

better planning: better services

The PTA's *Strategic Plan* is aligned with the State Government's *Better Planning: Better Services* (November 2003) strategic planning framework for the WA public sector.

The PTA identifies those strategic outcomes specified in *Better Planning: Better Services* that relate most closely to its own business. These strategic outcomes are reported below, along with the obligatory reporting requirements specified in the *Western Australian Public Sector Annual Report Framework for 2005/06*.

This section summarises the significant developments and should be read in conjunction with other information presented throughout the annual report.

People and Communities

Goal 1: To enhance the quality of life and wellbeing of all people throughout Western Australia.

Strategic Outcomes Relevant to the PTA

Government Strategic Outcome	Applicable PTA Outcome*	Significant Developments in 2005/06
6. Safe and secure Western Australian communities	I	<p>In the metropolitan area, the PTA maintained its efforts to provide safe and secure transport services by rail, bus and ferry (see detail in the next item below). In these efforts, it worked closely with State Government and the WA Police.</p> <p>It conducted its annual research of passengers' perceptions about their safety (see Transperth in this Annual Report).</p> <p>In regional WA, the PTA resolved to put in place protocols detailing the increased levels of security which are to apply as the Federal Government changes the level of security alert. This is anticipated to include pre-departure checking of trains and road coaches.</p>
8. Enhanced safety, security and wellbeing of the vulnerable within our community	I and 2	<p>The recommendations of a 2005 functional review of safety were progressively implemented through the newly established Safety and Strategy Directorate. Safety improvements will benefit the travelling public and the PTA's own staff.</p>

Government Strategic Outcome	Applicable PTA Outcome*	Significant Developments in 2005/06
		<p>Passenger security on the Transperth train network was increased with the completion of the Urban Securities Initiative Project, with its 622 closed circuit television cameras, a central facility for real-time monitoring of CCTV images and emergency/information booths on stations. There were also 191 Transit Guards as well as other security personnel deployed. Counter-terrorism training was conducted for staff across the organisation.</p>
<p>10. A positive difference to the lives of people with disabilities, their families and carers</p>	<p>4</p>	<p>High disability standards continued to be progressively implemented in the PTA's infrastructure. These are applied during construction and redevelopment work. Twenty-one of the 59 stations on the suburban train network provide independent access to people with disabilities.</p> <p>Transperth uses fully accessible trains and ferries, and almost half the bus fleet is now also accessible to people with disabilities. Generally, accessible buses are used on off-peak services, so that 60% of total bus service kilometres were provided by accessible buses in 2005/06.</p> <p>In the regions, Transwa's latest trains and all road coaches are designed to meet the needs of people with disabilities.</p>

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Government Strategic Outcome	Applicable PTA Outcome*	Significant Developments in 2005/06
16. Accessible and reliable public transport	4	74% of street addresses within the Perth public transport system are within 500 metres of a Transperth stop providing an acceptable level of service. (An acceptable level of service is defined as an hourly service with at least three trips at 20-minute intervals in the peak-flow direction in the morning and afternoon.)
17. Vibrant communities that enhance and promote safety, a sense of openness, walkability, our cultural diversity and the Western Australian lifestyle	1 and 3	<p>Public transport continued to contribute to this outcome particularly through train and bus rich stations which encourage local transit-oriented development (TOD). The PTA continued its representation on the Government's TOD committee and undertook TOD-related planning on railway and bus stations in its capital works program.</p> <p>The Government's <i>Building Better Train Stations</i> program saw the completion of Thornlie Station during the year, and planning for upgrades of Kelmscott, Maddington and East Perth stations.</p>

