

ANNUAL REPORT 2024-2025

**WORKING TOGETHER AS THE
PEAK BODY FOR THE BENEFIT OF
COMMUNITY TRANSPORT
SERVICES ACROSS AUSTRALIA**



AUSTRALIAN COMMUNITY TRANSPORT ASSOCIATION (ACTA)

ACTA acknowledges the traditional owners and Elders past and present across Australia.

We pay our respects to these Elders and to those of the future, for they hold the memories, the traditions, the cultures and the aspirations of Aboriginal Australia.

We must always remember that under the concrete and asphalt, the land is, was and will always be traditional Aboriginal land.

*ACTA would like to thank all who
contributed to the annual report.*



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OUR PURPOSE

ACTA's purpose is to:

- Provide a forum for the State/federal Associations and the State/Federal Representatives to meet and to discuss matters of general interest,
- Represent Community Transport providers within Australia,
- Make representations to the Government, Non-Government and the private sector on behalf of its membership,
- Provide information and support to its community transport providers in Australia,
- Develop policy and standards that promote best practice in community transport organisations,
- Promote Community Transport issues throughout Australia,
- Build a strong membership base to generate income and political influence.



OUR VISION

To advocate for a self-sustaining community transport sector which allows access and participation for all people in Australia.



OUR MISSION

To shape our industry with influence, partnerships, communications and leadership.

*Working together for community transport we can influence
State and Federal Government for industry and
organisational sustainability, growth, innovation and
funding.*

OUR VALUES



INTEGRITY

We apply the highest ethical standards and transparency in all of our work



COOPERATION

We work together as a cohesive force for the greater good of Australian Community Transport



INDEPENDENCE

We strive for independence for ourselves and for Community Transport providers and users



SUSTAINABILITY

We look to ensure the stability and growth of our organisation and our industry



ACHIEVEMENT

We aim for success and to produce real and beneficial results



LEADERSHIP

We lead Australian Community Transport and shape policy and outcomes for our sector

BOARD OF ACTA 2024-2025



Chair
David McDonald
(SA)



Deputy Chair
Prue Dimitry
(VIC)



Secretary
Jo Cochrane
(ACT)



Treasurer
Rachel Thompson
(Skilled)



Director
Lyndon Stevenson
(TAS)



Director
Terry O'Toole
(Skilled)



Director
Stephen Cummins
(WA)



Director
Tammy Shepherd
(Skilled)



Director
Natalie Richards
(QLD)

ACTA (ABN 16 148 061 741)
is a non-profit organisation
governed by a Board of Directors

A WORD FROM THE CHAIR

As chair of ACTA, I am pleased to report that we have had another year of positive activities and achievements within the Community Transport sector. Along with our members, we have had many challenges placed before us over the prior year. As a sector, community transport has just kept moving forward. The good news is that we have all worked collaboratively as a united sector to provide solutions to many of the obstacles we have been confronted with. Some of these are ongoing next year.

Reflecting on the year gone by, ACTA and its valuable members should feel a sense of pride regarding our activities in many states and territories as your national peak body. We have been on the road throughout the year visiting and meeting with members in WA, Vic SA, Vic, NSW, TAS, and QLD. As a quick snapshot here are just some of those activities:-

- 2024 ACTA National Conference in Melbourne proved to be a resounding success.
- Completion of the NCTPM (National Community Transport Pricing Model)
- ACTA's DSS (Department of Social Services) submission into the public consultation for the NDIS.
- ACTA as an exhibitor at the 2024 Catalyst "My Life Choices Disability, Ageing, and Lifestyle Expo" in Adelaide.
- Presentation at the CTO conference in Sydney.
- Presentation at the Ageing Australia (formerly ACCPA) national Conference in Adelaide.
- ACTA's submission to the Department of Health, Disability and Ageing regarding the new Aged Care Act rules.
- ACTA's submission to IHACPA regarding the NDIS.



