new signage at the bus stops and two new signs at the Food Barn which indicated where to catch the bus for travel either north or south.



Most passengers boarded at the Food Barn.



Fare income totalled \$13,590. The busiest periods were during July 2015, January and March/April 2016. The decline in income towards the end of the year may be partly the effect of the door-to-door minibus coming into operation.



The services ran incident free, in the main, although the picture on the right shows driver Paul holding a wing mirror dislodged by a charging cow in Fazaldeen Road shortly after the bus left the depot one morning.



### *Early Morning Service*

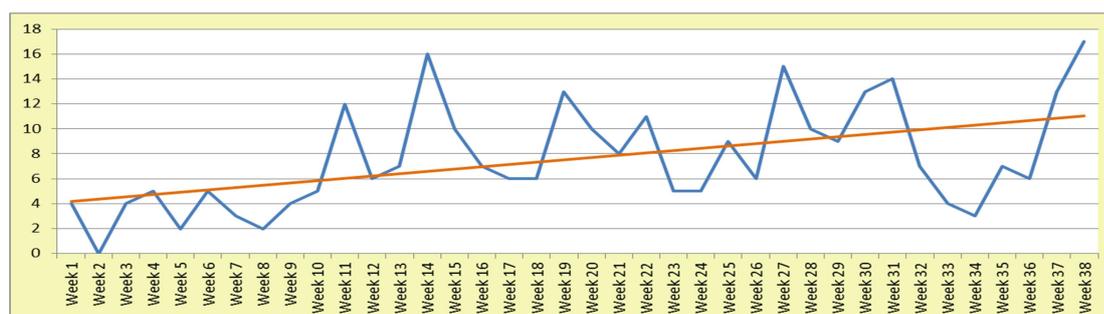
Thanks to a grant from the Australian Ethical Foundation we were able to trial an early morning service during the year. Training providers in Tennant Creek indicated that people (young people predominantly) were having difficulty in getting to work before 9 a.m. There was also anecdotal evidence of many people walking to work in the early hours. This prompted us to make an application to **australianethical** for a grant to trial a service. The service was to operate on a slightly different route to the Town Service which was developed after discussions with interested parties and the Department of Transport. The underlying idea was to have the route serve the major living areas and also the industrial part of the town to the west of Paterson Street (the Stuart Highway) which divides the town in two on a north/south axis.

The service ran for a total of 38 weeks (12 weeks longer than planned). Passengers could catch the early morning bus (on the modified route) and return on the normal Town Bus service in the afternoon. The early morning service ran from 7 a.m. to 9 a.m. and the Town Service was extended so that it finished at 5 p.m. instead of 4 p.m. Each circuit took one hour to complete.

During the period the service operated we had 289 boardings on the early morning service. According to ticketing data most of these passengers returned on the Town Service in the afternoon. This equates to nearly 600 boardings during the project.

Early patronage was disappointing and the promised pre-purchase of tickets by agencies and employers did not eventuate. This prompted us to undertake a full round of face-to-face consultations in October last year after which patronage did improve. Throughout the project period patronage showed an upward trend.

As can be seen in the graph below, patronage was volatile. However, over the 38 weeks of the project the patronage trend climbed steadily upwards. This suggests that in the longer term and with an appropriate government subsidy, such a service could have a future.



### *Charter Services*

The idea of running charter services is to support the community groups in the Barkly region; to raise funds to pay for the non-avoidable costs (insurance, vehicle replacement etc.) involved in owning or managing vehicles and to create a financial surplus that can be used to extend the activities of Tennant Creek Transport.

We provide two types of charter. The first is where a group or agency arranges to hire a bus and driver for an agreed price. The second is where we use a grant to provide a community service – an example is where we used a grant from Council to provide transport for kids to get to the Mary Ann Dam during the summer holidays.

The charter business is in its early days but during the year we raised over \$2,500 in fees. We also provided a range of services using grants from Barkly Regional Council.

### *Vehicles*

Early in the year we received a grant from the Commonwealth Community Inclusion and Development Fund to purchase a vehicle that would allow better access to services by people with disability.