Obligatory reporting requirements relevant to the PTA

<p>Disability Access and Inclusion Plan (DAIP)</p>	<p>The PTA continued to strengthen its relationships with disability support agencies to improve access to public transport for people with disabilities. It began developing the DAIP for 2006-2010. (See Transperth in this Annual Report for additional information.)</p>
<p>Cultural Diversity and Language Outcomes</p>	<p>Cross-cultural awareness training was provided for front-line staff, including Transit Guards, to equip them with the skills and knowledge necessary to work and effectively communicate in a socially diverse environment.</p> <p>When passengers whose first language is not English call the PTA call centre, their call can be transferred to the Commonwealth Government's Translating and Interpreting Service (TIS). The PTA also promotes the TIS number on all its relevant brochures and websites.</p>
<p>Youth Outcomes</p>	<p>From October 2005, the Government fulfilled its 2005 election commitment to offer a 50 cent student fare to secondary and primary school students on all State Government controlled/subsidised public transport services in Perth and regional centres.</p> <p>In relation to employment, the PTA continued its graduate recruitment program across a range of technical and non-technical disciplines. Vacation employment for engineering students was provided over the summer break.</p> <p>Three business traineeships were implemented across the PTA. Apprenticeship opportunities were created and work experience for pre-apprentices was trialled.</p>

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The Economy

Goal 2: To develop a strong economy that delivers jobs, more opportunities and greater wealth to Western Australians by creating the conditions required for investment and growth.

Strategic Outcomes relevant to the PTA

Government Strategic Outcome	Applicable PTA Outcome*	Significant Developments in 2005/06
5.A workforce which reflects State's diverse population	2	<p>Strategies were implemented in the accordance with the <i>Equity and Diversity Management Plan 2004 - 2006</i>. The plan was being reviewed and updated in line with the new diversity objectives outlined in the Government's <i>Equity and Diversity Plan 2006 - 2009</i>.</p> <p>The organisation maintained its corporate objective to promote diversity and equity.</p> <p>The PTA targeted recruitment at diversity groups, particularly during mass recruitment drives.</p> <p>The <i>Building Capability Workforce Planning Strategy Report 2004 - 2006</i> was implemented, with further workforce planning sessions underway for the 2007 - 2009 plan.</p>
8. Greater economic infrastructure that facilitates new development	7	<p>The direct freight rail loop line into North Quay at Fremantle was completed, allowing freight trains to access the port without having to shunt through the former Leighton Marshalling Yard. The Leighton yard tracks were being removed, allowing the rehabilitation and redevelopment works to begin.</p>

Government Strategic Outcome	Applicable PTA Outcome*	Significant Developments in 2005/06
		<p>Planning for the redevelopment of the Kewdale Intermodal Terminal continued, with stage I construction due to commence in the first half of 2007. The site, leased to Pacific National Ltd, is the major intermodal terminal for interstate rail freight in the Perth metropolitan area. The railway portion of the Geraldton Southern Transport Corridor was completed (see The Regions below).</p>
14. Social infrastructure such as schools, health, facilities and recreational areas built and maintained to a high standard	6	<p>Infrastructure produced under the New MetroRail project and the <i>Building Better Train Stations</i> program, as well as other projects, is built and maintained to high levels of safety, service and amenity.</p>

The Environment

Goals 3: To ensure that Western Australia has an environment in which resources are managed, developed and used sustainably, biological diversity is preserved and habitats protected.

Strategic Outcomes relevant to the PTA

Government Strategic Outcome	Applicable PTA Outcome*	Significant Developments in 2005/06
3. Effective contributions to global efforts to reduce greenhouse emissions	3	<p>The PTA continued to implement its <i>Sustainability Action Plan</i> throughout the year.</p> <p>The PTA assisted the Department for Planning and Infrastructure in its research project into hydrogen-powered buses.</p>

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Government Strategic Outcome	Applicable PTA Outcome*	Significant Developments in 2005/06
		<p>Delivery continued of new ('B'-series) suburban railcars which are 20% more energy efficient than their predecessors.</p> <p>The Government announced that, during 2006/07, 78 Transperth buses (about 7% of its fleet) will trial bio-diesel. The buses will operate on B5 fuel, which contains 5% bio-fuel.</p>
12. High level of urban air quality	3	The PTA continued its program to replace diesel-fuelled Transperth buses with compressed natural gas buses.