- ACTA's advocacy regarding CHSP funding extension to 2025-2027.
- ACTA's extensive work delivering cases studies that demonstrate, best practice, solutions and challenges we all face.
- ACTA's advocacy work with the DoHDA to realise Transition Grant Funding for members and the broader sector.
- ACTA's advocacy work regarding CHSP CPI Indexation.
- ACTA's continued work with VISIG (Victorian Special Interest Group) in the completion of the Victorian Mapping Project
- ACTA proactively meeting with state ministers and federal minister representatives for consultation and collaboration.
- ACTA's role in administering and chairing the Community Transport South Australia sector meetings.

Without question, ACTA's "pièce de resistance" was the completion of the NCTPM (National Community Transport Pricing Model). This work represents one of the most significant pieces of work that has ever been undertaken and successfully completed within the community transport sector. This is landmark work that will prove to be a lasting legacy from ACTA for the sector.

Whilst the job is not done yet, the hard advocacy work and the strategic marketing of this work is only just beginning for the new financial year FY26. The embryonic work with the Department has just commenced.

To the entire ACTA team with special mention to our CEO, Murray Coates, a huge heartfelt thank you for your dedication and commitment to this significant project. To the UNI SA team led by Vij Akshay, we cannot thank you enough for your ongoing commitment throughout the entire process.

Last but certainly not least, to the entire 31 pilot participants from all parts of Australia, this would simply not have been possible without your sincere and honest commitment to the delivery of such a historic project.

The valuable, real data from various geographic locations and varying sizes of providers was integral to the overall outcome and success that we have achieved together.

A WORD FROM THE CHAIR

Looking ahead our biggest challenge now will be to work with the Department and others to take on board and to realise and adopt the findings of the NCTPM. On the back of this we must also commit to the next phase of ACTA's work in the delivery of the Human Capital Study which is most critical moving forward.

On behalf of ACTA, I would like to acknowledge the true dedication and commitment of your ACTA board of directors over the past 12 months. Their commitment to representing their members in their respective states and territories has been significant. Our CEO, Murray Coates, and his team have worked tirelessly to deliver positive outcomes and to overcome the endless barrage of challenges that came their way. To our loyal and trustworthy members, thank you. Without your continued support of your national peak body all the previously mentioned achievements and work simply would not have been possible. We cannot thank you enough for your honesty, contributions, and collaboratively ongoing inputs. The Department of Health, Disability, and Ageing also deserve major recognition for their support, faith, and belief in ACTA to deliver on the NCTPM for the betterment of all stakeholders particularly the community transport sector.

In closing, ACTA as your national voice remains committed to its Mission to advocate for a self-sustaining community transport sector which allows access and participation for all people in Australia. Our Vision is ongoing, to shape our industry with influence, partnerships, communications and leadership. Our door will always remain open to accept new members and to support our sector to ensure that no one is transport disadvantaged or left behind.

Sincerely,

David McDonald

ACTA Chair

A massive thank you to all involved as you have all acted with the best interests of the sector at the core of your involvement. Well done to you!

A WORD FROM OUR CHIEF EXECUTIVE OFFICER

Reflecting on a Year of Change and Progress

I have to start this report the way I did last year: What a year it has been. But much has been achieved.

With the amount of change and uncertainty occurring at the Commonwealth level and across many states and territories, community transport has been through the washing machine. This sector uniquely experiences change not only from major grant programs, but also from mainstream reforms that intersect with our work, such as state passenger fees, driver requirements and vehicle standards, all designed for the commercial players. We keep hearing how the market will "sort things out" or "drive better services." These claims challenge me, especially when complaints seem to increase when the mighty dollar becomes the main motivator. No criticism of commercial operators here, they need to chase an income, they are under pressure to complete as many jobs as possible, they must keep costs down, and they often lack the resources to deliver the extras.

