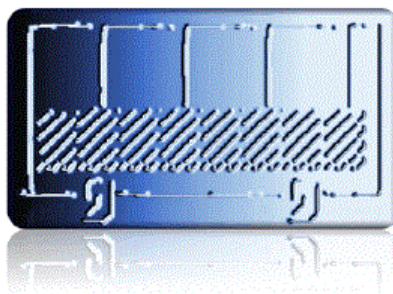


Leichhardt Marrickville Community Transport Group Annual Report 2015 - 2016



leichhardt



community
transport group inc

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Leichhardt Marrickville Community Transport Group

2015 - 2016

Management Committee

President	Yulia Taylor (resigned)
President	Max Dixon
Vice President	Helen Dwyer (resigned)
Vice President	Jane Crowe
Treasurer	Rebecca Baiada (resigned)
Treasurer	Simon Emsley
Secretary	Rosy Walia (resigned)
Committee Member	Val Lees
	Ken Saunders
	Julianne Nurse (resigned)
	Marie Patterson
	Cecilia March
Public Officer	Julie Saunders

Staff

Executive Officer	Michael Doyle
Service Coordinator	Julie Saunders
Fleet Manager	Anthony Layton
Transport Scheduler	Bich Letran
Transport Scheduler	Matthew Reilly
Accounts Manager	Kevin Barwick
Driver	Robert Finlay
Driver	Vincenzo Riemma
Driver	Glenn Rapaport
Driver	Anthony Layton
Driver	Andrew Tate
Driver	Adam Baker
Driver	Ray Srour
Driver	Michael Frey
Casual Driver	Simon Bennetts
Casual Driver	Gordon Watson
Casual Driver	Bernard Wheatley
Bus Assistant	Monica Bringolf
Bus Assistant	Jeremy Burrows
Casual Bus Assistant	Fatima Fakh
Casual Bus Assistant	Scott Fitzgerald

Address: Unit C, 6 Carrington Road, Marrickville 2204
 Phone: 9558 6800
 Fax: 9558 8292
 Email: admin@lctg.net.au
 Website: www.lctg.net.au

Presidents Report

Funding and Services

This year Leichhardt Marrickville Community Transport Group (LMCTG) has continued to deliver a high quality service to its client group. I am pleased to say that we have got very close to meeting the outputs that were required of us by the funding bodies. The increased funding that we have received has made it possible for us to employ more Drivers and Bus Assistants. We have continued to direct our financial and human resources to direct service delivery. A good deal of effort has gone into trying to find the best people to fill all staff positions. The Management Committee has decided to make further investment in the training and development of direct service delivery staff. Over the next two years we will make funding available so that our staff can obtain professional qualifications in Aged Care and Disability and I believe that we have been successful in obtaining the services of excellent staff members who are committed to delivering a quality service. So now is the time to build upon the advantages we have and develop our culture of continuous improvement. The needs of our Clients now and in the future are more complex so we must shape our human resources to meet these challenges.

Meeting the Demand: Individual Transport and Group Medical Transport

It is interesting for me looking at the President's Report in last year's Annual Report. The predicted ongoing increase in demand for Individual Transport (IT) has manifested itself and in previous years we not been able to supply the demand for what we refer to as IT. With the introduction of Group Medical Transport we have been able to meet the demand for medical transport more effectively. This transport also involves the extension of service delivery hours at both ends of the day. This has been an aspect of the service that Clients were not happy with in the past so we have heard our Clients concerns and taken action.

Financials

Simon Emsley (Treasurer) has given an account of the organisation's financial position. There is no need for me to focus on this here but we continue to maintain a sound financial position. I would like to take this opportunity to thank Kevin Barwick (Accounts Manager) for all his hard work and dedication in the role of Accounts Manager. Michael Doyle the Executive Officer has informed me that there were a lot of changes to the Budget Template Submission required by the funding body that were complex in nature. Having the experience of Kevin to rely on has made this process less stressful for everyone.

All the Staff Members

We have been very fortunate to have retained the large majority of our Office Staff, Drivers and Bus Assistants. The high level of satisfaction reported by Clients in the feedback documents is a testimony to the dedication of all LMCTG staff. Effective service delivery depends upon the cooperation of all staff members working together as a team. I would like to thank Michael Doyle the Executive Officer, all the Office Staff, Drivers and Bus Assistants for their dedication and commitment.

A Personal Note

There have been a lot of personnel changes on the LMCTG Management Committee. In fact, all the previous Office Bearers have resigned since the last AGM for personal or professional reasons and all current office bearers are new to the organisation and the committee. I look forward to the coming year and working together with all members of the organisation.

Max Dixon
President

Treasurers Report Report

Introduction

As the Treasurer of Leichhardt Marrickville Community Transport Group Inc. it gives me great pleasure to present the organisation's financial statements for the 2015/2016 financial year

Statement of Financial Results

There was an operating surplus for the year ended 30 June 2016 of \$6,702.07.

Total income from all sources was \$1,544,820 which is a decrease of \$33,784 from the previous year. This decrease results from a reduction in funding from Transport for New South Wales of around \$60k which has been partially offset by increased revenue from client fares and vehicle hire. The total expenses for 2015 were \$1,538,118.30 which is largely in line with the previous year.

During the year we were able to purchase two new vehicles (Honda Odyssey) without the necessity to draw from the Vehicle Replacement Reserve.

The balance sheet at 30 June 2016 shows net assets of \$1,486,262 reflecting the organisation's current sound financial position.

Acknowledgements

I would like to express my thanks to the other members of the Management Committee, most of whom are new to the organisation. I would also like to express my thanks to Kevin Barwick the organisation's Accounts Manager. Kevin has been able to manage all aspects of what is required by the funding body. This role will become even more important in the future when funding goes to individuals rather than block funding to organisations. We are very fortunate to have someone of his experience managing our accounts. He has also been able to navigate his way around a very complex Budget Submission created by Transport for New South Wales.

Thank you also to Michael Doyle, who has done a great job over the past four years in growing the organisation and expanding the service delivery output.

Thank you also to the staff of LMCTG, the office staff, drivers and bus assistants.

Lastly I would also like to thank the Federal and NSW State governments for their financial assistance over the years.

Simon Emsley
Treasurer

Executive Officers Report

Introduction

In general, 2016 has been a good year for Leichhardt Marrickville Community Transport Group (LMCTG) services. We have retained our government funding and are about to sign a new contract taking us through till July 2018. After 2018 the picture around government block funding for community transport organisations is less clear. The number of people over 65 years of age requiring services like ours will increase greatly over the next ten years, and the proportion of the population over 65 will also increase. We hope that organisations like ours will be able to offer a service that is affordable to our Clients for the long term. It is a positive aspect of life in Australia that so many people can continue to live at home into their 80s and 90s. Community Transport is an essential part of enabling our Clients to maintain their independence and live at home and maintain their quality of life.

