



ANNUAL REPORT 2022-2023



Australian Community Transport Association



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.



Australian Community Transport Association

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OUR PURPOSE

ACTA's purpose:

- Provide a forum for the State/federal Associations and the State/federal Representatives to meet and to discuss matters of mutual interest,
- Represent Community Transport providers within Australia,
- Make representations to 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 is to advocate for a self-sustaining community transport sector which allows access and participation for all people in Australia.

Together we can influence State and Federal Government for industry and organisational sustainability, growth, innovation and funding.



GOVERNANCE

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

BOARD of ACTA 2022-2023

Chair: David McDonald (SA)

Deputy Chair: Terry O'Toole (QLD)

Secretary: Jo Cochrane (ACT)

Treasurer: Rachel Thompson (NSW)

Directors: Lyndon Stevenson (TAS)

Georgina Bracken (NT)

Prue Dimitry (VIC)

Stephen Cummins (WA)



Australian Community Transport Association



A WORD FROM THE CHAIR

Over the past year it has been most fulfilling to serve as your Chair for all our members and the board. We are the national peak body for the community transport sector, acting as the true national voice for all our trusted and loyal members. Being part of this like-minded community is most engaging and like any strong community we regularly take part in open and transparent discussions with our members and external parties. Our door is always open to welcoming new members and expanding our community. The sector will always be stronger with one healthy united voice to represent all members from every state and territory within Australia.

The past year, whilst at times challenging, has been a very productive and successful year for ACTA. Perhaps one of the most significant items was the Federal Budget announcement of a \$12.4 billion investment into the aged care sector. The announcement of the government's commitment to fund the establishment of the Aged Care Sustainability Taskforce was also most welcome. This will assist with continuing the conversation about the sustainability of the sector to ensure that there is appropriate funding.

ACTA also believes that it is most critical that there is a sustainable long-term funding system. To that end, the announcement that the existing grant arrangements for the Commonwealth Home Support Program (CHSP) will be extended for an additional 12 months through to 30 June 2025 was well received. ACTA supports this move and believes it to be a well-considered and smart move.

The engagement in late 2022 of our Executive Officer, Murray Coates marked a significant move in ACTA's history as this role and workload previously had been largely carried by the Chair, and Deputy Chair. A vote of thanks to both Lyndon Stevenson and Terry O'Toole along with the ACTA board members.

Murray has proven to be a great acquisition for ACTA and its national members. Murray's contribution to date has been exceptional and the fact that he is based in Canberra has proven to be a master strategic move, along with being instrumental in the collaborative work we have been doing with the DoH and Aged Care. This is regarding the potential for a National Variable Pricing Matrix Model and the real data we have been testing with this model.

We have been extremely encouraged by the Department's willingness to work with us and the transparency they have displayed during our interactions. To that end ACTA acknowledges the proactiveness of Nick Morgan and his team, along with Russell Herald who have all been willingly engaged throughout the past year with ACTA.

During the 4th Quarter ACTA undertook a complete strategic review. This was extremely well organised and facilitated by our EO, Murray Coates. The key areas that we addressed were as follows: -

- Sector Sustainability ACTA Capability
- Defining what we do and how we do it.
- Partnerships and Alliances
- Member Proposition



Australian Community Transport Association

A WORD FROM THE CHAIR Cont'd...

Several action plans have cascaded down from these strategies, and you will witness these coming into play throughout 2023 – 2024 and well beyond.

Our 2023 National Conference in conjunction with the VTCTA with a theme of “Driving Inclusive and Sustainable Transport” proved to be an overwhelming success. We were most fortunate to have Dr. Nick Hartland PSM First Assistant Secretary of the Home and Residential Division, Ageing and Aged Group, Department of Health, and Aged Care as our keynote speaker. He gave many vital insights into the future flexible, national funding model that ACTA have been proactively working on with the Department.

As both Nick Hartland and Corey Irlam, Deputy Chief Executive COTA Australia indicated, community transport needs only one national peak voice which is ACTA. The conference was well attended and supported by both attendees and sponsors which we are most grateful for.

