

# ACTA

Australian Community Transport Association

## 2018 / 2019 ANNUAL REPORT

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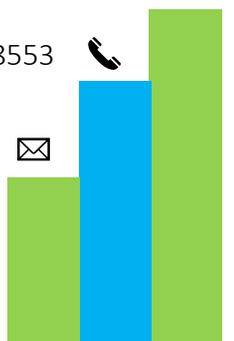
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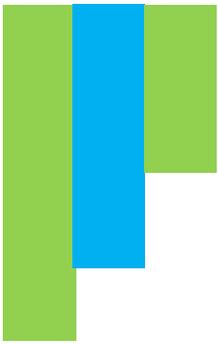


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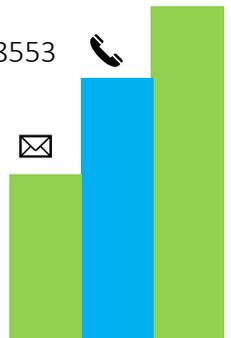
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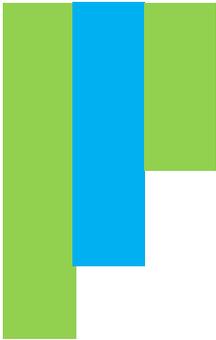


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## 1. CHAIRMANS REPORT:

The last twelve months has seen ACTA progress several of its key strategic priorities. A review of ACTA's business model and constitution is now in its final phase. The final product will better reflect the aspiration of the organisation and increase its capability in advocating for a self-sustaining community transport sector which allows access and participation for all people in Australia.

As I reported in last year's annual report a major concern, in-fact, the number one major risk for the sustainability of the community transport sector is how providers will be funded by governments moving forward, specifically the federal government. A shift from the current model of block funding comes with inherent risk to the sustainability of community transport as we know it today.



This issue alone has kept ACTA very busy providing advice, such as modelling to state peaks and respective members, and communicating to government. ACTA on behalf of its members has, on numerous occasions throughout the year, written to both the federal government and the opposition, warning of the issues and subsequent risk to the core objectives of Care at Home.

Importantly the federal budget delivered a further extension of CHSP funding, providing \$5.9 billion over two years to extend the Commonwealth Home Support Program. Subsequently the Department of Health informed the sector that funding arrangements will be extended out to 30 June 2022.

ACTA will continue with conviction advocating for the retention of block funding to the sector over the coming twelve months, or until ongoing certainty has been provided.

The roll-out of the NDIS now complete and it is clear that funding direct from the program itself does not provide a sustainable model for community transport. Fortunately, most state governments have either continued or reinstated state-based block funded programs in support of people with a disability who have not, or will not, receive NDIS funding, or where the NDIS participants funding is not enough.

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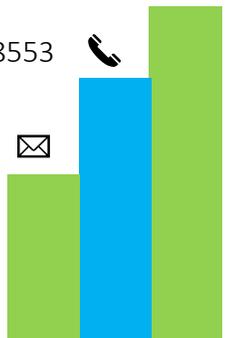
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ACTA will leverage this issue and the state-based learnings in terms of aged care transport funding over the coming months. The NDIS experience has proven a move away from federal block funded services, in the case of transport, will increase demand on state-based infrastructure, and with approximately 80% of total sector demand derived from aged Australians this could have significant consequences for state governments in the future.

ACTA is pleased to report that its search for a suitably qualified first nations transport peak to join forces with ACTA was successful, with NATSIC appointed as a member in August 2018. As a direct result of this membership Harry Haran and Jim Golden-Brown joined the board as Director and Committee member respectively.

Phil Holman joined the Board as a Director in August 2019 and has commenced in endeavoring to establish our first state-based peak in Western Australia. Additionally, with the establishment of an ACT peak Jo Cochran transitioned from a Committee member to the inaugural ACT Director in May 2019.

ACTA farewelled three Directors throughout the year. Ben Whitehorn and Bethany Simmonds both from New South Wales member peak, the CTO, and Helen Hunter from Victorian member peak, the VCTA.

On behalf of the Board I thank each departing Director, Ben, Bethany and Helen for their service to the sector over many years.

On behalf of ACTA I had the pleasure of presenting at both the CTO conference, in the ACT, in October and more recently the NATSIC conference in Perth. I congratulate both NATSIC and the CTO for their respective leadership on issues affecting the sector and the collective support their local membership.

Finally, I would like to thank each of the ACTA Directors and Committee members for their tireless commitment to the course. Being an active and supportive member of ACTA requires a significant amount of time, energy and resource and is often unrecognised. This level of commitment demonstrates the importance of a national peak body for this critical service provided to thousands of Australians wishing to remain independent within their community.