Changes in the Community Transport Sector

MAC, DEX & CTABS

In the last 12 months all new clients have had to use a system called My Aged Care (MAC) in order to access our services. In fact the majority of services under the Commonwealth Home Support Program (CHSP) are now accessed through MAC. This is for clients who are 65 years of age and over. Some existing clients whose needs have changed overtime are also referred to MAC for assessment. This may also involve a face to face assessment conducted by the Regional Assessment Service (RAS). These interviews can be very long and can be difficult for our clients but in general our clients have accepted the new system without too many complications. The MAC system as a whole has had a large number of problems associated with it since its inception, over time there has been a reduction in these difficulties.

We report all our service data to a minimum data set (MDS) every quarter. We are now required to report all our data every six months to another statistical data base call the DEX which is administered by the Department of Social Services (DOSS). This was another new requirement and again there were major problems with being able to complete this data reporting due to technical difficulties with their operating systems.

Transport for New South Wales (TfNSW) has decided to standardise the transport scheduling system used by all Community Transport Service Providers (CTSP) in NSW. The transport scheduling program that they have chosen is called Routematch. The new system is called the Centralised Trip Allocation and Booking System (CTABS). In 2017 LMCTG will change from its existing trip booking system Trips to the Routematch system used in CTABS. Most of the CTSP who have already transitioned to the new system are reporting positive results after the initial problems.

Changes in the Community Transport Service Contract and increased contribution fees

There have also been a number of changes in the contract between Community Transport organisations and the funding

body. The development of this contract and the Key Performance Indicators (KPIs) associated with it has been the subject of change and negotiation over the last few months. One of the KPIs is the requirement to increase our Client fee contribution to a certain percentage relative to two funding sources which comprise 90% of our block government funding. In future the Client fee contribution is to be equivalent to 15% of the two funding sources mentioned above. This means that we will have to increase our Client contribution at six monthly intervals for the duration of the funding contract. Increasing the cost of services for a Client group that has very low incomes is not something that we are happy about but we must comply with the requirements of the funding bodies. We hope that these increases will not have a negative effect on the use of our services by our Clients. We have spread these increases across all services so that no particular service users are disproportionately impacted by the increases.

Service Cancellations

CTSP provide services for Clients who are under 65 years of age with disabilities and Clients 65 and over. We know that many of our Clients can get ill on the day or in the days leading up to the day they travel with us. The services that receive the largest number of cancellations relative to bookings are Individual Transport, 3Bridges Day Care Shuttle, the Strong Program Shuttle and the Leichhardt & Marrickville Shopper Services. The level of cancellations is now a major problem for the organisation. It is often the case that we are unable to reallocate transport to another Client on the waiting list when a Client cancels the Driver at the door. This means that the Driver has wasted his time and another Client on the waiting list did not get the service they needed.

Introduction of Booking Cancellation Fees

As stated above the level of cancellations on the day and at the door has been so high that we have reluctantly needed to introduce a booking cancellation fee of \$5.00 as a deterrent. This cancellation fee will only be applied when the service is not notified within the prescribed time frame. Clients who become sick on the day can write a letter requesting leniency. We hope that Clients will respond positively to this new situation by informing us of cancellations in good time so everyone wins.

Service Statistics

Service Coordinator Julie Saunders has given a detailed account of the service statistics for 2015-2016 so I will not duplicate that information here.

Progress report on new and existing services

Just about all our services are continuing to expand in line with the general increase in the 65 and over demographic. There have however been some exceptions. The exceptions have been the Tuesday Leichhardt TigeRider and the Thursday Leichhardt Shopper. We are not really sure why there has been a decline in the use of these services. We are going to promote these services from September 2016 onwards; hopefully we will find some ways of increasing the number of Clients using these services.

Christmas Lights & Vivid Sydney

These two trips are the only night time trips that LMCTG conducts. We have gone to the same location for the Christmas lights over the last two years. This means that we need to do further research and find a new location this year.

It is not always easy to find a good location for Clients to view the Vivid Sydney lights display so this is also something that we will need to work on in 2017. In general clients do enjoy the night time trips as it is often difficult for them to get out at night.

Weekend Trips

We have discontinued weekend trips for the time being. It may be possible to reintroduce this service in a more limited capacity sometime between November 2016 & April 2017. Because of the penalty rates incurred this is an expensive service which needed to be very well patronised to make it practical. Many of the proposed trips had to be cancelled as we did not get the number of bookings required.

Social Recreational Outings: Short Day & Whole Day

Our Social Recreational trips have been very popular again this year. We introduced the short day social recreational outings as some Clients found the longer journeys to be tiring. The longer journeys to places like Bowral are still very popular with clients. Last year we took down 4 buses to Bowral and we expect to do the same this year. So we will continue to provide the short day outings and the whole day outings as there seems to be a strong demand for both.

Fish Markets Shopper

There was a time when we were considering discontinuing this service. It has however regained its popularity with some new Clients who are now regular patrons of this service.

New Services

Strong Program Wednesday

Balmain Hospital conducts the Strong Program which is a tailored exercise program for aged Clients which assists them in maintaining their strength and mobility. We have over the years provided transport services to this program on Monday and Fridays. With the increased demand for this program we now also provide this service on Wednesdays. Transporting our Clients to attend this program is a priority for LMCTG as this program assists our Clients to maintain their independence.

Marrickville Shopper Extra Run

The Marrickville Shopper now has three different runs on Thursdays; this has been implemented due to the increased number of shoppers. We have also wanted to reduce the amount of time Clients have to remain in the bus.

Group Medical Transport & Extended Hours Service

The Problem:

Not being able to meet the demand for transport to medical services is something that concerns us. This is obviously a concern for Clients also. There are reasons for this, the main

one being that there are too many people who have appointments at the same time in different places on the same day. We currently pick Clients up individually or sometimes two Clients plus a Carer. We believe that conducting medical transport in this way results in about 800 trip requests being unmet per year.

The Experiment

We are going to use a larger vehicle to pick up about 3 to 5 Clients consecutively during the morning peak period then drop the Clients off to their appointments. So we would start picking up clients at 7:30am. We think that with 3 to 5 Clients they would all be picked up by 8:30am and would then be dropped off at their appointments from 8:40am onwards. The way that this will work will change based upon demand on a particular day. The positive result for Clients is that more will be able to be transported to their appointments by us. So Clients who are on the waiting list will be offered transport on Group Medical Transport. What is different about the new system is that Clients have a confirmed place on the group transport and will be informed of their pickup time the day before. Once all Clients are picked up, Drivers will get them to their appointments ASAP.

The Experiment That Seems to Work

We have now commenced this Group Medical Transport Service and in the first month of service there has been a substantial reduction in the number of unmet trips.