In July we purchased a new Toyota Commuter modified to carry wheelchair users. The bus has an electric hoist and fold down seats at the back to allow room for wheelchairs. All drivers are trained on the use of the hoist and restraint points as part of their induction training.

The bus was used immediately on the Town Service instead of our venerable old minibus.

In May we transferred the bus to the new door-to-door minibus service and its access features were a popular feature of the service.

The only negative thing to report was that the bus was attacked by a stray cow near our Depot at Kelly's Ranch and sustained damage to a wing mirror and the door panel – just another normal day for Tennant Creek!

When the new minibus was transferred to the door-to-door minibus service it looked as if we would have to put the old minibus back into service. However, thanks to the generosity of the Barkly Youth Service we were able to hire their bus for six months on the basis of no hire fee but TCT paying for all of the ongoing costs such as registration, insurances, fuel and maintenance.

Late in the financial year we received another funding grant – this time for a larger bus for use on the Town Service and for charter. The funding came from the Department of Prime Minister and Cabinet under their Remote Australia Strategy Programme. The grant was

invested until a decision was made as to which vehicle will suit our operations best. The grant was very opportune as the hire agreement on the Youth Service bus was only for six months.

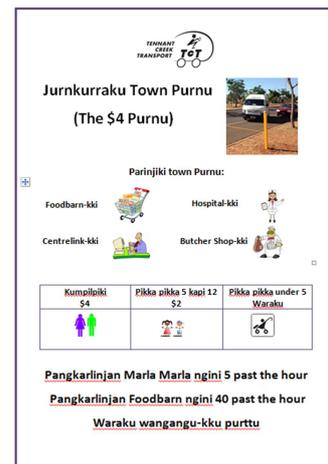
### *Service promotions*

Late in 2015 we put a lot of effort into promoting the early morning service, the Town Bus service and the new door-to-door minibus service.

This effort was funded by the Foundation for Rural and Regional Renewal and a grant from the Community Benefit Fund. Volunteers, as always, also put in a lot of effort.

As part of the campaign we had some flyers translated into three community languages, Warramungu, Walpiri and Warlmanpa. The translations were completed free of charge by the Language Centre, Papulu Apparr-Kari.

The flyers were handed out at community BBQs in the town camps organised by Stronger Families, Piliyintinji-Ki. A TCT driver and volunteers attended the events and put the new bus on show. Free bus tickets were distributed to people who came to look at the bus.



A lot of time was also spent on face-to-face meetings with a range of agencies and employers in town, each of which were provided with an information pack about TCT services which included some free bus tickets.



One of the problems we identified was that people could not tell where the bus stops are. While the Department of Transport had provided some yellow bus stop poles they had no signage. We therefore invested some of the grant income in having **BUS STOP** stickers printed and these were affixed to all of the poles.

### *Minibus service*

During our planning day in November we made a decision to trial a door-to-door minibus service. A number of obstacles stood in our way including sourcing a security system approved by the NT Department of Transport and obtaining approved merchant status from Centrelink so that we could take payments via BasicsCards on the service.

We raised money from various sources for the Verifeye security system and managed to gain approval for our resident expert in all things technological, Eric Blankenspoor, to do the installation. This was completed in time for the service to start in April and consists of two secure cameras that can withstand fire and water immersion.



Tennant Creek Transport also gained approval as a provider under the Taxi Subsidy Scheme (TSS) which allows eligible people with disabilities to travel with 50% of their fare being paid through the scheme. In addition we get a “Lift Fee” of \$20 for every TSS in a wheelchair who travels on the service. Application forms for the TSS were distributed via health and disability agencies throughout the town.

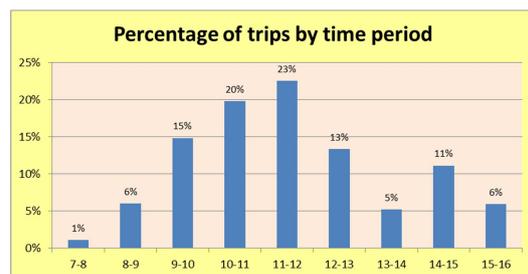
We also registered as a supplier under the National Disability Insurance Scheme (NDIS) which means that members of the scheme can have their fares paid directly from their NDIS budget.