Obligatory reporting requirements relevant to the PTA

Waste paper recycling	<p>Waste paper continued to be collected for recycling from the Public Transport Centre in East Perth under contract. During 2005/06, waste paper recycling programs commenced at Transperth's operations at Claisebrook and Nowergup Railcar Depots, and at Perth, Fremantle, Currambine, Armadale and Midland train stations.</p>
Energy Smart Government Policy	<p>The PTA is a voluntary participant in the Energy Smart Program. Its Public Transport Centre (PTC) in East Perth is the principal energy consumer of the PTA's locations.</p> <p>Over the last four years, the PTC has achieved a reduction in energy consumption of 21.6%. This compares with the Government's Energy Smart objective of 12% by 2006/07.</p> <p>The PTC's energy performance in 2005/06 was:</p> <ul style="list-style-type: none"> • Total energy consumption 4,681,111kW (16,852,000MJ) • Total energy costs \$436,879 – a reduction of \$54,883 or 11.2% on 2004/05 • Total greenhouse gas emissions 5,347 tonnes • Rate of energy consumption 19,919MJ/person/annum (1,081MJ/m2/annum).

The Regions

Goal 4: To ensure that regional Western Australia is strong and vibrant.

Strategic Outcomes relevant to the PTA

Government Strategic Outcome	Applicable PTA Outcome*	Significant Developments in 2005/06
3. Effective government service delivery to regions that is responsive to the needs of diverse communities	4	The PTA continued to provide reliable, safe and modern transport services to regional WA through Transwa, Regional Town Bus Services and School Bus Services.
5. Improved regional infrastructure	7	The railway portion of the Geraldton Southern Transport Corridor was completed in September of 2005 providing a new rail connection to the Port of Geraldton. The rail infrastructure on the old alignment along the Geraldton foreshore was removed allowing the redevelopment of the town beach to commence.

Obligatory reporting requirements relevant to the PTA

Regional Development Policy	<p>Transwa regularly reviews its services to ensure they continue to provide the best possible public transport service within the normal budgeting constraints.</p> <p>During 2005/06, possible changes to South West services were considered and, during 2006/07, Transwa will work closely with South West communities on implementing changes which will better serve the needs of the community.</p>
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Governance

Goal 5: To govern for all Western Australians in an open, effective and efficient manner that also ensures a sustainable future.

Strategic Outcomes relevant to the PTA

Government Strategic Outcome	Applicable PTA Outcome*	Significant Developments in 2005/06
1. Co-ordinated, integrated high quality service delivery to the community	4	The PTA continued to provide an integrated bus, train and ferry service in the metropolitan area and in regional towns as well as school bus services.
3. Whole of Government approaches to planning, decision making and resource allocation	6	The PTA <i>Corporate Plan 2006 - 2010</i> was developed to incorporate the State Government's <i>Better Planning: Better Services</i> strategic goals, Government priorities and portfolio directions.
7. Increased use of Information Communications and Technology to provide better service to the community	6	<p>The PTA increased its use of the internet to inform its passengers and the community. The number of people registered with Transperth's TravelEasy email service increased by 56% to 32,730 in 2005/06.</p> <p>The PTA worked to maximise accessibility to information on its websites by people with visual impairment including through the greater use of html. (This annual report is presented in both html and downloadable pdf formats.)</p>
10. An efficient Government sector that provides value for money service delivery	5	The PTA continued to provide the State's metropolitan and regional public transport through competitively tendered, value-for-money contracts, and its own professional staff recruited and trained to deliver quality customer services.

13. Appropriate and competitive pricing regimes for public goods and services	5	The Government continued to maintain public transport fares at an affordable level by restricting fare increases to the change in CPI. Transwa fares are established by the State Government to ensure affordability for regional West Australians.
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Obligatory reporting requirements relevant to the PTA