Lyndon Stevenson  
Chairman

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## 2. STATE REPORTS:

### a. New South Wales

#### NSW Matters

- We celebrated 40 years of CT in NSW In December 2018 with a Bathurst Celebration. As the Member for Bathurst is now Minister for Regional Transport, a new portfolio, the celebration was particularly pertinent with his presence.
- NSW ACTA reps Rob Lake, newly appointed Christine Ryan were appointed to replace Bethany Simmonds and Ben Whitehorn, both of whom have provided significant input into the ongoing development of ACTA, for which we thank them.
- NSW election in March:
  - CTO election platform included
    - Fleet issues - TfNSW incorrectly consider CT owned vehicles as gov assets. Their requirements for approval re sale and purchase are cumbersome and contrary to self-management, innovation and business development
    - Red tape reduction – increased reporting impost of CTSP contract
    - CTP – a call to double existing funding
    - The ongoing problem of no services funded for people with disability under 65 who are not eligible for NDIS
    - Issues related to diverse needs of regional, rural and metro community transport service providers
  - After the March 2019 NSW Election, the Coalition was returned. Andrew Constance remained Minister for Transport. Paul Toole is the Minister in the new portfolio of Regional Transport and has responsibility and interest in community transport. The newly appointed Minister for Disability Services is Gareth Ward. Following a restructure at Transport for NSW, Barbara Wise, former Point to Point Commissioner was appointed to head the Directorate with responsibility for community transport.
- CTO has raised the issue of people with disability not eligible for NDIS with the Minister for Disability .
- NSW Government funding for transport disadvantage, known as CTP, the Community Transport Program, has been under internal TfSNW review with no information about its outcome released to the sector.

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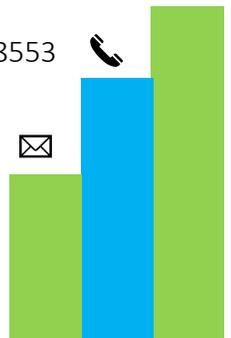
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- CTO draws NSW membership from 8 regional CT Forums across NSW. The ACT community transport alliance has also recently joined CTO. In late October 2018, CTO held a successful conference in Canberra. The 2019 Conference will be held in Campbelltown, Sydney
  - CTO has ongoing involvement in TfNSW Accessible Transport Advisory Committee, advised the Disability Inclusion Action Plan for TfNSW.
  - Community transport continues to take part in NSW transport reforms, including the new hire car and bus regulatory regimes Point to Point and the Bus Operator Accreditation Scheme and trials of on demand and mobility as a service (MaaS) transport service pilots in metro and regional NSW.

#### National Issues

- CTO continues to be concerned at the impact of the NDIS rollout on the transport needs of participants and the difficulties facing metro and rural CT NDIS providers in meeting those needs. While the extension to the CHSP contracts is welcome, we continue to argue, with ACTA, for a recognition of the particular impact on community transport services of the loss of all recurrent and block funding.
- At the Federal Election, the CTO platform included:
  - Capability subsidies
  - Block funding
  - Recognition of CT as key enabler in wellness, reablement and restorative care
  - Social values procurement to recognise SROI of third sector services, in particular CT
  - NDIS travel allowances for ad hoc purposes for participant choice and control, recognising transport as integral to disability core supports
  - Replace the transport component of 'Assistance to Access Community, Social and Recreational Activities' with 'NDIS Fundable Travel and Transport for Core Supports', as well as providing additional NDIS funding specifically for this purpose. This will ensure that the reasonable and necessary transport support needs of NDIS participants are clearly provided for within participant plans.
  - Restrict competitive tendering to the contracting of new services to engage existing quality contract-holders for future specialised aged care transport.

**Rob Lake**  
Board Member

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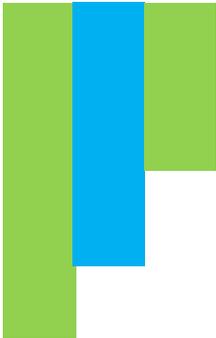


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b. Queensland

**UPDATES & DEVELOPMENTS:**

This report covers the inception of the NDIS into the SEQ corner and the full rollout as was supposedly to finish at the end of this financial year. The NDIS had arrived in Brisbane and Logan and the Gold Coast.

The current situation within Queensland is as follows at the 31<sup>st</sup> March 2018 14612 participants had plans this is 50% less than the targeted numbers and still has not reached the year one target. What is extremely concerning is that year two requires 16,000 people to transition and year three 60,000 more. Given that we are three quarters of the way through year two and we have not reached year one's target there is no hope of reaching the required intake numbers within the timeframes. I have also heard that some 40% of the plans have yet to be activated or are in dispute. Some organisations are quoting \$1.50 per kilometre for NDIS travel to compete with the taxis. It is clear that by the end of the proposed rollout that the state is still missing its target of 97,000 clients transitioning into the NDIS. Currently 49,000 only have entered and it is likely that by the end of the next financial year only 65,000 to 70,000 will actually transition into the NDIS.

The continued rollout of the NDIS is an overwhelming failure not only for transport issues. The state opposition has in conjunction with the major players, Endeavour Anglicare etc created an online petition to keep the taxis subsidy scheme. I have interjected with the State opposition member to inform them of my disgust at keeping a monopoly of anticompetitive behaviour.