We had a few changes of Director’s during the year. I would like to acknowledge and thank both Christine Ryan and Viv Cunningham-Smith who left the board during the year for their respective contributions towards the continued growth of ACTA.

New additions to compliment our board were Prue Dimitry as our Victorian representative, and Stephen Cummins representing Western Australia. They have both proven to be most welcome additions.

The New South Wales state peak body, the Community Transport Organisation (CTO) decided to leave the ACTA board to focus on best representing their own organisation and its state members in late 2022. As a result of this decision Kathy Dickson resigned from our board. We wish both Kathy and the CTO well with their future endeavours at a state level.

In summary, it has been a very successful year for ACTA with several positive outcomes achieved, and many work in progress foundations laid down for future growth and sustainability for our community transport sector.

I will take this opportunity to thank my colleagues on the board who volunteer their time along with our Executive Officer for their strong advocacy work, valuable insights, and contributions on behalf of all our members to achieve outcomes that are in the best interests of all members and the sector.

A heartfelt thank you to our valuable members for your continued efforts towards helping those in our community who are transport disadvantaged to be socially engaged and not isolated in the communities that we serve.

David McDonald,

ACTA Board Director, Chair



Australian Community Transport Association



A word from the Executive Officer

The first six months of working with ACTA has been fulfilling as we have achieved so much in a little time. The National Conference was a success, and we are pleased that we will be having our next one in August 2024, in Melbourne. We will be calling for expression of interest for speakers for this event, so we look forward to your input. Thank you to all that attended and provided input.

Our strong relationship with the Department of Health and Aged Care continues. We don't always agree and appreciate the department being open to understanding what occurs on the ground and how this can inform good policy. It is terrific that this leads to us working through issues in a constructive manner to get the best possible outcomes for people who use community transport, service providers and government.

We are looking forward to the year ahead and seeing where the National Variable Pricing Matrix takes the sector to ensure its sustainability and quality. With such a diversification in the community transport sector, ACTA works hard to ensure all those differences are considered.

In 2023/24 ACTA is wanting to involve its members more and work on the many state/territory issues along with commonwealth issues. ACTA has a tremendous board, with directors based in every state/territory. They bring their experience and skills to ensure that we are getting the full picture and spending our resources in the highest impact areas. You will find their reports on the following pages.

We want to build capacity in the sector, look towards innovation, and not be left behind the wider public transport system, while retaining the attributes that make community transport so important in our communities. We also want to broaden the agenda to all people that may be affected by transport disadvantage.

I look forward to meeting and hearing from as many of our members as possible in the coming year.

Murray Coates,
ACTA Executive Officer



Australian Community Transport Association

COMMUNITY TRANSPORT CONFERENCE 2023

The National conference was held for the first time, providing service providers with the opportunity to spark a wide conversation and learn from each other. Planning for the conference started in February 2023 for a conference date on 7-8 June 2023.

The conference was held at Moonee Valley racecourse (after considering six venues) and consisted of two days, one focused on national issues and the other on Victorian issues that could be applied to other states and territories. Over 100 people attended from every State and Territory across the nation.

Speakers were high caliber and came from both inside and outside the direct sector to try and introduce new thinking. There were some comments that people would have liked to see more best practice from their peers. Participants believed there was a cohesive message to the event. The most favoured presentations were:

- Dr Nick Hartland- Sector update
- Georgina Bracken- Providing services in a remote area
- Corey Irlam- Working to inform government policy
- Gerard Mansour- Senior's report
- Victoria Armstrong- An international prospective from the UK
- Lived experience panel
- Lyndon Stevenson- Alternative transport models
- Department of Transport and Planning

Key discussions emerged around ensuring we had a common voice to government, the need to look at what innovations we could embrace as a sector, and ideas that can be taken back to individual organisations to improve service delivery.

The venue seemed to work well, however there was feedback that the room where the presentations were held was too dark and that it was difficult to talk with sponsors while presentations were occurring. The average score of the food was 4.3/5, indicating that people thought highly of this. Positive comments were also made about the ease of parking.

The sundowner was a fun, informative time for people to connect from around the nation and share ideas, while getting to know each other, as Russel Morris beat out some tunes.

Extensive feedback was received from a post event survey that will be used to plan future events, including conference and webinars.