Equal Employment Opportunity Outcomes	<p>PTA maintained EEO performance objectives. The representation of several target groups was higher than Government sector-wide objectives. Other outcomes included:</p> <ul style="list-style-type: none"> • Increase in access to parental leave and flexible return to work arrangements. • A diversity survey sent to all employees to update diversity data. • Continued provision of contact officer network and peer support program. • Establishment of PTA women's network.
Evaluations	<p>The PTA undertakes routine evaluations of all capital expenditure projects. There were no significant strategic evaluations that impacted on the long-term performance of public transport infrastructure and services in the year.</p> <p>A survey of all PTA employees was held during the year, revealing a significant advance in all key measures of engagement.</p>
Information Statement Reporting of Record Keeping Plans	<p>In accordance with Section 94 of the Freedom of Information Act, the <i>Information Statement</i> was developed for placement on the PTA website. It was subsequently adopted in August 2006.</p> <p>The PTA's <i>Record Keeping Plan</i>, approved in 2004 by the State Records Office, will be reviewed in 2009.</p> <p>The PTA conducted record keeping awareness for staff, particularly new employees.</p>
Compliance with Public Sector Standards and Ethical Codes	<p>PTA policies were in place for all Human Resource Management (HRM) Standards.</p> <p>An external human resources audit identified no gaps.</p> <p>The PTA maintained its Grievance Resolution Policy.</p>

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	<p>The organisation's Code of Ethics and Code of Conduct Overview were provided at all Corporate Inductions and at Transit Guard refresher training sessions.</p> <p>PTA did not breach any of the Standards in HRM during 2005/06.</p> <p>Feedback from OPSSC Human Resources Standards, Ethics and Equal Employment Opportunity survey was actioned.</p>
Public Interest Disclosures	<p>The Manager Corporate Issues and Compliance is the Public Interest Disclosure officer for the Authority and is responsible for receipt of disclosures of public interest information.</p> <p>The PTA first prepared and published Public Interest Disclosure internal procedures in 2004. During 2005/06, it raised awareness of the Public Interest Disclosure Act 2003 and of disclosure-making through staff inductions, the intranet and posters. Additionally in 2006/07, it will use the intranet to promote public interest disclosure procedures and make presentations to PTA Executive members and complaints grievance officers.</p>
Advertising and Sponsorship	See Electoral Act 1907 - Section 175ZE in this Annual Report.
Sustainability	<p>The PTA's 5-year <i>Sustainability Action Plan</i> was submitted in February 2005. The plan outlines a number of priority areas to maximise sustainability during the planning, development and operations of its integrated public transport system. The plan also encourages PTA staff to actively participate in activities that make a contribution towards a better future. These activities include energy conservation, recycling, fundraising, travel by public transport and occupational safety and health.</p> <p>The PTA continued to work with relevant external parties to identify opportunities to maximise sustainability during the development and planning of transport services. This includes:</p> <ul style="list-style-type: none"> • Transit Oriented Development (TOD) planning • Integration of infrastructure for pedestrians and cyclists • Protection and restoration of local air, water, soils, flora and fauna

	<ul style="list-style-type: none"> • Services to assist people with disabilities <p>Highlights of the implementation of the PTA's <i>Sustainability Action Plan's</i> priorities for 2005/06 include:</p> <ul style="list-style-type: none"> • Development and implementation of its environmental management system after wide consultation within the organisation • Appointment of a sustainability coordinator • Implementation of an environmental induction program • Conduct of an energy audit and building greenhouse rating • Conduct of a water audit and workshop with Water Corporation • Start of bio-diesel bus trials <p>Many objectives and priorities of the <i>Sustainability Action Plan</i> are integrated into other PTA initiatives, for example:</p> <ul style="list-style-type: none"> • Accessibility for people with disabilities • SmartRider ticketing system • Gas-fuelled Transperth buses • <i>Building Better Train Stations</i> program • New MetroRail project • <i>Disability Access and Inclusion Plan</i> • Reducing greenhouse emissions • High level of urban air quality • Waste paper recycling • Energy Smart Government
Corruption Prevention	<p>PTA is committed to risk management (in accordance with Treasurer's Instruction 825) and worked closely with its insurer RiskCover to meet best practice standards across the whole organisation, as defined in AS4360 "Risk Management". The Audit Committee has in place an annual plan to ensure that internal controls identified to minimise risk are effectively applied. The PTA's Procurement Policies and Procedures are accredited to ISO9001.2000 and subject to regular audit. These measures, whilst not specifically designed to prevent corruption, provide a culture of sound governance and effectively minimise the risk of corruption.</p>

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***The PTA's outcomes are:**

1. An extremely high safety standard
2. A committed workforce prepared for current and future needs
3. Increased use of public transport
4. Customers are satisfied with the quality of services
5. A cost-effective service
6. Effective organisational management
7. The long-term value of the freight rail corridor is protected and the railway remains fit for purpose during and after the current lease
8. Residual freight issues managed effectively



Jonathan Beninca's media interviews and school visits were a prominent feature of the PTA's track safety and behaviour program. Jonathan lost an arm and leg while trespassing on tracks as a teenager.