Some providers have been informed that they have been unsuccessful in the new arrangements for QCC but have been provided 2 years of transition money which accounts for about 15% of their funding from previously. The state has had another budget handed down since the last report and the Taxi industry were once again looked after by this government. State funding up to \$21 million will be provided to Taxi owners of Wheelchair accessible vehicles for replacements. Privately run and owned businesses receiving grants in my opinion is poor form. One week after this budget was handed down, community transport was provided a 12-month transition funding package of 7 million dollars. This has been gratefully accepted and appreciated by the sector and after discussions with some other transport providers it seems that the breakup across providers worked out at about 70% of their previous funding for under 65s. It seems that my constant agitation may have some impact in a positive way. The state government also announced that the TSS (taxi subsidy scheme) will be accessible for another 12 months for all NDIS participants.

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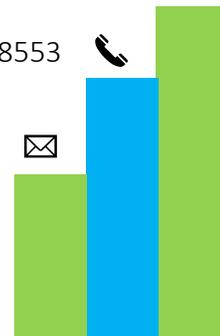
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David Moody acting CEO of the NDS in a conference here in Queensland applauded the government for the extension. I politely provide David with a differing view and also provided both the ACTA and the TDSA reports that were provided to the Joint Parliamentary Committee to him. At the end of the rollout program only 46% of the 97,000 people that were likely to transition across have done so. This reflects on the quality of the rollout and the discontent of many participants. It is also highly unlikely that the next 12 months will see the government reach its 97,000 participants entering the scheme.

**INFRASTRUCTURE CHANGES & RESOURCE CHANGES:**

The state government continues to invest in DRT with little support from within the areas offered. This subsidy replicates other on demand trials across the nation.

The TSS is a major hurdle for Community transporters as is the Wheelchair lift.

The State Government has created a MaaS project team that I accidentally fell into by attending the ITS Australia conference.

NDS has a board position available in Qld and I will be making representation to hopefully be appointed to influence the state and National agenda.

The NDIA director Ross Carlton still has not returned the information from our link up regarding hourly rate charging nor has he confirmed who, sits on the transport task force at both a NDIA level, a federal level and state level.

Therefore, I don't believe it exists.

**ISSUES:**

NDIS Transport policy needs to be addressed.

The recent 29 recommendations from the Joint Parliamentary Committee did not have one reference to transport directly. This is a huge issue in itself.

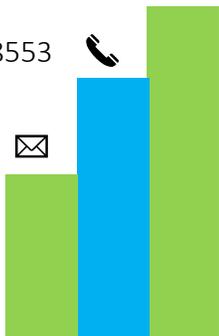
I have sent 3 emails to the NDIA trying to get confirmation that "accessing the community" and charging an hourly rate for transport is permissible. I have also provided Bert van Manen Lib member for Forde a copy of the issues and the disarray of a national scheme that has holes through it. He is hoping to arrange a meeting with Social Services Minister Paul Fletcher.

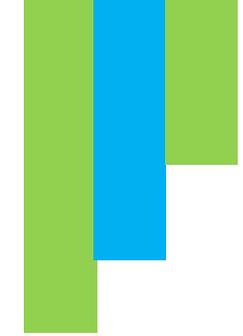
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No response from the NDIA in relation to transport charges for NDIS clients on hourly or klm based. This needs to be addressed as it is and has created an unfair playing field for those transporters who are charging a klm rate.

It is also concerning that should audits be done, and this process is found to exist many organisations will possibly have made fraudulent transactions.

**FEDERAL ISSUES:**

The allocation of CHSP growth funding. Support is still being given to providers who appear to master the art of acquittals versus the actual delivery of outputs. Pressure must be applied to the Federal department to understand that this flooding the market isn't providing real outcomes. I suspect that the latest round will almost certain end up as surpluses for some businesses.

The need to ensure that the Department of Health understand the consequences of removing block funding from over 65s transport and meal on wheels.

Major concerns surrounding 26 nursing homes that have failed quality audits in some case 26 different standards

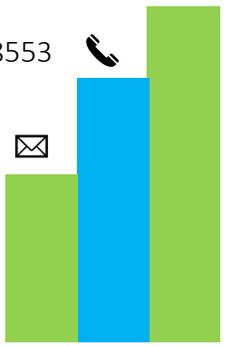
**Terry O'Toole**  
Board Member

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c. South Australia

The 2018-19 year has been a time of creating a stronger communication strategy with more consistent newsletters and projects that include a 2019 forum and updating the SActa website. The committee continues to have representatives who volunteer to support SActa, whilst working across their existing paid roles. Their support and input is greatly appreciated including the ongoing meeting location of the RAA building which is centrally located.

The SActa AGM was held on 21st August 2018 and a change of officers occurred: Chair – Julie Mason (YP Community Transport), Secretary – Marisa Elks (Mount Barker District Council), Treasurer - Phil Tomney COTA. Committee: Craig Frost (Red Cross), Pedro Ezcurra (RAA), Siddiqui Bah (Multicultural Communities Council of SA), Samantha Herbert (City of Charles Sturt), Susanna Lawton (City of Tea Tree Gully).

Both Julie and Craig have continued representing the SA & NT sector at the various ACTA meetings which has included taking various roles on sub committees and focus groups. Julie & Craig met with the Minister for Transport, Stephan Knoll during the year to keep him abreast of the role Community Transport plays in the wider transport picture here in SA. The Minister will be a key guest speaker at the 2019 SActa transport forum in October.