We also thank our sponsors for their support. Please support them when you can.



Australian Community Transport Association

COMMUNITY TRANSPORT CONFERENCE 2023



COMMUNITY TRANSPORT CONFERENCE 2023

Sponsors

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Sector Sponsors

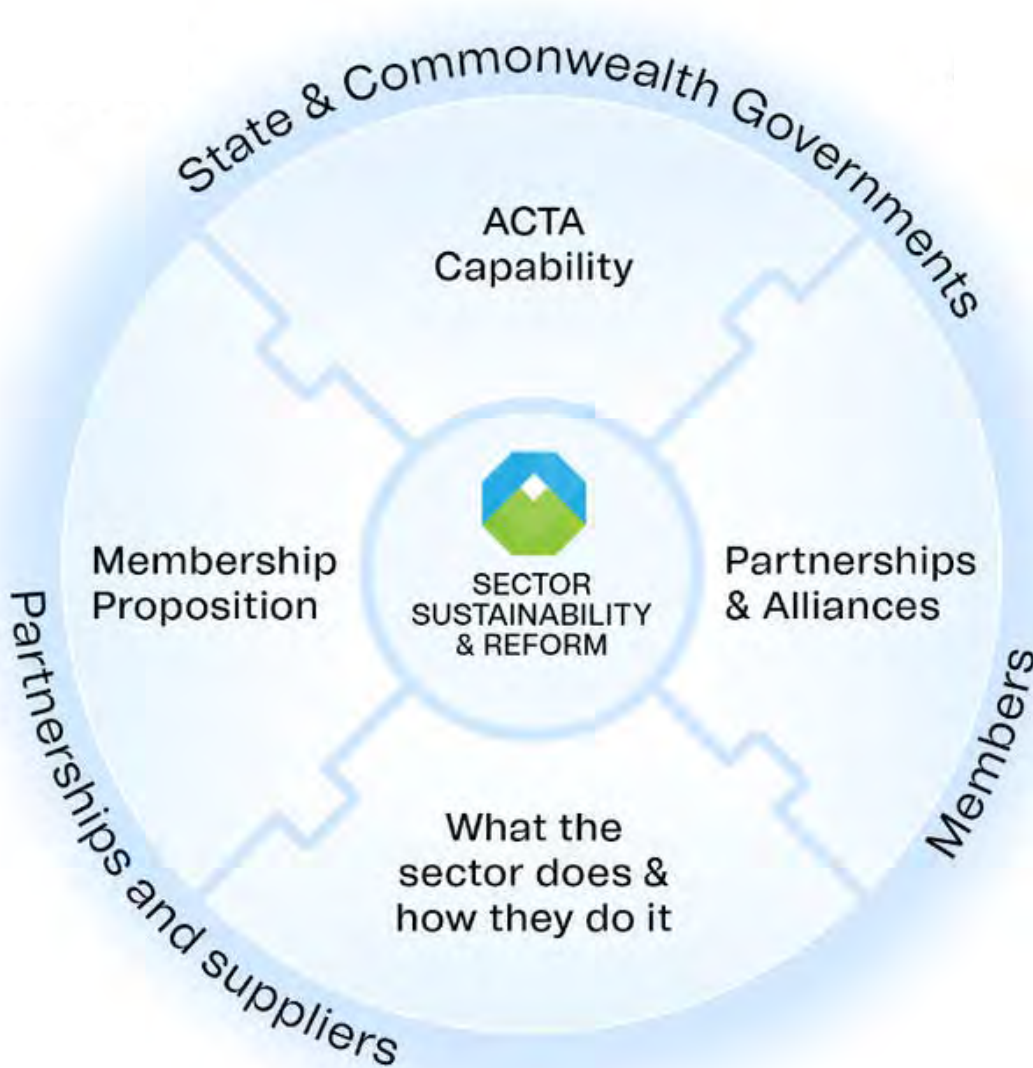


Australian Community Transport Association



STRATEGIC PLAN

Strategic Plan 2023-2025





STRATEGIC PLAN

Strategic Summary 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.