When I consider the not-for-profit sector, which is driven by community need, we consistently see high satisfaction levels. A survey by Transport for NSW showed that 96% of respondents felt safe when using community transport. The not-for-profit sector has an organisational culture centred on care and support, adapting to peoples changing needs, and going beyond the ordinary by doing welfare checks, walking people into medical appointments and making sure they are settled, while always ensuring clients are okay. But are community transport providers rewarded for this, or simply thrown to the market? Unfortunately, many members increasingly feel it's the latter. It takes a long time to build human capital; yet it can be destroyed quickly.

That's why, when I write next year's annual report, I hope I'll be reporting that the Human Capital Value Study we want to deliver with the University of South Australia (UniSA) is complete.

***Only a small amount of funding
stands in the way.***



We have, however, completed the National Community Transport Pricing Model (NCTPM) study with UniSA, and we thank the Department of Health, Disability and Ageing for their valued contribution and their interest in how to make community transport more sustainable while ensuring quality services for those who rely on them. There is no point having a service or a system that is not what the end user wants and needs. The results of this study will be available in the coming months, but they clearly show that the sector has been under funded, has opportunities for efficiency gains, requires block funding and policy changes are required to reduce red tape.

The NCTPM was built on evidence-based and real data extracted from 31 services providers across the country. The key to ensuring reliable, accurate data was the groundwork ACTA did with the majority of participating organisations, working with drivers, schedules, and managers to change how they recorded and what they recorded; working with software providers to adjust their systems; supporting organisations through software transitions; being on the other end of the phone when someone was struggling with something new. This was a major upskilling and change management process, essential to ensuring the integrity of the data. We learned that you can't simply demand data from organisations without providing transition support. The working group that provided input and oversaw this pilot was outstanding.

Their generosity with time, knowledge, and expertise made all the difference. Robust discussions were always welcome and always held professionally, respectfully, and with solutions in mind. I sincerely thank this group for their contribution.

Because the NCTPM working group worked so well, we are looking at ways to continue it with members. The group will be supported by ACTA doing work in-between meetings, so that it is not one of those meetings that you attend and have even more work to do.



This group has enormous potential to address sector priorities; joint procurement, group purchasing, partnerships and collaboration, volunteer management, workforce sustainability, innovative service models, technology and digital transformation, green fleet transition, and much more, depending on members' needs.

There have been significant efforts at the state and territory level, also. South Australia has re-tendered all community transport services while reviewing delivery models and geographic spread. The ongoing lack of access to taxi subsidy schemes in Queensland, Victoria, and South Australia continues to disadvantage many people who simply want to access a wheelchair vehicle. On a positive note, Victoria has, for the first time in history, appointed a Minister responsible for community transport. We also completed the Victorian Mapping Project, which provided much-needed clarity on the complex web of transport services available to disadvantaged groups in this state.

These are just a few examples of the ongoing work ACTA undertakes every day to support the sector. We are here for you, and we thank you for being here for us.

To our dedicated board and staff: thank you. Your commitment to making community transport more sustainable, responsive, and client-focused is deeply appreciated.

Next year, I hope to begin this report with a new message — one that reflects a more stable, supportive ecosystem for community transport across Australia.

Murray Coates

ACTA Chief Executive Officer

NATIONAL & STATE REPORT 2024-2025

2024–25 has been a year of growth, momentum, and national collaboration for the community transport sector. As the national voice for providers, the Australian Community Transport Association (ACTA) has continued to advocate, influence and lead aged care policy reform, sector sustainability and national recognition.

At the core of this year's achievements was the National Community Transport Pricing Model (NCTPM) Pilot Project, a key ACTA-led project involving 31 community transport providers from across Australia. Alongside the University of South Australia, we developed a new pricing model that better reflects the true cost and practicalities of service delivery and provides a foundation for financial viability and long-term sustainability for the entire sector. The model is already informing national and state-level discussions on future funding arrangements, with several community transport providers adopting the recommended pricing approach to establish their unit prices under the upcoming Support at Home Program.