Earlier Pickups & Later Returns from Medical Appointments

Another limitation to the way our services have operated in the past are the hours available for returns from medical services. The last return pick up time used to be 3pm; we now have Drivers who finish later so that the last return will now be 4pm. We have also changed the morning pickups from the 8:30am start to a 7:30am start. This has also helped us reduce the unmet demand for medical transport. I would like to take this opportunity to thank the Transport Scheduling Staff and all Drivers for responding so positively to this initiative. Four Drivers volunteered to work the longer day. We implement a daily rotation roster so that so that fatigue is managed effectively.

Human Resources

Drivers

We are very fortunate to have retained all but one of our Drivers. Our Drivers are a very valuable resource and we have an exceptional group of Drivers and they have now all been with us for over a year. We were also very happy to have Driver Michael Frey return to us. Vincenzo Riemma worked with us for about five years but like a true Italian man he could not resist the temptation to open a Pizza Restaurant. We wish Enzo every success in his enterprise.

Bus Assistants

We have lost the services of Caroline Nugent this year. Caroline was a very effective and well liked Bus Assistant who took good care of our Clients. Caroline has moved on to work for another organisation as she wanted full time work. We wish her well.

Transport Schedulers

Eliot Brigham joined us during the year as a Transport Scheduler. Eliot decided to leave after about six months. We are happy to say that he has now returned to do some casual work with us as a Bus Assistant. Matthew Reilly is the new Transport Scheduler who works alongside Bich in the Schedulers area. We have been very fortunate to have Matt work with us. He has picked up the competencies associated with Transport Scheduling very quickly. Matt has also been willing to assist in other roles when we have been short staffed.

Client Welfare Officer

Sara Di Terlizzi used to work for LMCTG as a Bus Assistant she has since that time become a fully qualified Social Worker. Sara now works in the office as a Client Welfare Officer on Wednesdays. Sara focuses on working with Clients who have been referred to us from My Aged Care. She also assists our Code Red Clients who have complex needs to obtain other Aged Care Services if that is what they require.

Administrative Assistant

Minh Ai Nguyen worked with LMCTG as a contracted Administration Assistant. Minh Ai was an excellent staff member who had excellent skills in all facets of her role. When her contract ended she went to work for a commercial transport company. We wish Minh Ai good fortune in her current position.

Accounts Manager

Departure

Carolyn Hua worked as the LMCTG Accounts Manager for almost one year. During the time that she was employed she created a number of systems that helped the administration and financial systems function more effectively. Our thanks to Carolyn; we wish her success in her future.

Arrival

We have been very fortunate to have obtained the services of Kevin Barwick. Kevin is a highly qualified very experienced accountant. Over the period of time that Kevin has been in the position he has had to work with some budget templates presented to us from the funding body that have been difficult to work with. Kevin is a very hard working, focused patient staff member, exactly the qualities you need in an accountant.

Changing Role

Monica Bringolf has had a number of roles over the years at LMCTG. She has now moved back to being a Bus Assistant after a spell as our Quality Project Officer. She has performed really well in all these roles.

The Fleet

The Fleet now has a total of 11 vehicles. We have been able to use the Mercedes Sprinters more in recent times for the Group Medical Transport, Strong Program Shuttle and other services. There are no plans to increase the size of the fleet at the current time. For a more detailed account see the Fleet Manager's Report.

Strategic Partnerships, Working Together & CALD Communities

Boarding House Projects

LMCTG continues to work effectively with a number of other community groups. We work with the Newtown Neighbourhood Centre, Aftercare and Uniting Care to provide transport opportunities for people living in registered boarding houses. People who live in boarding houses are amongst the most disadvantaged in our community, the level of mental illness in this Client group is very high. Most of the boarding houses are situated within the Marrickville Local Government Area (LGA).

There have been changes in the legislation governing licensed boarding houses in an attempt to protect the rights of residents. The majority of boarding house Clients are under the age of 65 and will move from the existing Community Care Support Program, to the National Disability Insurance Scheme (NDIS). We believe that most of the existing clients will receive packages of some kind. LMCTG will not receive money via TfNSW to forward onto our service partners working with Boarding House clients. At this point it is unclear which agencies will provide the major share of transport under the new system. It is likely to be the larger organisations.

I would like to thank the agencies mentioned above for their continued cooperation in working together to assist this group of Clients. This will probably be the last financial year that we as a group work together for this Client group. I hope that the future brings an improvement to the services offered to this Client group, we shall see!

Three Bridges Community Program

This is the third year of our cooperation with the Three Bridges organisation. We transport Clients to this centre based day care centre four days a week. They have changed premises to a more comfortable venue in St Peters. This Client group has complex needs including dementia. Having the ability to attend centre based day care is therefore very useful to help Clients maintain their independence and build a social network for them to interact with.

Ethnic Community Services Co-operative (ECSC)

We have continued to work with ECSC this year. They organise social recreational outings for Turkish and Arabic groups. Although there have been some changes to the personnel in this organisation, we have maintained our association and continue to work together. Thank you to Bharat Rai, Lorraine Villaret & Keun-Sook Chai for their continued cooperation and support.

Community and Cultural Connections Inc. (CCCi)

Another example of working together to achieve outcomes has been our work with CCCi in Marrickville. This partnership has paved the way for Vietnamese and Arabic groups using our service. Thanks to Ragaa Sidhom for her assistance in this area.

The Strong Clinic: Balmain Hospital

We have worked very successfully with the staff at Balmain Hospital to provide our Clients with an exercise program that has assisted them in maintaining their health and independence. As

mentioned this Group Transport now takes place three days a week. This is the eighth year that we have worked with the staff at the Strong Clinic.

Acknowledgement of LMCTG Staff

Driver's role becoming more complex

Thank you to all our Drivers: Tony, Rob, Glenn, Enzo, Ray, Andy, Simon, Michael, Adam, Bernie and Gordon. We have a group of very professional caring Drivers. They are constantly making suggestions about how to improve the service. During our monthly Staff meetings our Drivers give us detailed accounts of their observations about our Clients. These accounts are useful for the organisation to ensure that we comply with our duty of care to our Clients. As our Clients are getting older they are becoming frailer and take longer to leave their homes and enter the vehicles. So our Client's needs are becoming more complex. We now have five vehicles engaged in the medical transport service most days. This is because it is taking longer for a large numbers of our Clients to get from A to B. Our Drivers continue to attend training and development to equip them with the skills to manage the increased complexity of their role.

Workforce Development Program

The Management Committee has decided to make a larger amount of money available for Staff development over the current financial year and the following one. This is to provide the funding for our direct service Staff to complete TAFE certificates in Aged Care and Disability. This will improve their skills in meeting the requirements as a community transport Driver and improve their employment qualifications in the future.

Safety Standards

Our Drivers also have a very good safety record and always attend training events. Our Drivers are the lynchpin of the organisation; nothing happens without our Drivers.