The fare was set at a flat \$10 to anywhere in town and \$2.50 for children – the same rate as charged by the last taxi in town. A lot of effort was put into publicising the service including texting all of the people who had called our drivers seeking transport over the past 2 years.

The service operated on weekdays with the hours being dependent on driver availability.

On the 18<sup>th</sup> of April the service started and we took one fare of \$10 on the first day.

Over the six weeks the service operated we found that most people wanted to travel between 9 a.m. and 1 p.m. Trips were spread relatively evenly between Tuesday and Friday with Monday being a relatively quiet day.



Over the trial period 251 passengers used the service. The most common pickup points were the Food Barn (70) followed by the Airport (12) and Ford Crescent (11). The most common destinations were the Food Barn (13), Karguru (11), the GP clinic (10), the Airport and Blain St (9 each).

While we had one regular passenger in a wheelchair very few residents registered for the Taxi Subsidy Scheme and this had a significant effect on the viability of the service.

We kept the service going for six weeks but it proved to be a major drain on our reserves despite collecting fares worth over \$3,000 and we reluctantly suspended the service in July. Funding for a more extensive trial will be sought in the coming year.

### *Other topics*

Jenni Kennedy, a founder member of Tennant Creek Transport, passed away during the year. The Board and staff have expressed their deepest sadness and wish to acknowledge her contribution to the transport group over the three years she served as a Board member. Jenni took an active interest in local transport issues and was one of the first people to put

her hand up to set up a transport group for the town. After two years hard work the group established the Town Bus service which has been running since 2014.

During the year the TCT office moved from a space made available by Barkly Arts in Staunton Street, for which we are very thankful, to the Barkly Youth Service office in the main street. The office has garaging space next door and the buses have been brought together at this venue.

TCT Planner and Board Member David Denmark represented the Northern Territory during the year on the South Australian and Northern Territory Community Transport Association and attended their Transport Forum in Adelaide. He also attended meetings of the national body the Australian Community Transport Association as an observer. Late in the year David was presented with an award in Alice Springs (received by Christa Bartjen-Westermann as he was overseas and could not attend) as a nominee for the Chief Minister's Medal for Volunteering Achievement for his work at Tennant Creek Transport.

**David Denmark – Board Member and Volunteer Transport Planner**

## *Financial report*

Once again we have received an unqualified Audit from our auditor Norma Canete.

The most striking change was the large uplift in both income and expenditure which included funding for two buses and project funding from both Government and Foundations.

Government service funding rose substantially and wages and salary expenses rose threefold. These increases reflect the growth in service activities such as the extended hours for the Town Service, the pilot early morning service and the minibus service. This also meant that both our farebox income and vehicle running costs rose significantly. We also had over \$12,000 in donations during the year.

While the asset sheet looks very healthy our main asset is our wheelchair accessible bus.

Summary of grant funding received during the year:

<b>Program</b>	<b>Purpose</b>	<b>Jurisdiction</b>	<b>Amount</b>
Remote Australia Strategy	Purchase of bus	Commonwealth	150,000
Community Inclusion and Capability Development	Purchase of bus	Commonwealth	82,500
Aboriginal Employment Initiative	Aboriginal employment	Northern Territory	60,000
Community Benefit Fund Small Grants	Equipment	Northern Territory	3,728
Community Grant	Children's transport	Barkly Shire	2,000
Early Morning Service	Transport to work	Australian Ethical Foundation	20,000
All grants			\$318,228

# **Tennant Creek Transport Inc**

## **SPECIAL PURPOSE FINANCIAL REPORT**

**For the year ended 30 June 2016**

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## **INDEPENDENT AUDIT REPORT**

**To the members of**

**Tennant Creek Transport Inc**

### **REPORT ON THE FINANCIAL REPORT**

We have audited the attached special purpose financial report of the TENNANT CREEK TRANSPORT INC, which comprises the Balance Sheet as at 30 June 2016, the Profit and Loss Statement for the year ended 30 June 2016, a Summary of Significant Accounting Policies, and the Management Committee declaration.