QUEENSLAND REPORT 2022-2023

It is pleasing to write this year's report without having to rehash the previous cycles of COVID. Whilst the country and world start to break free from the restraints of the past years, there have been and still are many obstacles that the sector continues to endure.

Workforce needs, especially volunteer numbers, have not returned to pre-COVID numbers and all reports suggest this is unlikely to occur. This places additional costs in employment to deliver the same services. The employment issues are not just a concern for our sector but many others also. Compounding the community transport issues, the taxi industry is also facing workforce shortages, which in turn is placing additional stress and stretch to community transport providers.

As everyone grapples with the world reopening vehicle availability and access, acceptable order, and delivery times continue to affect the transport sector. The lack of availability consequently pushed up the price of vehicles, in particular second-hand vehicles.

Queensland attendance numbers at the National Conference from both providers and government attendees was extremely encouraging and the conference itself was widely praised. This will only improve as more people continue to engage with ACTA representatives, both locally and interstate.

This year has also seen the State Government (Department of Communities) award 5-year contracts to deliver services to those Under 65. This commitment from the State Government provides security for the community transport providers, but more importantly the communities in which they provide services to. This assurance also acknowledges the work undertaken by the community transport providers for the government to recognise the cost commitment on short term contracts. A win, win for all.

Queensland community transport providers are excited that the ongoing discussions at a federal level will lay the platform for a consistent and equitable funding arrangement that will allow future investment and security into the community transport sector. We are also extremely positive that the work ACTA is doing and has done to assist in providing the right funding model, is being listened to and sought from the Department.

Terry O'Toole,

ACTA Board Director



Australian Community Transport Association



NEW SOUTH WALES REPORT 2022-2023

It is that time of year again to take stock and consider all that has been achieved across the past year for our clients and communities. As you know, community transport providers provide crucial services to people across the State.

Throughout the last year the Australian Government has continued to explore Aged Care reforms and funding, the proposed funding model for the Support at Home Program, designed to replace the existing Commonwealth Home Support Program, Home Care Packages and short-term restorative care funding programs. This transition, reform and change continues, and significant work has been undertaken by ACTA to ensure the change is good for the sector and our communities. ACTA has been busy looking for solutions and ensuring government understand the community transport sector. Without this understanding, policy will not meet the needs of anyone. Thankfully the government have listened and engaged in useful dialogue.

Work continues to strengthen relationships, elevate the community transport voice, the capability and resilience of the industry, and to make a positive impact on the equitable transport sector through partnership, engagement, and advocacy.

Work also continues around the Identified Challenges/Risks for NSW Community Transport Sector:

- Transport as it sits as an accessible service within the NDIS, continues to be a challenge for CT providers,
- The sector continues to experiment with the concept of MAAS[MC1] and on-demand services,
- The sector also continues to research and review viable technology solutions for community transport,
- Elimination of the Regional Seniors Travel Card, one of the programs designed to respond to transport disadvantage in Rural and Regional NSW,
- The recruitment of volunteers and ensuring that they are not required to have micro-credentialing and minimum training, as this would be a disincentive for many volunteers who are retired.

We are aware there are core issues such as, the NSW Point to Point Transport levy which community transport providers are required to pay on all non-TfNSW funded trips is about to increase to \$1.20 per trip, up from \$1.00. This is a significant increase that service providers must pay for all their Home Care Package, NDIS, private and direct contract clients.

ACTA looks forward to working with all organisations in NSW, as together, with one strong voice we can deliver the outcome we need. Please let us know your concerns as they arise.

Rachel Thompson,

ACTA Board Director, NSW



Australian Community Transport Association



ACT REPORT 2022-2023

The Aged Care Reform Agenda remained the key focus for ACT community transport providers, along with the intersection of other service areas that many of the organisations provide under the current CHSP grant agreements.

The ACT Aged Care Network, that is open to all providers of aged care services in both residential and community care services, secured a face-to-face presentation from the Department of Health and Ageing in November 2022. Presentations were provided by the Assistant Secretary, Residential Care Funding Reform Branch regarding the Australian National Aged Care Classification (AN-ACC) model and updates on the proposed Support at Home Program by the Assistant Secretary Support at Home Reform Branch. Both presentations while extremely valuable, created many questions relating to flexible funding models for community aged care services, particularly in transport services. ACTA was acknowledged by the Department during the Support at Home presentation for the level of expertise and engagement being provided to them in understanding the complexities that surround transport services across the county.