In parallel, ACTA has worked to position community transport within major reform agendas including Aged Care, the NDIS, and the emerging National Taxi Subsidy Scheme. Through targeted policy paper submissions, consultations, and working group participation, ACTA ensured the sector's voice was heard at the table advocating for practical solutions that work on the ground, while making sure community transport is recognised and funded appropriately. This has included the continuity of the Victorian Special Interest Group (VSIG) and the Community Passenger Network Focus Group in South Australia, providing ongoing platforms for provider engagement and feedback.



NATIONAL & STATE REPORT 2024-2025

ACTA has also contributed formal responses to consultation papers on the pricing framework and provided advice to IHACPA's pricing advice process for the Support at Home Program for 2025–2026 and 2026–2027, ensuring the unique needs of community transport are reflected in future funding models.

We've supported jurisdictions responding to local needs; from collaborating with the SA Government and community transport providers on service reform, to assisting Victorian stakeholders with planning, strategy and engagement. In Victoria, the Community Transport Mapping Project wrapped up in 2024 but continues to shape policy conversations. A major milestone was also achieved when a dedicated Minister for Community Transport was appointed in Victoria earlier this year. We have also been active in Queensland, working across a range of issues; with a key focus on securing access for community transport providers to the state's Taxi Subsidy Scheme. Over in Western Australia, our engagement has ramped up significantly, with ACTA sharing national lessons learned while listening closely to the unique challenges facing our colleagues in the west.

Nationally, ACTA continues to provide practical support to providers, helping them navigate funding and reform changes, adopt the NCTPM pricing model, build capacity, and provide them with practical support to find solutions to day-to-day operational and strategic issues.

What's Next?



NATIONAL & STATE REPORT 2024-2025

In 2025–26, ACTA will continue to drive national strategy and innovation across the community transport sector. Our focus will be on embedding the National Community Transport Pricing Model (NCTPM) into state and federal government funding schemes, ensuring the model informs future funding, contracting, and policy arrangements design.

To strengthen sector insights and operational transparency, ACTA is developing a national benchmarking tool that will allow community transport providers to share and analyse key service data, including trip volumes, travel distances, service complexity, and efficiency ratios. This tool will drive continuous improvement and support collective advocacy with robust, comparable data.

We will continue working with the sector to build the capacity needed to adapt to ongoing reforms; helping you make the changes required not just to keep up, but to stay ahead. Through the NCTPM, ACTA brings unique insight into where organisations can boost efficiency, adopt smarter practices, and strengthen their internal culture to remain resilient and future-ready. Our focus is now on sharing these insights and supporting their implementation across the sector.

Recognising the growing pressure on workforce across aged care sector, ACTA is also seeking government support to fund a Human Capital and Social Benefits Study. This study will measure and demonstrate the true value of community transport, not just in moving people, but in supporting a person-centred, socially connected service that delivers outcomes for both consumers and the workforce, including paid staff and volunteers. As aged care continues to report serious workforce shortages, community transport must not be overlooked. This work will position our sector as distinct from mainstream transport.



***We're proud of what we've achieved
together and even more excited about
what comes next!***



NATIONAL COMMUNITY TRANSPORT PRICING MODEL (NCTPM)

We've reached a tipping point in the aged care sector. With an ageing population, persistent regional and workforce challenges, and rising expectations for person-centred care, the need for safe, reliable, and flexible transport has never been greater.

Community transport plays a vital role in enabling older Australians, people living with disabilities, and others experiencing transport disadvantage to remain independent, connected, and living well in their homes. It delivers far more than point-to-point trips: it provides access to medical care, social connection, welfare checks, and culturally safe, trusted support that is often unavailable through mainstream services, especially in rural and remote areas.

Despite this critical role, the current funding and pricing arrangements for community transport are no longer fit for purpose. A flat-rate subsidy model, originally designed for simpler, lower-touch transport, fails to reflect the real costs of delivering high-quality, full-service care. Providers serving clients with complex needs or operating in thin markets are being pushed to the limits, forced to stretch volunteer resources, absorb unfunded costs, or reduce service quality and/or service availability. Without urgent reform, vulnerable Australians will continue to fall through the cracks, and providers will face increasing difficulty remaining operational.