The SActa membership over the last 2 years has seen a slight decline, therefore a strong emphasis of creating better communication to its members and keeping them informed of the current ACTA focus will hopefully see growth in the future. Some discussion on how SActa can better support the NT providers has occurred but opportunities to confirm such meetings are yet to occur.

**STATE FOCUS:**

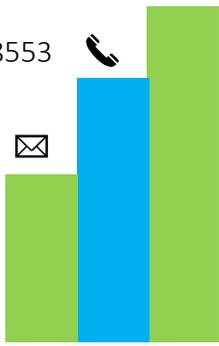
- NDIS rollout is complete. Transport funding has not been reviewed leaving transport subsidies low and clients particularly in regional areas disengaged. A number of transport providers have let their registrations lapse with the impost of very high audit fees. It is estimated that approx. 50% of clients previously receiving a Disability Support Pension have not transitioned to the NDIS.

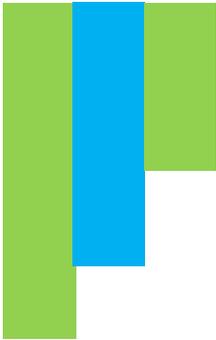
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- The Dept of Human Services contracts have been continued for a further 12 months and a new community service is being considered. It is hoped that the gaps from the NDIS rollout will be considered within this new service model and SActa has sought opportunities to be involved at future planning. Service providers are getting increasing clients under 65yo that have not been able to secure an NDIS package seeking transport, with some organisations having to stop intake due to the demand and limited funding.
  - Two community passenger networks have been forced to tender as the local government auspices have withdrawn their support. Both contracts have been successfully tendered and remain providing services within those regional areas of Murray Bridge and Taillem Bend.
  - All providers are being impacted by the stronger administrative demands that MAC and preparing for the new standards have created and the flow on pressures including additional costs this creates.
  - Concerns continue about the current CHSP transport model which does not recognise variations in distance or the additional support that is given from service providers. It is hoped that ACTA will have an opportunity to seek change in this area in the future.
  - As many aged clients are on long waiting lists for aged care packages, CHSP funding continues to fill gaps in the interim. Concerns therefore continue re the lack of block funding beyond 2022 especially for community transport providers who will be challenged attempting to keep a fleet in operation.

**Craig Frost** – Board Member

**Julie Mason** – Board Member

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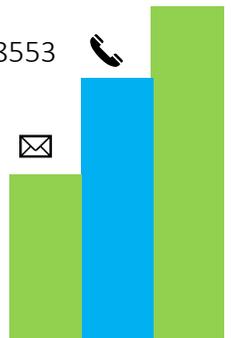
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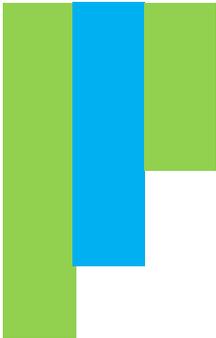


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d. Tasmania

Over the last twelve months providers across Tasmania have continued to work together on issues affecting the sector in Tasmania. A key development assisting this collaboration has been the appointment of the inaugural Executive Officer for the state peak (VCTA). Suzanne Phoenix commenced in February 2019 and has made outstanding progress in-terms of engaging with state-based members and their associated issues.

Members have continued expressing concern with the intended future funding model shift from block funding to individualised consumer funding. As a sector we are very concerned that any movement toward individualised funding for transport services will create a significant problem for the supply market, resulting in even greater transport issues across Tasmania, particularly regional Tasmania.

The sector has been encouraged by the federal budget, delivering a further extension of Commonwealth Home Support Programme funding; providing \$5.9 billion over two years to extend the CHSP. Subsequently the Department of Health informed the sector that funding arrangements will be extended out to 30 June 2022.

The roll-out of the NDIS in the state is now complete. I think its fair assessment that Tasmanian providers are disappointed with the limited availability of funding through to the sector. Fortunately, the Tasmanian government has continued the HACC program for eligible community transport providers by confirming that Tasmanian HACC funded community transport services will not transition to the NDIS. As such HACC funded community transport services will continue for all HACC eligible clients, irrespective of their status with the NDIS. This approach and outcome is applauded by the sector and has led the way forward in terms of disability transport across the country, providing some certainty to both provider and of course the consumer.

The Department of Health engaged the services of Price Waterhouse Cooper (PWC) to undertake a Unit Pricing and Service Mapping review. It is understood the Department has accepted the final report from PWC and are in the process of internal considerations. It is unlikely this report will be made public however, the sector has been advised a response of sorts will be made available in due course. The outcome of this report is highly anticipated as the sector will require an increase to unit funding just to sustain current levels of service regardless of any future growth in demand, which is predicted and, in some areas, already being felt.