This simulator was central in training new drivers such as Eddie McGrath for the new Southern Suburbs Railway.

I. Rail Safety

Accreditation

The organisation demonstrated continued compliance with the requirements of the Rail Safety Act 1998 and rail safety accreditation as an owner and operator of a railway.

Safety Standards and Measures

The newly formed PTA Safety and Strategy Directorate created a business plan to address the requirements of the existing Australian Standard AS4292.1 and the 2006 replacement Standard. The

report addressed the requirements of the new Standard and the implementation of the changes was submitted to the Director Rail Safety in accordance with legislative compliance.

Since the inception of the new directorate, a more integrated approach has been developed to address rail safety and OSH requirements. The objective of the above work is to ensure legislative compliance and achieve corporate

governance requirements. There is a program of work that is continuing which will also embrace the legal rail reforms expected to be introduced in 2007.

Compliance Inspections and Reporting

The annual rail safety compliance audit was conducted by the Office of Rail Safety in November 2005 and a report was issued on 22 December 2005. The Rail Safety Audit found seven non-compliances and 23 observations, compared to 11 non-compliances and 23 observations the previous year. All but one 2005 non-compliances and observations were closed out at 30 June 2006. The remaining one was closed out subsequently. There were no directions issued to undertake remedial safety work as a result of a safety compliance inspection.

The PTA Annual Safety Report to the Director Rail Safety dealing with the general conduct of railway operations for the year ended June 2005 showed there were 605 notifiable occurrences reported (Category A and Category B). Notifiable occurrences are defined in the Rail Safety Regulations 1999 as Category A (serious injury, death or significant damage) or Category B (potential to cause a serious accident) and National Definitions under instructions issued on 15 December 2004.

The number of notifiable occurrences increased as a result of the change to reporting in accordance with the National Definitions which are much broader in reporting category requirement terms.

Inquiries and Inspections

There were three investigations involving Category A incidents requested by the Office of Rail Safety under Section 39(3) of the Rail Safety Act:

- Incident involving a collision between a passenger train and motor vehicle at a level crossing in East Guildford.
- Circumstances involving a motor vehicle that collided with a barrier on the Mitchell Freeway north of Erindale Road, Warwick.
- An incident involving the obstruction of a Hotham Valley Tourist Railway train.

Notifiable Occurrences

During the year there were 18 Category A and 587 Category B incidents reported, an increase on previous years. This reflected the altered requirement to report in accordance with the expanded National Definitions and an increase in rail operations.

Reporting in accordance with the National Definitions commenced on January 1, 2005. The 2005/06 figures are the first year that all reporting will be carried out in line with the new requirements.

2. Occupational Safety and Health

The strong focus on safety and health as a core value of the organisation continued during the year. As of 1 July 2005, the new Safety and Strategy Directorate was established, incorporating the safety and corporate policy functions of the organisation. One



of the directorate's first activities was to update the PTA's Safety and Health Policy (corporate statement of intent and commitment), the cornerstone of the organisation's commitment to safety and health, to reflect recent changes to the Occupation Safety and Health Act 1984 (OSH Act) and to incorporate an increased focus on human factor principles in safety.

The improved policy is intended to complement the organisation's safety culture change program, by embedding the safety values of the organisation in a functional policy. The revised policy was approved by the Executive and endorsed by the Office of Rail Safety.

The directorate also ran a strategic planning day in conjunction with representatives from the safety teams within each division and identified six key focus areas which form the Health, Safety and Environment (HSE) Strategic Directions for the organisation over the next 12-24 months.

Safety committees continued to function effectively. Safety representatives attended a transitional training course for the changes to the OSH Act, which included Provisional Improvement Notices.

Training

Training in occupational safety and health continued to be a priority, with many managers and supervisors completing a two-day training course on their occupational safety and health responsibilities.