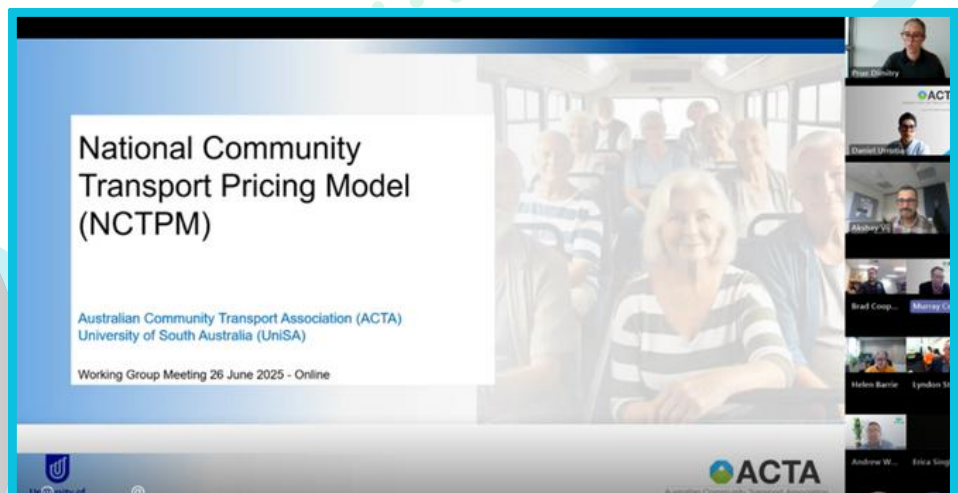


NATIONAL COMMUNITY TRANSPORT PRICING MODEL (NCTPM)

To address this, the Australian Community Transport Association (ACTA), in partnership with the University of South Australia and 31 community transport providers nationwide, developed the National Community Transport Pricing Model (NCTPM). This is Australia's first evidence-based, nationally consistent approach to pricing community transport. The NCTPM directly responds to the current realities of aged care and community transport funding, creating a transparent, flexible, and sustainable pricing framework that aligns with the complexity and value of services being delivered on the ground.

The pilot demonstrated that the average cost of delivering a CHSP-funded community transport trip is \$68, nearly double the current subsidy. Only 16% of providers currently reach sustainable cost recovery, but under the NCTPM model, over 80% would achieve financial viability. Crucially, the model doesn't promote cost-cutting, reduction on safety or leaner service delivery. Instead, it affirms the sector's commitment to full-service, person-centred transport by advocating for funding reform that supports quality, not just quantity. The report also highlighted several potential inequalities that could arise if package funding becomes the primary method of funding community transport, particularly in rural and remote areas.

The model introduces variable pricing based on observable cost drivers like trip distance, regionality, and client needs, ensuring that providers are funded fairly and equitably across diverse geographies and population groups.



NATIONAL COMMUNITY TRANSPORT PRICING MODEL (NCTPM)

ACTA has now concluded the pilot and is preparing Advocacy Report to support sector-wide implementation and engagement. Members-only briefings will be held over the coming months.

Additionally, ACTA and its membership will focus on advocating to government and IHACPA to embed the model into aged care and disability funding frameworks and pricing models. The NCTPM also outlines mechanisms to keep costings relevant over time by using external, mainstream benchmarks helping maintain service levels and long-term sustainability as well as indexation.

A national benchmarking tool is also in development to strengthen data transparency and performance insights across the sector. In parallel, ACTA is seeking government support for a Human Capital and Social Benefits Study to quantify the broader value of community transport, not just in getting people where they need to go, but in contributing to wellbeing, independence, workforce sustainability, and cost savings across the health and aged care systems.