**Lyndon Stevenson**  
Board Member

03 62088553



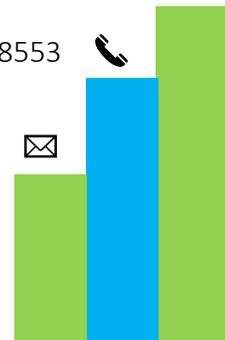
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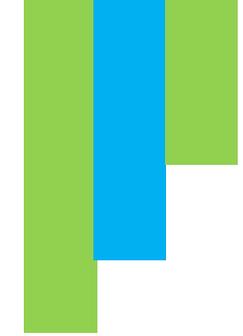


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e. Western Australia

Recapping the last 12 months for Western Australia:

I was appointed to the Board of the Australian Community Transport Association (ACTA) in August 2018.

Following on from this appointment, the intention is to engage with other community transport bodies and develop a WA provider Alliance Group to share understanding and opportunities to enhance the community transport sector in Western Australia.

An 'Expressions of Interest' communication was delivered early in September 2019 and the response has been pleasing. Next steps are to meet, develop and conduct a range of provider forums to consult with, and move towards, a community transport alliance. We will work with ACTA to create a Charter based on interest from the members and the team.

Although in the early stages, our move towards a WA Community Transport Alliance seems to be well received and providers have voiced their concerns with some CHSP and NDIS issues and indicate that they would welcome a collective group with direct input to local, State and Federal Government bodies. They very much view those entities as a critical component for the creation of a successful and sustainable Community Transport plan for our state.

I look forward to reporting on a strategically robust Annual Report as our sector moves towards the creation of a sustainable Community Transport strategy.

Phil Holman  
Board Member

03 62088553



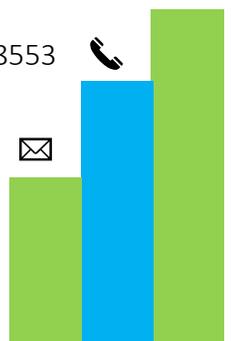
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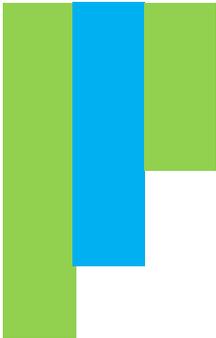


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f. NATSIC

NATSIC during the reporting period became a member of ACTA.

NASTIC is the peak body for all transport related matters for all First Nations peoples and communities, NATSIC is not a transport service provider.

During the reporting period NATSIC has had a significant shift in its business with a focus on developing alternative funding streams, moving away from the reliance on government grants as our core income stream.

These changes have allowed NATSIC as a peak body to maintain its core activities in providing a voice for our communities as an advocate, highlighting transport disadvantage, affordability, flexibility and cultural appropriateness of transport services with all States and Territory's Governments as well as the Federal Government.

NATSIC has established its social enterprise arm to realise our strategy of not being reliant on grant income as our main source of revenue with the establishment of our Cultural training services, NDIS business activities, consultancy services and changing our National Transport Conference from every 2 years to an annual event. These social enterprises underpinned by our 2018 -2023 strategic plan has started to pay dividends.

NATSIC launched 2 new programs to support our First Nations communities, our Community Health and Well-Being Program and our Disability Sports Program. The CHWB consolidates our donation activities and ties together our NDIS program and vision to eliminate Transport Disadvantage throughout Australia. Our Disability Sports Program is a small grants program to assist Athletes with a disability to participate in organised sports, recently NATSIC held a Charity Golf Day to raise funds to support this program.

Harry Harun – Board Member

Jim Golden-Brown – Committee Member

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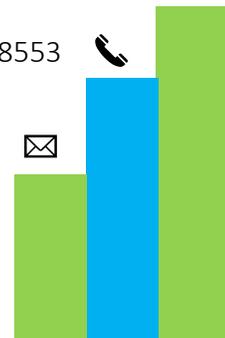
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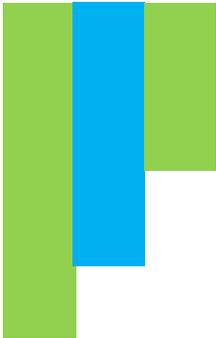


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g. Australian Capital Territory

The ACT Community Transport Working Group-Alliance has continued to work with transport providers and peak body organisations to ensure that the broader voice of the consumer and their travel experience is heard and considered in policy development and service re-design, at both local and national levels. This advocacy and collaboration will continue to be championed as there remains significant transport gaps in accessibility across the community service sector, particularly for individuals who experience transport disadvantage associated with psychosocial disability.

Providers have continued to echo the administrative impost and challenges that My Aged Care presents for single service users of transport along with high access demands for health related and social transport across the territory. There is a greater interface with the ACT Government operated Flexible Bus Service that enables transport providers to support clients gain access to health, allied health and health related services.

The ACT Government's commitment to Light Rail came to life on 20 April 2019 with the Canberra Metro launching the commencement of stage one infrastructure for the city corridor to the northern area of Gungahlin. A new public transport network was later launched on Monday 29 April 2019. The new network was received with mixed feedback from the community as it has increased passenger travel times and school connections were greatly impacted for many students and families. Transport infrastructure systems have pain points and as often is the case with system changes and improvements, there are always many members of the community that miss out or are disadvantaged.