### **THE RESPONSIBILITY OF MANAGEMENT COMMITTEE**

The Management Committee is responsible for the preparation and fair presentation of the financial report in accordance with Australian accounting standards. This responsibility includes designing, implementing and maintaining internal control relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error, selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

### **AUDITOR'S RESPONSIBILITY**

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risk of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on

the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of the accounting policies used and the reasonableness of the accounting estimates made by management committee, as well as evaluating the overall presentation of the financial report.

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

#### **AUDITOR'S OPINION**

In our opinion, the financial report presents fairly, in all material respects, a true and fair view of the financial position of TENNANT CREEK TRANSPORT INC as of 30 June 2016, and its financial performance for the year then ended in accordance with Australian accounting standards.



Norma Canete CPA BCom

Dated this twenty second day of September 2016

**TENNANT CREEK TRANSPORT INC**

**STATEMENT BY THE MANAGEMENT COMMITTEE**

**For the year ended 30 June 2016**

In our opinion –

- (a) the accompanying financial report as set out on pages 6 and 7, being the special purpose financial statement, is drawn up so as to present fairly the state of affairs of the Association as at 30 June 2016 and the results of the Association for the year ended on that date;
- (b) the accounts of the Association have been properly prepared and are in accordance with the books of account of the Association;
- (c) there are reasonable grounds to believe that the Association will be able to pay its debts as and when they fall due;
- (d) the principal activities of the association during the relevant financial year were the provision of passenger transport services ; and
- (e) the Association has a surplus of \$76 550 for the financial year.

Signed at *Tennant Creek*

on *21st September 2016*

President

*G Bracken*

Treasurer

*Adrienne Mackenzie*

The members of the Management Committee during the past financial year include:

Georgina Bracken

David Denmark

Meg McGrath

Adrienne McKenzie

Alan Murn (Appointed 05/11/15, Resigned 26/06/16)

Tony Miles

Jenni Kennedy (Resigned 05/11/201

Emma Newman (Resigned 05/11/2015

Jacinta Netto (Appointed 05/11/2015)

# Tennant Creek Transport Inc

PO Box 591 Tennant Creek NT 0861

ABN: 42 167 898 644

## Profit and Loss Statement

As at 30 June 2016

	2016	2015
<b>INCOME</b>		
Grant Funding		
Foundation Funding	\$5,000	\$4,000
Service Funding - Gov Sub	\$85,229	\$17,641
Service Funding - Non Gov	\$20,000	\$0
Council Funding	\$3,509	\$4,245
Government Grants	\$255,000	\$0
Contribution from Projects	\$7,915	\$0
Equipment Funding	\$5,439	\$0
Driver Subsidy	\$0	\$3,300
Services Income	\$18,064	\$12,756
Other Generated Income	\$2,545	\$0
Donations	\$12,932	\$12,454
Interest Earned	\$84	\$44
Miscellaneous Income	\$896	\$1,205
<b>TOTAL INCOME</b>	<b>\$416,612</b>	<b>\$55,645</b>
<b>EXPENSES</b>		
Services Running Expenses		
Accreditation	\$0	\$100
Advertising & Promotion	\$4,135	\$305
Depreciation	\$5,712	\$0
Equipment Expense	\$3,167	\$0
Fuel	\$7,810	\$4,406
Miscellaneous	\$300	\$19
Telephone	\$1,260	\$0
Service Vehicle Running Cost	\$12,635	\$5,641
Contractor Expenses	\$0	\$8,750
Insurance Expenses	\$1,770	\$1,390
Wages & Salary	\$97,687	\$37,764
Superannuation	\$8,367	\$3,153
Workers' Compensation	\$2,702	\$2,967
Staff Recruitment	\$0	\$167
Staff Training	\$1,013	\$489
Staff Uniforms	\$150	\$688
Staff Other Expenses	\$4	\$124
<b>Total Services Running Cost</b>	<b>\$146,713</b>	<b>\$65,963</b>
Administration Expenses		
Accounting & Bookkeeping Expenses	\$2,599	\$450
Bank Fees	\$0	\$11
Conference Fees	\$0	\$356
Legal Fees	\$34	\$21
Management Committee Expenses	\$0	\$211
Office Equipment	\$3,072	\$0
Office Expenses	\$607	\$931
Office Rent	\$2,310	\$0
<b>Total Administration Expenses</b>	<b>\$8,623</b>	<b>\$1,980</b>
Other Expenses		
Other Program Expenses	\$4,726	\$0
Unexpended Grant Funding	\$180,000	\$0
<b>Total Other Expenses</b>	<b>\$184,726</b>	<b>\$0</b>
<b>TOTAL Expenses</b>	<b>\$340,062</b>	<b>\$67,943</b>
<b>Net Surplus/Deficit</b>	<b>\$76,550</b>	<b>-\$12,298</b>