Bus Assistants

Over the year we have had an increased the number of Bus Assistants. Thanks to Monica, Jeremy, Scott, Fatima, Caroline and Eliot. The role that the Bus Assistant plays is very important to ensure the safety and quality of our Clients' experience for both the shopping trips and the social recreational outings. Our Bus Assistants must be very vigilant at all times to prevent Clients falling over or hurting themselves. When Clients do experience health difficulties on the trips it is often the Bus Assistant who is first at the scene.

Office Staff

Thanks to all the Office Staff for their service this year. Thanks to Julie and Tony for their continued service to the organisation. Julie continues to do her very best for the service and the Clients. She has maintained her enthusiasm for improving the quality of the services. Julie has a more complex role now. With the increase in service delivery we also now have about twice the number of Staff members we had four years ago.

Tony has maintained the fleet and the depot to the usual high standards. The fleet always meets the safety standards required by the regulatory bodies. Tony has also been responsible for

managing the hiring of vehicles by external agencies.

Thanks again to Bich for her infectious good humour. Bich continues to manage a huge and complex workload and still comes up smiling. I am very grateful to Bich for all her hard work and dedication. Bich's contribution to LMCTG is exceptional. This year she has assisted with the training of the new Transport Scheduler Matt.

New Office Staff

With the departure of Eliot after approximately six months we've had to advertise the position again. We have been very fortunate to obtain the services of Matthew Reilly. Matt has certainly hit the ground running. He is now a highly valued Staff member.

The Management Committee

There have been a lot of changes with the Management Committee over the last twelve months. The following members who were elected have all resigned: Yulia Taylor, Helen Dwyer, Julianne Nurse, Rosie Walia, and Rebecca Baiada. I would like to thank all these members for their contribution.

The following people are the current members of the Management Committee: Max Dixon, Val Lees, Cecilia March, Marie Patterson, Vicky Koncar, Simon Emsley, Jane Crowe and Ken Saunders. Of the six new members who have become members since the last AGM all will be seeking to remain members after the AGM in September 2016.

Ken Saunders will not seek re-election in September 2016. We thank Ken for years of valuable contribution to the Management Committee.

Conclusion

Community Transport has continued to grow and attract more funding. This is obviously a positive development. We know that this picture is unlikely to stay the same in the future. In July 2017 LMCTG will cease to receive block funding for Clients with disabilities under the age of 65. Some of our Clients will receive funding under the NDIS. How LMCTG will be able to maintain services for this Client group after July 2017 remains to be seen.

The future for block government funding for Community Transport after July 2018 for the over 65 Client group is equally uncertain. Instead of funding service providers directly the funding will go to individuals to give them greater choice of the services they wish to purchase. What is being proposed will make it difficult for organisations requiring a certain amount of capital to survive given the current method of service delivery.

Community Transport is an essential part of a caring community. There are increasing numbers of elderly, frail people who depend upon community transport to maintain themselves in their existing accommodation. We all know that people are happier and healthier if they can continue to live in their own homes. It is for this purpose that Community Transport exists. I hope that Community Transport continues to grow and thrive. Whether this will occur under the new funding models that are proposed remains to be seen.

Michael Doyle
Executive Officer

Service Coordinator's Report

Introduction

Leichhardt Marrickville Community Transport Group (LMCTG) has been operating for over 30 years. There have been some changes in government regulation concerning community transport. The implementation of these changes has not affected our service delivery adversely. In the initial phase of receiving referrals via the MyAgedCare (MAC) system our referrals increased, but now it seems as if the number of referrals are now similar to those received previous to the inception of the MAC system.

This year, LMCTG started a new service the Group Medical Transport which aims to meet the demands and fill the gap of those clients who are put on waiting lists. This service was designed as a group transport service where clients can be picked up and taken together to their respective appointments where possible. This has reduced the number of clients who are on the waiting list and do not receive services. Since its inception, this service has been operating smoothly.

Outings

LMCTG has designed different types of outings services to suit the clients' demand but most importantly their circumstances. Some clients are unable to cope with whole day outings due to health reasons, shorter trips are more suitable for them. The other type is shopping outings where clients are taken to specialty shops, shopping centres and even to Bunnings.

Social Outings

This is a whole day type of outing and the most popular one. Very often there are quantities of bookings that we are unable to meet. LMCTG provides in these cases two buses to accommodate clients' requests. The annual trip to the Bowral Tulip Festival is the most popular. Last year's trip saw 4 buses going to this destination; this gave clients the opportunity to witness the blooming and beautiful tulips. Between Leichhardt and Marrickville a total of 3,408 social/recreational trips were provided last year and thus resulted in a 15% increase.

Short-day Outings

This service only started a year ago and only operates once a month. This is specifically designed to meet the needs of clients who are unable to cope with the rigour of whole day outings. This is only a half-day outing and destinations are mostly local to keep within the timelines. Last year's data showed a total of 469 trips.

Shopping Outings

This is the service that LMCTG merged last year due to low patronage from Marrickville clients and only operates once a month. The purpose of this service is to take clients wanting to go shopping to purchase other things they need besides grocery items. Christmas season is always busy and bookings during this period are always high. Besides going to local shopping destinations, clients also look forward in going to out of areas shopping centres like Erina Fair and Warrawong Plaza. There is a decline in the figures this year and these journeys have only generated 354 trips compared to 570 last year. The drop in

figures is a result of bad weather conditions and staff illness, causing a cancellation of trips.

Shopping Services

Leichhardt Shopping

There are two allocated days for this service. Wednesday is for clients who live around Leichhardt, Annandale and Lilyfield areas while Thursday is for those who are in the Birchgrove, Balmain and Rozelle areas. A Bus Assistant is provided to assist clients with mobility problems; we also assist Clients with their shopping bags on and off the bus up to their door. There has been a decline in the Thursday patronages which greatly affect this year's figures. There are various causes that contributed to the drop of numbers and one of them is ageing, which inevitably lead clients to move to a care facility. Others have moved out of the area and a few have passed away. The year's data is 2,609 compared to last year's 3,253. LMCTG have tirelessly tried to find ways to get this number back up again.

Marrickville Shopping

This is the third year this service is in operation and is still going strong. It should be noted that while Leichhardt shopping service is experiencing a decline, the Marrickville shopping run is enjoying a boost in clientele. This service has the same feature as Leichhardt shopping and a Bus Assistant also provides assistance to clients. This service operates on Thursdays only. The data indicates a total of 1,600 trips were delivered during the year compared to 1,270 the previous year.

Shuttle Services

Tigerider

This shuttle service is designed for Leichhardt clients and is operating twice weekly, every Tuesday and Friday. As a shuttle service, it operates according to a timetable and has designated stops. Clients wanting to be picked up from their homes need to call the office and make a booking otherwise they can hop on and off the bus at any designated stop. This service also takes the pressure off Individual Transport (I.T.) service by providing transport to clients where I.T. cannot meet these demands. A Bus Assistant is provided to assist clients who use this service. Tigerider has been successful in maintaining its trip numbers since it started many years ago. An impressive 4,565 trips have been recorded this year which represented a slight increase from last year's 4,456 trips. Needless to say this shuttle service is very valuable to all Leichhardt clients.