ACTA extends its deepest thanks to the 31 community transport providers who made this work possible. Your leadership has delivered a national reform blueprint that positions community transport not just as a service but as a solution for millions of senior Australians. As aged care reform progresses, especially regarding the newly launched Support at Home Program and the CHSP Extension, this work ensures that community transport is recognised, funded, and embedded as an essential part of the future aged care system for senior Australians.





2025 COMMUNITY TRANSPORT CONFERENCE



Australian Community Transport Association

Despite torrential rain at times, our National Community Transport Conference at Sea World on the Gold Coast ended after delivering two days of inspirational and thought-provoking sessions. The venue worked well for attendees and sponsors, and we were proud to highlight our Conference Naming Sponsor, Orcoda throughout the event.

We were inspired by Rachael Leahcar who reminded us of the power of resilience and possibility, updates on the CHSP reform and the Australian Disability Strategy that will shape the future of accessible and inclusive transport, and Michael Pervan updated us on the work of the Independent Health and Aged Care Pricing Authority and what it means for the sector.

We took away valuable insights into the challenges faced by remote community transport providers, and the critical role they play in rural and regional Australia, and community transport operator Burnie Brae showed us their Model of Care & Community Transport Integration, and sharing lessons rather than just outcomes.

The inaugural National Community Transport Sector Awards recognised and celebrated outstanding talent in the sector. Congratulations to the winners –

- EV Strengthening Communities – ‘Exceptional Sector Contribution’ Award
- Community Flights - ‘Innovative Business’ Award and
- Trish Buckley (City of Onkaparinga) – ‘The Unsung Hero’ Award

We also took the opportunity to present a special award recognising long time ACTA Director and passionate community transport advocate, Terry O’Toole for his dedicated service and contribution to the community transport industry as he heads into retirement life.





2025 COMMUNITY TRANSPORT CONFERENCE

Day 1 ended with delegates treated to a spectacular dolphin show, demonstrating how important connections are and that working together can produce amazing results, and the evening ended with dinner and music beautifully performed by Rachael Leahcar.

Day 2 began with valuable lessons learned from 'lived experience' consumers on why they use community transport, what it means to them and changing user expectations. Patricia Sparrow presented practical insights on navigating the policy and political landscape for aged care, talking to the new Aged Care Act and the Support at Home program development, focussing on delivering better outcomes for older Australians.

Tash Edwards taught us how Client Journey Mapping can transform community transport experiences; Jane Anderson was not only inspiring but reinforced the importance of genuine storytelling in sharing the impact of the community transport sector and we took away some practical Artificial Intelligence lessons from Alberto Chierici.

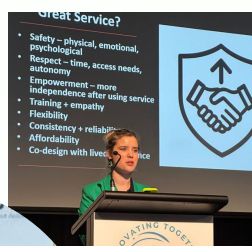




2025 COMMUNITY TRANSPORT CONFERENCE

We delivered impactful panel discussions of lived experiences and future priorities and key discussions emerged around ensuring we had a common voice to government, the need to look at what sustainable innovations we could embrace as a sector, and ideas that could be taken back to individual organisations to remain viable into the future. Engaging and informative workshops also took place, producing ideas, suggestions and questions, which we will follow up with very soon.

We thank all the delegates who took time away from their services to attend our conference this year.



2025 COMMUNITY TRANSPORT CONFERENCE



2025 COMMUNITY TRANSPORT CONFERENCE

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Australian Community Transport Association

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for their support**

STRATEGIC PLAN 2025-2027



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STRATEGIC PLAN 2023-2025

WHY

To ensure high quality, sustainable transport for all transport disadvantaged people across Australia.

VISION

To advocate for a self-sustaining community transport sector that allows access and participation for all people in Australia.

MISSION

To shape our industry with influence, partnerships, communications, and leadership

Sector Sustainability

Funding arrangements are in place,
Understand from members, sector issues,
Thin market arrangements provide equity,
Address volunteer decline and retention,
Evaluate and act as necessary to use technology,
Research and consider options for quality assurance.