Again, providers welcomed a further extension to the Support at Home Program commencement through to July 2025. This in effect allows for a nationally considered and tested transport funding model to be reached and implemented that will be seamless for providers and aged care consumers.

The ACT Regional Community Service – Transport Project Group hosted a roundtable of service providers across the aged and community care sectors to inform some of the consultation work that they are doing to identify more broadly, gaps in transport services to the community. Findings of the project will be used to guide and influence local Government policy and identify improved service options for funding.

Commissioning activities at a local level continued throughout the reporting period. In April 2023 the ACT Health Directorate commenced its Commissioning process for three sub sector community programs, inclusive of health-related transport services under the Community Assistance Support Program. Results of the Commissioning process were due to be released at the time of writing, with some change anticipated overall.

General changes to provider members of the ACT Transport Working Group continued throughout the year and in February 2023 I stepped down as Chair of the ACT Transport Working Group after a long tenure that had seen much continued change and reform across service sectors. I remain as the ACT ACTA Representative and will continue to work closely with providers in the quest for accessible and equitable community transport services across the ACT.

I extend my thanks to all members of the ACT Transport Working Group members and to ACTCOSS for their continued secretarial support throughout the year.

The next 12 to 18 months in terms of service funding models and an effective reform transition plan are extremely important to the sector and we look forward to the potential of new and effective service opportunities that are ahead.

To Cochrane,

ACTA Board Director, ACT



Australian Community Transport Association



VICTORIA REPORT 2022-2023

Aged Care reform continues to be high on everyone's agenda and the VTCTA Board have worked hard to support national advocacy on the issues arising from the varying funding models being proposed for community transport.

The exit of Councils from aged care service provision in Victoria was also noted, not something that is being seen in other states. Our sector continues to morph and change as reform gets nearer and there have been some worrying trends from the Commonwealth in response to the exit of Councils with community transport contracts being given to non-community transport provider agencies.

We received the first political state recognition of community transport with a \$100,000 grant being allocated to VTCTA for 2023-2024. This will be spent on capacity building and support of the sector, and importantly, mapping community transport in Victoria. This mapping work will be critical to our future in defining what is community transport compared to other forms of transport, the reach of this supported transport model in Victoria and the nuances of models of service delivery. It will also map who remains providing this important service and advise state policy.

The impact of changes in volunteering trends remains a priority and the provision of excellent recruitment collateral and support will benefit members in 2023-2024.

The VTCTA directors met to refresh the VTCTA strategy but the board has not progressed this work as new directions have emerged with state community transport peaks agreeing to merge with ACTA to create a singular peak with state representation. It is clear from these strategic directions of the VTCTA that there is a synergy with the strategy of the national peak. The Board have been diligently reviewing models for a similar relationship with ACTA ensuring the interest of Victorian and Tasmanian members remains and that state-based action and advocacy remain possible under any potential scenarios.

I look forward to a strong and vocal peak progressing workable solutions in the aged care reform process and to the continued support of the Victorian government for community transport.

Prue Dimitry,
ACTA Board Director



Australian Community Transport Association



TASMANIA REPORT 2022-2023

It is with pleasure that I report on the 2022/23 year, as it marks a period where we, as a sector and community moved away from a COVID operating environment to an environment where we again focus solely on sustainably growing the sector to meet the growing demand for services.

Members from Tasmania reported steady demand growth throughout the year across both the Commonwealth Home support Program (CHSP) and the State Home and Community Care program (HACC).

Volunteer engagement remains a significant issue for the sector and an issue that is mirrored across the country. That said, it was great to see many volunteers returning to the sector along with a new cohort of Tasmanians wishing to provide transport support to the target population.

On behalf of the Tasmanian members' organisations I would like to take this opportunity to thank all consumers and passengers, whether accessing our community transport for the first time or a regular user. I know I speak on behalf of the entire sector in Tasmania when I say your general patronage and confidence in the service is extremely rewarding and we thank you for your ongoing trust and continued engagement.