Jetstream

This shuttle service was purposely designed for Marrickville clients. It had a slow start when it began but has gradually become popular in the community. Jetstream has the same features as the Tigerider but only operates once a week on a Wednesdays. This service also manages to ease the pressure from Individual Transport. This year a total of 1,046 trips have been recorded which denotes a slight decrease from last year's 1,121 trips.

LMCTG & Newtown Neighbourhood Centre (NNC) Mutual Agreement shopping service

The main purpose of the Mutual Agreement between these two organisations is to provide and develop a shopping service that effectively meets clients' needs. LMCTG supplies a bus and a driver while NNC provides a Bus Assistant. This collaboration has resulted in a positive outcome for clients. This service operates on three days – Tuesday, Thursday & Friday. The data indicates a total of 1,850 trips this year compared to last year's 2,596.

Amelie House

This service has operated for two years. LMCTG provides a shopping service to residents of Amelie House, an independent living facility. Clients are picked up every Friday and taken to Leichhardt Marketplace. Residents in this facility are very pleased to be provided with a service like this on which they can go shopping or just be out for a period of time. In saying this, the trip numbers this year has doubled from 648 last year to 1,272 this year.

Fishmarket

As reported last year, a proposal to modify this service had been planned but because of an increase in clients' interest and patronage LMCTG decided to forego that plan. Every first Friday of the month clients are taken to the Fish Markets in Pyrmont and then to Leichhardt Norton Plaza afterwards. This service is for both Leichhardt and Marrickville clients. Last year has seen some increase in trip numbers and overall this service has generated a remarkable 324 trips compared to 224 last year.

Boarding House Projects

LMCTG has an agreement with other community organisations that have direct arrangement with licensed boarding houses with an aim of providing a fund to be utilised for the transport needs of their residents. LMCTG recognises that these Boarding house residents are the most disadvantaged members of the community. LMCTG works cooperatively with the Newtown Neighbourhood Centre, Aftercare and Uniting Care to provide transport services for this group. As part of the agreement, these community organisations have to provide quarterly data reports to LMCTG. This year there was a significant drop in the figures showing a decline from last year's 9,471 to only 7,666 this year.

Staff

Welcome Matthew Reilly our new IT Scheduler. Matt started in April this year and has quickly learned the complexity of the job. Matt is very dedicated and he will be an asset to LMCTG.

I would like to take this opportunity to thank all the staff for their invaluable contributions and tireless efforts in keeping the services functioning and operating. Special mention goes to all the driving staff who have direct contact with our clients and represent LMCTG in a professional way. To Robert Finlay, Glenn Rapaport, Andrew Tate, Raymond Srour, Adam Baker, Gordon Watson, Michael Frey, Simon Bennetts, Bernard Wheatley and our Bus Assistants Monica Bringolf, Jeremy Burrows, Fatima Fakih, Eliot Brigham and Scott Kilpatrick. Your dedication and hard work is truly appreciated.

Lastly, thank you to all the office staff who are dedicated and passionate about their job. They are the ones who work behind

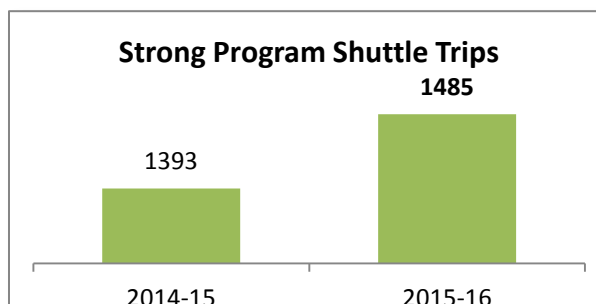
the scenes to keep the services running smoothly and efficiently and keep the clients happy – to Michael Doyle, Anthony Layton, Bich Letran, Matthew Reilly, Kevin Barwick and Sara Di Terlizzi. You are all an amazing team and it has been a privilege and a pleasure to work with you all.

Julie Saunders
Service Coordinator

Fleet Manager's Report

Strong Program Shuttle

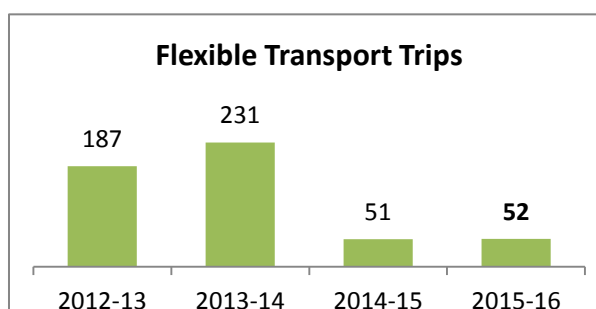
Providing shuttle services to our service users is one of the organisations strengths. Shuttle services introduced to specific destinations are efficient, sustainable and help reduce costs. This in turn increases useability and improves access for service users. An important part of providing the Strong Program Shuttle is achieved through involving coordinators at the centre for strong medicine and has produced a cooperative relationship with the organisation. The benefits of this involvement have led to increasing in 2016 the number of days the service is operating and have helped to sustain the day to day operation of the service.



Summary of one way and two way trips

Flexible Transport

Mobility and choosing the right method of transport is about providing a wide range of flexible options for going from A to B and optimising the cost of mobility. How much this will cost and the most convenient method of travel are important factors for choosing the most effective method of transport as there is no 'one size fits all' solution which suits all service users. This is done through individual assessment of the distance carried out, journey types such as recreational or specialist appointments, early in the morning or late afternoon, vehicle accessibility and other variables. Consideration is also given to the use of public transport which has various benefits depending on the journey.



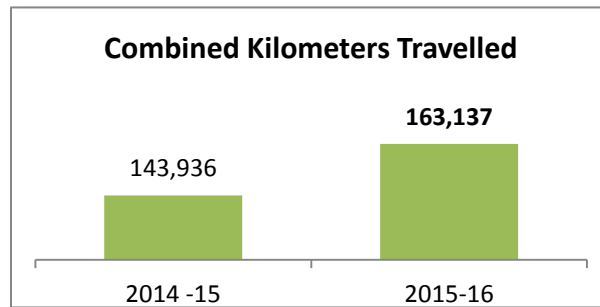
Summary of one way and two way trips

Fleet Vehicles

Each vehicle is another essential part of a service user's experience while travelling with our organisation. Gaining regular feedback from driver's and service users is an important part of determining the specification of vehicles in the fleet. When it comes time to look at making changes, this means we are addressing one of the values of our organisation essential to improving accessibility, safety and quality of services. No matter what the objectives are such as increasing productivity and improving driver safety, keeping these objectives achievable and

realistic by approaching vehicles as a mobility planning solution for service users, ultimately leads to achieving a successful outcome.