ACTA Capability

Governance, systems, and policies for a mature organisation for its size,
Construct a costed capable organisation chart and pursue mid-term income,
Transition to a true national body that can represent members at State, Territory and Commonwealth government levels,
Focus skill-based Board.

Partnerships & Alliances

Build the sector profile within the community and governments,
Use SROI and ROI tools across the nation to show the value of CT in measurable units,
Partner with Federal, State, Territory and Commonwealth governments to solve issues that are negatively affecting organisations and participants,
Establish cash and in-kind relationships with suppliers involved in CT for mutual benefit.

What the Sector does & how they do it

Define the national service model and scope that ACTA will operate within,
ACTA to drive agendas, rather than responding to government requests or papers,
Broaden the CT model to ensure rural and remote areas have great services,
Undertake a national mapping and consultation process that ensures we understand the sector,
Develop a priority list of bite-size issues to address over time with a national voice.

Member Proposition

Establish regular membership engagements,
Perform research on behalf of members that informs and adds value to their practice,
Support remote and First Nations organisations to provide their participants with real choice and control,
Disseminate relevant information to members in a timely manner that assist them to make good operational and strategic decisions,
Support organisations through transformation and change,
Grow membership across the nation.

leadership
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AUDITOR'S INDEPENDENCE DECLARATION



Bentleys SA Audit Partnership

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Australian Community Transport Association Limited

ABN: 16 148 061 741

Auditor's independence declaration under section 307C of the Corporations Act 2001 to the directors of Australian Community Transport Association Limited

I declare that, to the best of my knowledge and belief, during the year ended 30 June 2025
there have been:

1. no contraventions of the auditor's independence requirements as set out in the
Corporations Act 2001 in relation to the audit; and
2. no contraventions of any applicable code of professional conduct in relation to the audit.

Bentleys SA Audit Partnership

David Papa
Partner

Dated this 09th day of September 2025



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- Advisors
- Accountants
- Auditors



AUDITOR'S REPORT 2024 - 2025

Report on the Audit of Australian Community Transport Association Ltd for the year ending 30 June 2025

Dear David McDonald,

We have conducted our annual audit of Australian Community Transport Association Ltd for the year ending 30 June 2025 and report to management and those charged with governance the following matters for information purposes and for consideration of implementation or corrective action.

At the conclusion of our testing, using the information obtained we determined if there were any material matters or concerns that would impact the decision-making ability of the users of the financial report.

We intend to issue an unmodified audit opinion over the financial report.

We would like to take this opportunity to thank management and staff for the assistance provided to us during the course of our audit.

Sincerely,



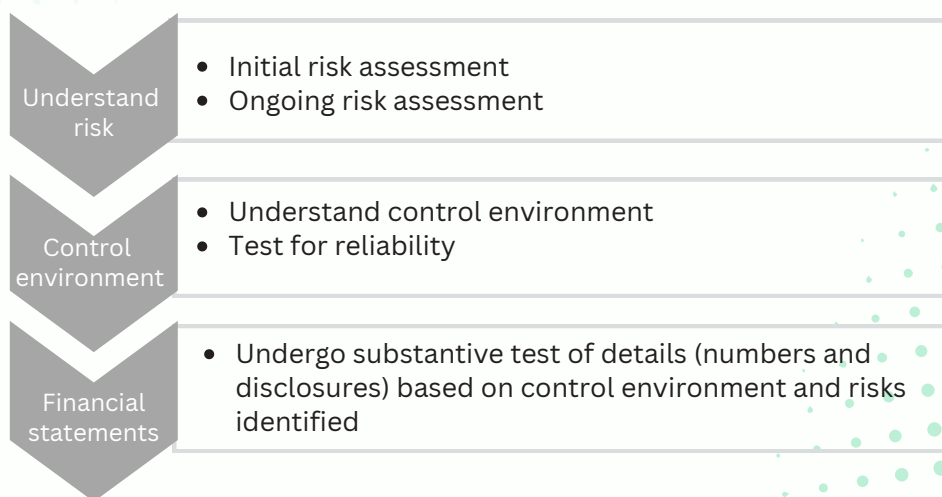
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AUDITOR'S APPROACH