With this in mind, the ACT Government has a vision of an integrated transport network that provides a range of options for moving people around our growing city and has released a draft strategy; **Moving Canberra 2019-2045** Integrated Transport Strategy. The strategy states that it *'will continue to provide a range of flexible services for members of the community with mobility needs or low incomes, including specialised disability transport services, flexible bus services and community transport'*. There remains work to be done in the arena of community transport with current providers and the consideration of existing funding agreements that sit across a number of ACT Government Directorates. Members of the ACT Community Transport Working Group-Alliance attended a number of workshops in conjunction with ACTCOSS, as a basis of informing a submission paper in response to the draft strategy– a key question remains as to how the full extent of community transport will be recognised in regard to the 'integration'. Collectively we will continue to champion meaningful consultation around the notion of 'who is missing out' on transport and how does community and public systems support service gaps.

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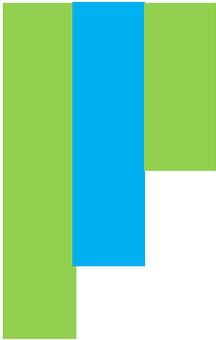


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We were invited to participate at the CTO National Issues Conference that was held in Canberra on 8 – 9 October 2018. The invitation presented a great opportunity to participate in a panel discussion that included member representation from local Peak Bodies; NDS, COTA and ACTCOSS. While there were no surprises that issues are the same around the state and country as a whole, such as pricing, funding and access, it is always of interest to see how service impacts of a local nature play out in the ‘big picture’ of national issues. Participation at the conference was a great opportunity for the ACT and we will continue to formulate a collaborative working relationship with CTO into the future.

There is no doubt that there is work to be done over the coming years to strengthen the importance, value and access to community transport, particularly for those in need and unable to access public transport. There is no magic formula other than a commitment and a willingness for all stakeholders to listen to the community and truly attempt to understand what we don’t know – who is missing out and how can we truly integrate community transport into local infrastructure.

To this end the ACT Community Transport Working Group-Alliance will continue to expand its reach in regard to membership, advocacy and champion work in the health, disability and aged care interface.

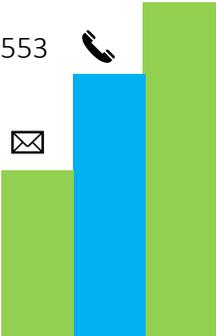
Jo Cochrane – Board Member  
Graham McKercher – Committee Member

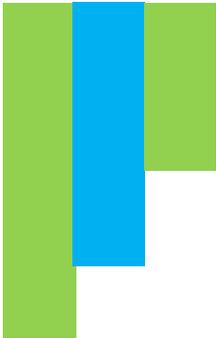
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h. Victoria

A special resolution will be put to VCTA members, at the 2019 Annual General Meeting, to more fully unify Victorian and Tasmanian members via a change of name to VICTAS Community Transport Association Inc. This, along with several Constitution changes, will continue progression towards a sustainable business model for the future. This journey remains quite a challenge, with legacy funding issues in Victoria – funding estimated to be 1/8th of conventional levels nationally – and modest provider market participant levels in both Tasmania and Victoria, ensuring low sector capacity and engagement in factors critical to the ongoing missions of member organisations and market participants.

Notwithstanding this, engagement levels at VCTA committee level continue to improve, with healthy debate, contribution and a general sharing of the load in good evidence.

Attempts to orchestrate a meeting of the Victorian State Minister for Disability, Ageing and Carers and the Federal Minister for Senior Australians and Aged Care with a view to addressing legacy funding issues in Victoria and a pathway to National funding parity, continues to prove elusive, though efforts continue. Pleasingly, the disparity is at last recognized by the Federal Government, though the genesis of the issue lies with State Government, hence any resolution seems unlikely to be swift without State intervention.

Our State election initiative in seeking to highlight the issue, whilst well-constructed and admirable, achieved little online support and traction. As a state sector, albeit of fledgling capacity, we must not remain brow-beaten or succumb to apathy. This issue will never right itself. Elderly Victorians are missing out; effectively hardwired not to enjoy the connectivity to community and wellness enjoyed by elderly Australians generally. Pleasingly though, COTA Victoria have stepped up their recognition of this issue and are proving most supportive in advocacy terms, rating it as one of their top 3 items for lobbying State Government. We will continue to reach out to other advocacy groups to assist our cause.

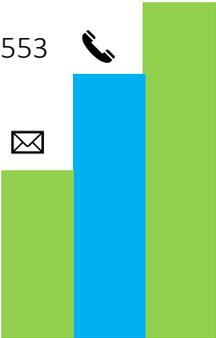
Similarly, though this is a shared issue nationally, people with disabilities who experience transport disadvantage, are being denied means of nullifying this disadvantage through the systemic absence of reasonable and necessary transport supports within their Participant Plans. ACTA has mobilized on this matter and made submission to a Federal Senate Inquiry and undertaken various political initiatives. Traction continues to be elusive as the scheme, and politicians, grapple with the complexity of the

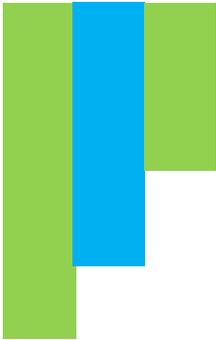
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scheme finding its place in the national landscape. This continues to be a sad reflection on political commitment to the ethos of the scheme, something we must ‘maintain the rage’ on.