Our fleet currently comprises of five TOYOTA Coaster buses, two Mercedes Sprinter vans, each fitted with added hand rails and an automatic slide out under body step. Two of the TOYOTA Coasters and one Mercedes Sprinter have been modified for wheelchair accessibility and fitted with a hydraulic hoist. Drivers are often combining the use of the hydraulic hoist to assist people who are less mobile into the vehicle. Four Honda Odyssey people movers make up the remainder of the fleet with two of these vehicles replaced in March 2016.



Summary of combined fleet vehicle kilometres

Drivers

To the fleet manager, drivers are the eyes and ears on the road. The drivers are just as essential as other stakeholders such as HR, finance and senior management. Their first-hand experience of the vehicle and processes provide important feedback impacting decisions in the day to day operation throughout a vehicles life, including when it requires unexpected maintenance and addressing the mobility need of service users. This involvement has helped produce a relationship with driver's that enables that once-off type feedback instead of having to wait for a meeting.

Maintenance

Our vehicles are a driver's office as they are in them every day. Drivers have to perform a daily vehicle check and in terms of the way the vehicle performs for example if a tail light is out or a dashboard warning light is active, is a cause for distraction which we try to address on site before the vehicle is used. Regular feedback from drivers is an important part of vehicle maintenance that has helped improve interaction with suppliers such as mechanics and repairers. Ensuring a quality service, maintenance and repair directly improves operational efficiency.

Tony Layton

Fleet Manager

Flexible Transport Coordinator

Transport Scheduler's Report

Individual Transport

LMCTG's Individual Transport (IT) is a weekday door-to-door service which delivers Clients to their appointments within a set area, bounded by the perimeters of the Leichhardt and Marrickville LGAs. IT can also extend to areas bounded by a perimeter of five kilometres out from the LGA border.

IT combines the expertise of professional Drivers with a modern well maintained fleet of vehicles. IT is essential for elderly Clients and Clients with a disability living independently in the community. Each vehicle is equipped with a foldable manual wheelchair to ensure Clients who have limited mobility are assisted to their appointments in a safe, dignified and efficient manner.

With IT, essential services including GPs, medical centres, hospitals, allied health services, post offices, banks, Centrelink, Medicare centres and hairdressers are all accessible via a simple phone call to the office. IT promotes healthy ageing and an active lifestyle amongst Clients by transporting them to classes and programs in the local area such as water aerobics classes, falls prevention programs, rehabilitation centres and day activity centres. IT also promotes social engagement between Clients and their family, friends and community which in turn prevents premature admission into aged care institutions. The importance of IT cannot be overstated; in 2015 to 2016, 82% of IT trips were for health related purposes. In 2014-15 it was 77% and in 2013-2014 it was 89%.

This financial year we recorded 10772 verified one-way trips, compared to 9900 in 2014-15 and 7258 in 2013-14. This is 9% increase highlights greater awareness and reliance on the service.

The total number of unmet IT bookings can also be used to emphasise the growing need for IT with 555 unmet bookings in 2015-16 compared to 447 in 2014-2015, and 350 in 2013-2014. Throughout the year IT experienced some disruptions and delays due to some foreseen and unforeseen circumstances including mandatory staff training days, vehicle breakdowns, Staff illness and limited Driver availability. Wherever possible the impact of these events was minimised through:

- Mail outs – keeping Clients informed of upcoming disruptions to the service
- Combining individual Clients who are going to similar destinations.
- Reassigning vehicles whenever there was a breakdown vehicle or vehicle in service
- Allocating extra pickups to Drivers with long down time during their day.
- Qualified Office Staff assisting with driving IT.
- Calling in back up Casual Drivers and Bus Assistants and efforts to recruit new Driving Staff
- Where it was not possible to avoid cancellations, Clients were prioritised based on their purpose of travel so that those who had booked for medical appointments were given priority on the day, whilst others with non-urgent non-medical appointments were asked to reschedule

- their appointments to another time or day.
- Transferring Clients over to other undisrupted services for e.g. shuttle services
- Utilising taxi vouchers – Clients who have been promised two-way transport are transported one-way by the Driver and then issued a voucher to cover the cost of taking a taxi home.

These various methods ensured that Clients were not disadvantaged by the various disruptions throughout the year.

Expanding Service and Care

LMCTG has identified a gradual increase in demand for physical one-on-one assistance from Clients whose health and mobility have deteriorated. These Clients often live alone and don't have anyone who can accompany them as a Carer on the day of their appointments. This is a unique challenge for the organisation as these Clients are a part of a growing demographic in the community that require more attention, time and resources. The organisation must however juggle this with its responsibility to ensure the future viability of LMCTG by operating as efficiently as possible within the funding guidelines, as well as ensure the Workplace Health and Safety of Drivers and Bus Assistants. Until LMCTG has the capacity and resources to further assist these Clients, it may be the case that these Clients are eligible for services suited to their higher needs through another organisation. In this case reassessment through MyAgedCare would be required.

In future there may be scope to develop a new position - an IT Assistant position. This person could provide one-on-one assistance to Clients to and from the IT vehicle, during the commute and at their appointment. This would greatly benefit both Drivers & Clients; Drivers would be under less time pressure. Clients would be safer at their appointments and there would be reduce incidents of falls or injury, as well as confusion and disorientation for Clients with diagnosed memory problems. It would also promote greater independence and confidence amongst Clients as they won't need to rely of family, friends or neighbours to accompany them. There would also be an element of social engagement when Clients are with the IT Assistant which would benefit Clients who are socially isolated inside their homes.

Group Medical Transport

Looking ahead there is room for improving the IT service, it may not be by increasing human resources through volunteer recruitment as suggested in the previous year's report, as this has proven to be unsuccessful, however there is continuing demand for greater capacity.

Group Medical Transport (GMT) could potentially meet these demands, a service that operates from 7:30am until 4pm rather than 8:30am until 3pm so that Clients do not need to rely on expensive taxis for those early or late finishing appointments. With greater capacity there would also be reduced waiting times for Clients returning from their appointments. This service would be conducted in a larger vehicle and have the capacity to collect up to five individual Clients and take them to their appointment. In exchange Clients would need to be flexible and willing to be

collected up to two hours before their appointment. To end, we would like to say a big thank you to all Staff at LMCTG, without which we would not have a Community Transport service. Drivers Glenn Rapaport, Andrew Tate, Rob Finlay, Ray Srou, Michael Frey, Simon Bennetts, Gordon Watson, Bernard Wheatley & Adam Baker. Thank you to Bus Assistants Monica Bringolf, Jeremy Burrows, Scott Kilpatrick, Eliot Brigham & Fatima Fakh. Thank you to all of you in the office Michael Doyle, Julie Saunders, Anthony Layton, Kevin Barwick & Sara Di Terlizzi. We look forward to working with you all for many years to come.