The ongoing federal reform agenda continues to absorb a significant amount of time for providers to ensure we remain across any proposed change, especially those affecting consumer eligibility, their corresponding service assessment levels, and the sectors capacity to deliver sustainable service levels into the future.

We have now moved passed the then Federal Liberal Government's January 2022 paper which proposed a new Home Care Program to the now Labor Government discussion paper – A new Program for In-Home Aged Care, released in October 2022. Many of the key themes were carried into the updated paper however, in the case of transport, there has been greater acknowledgement and more specific confirmation that grant/block funding is a requirement for transport.

This position was strengthened in the most recent Federal Budget, with the government announcing they will be delaying any change for a further 12 months by pushing out the commencement of a new Support at Home program to 1 July 2025, in order to provide additional time to consult and refine program design.

Through ACTA the sector's relationships with the commonwealth government remain very positive. Through the support of ACTA the commonwealth provided additional grants throughout the year to support the sector through what has been a fiscally challenging period, driven primarily by inflationary pressures. Importantly, and in recognition of these challenging times, the commonwealth has addressed these issues by announcing increased funding indexation for the coming year.

Thank you must be extended to the Victorian and Tasmanian Community Transport Association (VTCTA) for their collective work and support over the year. I would like to also acknowledge Vivian Cunningham-Smith who stepped down as the Victorian ACTA Director to focus on local state issues throughout the year and Prue Dimitry for taking over as the Victorian State Director. A special thank you must also be afforded to the ACTA board, Chair David McDonald and newly appointed Executive Officer, Murray Coates for again guiding the sector through another year.

Lyndon Stevenson,

ACTA Director, TAS



Australian Community Transport Association



WESTERN AUSTRALIA REPORT 2022-2023

The 2022/23 financial year can be characterised as a time of ‘focus’ and ‘refresh’. ‘Focus’ in relation to developing a longer term approach to the development of the sector, and participant organisations in the state, and a ‘refresh’ in terms of the relationship with other state-based community transport organisations across Australia.

One of the key highlights of the year was engaging with other members at the annual Community Transport Association Conference held in Melbourne. Significant partnerships with the federal Government on funding, coupled with the further development of the strategy work with other Board Directors was useful as ACTA embarks on unifying the sector and advocating for a sustainable funding model which recognises the positive impact community transport has on the needs of the individual.

While a Board meeting was not held in WA during the financial year, it is hoped that one will occur next financial year. However at a minimum, it is anticipated that the ACTA Chair and Executive Officer will meet with current and prospective members in the state as we continue to consolidate the membership group and engage with key stakeholders across WA.

I look forward to continuing the work of ACTA for the state as we continue to implement elements of the ACTA strategy over the next three to five years.

Stephen Cummins,
ACTA Board Director, WA



Australian Community Transport Association



SOUTH AUSTRALIA REPORT

2022-2023

As your SActa chair I am pleased to report that your committee have had a most productive year regarding positive advocacy work on your behalf for our community transport sector. Despite the constant strain on time, limited resources, and overall member support, your small but resilient committee have powered on. This has resulted in some positive outcomes, culminating in our June meeting with three influential SA Ministers being Hon. Tom Koutsantonis – Minister for Transport and Infrastructure, Hon. Nat Cook – Minister for Human Services, and Hon. Chris Picton – Minister for Health and Wellbeing. Tammy Shepherd should be congratulated for her persistency on this outcome as we have worked together on this matter since November 2022.

Other highlights include our participation at the annual “My Life Choices” Disability, Ageing, and Lifestyle Expo at Wayville in October 2022. We were so proud to be an exhibitor at this event representing our community transport members. At times it was a little overwhelming with the number of enquiries we were receiving from participants at the event who were transport disadvantaged, and clearly in need of our services. There is no doubt that there remains a lack of awareness within several of our community transport coverage areas. Additionally, many potential clients are just not familiar with the services that we can provide under our funding agreements.