Victoria was proud to have collaborated with its NSW colleagues in funding ACTA’s representation on the National Aged Care Alliance (NACA). And now is equally pleased that, after the initial two-year commitment, ACTA is assuming responsibility for the cost and commitment to representation. Victoria is most pleased to continue its representation of ACTA on NACA as we continue our push to influence government policy and industry thought-leadership.

Victoria’s bi-annual conference on 16 & 17 October 2019 was an excellent program, though not as well patronized as previous conferences, continuing an appreciable sectoral trend nationally as people continue to grapple with added demands and workload in the provider environment.

The advent of the new Aged Care Quality Standards and the Aged Care Quality and Safety Commission is a welcome evolution in aged care with added focus and emphasis on client-centered practices. Serious concerns are held amongst Victorian service providers as to their capacity to continually raise standards and expectations in such a depleted resourcing environment. Of course, consensus is that quality of care principles must come first, but this will inevitably come at the expense of outputs in present circumstances, which amplifies already mentioned concerns as to service access in Victoria.

Matters of note occurring throughout the year include;

- CHSP Contracts in Victoria extending to 30 June 2020, and subsequently to 30 June 2022 nationally
- HACC PYP Contract extended to 30 June 2023
- Taxi subsidy scheme remains available only to those providers registering pursuant to the Commercial Passenger Vehicle Scheme
- One-off State Government grants for regional transport initiatives in evidence
- No budget allocations made in remedy of legacy funding issues in State budget despite healthy surplus projections
- Transport growth funds announced in only 4 of 9 Aged Care Regions in the 2019 CHSP targeted growth round

Today’s provider environment is increasingly onerous and challenging. Performing any role for the greater good of the sector and its participants and consumers, amongst one’s own duties and

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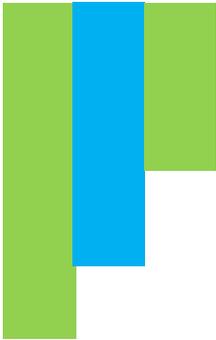


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responsibilities to one's employer, is always challenging, in emphasizing this context, I thank our peers from States, Territories and National representative bodies for their contributions and unity. I particularly thank Lyndon Stevenson, and CTST, for his professionalism and leadership, and for shouldering the extended load that inevitably falls to the Chair.

Looking ahead, key challenges for the sector continue to be;

- Development of robust CHSP funding (capacity subsidy) and performance measures – provider productivity must be objectively measured, and the consumer platform responsibly aligned to mainstream conditions and inherent affordability, all the while ensuring the highest of safeguards for our treasured elderly citizens
- Ensuring adequate Transport funding within the NDIS – explore the nexus with State responsibilities pursuant to bilateral agreements with the Commonwealth and ensure adequate coverage is extended to NDIS-ineligible, yet transport disadvantaged people
- VCTA business model – sectoral complexities demand a brave look at future requirements and our need to increasingly influence government policy via a professional, funded Secretariat

Victoria looks forward to continuing solidarity and activism within ACTA.

Rick Lawford  
Board Member

03 62088553



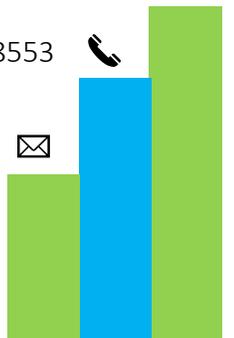
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### 3. ACTA BOARD as at 30 JUNE 2019

#### Board Members:

**Lyndon Stevenson - Chair – TAS**

M: 0438 308 100

E: [lyndon@ctst.org.au](mailto:lyndon@ctst.org.au)

**Craig Frost - Secretary – SA**

M: 0448 223 396

E: [cfrost@redcross.org.au](mailto:cfrost@redcross.org.au)

**Julie Mason – SA**

Ph: 0458 062 219

E: [julie.mason@ypcommunitytransport.org.au](mailto:julie.mason@ypcommunitytransport.org.au)

**Robert Lake – NSW**

M: 0421 040 538

E: [roblake@gct.org.au](mailto:roblake@gct.org.au)

**Phil Holman – WA**

M: 0438 108 595

E: [Phillip.holman@stjohnambulance.com.au](mailto:Phillip.holman@stjohnambulance.com.au)

**Terry O’Toole -Vice Chair - QLD**

Ph: 1300 153 636

E: [terry.otoole@transitcare.com.au](mailto:terry.otoole@transitcare.com.au)

**Rick Lawford - Treasurer - VIC**

M: 0447 878 722

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**Jo Cochrane – ACT**

M: 0402 001 991

E: [jo.cochrane@comms@work.org](mailto:jo.cochrane@comms@work.org)

**Harry Harun – NATSIC**

M: 0437 114 179

E: [harry.harun@aboriginalcs.org.au](mailto:harry.harun@aboriginalcs.org.au)