A series of workshops was conducted in August 2005 to inform and educate supervisors and managers on managing OSH risks with contractors. These sessions also incorporated information on recent changes to the State's OSH Act. Ninety-five managers and supervisors from all divisions attended the workshops, engaging in a tailored case study.

A contingent of PTA's safety and health representatives, as well as several supervisors, managers and safety coordinators, also attended the 2005 WorkSafe Forum where they heard from and questioned a panel of safety experts and presenters on issues such as the national agenda, long work hours, bullying and young workers.

The corporate safety induction, typically presented to new employees on their first day at work, was also revised. The new induction focuses on key issues relevant to all employees and is intended to be more interactive and engaging. The PTA's Executive members were re-inducted using this new presentation in early 2006.

A level four accident/investigation course was also introduced in the year which importantly included human factor/just culture elements.

OSH Reporting System

The SiteSafe reporting system, which was launched on 1 July 2004, enables the organisation to capture reported hazards, near misses and incidents, and facilitates interrogation of data to analyse trends. A free upgrade of the system was successfully completed in April 2006, as part of the original SiteSafe contract. This upgrade affords increased functionality for both users and administrators of the system. A new NetForm for Hazard Reporting was launched in October 2005. This NetForm enables users to report hazards proactively, assess the risk, record control measures and assign and track actions to make the workplace safer.

Injury Management

In 2004/05, the PTA implemented improved workers' compensation and injury management practices. The year saw the continued development of this area with the appointment of an Injury Management Coordinator and later the appointment of an Injury Management Assistant. A review of current policies and procedures was conducted and several areas of improvement were highlighted. The recommended improvements included more transparent systems of work, improved document control and the provision of supernumerary duties funded by the insurer to increase the amount of duties available to assist in the rehabilitation of injured workers. This subsequently improved the PTA's ability to manage claims and ensured compliance with legislation whilst reducing overall costs.

compliance

The total number of injuries sustained by PTA employees remained steady compared with 2004/05. The lost-time injury frequency rate for the organisation for the year was 48.44 per million hours worked, compared with 49.24 for the previous year. The duration of lost-time injuries decreased from a 2004/05 average of 20.06 days to a 2005/06 average of 16.08 days.

These results suggest that the PTA's improved workers' compensation and injury management practices functioned to get employees back to meaningful work sooner after an injury.

Health Assessment Standards

On July 1 2004, the National Transport Commission introduced the *National Standard for Health Assessment of Rail Safety Workers*. The Standard applies to all rail safety workers as defined in the Rail Safety Act. It relates to health assessments and procedures for monitoring the health and fitness of workers to perform rail safety duties. The phase-in periods for these health assessments ended this financial year, with all Category 1 assessments requiring completion by 31 December 2005 and all Category 2 assessments by 30 June 2006. With the exception of some employees on workers' compensation, all Category 1 and 2 health assessments were undertaken by their respective phase-in dates. Regular updates continued to be provided to all divisions to ensure the currency of safety critical health assessments was maintained.

To assist with this goal, a project is currently underway to transfer all health assessment records from the PTA's HR system to the SiteSafe system, which will enable them to be managed more effectively using custom-made recording and reporting mechanisms. This project is scheduled for completion in the first quarter of the 2006/07 financial year.

Procedures were developed and processes were put in place to ensure that the PTA completes the relevant medicals in the allotted time frame. A Health Management Plan is in place which documents the process for managing employees who are deemed temporarily or permanently unfit for their particular risk category.

Testing for Alcohol and Other Drugs

Random and "for cause" testing of employees and contractors for alcohol and other drugs continued throughout the year as part of the organisation's alcohol and other drugs program.

The PTA's positive results for illicit substances continued to be below the industry average. The organisation continued to monitor trends to ensure that the alcohol and other drugs awareness sessions it provides reflect such changes, thus maintaining relevance and aiming to maximise their effect.

Compliance Statements

Statement of Compliance with Public Sector Standards

PTA's human resource management policies and practices are subject to ongoing review and, in accordance with section 31 (1) of the Public Sector Management Act, comply fully with the Public Sector standards in Human Resource Management.