# Tennant Creek Transport Inc

PO Box 591 Tennant Creek NT 0861

ABN: 42 167 898 644

## Balance Sheet As at 30 June 2016

	2016	2015
<b>ASSETS</b>		
<b>Current Assets</b>		
<b>Cash on Hand</b>		
Cheque Account	-\$7,233	\$28,653
CabFare Basics Act Minibus	\$1,047	\$0
WBC Reserve Account	\$33,051	\$0
WBC Term Deposit	\$150,000	\$0
Cash Float - Bus	\$650	\$250
<b>Total Cash on Hand</b>	<b>\$177,515</b>	<b>\$28,903</b>
Accounts Receivable	\$15,530	\$6,792
<b>Total Current Assets</b>	<b>\$193,045</b>	<b>\$35,695</b>
<b>Property &amp; Equipment</b>		
Motor Vehicle	\$77,188	\$0
Less: Acc Depreciation	\$5,712	\$0
<b>Total Motor Vehicle</b>	<b>\$71,476</b>	<b>\$0</b>
<b>Total Plant &amp; Equipment</b>	<b>\$71,476</b>	<b>\$0</b>
<b>TOTAL ASSETS</b>	<b>\$264,520</b>	<b>\$35,695</b>
<b>LIABILITIES</b>		
<b>Current Liabilities</b>		
Accounts Payable	\$300	\$0
<b>Short Term Liabilities</b>		
Grant in Advance	\$180,000	
Grants Unexpended	\$3,228	\$27,627
Prepaid Tickets	\$550	\$43
Provision for Expenses	\$0	\$2,814
Employee Benefits/Provisions	\$0	\$1,318
<b>TOTAL LIABILITIES</b>	<b>\$184,078</b>	<b>\$31,802</b>
<b>NET ASSETS</b>	<b>\$80,443</b>	<b>\$3,893</b>
<b>EQUITY</b>		
Opening Balance Members Funds	\$3,893	\$16,191
Current Year Surplus/(Deficit)	\$76,550	-\$12,298
<b>TOTAL EQUITY</b>	<b>\$80,443</b>	<b>\$3,893</b>

## **TENNANT CREEK TRANSPORT INC**

### **NOTES TO THE FINANCIAL STATEMENTS**

**For the year ended 30 June 2016**

#### **1. SUMMARY OF ACCOUNTING POLICIES**

The accounting policies adopted by the Association are stated in order to assist in a general understanding of the financial statements. These policies have been consistently applied except as otherwise indicated.

##### **Reporting entity**

The Association is not a reporting entity because in the committee's opinion there are unlikely to exist users who are unable to command the preparation of reports tailored to satisfy all of their information needs, and these accounts are therefore "special purpose accounts" that have been prepared solely to meet the requirements of the Constitution and the Associations Act.

##### **Accounting policies**

The financial report has been prepared under the historical cost conventions and does not take into account changing money values except to the extent that they are reflected in the revaluation of certain assets.

In order for the financial report to present fairly the state of affairs of the Association and the results of the Association for the year, Australian Accounting Standards have been adopted to the extent disclosed in this note.

##### **Depreciation of property, plant and equipment**

The Association's has one item of property, plant & equipment, and is depreciated at 8.33%.

##### **Taxation**

The Association is not subject to income tax. It is registered for GST.