Bich Letran & Matthew Reilly
Transport Schedulers

Funding Agency's



Australian Government

Department of Health and Ageing



**Transport
for NSW**



Australian Government

Department of Social Services

LEICHHARDT COMMUNITY TRANSPORT GROUP INC.

FINANCIAL STATEMENTS

FOR THE YEAR ENDED 30 JUNE 2016

LEICHHARDT COMMUNITY TRANSPORT GROUP INC.

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Statement by Members of the Committee	9
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C M PITT & CO

Chartered Accountants

TELEPHONE: (02) 9715 1555
FACSIMILE: (02) 9715 1566

CHARLES M PITT B.BUS FCA

6/2 PHILIP STREET
STRATHFIELD NSW 2135
PO BOX 580
E-MAIL cpitt@cmpitt.com.au

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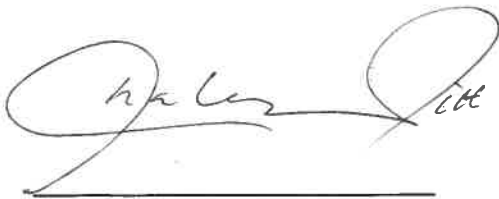
AUDITOR'S INDEPENDENCE DECLARATION

LEICHHARDT COMMUNITY TRANSPORT GROUP INC.

As lead auditor for the audit of Leichhardt Community Transport Group Inc. for the year ended 30 June 2016, I declare that to the best of my knowledge and belief, there have been:

- (i) no contraventions of the auditor independence requirements as required by Chartered Accountants Australia and New Zealand; and
- (ii) no contraventions of any applicable code of professional conduct in relation to the audit.

This declaration is in respect of Leichhardt Community Transport Group Inc. during the period.



Charles M Pitt
C M Pitt & Co
Units 6 & 7, 2 Philip Street
STRATHFIELD NSW 2135

Dated: 15 September 2016



Chartered Accountants

Liability limited by a scheme approved under Professional Standards Legislation

LEICHHARDT COMMUNITY TRANSPORT GROUP INC.
Committee Report

Page 2

Your committee members submit the financial statements of LEICHHARDT COMMUNITY TRANSPORT GROUP INC. for the financial year ended 30 June 2016.

COMMITTEE MEMBERS

The names of committee throughout the year and at the date of this report are:

Max Dixon	President
Jane Crowe	Vice President
Simon Emsley	Treasurer
Ken Saunders	Committee Member
Marie Patterson	Committee Member
Cecilia March	Committee Member
Val Lees	Committee Member
Vicky Koncar	Committee Member

Resignations: Helen Dwyer, Yulia Talor, Rosy Walla, Rebecca Baida, Julianne Nurse.

PRINCIPLE ACTIVITIES

The principle activities of the association during financial year were to provide transport options to members of Leichhardt and Marrickville Local Government Areas who are unable or find it difficult to access public or private transport.

SIGNIFICANT CHANGES

No significant change in the nature of these activities occurred during the year.

OPERATING RESULT

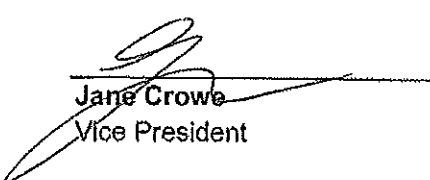
The surplus of operating and non-operating activities for the year was \$6,702.07

Signed in accordance with a resolution of the members of the committee.


Max Dixon
President

22/9/16

Dated: 22/9/16


Jane Crowe
Vice President

LEICHHARDT COMMUNITY TRANSPORT GROUP INC.**Income Statement****For the year ended 30 June 2016**

Page 3

	2016	2015
	\$	\$
INCOME		
Grants		
- Transport for NSW DOSS (Recurrent)	1,168,350.89	887,523.02
- NSW Community Transport Program (Recurrent)	69,701.42	95,526.89
- Transport for NSW - ADHC (Recurrent)	89,618.11	119,012.21
- Growth Assistance	17,653.56	304,171.84
Total Grants	<u>1,345,323.98</u>	<u>1,406,233.96</u>
OTHER INCOME		
Interest received	34,003.03	49,784.62
Membership Fees	539.45	266.10
Bus Hire & Fares	137,603.27	108,211.39
Profit on sale of Motor Vehicle	25,239.12	10,929.33
Donations	674.80	210.01
Reimbursements & Refunds	1,436.72	2,970.00
Total Other Income	<u>199,496.39</u>	<u>172,371.45</u>
TOTAL INCOME	<u>1,544,820.37</u>	<u>1,578,605.41</u>
EXPENDITURE		
- Wages	933,760.25	896,128.09
- Superannuation	83,665.25	81,060.71
- Employee Benefits - Leave Entitlements	27,998.11	448.35
- Workers Compensation	31,415.54	26,726.63
- Staff Uniforms	2,617.23	5,941.41
	<u>1,079,456.38</u>	<u>1,010,305.19</u>
Service Subsidies		
- Bus/Car Expenses	<u>95,632.40</u>	<u>109,567.75</u>
Administration Expenses		
- Advertising	-	999.51
- Audit Fees	5,000.00	4,870.00
- Bank Charges	1,336.17	1,090.66
- Bookkeeping	672.00	1,645.00
- Cleaning & Waste Removal	6,984.09	6,317.11
- Consultancy	10,193.00	-
- Electricity	3,869.03	4,031.72
- Depreciation	79,676.02	137,688.47
- Equipment & Computer Software	16,761.58	14,911.82

LEICHHARDT COMMUNITY TRANSPORT GROUP INC.**Income Statement****For the year ended 30 June 2016**

Page 4

	2016	2015
	\$	\$
EXPENDITURE (cont'd)		
- Insurance	3,426.55	3,370.81
- Printing, Postage & Stationery	19,945.58	22,183.19
- GIW Expenses	72,501.80	69,780.40
- Meeting Expenses	273.86	685.03
- Reates and taxes	2,803.93	481.87
- Rent	97,286.96	92,605.97
- Recruitment	3,110.86	4,585.54
- Telephone	12,117.41	15,520.78
- Repairs & Maintenance	4,161.24	2,851.09
- Subscriptions & Training	5,993.13	15,748.71
- Staff Amenities	8,657.71	3,536.17
- Office Expenses	1,606.68	2,338.75
- Other Staff Expenses	953.85	2,908.09
- Client Support	5,698.07	1,907.96
	<u>363,029.52</u>	<u>410,058.65</u>
TOTAL EXPENSES	<u>1,538,118.30</u>	<u>1,529,931.59</u>
OPERATING SURPLUS FROM ORDINARY ACTIVITIES	6,702.07	48,673.82
APPROPRIATION OF SURPLUS:		
Vehicle Replacement	<u>-</u>	<u>40,000.00</u>
	<u>-</u>	<u>40,000.00</u>
TOTAL OPERATING SURPLUS	<u>6,702.07</u>	<u>8,673.82</u>

The accompanying Notes form part of these financial statements.