Statement of Compliance with relevant written law

Enabling Legislation

PTA is established under the Public Transport Authority Act 2003, an Act to establish a State agency responsible for providing public passenger transport services anywhere in the State and performing functions under other Acts, such as management of railway land corridors under the Rail Freight System Act 2000 and the construction of railways under various railway enabling Acts. Currently the Minister responsible for PTA is the Minister for Planning and Infrastructure.

Legislation impacting on the PTA's Activities

In the performance of its functions PTA complies with all written relevant laws of Western Australia and where relevant, reports on an annual basis in accordance with the following key legislation:

Financial Administration and Audit Act 1985; Electoral Act 1907; Equal Opportunity Act 1984; Superannuation and Family Benefit Act 1938; Heritage of Western Australia Act 1990; Freedom of Information Act 1992; State Supply Commission Act 1991; Public Sector Management Act 1994; Disability Services Act 1993 (Cth); Rail Safety Act 1998; Railways (Access) Act 1998; State Trading Concerns Act 1916; Occupational Safety & Health Act 1984, Environmental Protection Act 1986, and Public Interest Disclosure Act 2003.

Other various Agreements/Acts and written laws impact on the PTA's activities from time to time.

In the financial administration of PTA, we have complied with the requirements of the Financial Administration and Audit Act 1985. We have also complied with every other relevant written law and exercised controls to provide reasonable assurance that the receipt and expenditure of moneys, the acquisition and disposal of public property and the incurring of liabilities have been in accordance with legislative provisions.

As at the date of signing we are not aware of any circumstances which would render the particulars included in this statement misleading or inaccurate.



Reece Waldock
Accountable Authority
28 August 2006



John Leaf
Chief Financial Officer
28 August 2006

explanation of major capital expenditure variation 2005/06

(a) Budgeted estimates and actual results for 2005/06

	Budget	Actual	Variation	Comments
	\$000	\$000	\$000	
Metropolitan & Regional Passenger Services				
Station Facilities Improvements	7,667	1,989	5,678	Project scheduling
School Buses	4,000	179	3,821	Project delayed
Electric Railcar Modifications	5,710	2,230	3,480	Project delayed
Perway Track and Associated Works	5,908	2,488	3,420	Project scheduling
Claisebrook Depot Upgrade	2,549	297	2,252	Project scheduling
Wheel Lathe - Nowergup	2,230	52	2,178	Project delayed
Regional Rail Station Program	2,330	551	1,779	Project scheduling
Rockingham Transit System	6,000	4,608	1,392	Project scheduling
Computing Hardware & Software	1,456	97	1,359	Project scheduling
Claisebrook Washdown Plant	1,300	0	1,300	Project delayed
Concrete Re-sleeping Project	9,419	8,183	1,236	Project scheduling
New Train Control Centre	3,130	2,098	1,032	Project scheduling
Metro Bus Acquisitions	32,286	31,633	653	Project scheduling
Perth Station Barriers & Associated Works	2,869	2,445	424	Project scheduling
Safer Rail Initiative	402	2,331	(1,929)	Project scheduling
Other	30,728	20,788	9,940	Project scheduling
Corporate				
Geraldton Southern Rail Corridor	13,491	11,325	2,166	Project scheduling
New MetroRail	431,689	476,689	(45,000)	Project scheduling
Grand Total	563,164	567,983	(4,819)	

(b) Major Uncompleted Works

Description of Work	Estimated Total Cost (as per Budget) \$000	Estimated Cost to Completion \$000	Year of Completion
New MetroRail	1,613,173	329,758	2006/07
Bus Acquisitions	398,309	179,031	2010/11
Station Facilities Improvements	49,168	46,994	2010/11
Concrete Re-sleeping Project	60,060	46,752	2010/11
Split and Replace Radio System	12,215	11,400	2010/11
Smartcard Ticketing Project	29,152	8,259	2006/07
Accessible Public Transport Upgrade Program	8,577	6,902	2006/07
Rockingham Transit System	10,800	6,192	2006/07
Claisebrook Depot Upgrade	6,100	4,251	2006/07
North Quay Rail Loop	14,910	2,185	2006/07