Bentleys SA's audit approach is based on organisational and financial risk. We develop an understanding of risks for your organisation that relate to the financial statements based on our understanding of your people, your organisation and your sector. This understanding helps us build an audit program that is tailored to you each year and enables us to form an opinion on your financial statements through a target "risk based" approach. The benefits of this approach are:

- Audited efficiency
- Increased organisational assurance
- A review of your control environment
- Timely and effective audits



Audit opinion:
Financial statements



IDENTIFIED AUDIT RISKS

As your auditor, our requirement to identify risk commences at the planning phase of our audit and continues throughout the audit process until complete and the audit report is signed. Below we have detailed identified risks relating to the financial statements.

Risks identified at planning

Area

Revenue recognition

Risk

There is a risk that revenue from grants, membership fees and donations may not be recognised in accordance with AASB 15 / AASB 1058, particularly in determining whether performance obligations have been met and whether grant income should be deferred or recognised immediately.

Audit Approach

We obtained and reviewed grant agreements and funding contracts to assess performance obligations and the appropriateness of revenue recognition under AASB 15 / AASB 1058. Substantive testing was performed on significant revenue streams (grants, memberships, donations), including cut-off testing around year end. We reviewed deferred revenue balances, reconciled cash receipts to supporting documentation, and assessed disclosures for compliance with accounting standards.

Conclusion

Based on the procedures performed, no issues were identified with the recognition of revenue. Revenue was recognised in accordance with the applicable accounting standards, and related disclosures were found to be appropriate.



IDENTIFIED AUDIT RISKS

Issue

Going concern

Observation

The Company had lost its major contract during the year, which had generated \$1.75 million in revenue in the previous year, and consequently reported a loss for the year. Management was in the process of seeking alternative revenue sources to fund ongoing operations.

Risk

There was a risk that the loss of the major contract, the significant operating deficit and the decline in cash reserves indicated a material uncertainty over the Company's ability to continue as a going concern. This created the risk that the financial statements might not have been prepared on an appropriate basis or that adequate disclosure of the uncertainty may not have been made.

Audit Approach

We reviewed board minutes, budgets, and cash flow forecasts to assess the directors' consideration of going concern. We evaluated the cost reduction measures approved by the board and obtained representations from management regarding future funding plans. We assessed the adequacy of disclosures in the financial statements and considered whether they appropriately addressed the material uncertainty.

Result

Based on the procedures performed, we concluded that conditions exist which may cast significant doubt on the Company's ability to continue as a going concern. After discussions with management, it was agreed that the necessary details would be addressed in the financial statements. We noted that the note disclosure adequately outlines the relevant factors.



MATTERS FOR THOSE CHARGED WITH GOVERNANCE

Fraud

Whilst fraud is not the primary consideration when conducting an external audit, we have not identified any fraud as a result of our audit.

We believe it is important for management to continually consider and assess the control environment of the entity to identify areas where fraud can occur and ensure that those opportunities are removed and or monitored to reduce the risk and impact of fraud.

Legal compliance

Through our audit procedures we have not become aware of any non-compliance with applicable laws and regulations.

Financial reporting and accounting policies

We believe the accounting policies elected for the company are reasonable and their application provides sufficient information for use of the decision makers.

Going concern

As part of our assessment we considered the appropriateness of the ongoing concern assumption concluded by the Board and management. Our procedures indicate that this assumption is fair and that going concern convention is appropriate.

We have included an emphasis of matter paragraph in our audit report drawing users attention to this disclosure in the financial report regarding going concern.

Cooperation with management

The management team has been helpful and cooperative throughout the conduct of this year's audit.