#### Committee Members:

**Graham McKercher – ACT**

Ph: 02 6264 0200

E: [graham.mckercher@bcsact.com.au](mailto:graham.mckercher@bcsact.com.au)

**Jim Golden-Brown - NATSIC**

M: 0439 766 942

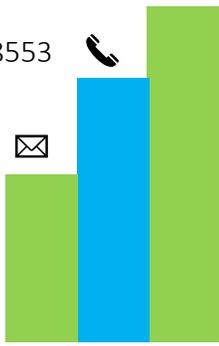
E: [ceo@natsic.com.au](mailto:ceo@natsic.com.au)

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**AUSTRALIAN COMMUNITY TRANSPORT ASSOCIATION LIMITED**  
**ABN 16 148 061 741**

**FINANCIAL REPORT**  
FOR THE YEAR ENDED 30 JUNE 2019

**AUSTRALIAN COMMUNITY TRANSPORT ASSOCIATION LIMITED**  
**ABN 16 148 061 741**

**BALANCE SHEET**  
**AS AT 30 JUNE 2019**

	2019	2018
	\$	\$
<b>CURRENT ASSETS</b>		
ANZ Cheque account	14,917	3,896
ANZ Online Saver account	18,281	18,208
Accrued revenue	-	7,015
Debtors	1,000	-
Wesite	333	556
Other receivable ATO	80	82
	<u>34,611</u>	<u>29,757</u>
<b>TOTAL ASSETS</b>	<u>34,611</u>	<u>29,757</u>
<b>CURRENT LIABILITIES</b>		
Trade Creditors	969	817
Accrued Expenses	500	200
	<u>1,469</u>	<u>1,017</u>
<b>TOTAL LIABILITES</b>	<u>1,469</u>	<u>1,017</u>
<b>NET ASSETS</b>	<u>33,142</u>	<u>28,740</u>
<b>MEMEBERS FUNDS</b>		
Opening balnace	28,740	27,795
Profit for the year	4,402	945
<b>TOTAL MEMBERS FUNDS</b>	<u>33,142</u>	<u>28,740</u>

**AUSTRALIAN COMMUNITY TRANSPORT ASSOCIATION LIMITED**  
**ANB 16 148 061 741**

**PROFIT AND LOSS STATEMENT**  
**FOR THE YEAR ENDED 30 JUNE 2019**

	2019	2018
	\$	\$
<b>INCOME</b>		
Memberships	11,000	7,015
Interest received	72	87
	<u>11,072</u>	<u>7,102</u>
<b>LESS EXPENDITURE</b>		
Audit fees	1,591	800
Bad Debt	-	99
Consultants fees	510	-
Amortisation	223	372
Federal election campaign	200	-
Insurance	1,922	1,802
Meeting Expenses	121	1,836
Member subsidy	400	-
NACA membership costs	1,358	-
Statutory fees	195	752
Website expenses	150	495
	<u>6,670</u>	<u>6,156</u>
<b>NET OPERATING PROFIT</b>	<u>4,402</u>	<u>946</u>



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Standards Legislation.

**AUDITOR'S REPORT TO THE MEMBERS OF  
AUSTRALIAN COMMUNITY TRANSPORT ASSOCIATION LIMITED  
ABN 16 148 061 741**

**Report on the financial report**

**Opinion**

We have audited the financial report of the Australian Community Transport Association Limited, which comprises the statement of financial position as at 30 June 2019, and the statement of profit or loss.

In our opinion, the accompanying financial report is in accordance with the Corporations Act 2001, including:

- (i) giving a true and fair view of the company's financial position as at 30 June 2019 and of its financial performance for the year then ended; and
- (ii) complying with Australian Accounting Standards – Reduced Disclosure Requirements and the Corporation Regulations 2001.

**Basis for Opinion**

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Report section of our report. We are independent of the company in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board APES 110: Code of Ethics for Professional Accountants (the Code) that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

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

**Responsibility of the Directors for the Financial Report**

The directors of the company are responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards - Reduced Disclosure Requirements and the Corporations Regulations 2001., that the financial report is appropriate to meet the requirements of the company's constitution and is appropriate to meet the needs of the members. The directors' responsibility also includes such internal control as the directors determine is necessary to enable preparation and fair presentation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the board is responsible for assessing the company's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless the board either intends to liquidate the registered entity or to cease operations, or has no realistic alternative but to do so.

#### **Auditor's Responsibility for the Audit of the Financial Report**

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Australia Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence economic decisions of users taken on the basis of this financial report.

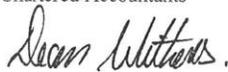
As part of an audit in accordance with Australian Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than one resulting from error, as fraud may involve collusion, forgery, internal omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit 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 registered entity's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the directors.
- Conclude on the appropriateness of the directors' use of the going concern basis of accounting and, based on the audit evidence obtained whether a material uncertainty exists related to events or conditions that may cast significant doubt on the registered entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the registered entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

#### **DEAN WITHERS & ASSOCIATES PTY LTD**

Chartered Accountants



**Dean R Withers - Director**

Dated this 11<sup>th</sup> day of September 2019  
Frewville, South Australia