(c) Major Completed Works

	Total Cost \$000
Buildings	17,140
Freight Network Infrastructure	50,587
Rollingstock	106,005
Software	621
Rail Infrastructure	106,309
Plant, Equipment & Motor Vehicles	989
Bus Infrastructure	500
Buses	26,152
Total	<u>308,303</u>

Electoral Act 1907 - section 175ZE

In compliance with section 175ZE of the Electoral Act 1907, the Public Transport Authority of Western Australia is required to report on expenditure incurred during the financial year in relation to advertising agencies, market research organisations, polling organisations, direct mail organisations and media advertising organisations.

The details of the report are as follow:

	2006
	\$
Expenditure with Advertising Agencies:	
Buspak Advertising Group	27,000
Character Creations	2,780
Concept Media	1,168
Definition	66,290
Design Graphic Management	4,525
Discus Digital Print	50,705
Esperance Holdings Pty Ltd	8,409
Exposure Print Strategies	23,992
Gatecrasher Advertising	335,264
Image Source	86,964
Information Radio	7,800
Jason Signmakers	1,537,191
Key 2 Design	144,094
Market United Pty Ltd	51,195
Reel Image Pty Ltd	40,635
The Creative Page	19,717
	<u>2,407,730</u>
Expenditure with Market Research Agencies:	
Centre for Industry Research	18,948
Patterson Market Research	72,963
Taylor Nelson Sofres	204,704
	<u>296,615</u>
Expenditure with Polling Agencies:	
	Nil
Expenditure with Direct Mail Agencies:	
	Nil
Expenditure with Media Advertising Agencies:	
Advance Press Pty Ltd	930,290
Countrywide Publications	7,209
Hello Perth and Fremantle	4,368
JMG Marketing	1,636
Marketforce Limited	220,259
Media Decisions	545,953
Picton Press	5,034
State Law Publisher	4,739
	<u>1,719,489</u>
TOTAL EXPENDITURE	<u>4,423,834</u>



AUDITOR GENERAL

INDEPENDENT AUDIT OPINION

To the Parliament of Western Australia

PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA FINANCIAL STATEMENTS AND PERFORMANCE INDICATORS FOR THE YEAR ENDED 30 JUNE 2006

Audit Opinion

In my opinion,

- (i) the financial statements are based on proper accounts and present fairly the financial position of the Public Transport Authority of Western Australia at 30 June 2006 and its financial performance and cash flows for the year ended on that date. They are in accordance with applicable Accounting Standards and other mandatory professional reporting requirements in Australia and the Treasurer's Instructions;
- (ii) the controls exercised by the Authority provide reasonable assurance that the receipt, expenditure and investment of moneys, the acquisition and disposal of property, and the incurring of liabilities have been in accordance with legislative provisions; and
- (iii) the key effectiveness and efficiency performance indicators of the Authority are relevant and appropriate to help users assess the Authority's performance and fairly represent the indicated performance for the year ended 30 June 2006.

Scope

The Chief Executive Officer is responsible for keeping proper accounts and maintaining adequate systems of internal control, for preparing the financial statements and performance indicators, and complying with the Financial Administration and Audit Act 1985 (the Act) and other relevant written law.

The financial statements consist of the Income Statement, Balance Sheet, Statement of Changes in Equity, Cash Flow Statement, and the Notes to the Financial Statements.

The performance indicators consist of key indicators of effectiveness and efficiency.

Summary of my Role

As required by the Act, I have independently audited the accounts, financial statements and performance indicators to express an opinion on the financial statements, controls and performance indicators. This was done by testing selected samples of the evidence. Further information on my audit approach is provided in my audit practice statement. Refer "<http://www.audit.wa.gov.au/pubs/Audit-Practice-Statement.pdf>".

An audit does not guarantee that every amount and disclosure in the financial statements and performance indicators is error free. The term "reasonable assurance" recognises that an audit does not examine all evidence and every transaction. However, my audit procedures should identify errors or omissions significant enough to adversely affect the decisions of users of the financial statements and performance indicators.

JOHN DOYLE
ACTING AUDITOR GENERAL
31 August 2006