It is most pleasing to see our good friends at the Department of Human Services continuing to proactively engage with us on a regular basis. It was great to see Michelle Ingrames as a DHS representative at the 2023 ACTA National Conference in Melbourne in June 2023. As you are all aware, Michelle regularly participates at our CPN meetings whilst Mia Zaccardo provides useful information to us via the DHS CPN Newsletter updates. The communication lines between community transport and DHS are strong, professional, and transparent, a great place to be.

SActa was well represented at the 2023 ACTA National Conference with three of your committee members making their own way to Melbourne. The conference was an outstanding success, the best one yet regarding its overall success via both good participants and sponsorships well exceeding our budgeted numbers. The quality of speakers (local, national, and international), informative and useful content was extremely well received. The survey feedback responses were well into the 80% plus positive category. It was a very positive indicator for our cause to have Dr. Nick Hartland PSM First Assistant Secretary of the Home and Residential Division, Ageing and Aged Group, Department of Health, and Aged Care as the keynote speaker.

He gave many vital insights into the future flexible, national funding model that ACTA have been proactively working on with the Department.

As both Nick Hartland and Corey Irlam, Deputy Chief Executive COTA Australia indicated, community transport needs only one national peak voice which is ACTA, strongly supported by SActa and its other members.

I hope that you have continued to enjoy reading our quarterly SActa newsletters which have been packed with useful and informative information for our members. Much work goes into the preparation of these communications for the benefit of our members.



Australian Community Transport Association



SOUTH AUSTRALIA REPORT 2022-2023

Several member survey initiatives were undertaken throughout the year, and we were most disappointed with the lack of responses. These surveys were initiated on behalf of all members to provide useful information to be used in our advocacy work on your behalf. Nevertheless, your committee has battled on with whatever beneficial information we could gather on your behalf.

Sadly, it is expected that this will be the last Chair report that I write on behalf of SActa should the special resolution to perform a voluntary wind up be successful at our 2023 AGM. This is as per the SActa Constitution Clause 8.7 whereby a Special Resolution has been sent to all members specifying the purpose of the intended voluntary wind-up. This is also in accordance with the Associations Incorporation ACT 1985, Clause 41 (1) (b) Voluntary Wind-Up and Clause 41 (6).

As discussed previously, it is now felt that SActa has served its initial purpose of advocacy for members and that its members would now be better served by being direct members of ACTA, the national community transport peak body. This would certainly prove to be a far more efficient way of operating and would also take much of the strain away from the current committee who have been short on resources and much needed support.

Should this move via a special resolution, which the Committee strongly endorses, prove to be successful, all current financial members of SActa would automatically become current, financial members of ACTA.

I would like to acknowledge and say a big heartfelt thank you to the following committee members who had resigned throughout the past year. Those being, Laura Lewis (Treasurer), Lyn Forster (retired) and Georgina Bracken who both served as committee members. Their contribution and efforts were all greatly appreciated and valued.

It was most encouraging to have Kathy Binks put her hand up to be our new Treasurer where she has performed admirably. The welcome addition of Sarah Hollamby, we were also most grateful for.

It has been my pleasure to serve as your Chair over recent years and I thank our members for the opportunity to do so. Rest assured, I will continue to advocate in the best interests of all community transport providers in South Australia and across Australia in my current role as Chair of ACTA.

David McDonald,

SActa Board Director, Chair



Australian Community Transport Association



NORTHERN TERRITORY REPORT 2022-2023

Community Transport NT in 2023

There is nothing consistent about the model of community transport in the NT and remote community transport is NOT Sustainable without increased funding -

- Extreme difficulty recruiting drivers for CPV Services - those requiring H Endorsement (affects Greyhound Services and all Commercial Passenger Transport Services in the NT),
- Difficulty attracting and retaining staff in any service or government department in remote areas,
- Lack of housing for anyone not employed by government (professionals/ workers/ everyone else),
- Volunteers few and far between and getting older,
- Rising costs of fuel,
- Lack of mechanics/ suppliers of parts/ auto electricians/ no crash repairers/ only 1 tyre shop..... makes maintaining a fleet in good order extremely time consuming, costly and increasingly impossible,
- NTG Levy per trip \$0.91 on all trips door-to-door minibus services,
- MVR – mostly closed. Not everything can be done on line,
- Lack of face-to-face banking services – meaning lots of people struggling to access money on a daily basis,
- Growing anti-social behaviour/ vandalism/ drunkenness/ vehicle theft and damage,
- Rising cost of living – food and power/utilities,
- Vulnerable populations - no money for transport or expectations that it will be free,
- Elder Abuse and assaults on elderly and vulnerable on the increase,
- Reporting requirements, invoicing and maintaining quality standards – adding to Administrative costs.

Georgina Bracken,

ACTA Board Director, NT

Coordinator, Tennant Creek Transport



ACTA

Australian Community Transport Association

AUDITOR'S REPORT 2022-2023



Directors

Dean Withers, CA
Michael Fairlie, CA

Associates

Peter Whitehead, FCA
Janine Thornley, CA

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 2023, 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 2023 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.

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AUDITOR'S REPORT 2022-2023

Cont'd

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 Australian 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 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 case 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.

WITHERS ADVISORY

Chartered Accountants



Peter K. Whitehead - FCA

Dated this 7th day September 2023

Frewville, South Australia



Australian Community Transport Association

BALANCE SHEET 2022-2023

Balance Sheet

AUSTRALIAN COMMUNITY TRANSPORT ASSOCIATION LTD

As at 30 June 2023

	30 JUN 2023	30 JUN 2022
ASSETS		
Bank		
Business extra	130,716.54	36,282.61
Business online saver	18,476.22	18,322.91
Total Bank	149,192.76	54,605.52
Current Assets		
Accounts Receivable	7,975.00	-
Prepayments	2,106.00	2,218.33
Total Current Assets	10,081.00	2,218.33
Fixed Assets		
Computer Equipment	1,356.14	-
Less Accumulated Depreciation on Office Equipment	(113.00)	-
Total Fixed Assets	1,243.14	-
Non-current Assets		
Accumulated Depreciation - Website	-	(4,775.00)
Website	-	4,775.00
Total Assets	160,516.90	56,823.85



Australian Community Transport Association

BALANCE SHEET Cont'd

LIABILITIES		
Current Liabilities		
Accounts Payable	36,432.27	-
Accrued expense	-	270.00
GST	7,492.08	(1,201.69)
Total Current Liabilities	43,924.35	(931.69)
Total Liabilities	43,924.35	(931.69)
NET ASSETS	116,592.55	57,755.54
EQUITY		
Current Year Earnings	58,837.01	21,341.53
Retained Earnings	57,755.54	36,414.01
Total Equity	116,592.55	57,755.54

PROFIT AND LOSS 2022-2023

Profit and Loss

AUSTRALIAN COMMUNITY TRANSPORT ASSOCIATION LTD

For the year ended 30 June 2023

	2023	2022
Trading Income		
Donation Received	20,864.80	25,000.00
Interest Income	153.11	4.11
Other Revenue	118,164.50	-
Sales	48,318.18	8,100.00
Total Trading Income	187,500.79	33,104.11
Gross Profit	187,500.79	33,104.11
Operating Expenses		
Audit Fees	-	560.00
Consulting & Accounting	45,280.26	6,480.00
Depreciation	113.00	-
General Expenses	27.00	-
Insurance	2,218.65	2,120.22
Legal Expenses	611.00	198.00
Meeting Expenses	6,370.89	864.71
Memberships & Subscriptions	1,149.52	1,916.19
Office Expenses	-	311.37
Printing & Stationery	11.27	-
Training/Conference cost	70,747.81	-
Travel - National	2,134.38	32.09
Total Operating Expenses	128,663.78	11,762.58
NET PROFIT	58,837.01	21,341.53

DIRECTOR'S DECLARATION

STATEMENT BY DIRECTORS

The directors of the company declare that:

1. The financial statements and notes are in accordance with the Corporations Act 2001, and
 - (a) Comply with Accounting Standards and the Corporations Regulations, and
 - (b) Give a true and fair view of the company's financial position as at 30 June 2023 and of its performance for the year ended on that date,
2. In the directors' opinion, there are reasonable grounds to believe that the company will be able to pay its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the Board of Directors.

 - Chair

Director

 - Treasurer

Director

Dated: September 2023



Australian Community Transport Association



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