LEICHHARDT COMMUNITY TRANSPORT GROUP INC

Balance Sheet

As At 30 June 2016

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	Note	2016 \$	2015 \$
CURRENT ASSETS			
Cash and cash equivalents	2	1,315,604.19	1,224,367.17
Receivables	3	8,362.98	14,970.94
Prepayments	4	43,736.58	-
TOTAL CURRENT ASSETS		<u>1,367,703.75</u>	<u>1,239,338.11</u>
NON-CURRENT ASSETS			
Motor vehicles, Furniture and Fittings	5	368,808.68	381,391.05
TOTAL NON-CURRENT ASSETS		<u>368,808.68</u>	<u>381,391.05</u>
TOTAL ASSETS		<u>1,736,512.43</u>	<u>1,620,729.16</u>
CURRENT LIABILITIES			
Payables	6	119,187.67	38,104.58
Provisions	7	75,179.61	56,862.18
TOTAL CURRENT LIABILITIES		<u>194,367.28</u>	<u>94,966.76</u>
NON-CURRENT LIABILITIES			
Provisions	7	55,882.88	46,202.20
TOTAL NON-CURRENT LIABILITIES		<u>55,882.88</u>	<u>46,202.20</u>
TOTAL LIABILITIES		<u>250,250.16</u>	<u>141,168.96</u>
NET ASSETS		<u>1,486,262.27</u>	<u>1,479,560.20</u>
EQUITY			
Vehicle Replacement Fund		1,040,005.00	1,040,005.00
Capital Contribution/Transfer		161,032.42	161,032.42
Retained earnings at the beginning of the year		278,522.78	269,848.96
Current Earnings		6,702.07	8,673.82
TOTAL EQUITY		<u>1,486,262.27</u>	<u>1,479,560.20</u>

The accompanying Notes form part of these financial statements.

LEICHHARDT COMMUNITY TRANSPORT GROUP INC
Notes to and forming part of the Financial Statements
For the year ended 30 June 2016

Page 6

Note 1 This financial report is a special purpose financial report prepared in order to satisfy the financial reporting requirements of the Associations Incorporation Act N.S.W. The committee has determined that the Association is not a reporting entity.

The financial report has been prepared on an accrual basis and is based on historic costs and does not take into account changing money values or, except where specifically stated, current valuations of non-current assets.

The following significant accounting policies, which are consistent with the previous period unless otherwise stated, have been adopted in the preparation of this financial report.

(a) Depreciation of Property, Plant and Equipment

Property, plant and equipment are carried at cost. All items of property, plant and equipment are depreciated over their estimated useful lives commencing from the time asset is held ready for use. Profits and losses on disposal of plant and equipment are taken into account in determining the result for the year.

(b) Employee Benefits

Provision is made for the association's liability for employee entitlements arising from services rendered by employees to balance date. Employee entitlements expected to be settled within one year together with entitlements arising from wages and salaries which will be settled after one year, have been measured at their nominal amount.

Contributions are made by the Association to an employee superannuation fund and are charged as expenses when incurred

(C) Comparative Figures

When necessary comparative figures have been adjusted to conform with changes in presentation in the current years

	2016	2015
	\$	\$
Note 2 Cash Assets		
Cheque account	13,023.38	55,760.36
Bank guarantee	45,341.03	24,000.00
Investment account	1,251,676.61	1,140,737.82
Visa Debit Card	5,208.17	3,368.99
Petty cash	355.00	500.00
	<u>1,315,604.19</u>	<u>1,224,367.17</u>
Note 3 Receivables		
Accrued Interest	5,796.66	14,861.44
Trade and other debtors	2,566.32	109.50
	<u>8,362.98</u>	<u>14,970.94</u>

LEICHHARDT COMMUNITY TRANSPORT GROUP INC
Notes to and forming part of the Financial Statements
For the year ended 30 June 2016

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(cont'd)	2016 \$	2015 \$
Note 4 Prepayments		
Insurances prepaid	43,736.58	-
Note 5 Motor vehicles, Furniture and Fittings		
Honda Odyssey at cost - CDF 15E	-	40,084.27
less: accumulated depreciation	-	(29,169.25)
	-	10,915.02
Honda Odyssey at cost - CDF 15D	40,084.27	40,084.27
less: accumulated depreciation	(32,375.52)	(29,169.25)
	7,708.75	10,915.02
Toyota Coaster at cost - BC26GC	120,340.00	120,340.00
less: accumulated depreciation	(120,340.00)	(120,340.00)
	-	-
Toyota Coaster at cost - BH47RI	120,740.92	120,740.92
less: accumulated depreciation	(120,740.92)	(112,691.38)
	-	8,049.54
Toyota Coaster at cost - BY49CO	96,232.27	96,232.27
less: accumulated depreciation	(39,615.53)	(28,067.69)
	56,616.74	68,164.58
Toyota Coaster at cost - CA97NM	96,945.40	96,945.40
less: accumulated depreciation	(27,794.11)	(16,160.67)
	69,151.29	80,784.73
Mercedes Sprinter at cost - BPF80B	81,920.00	81,920.00
less: accumulated depreciation	(81,920.00)	(81,920.00)
	-	-
Honda Odyssey at cost - CHC80L	-	38,596.36
less: accumulated depreciation	-	(23,099.24)
	-	15,497.12
Toyota Coaster at cost - BU52YL	107,127.27	107,127.27
less: accumulated depreciation	(55,705.65)	(42,850.85)
	51,421.62	64,276.42

LEICHHARDT COMMUNITY TRANSPORT GROUP INC
Notes to and forming part of the Financial Statements
For the year ended 30 June 2016

Page 8

(cont'd)	2016	2015
	\$	\$
Mercedes Sprinter at cost - CC76QS	86,565.09	86,565.09
less: accumulated depreciation	<u>(16,163.60)</u>	<u>(5,775.80)</u>
	<u>70,401.49</u>	<u>80,789.29</u>
 Honda Odyssey at cost - CTU22K	 44,823.64	 44,823.64
less: accumulated depreciation	<u>(12,516.93)</u>	<u>(7,138.17)</u>
	<u>32,306.71</u>	<u>37,685.47</u>
 Honda Odyssey at cost - YDM85T	 40,222.72	 -
less: accumulated depreciation	<u>(1,309.17)</u>	<u>-</u>
	<u>38,913.55</u>	<u>-</u>
 Honda Odyssey at cost - YDM85U	 40,222.72	 -
less: accumulated depreciation	<u>(1,309.17)</u>	<u>-</u>
	<u>38,913.55</u>	<u>-</u>
 Equipment at cost	 44,925.71	 43,516.62
less: accumulated depreciation	<u>(43,711.43)</u>	<u>(43,516.62)</u>
	<u>1,214.28</u>	<u>-</u>
 Furniture at cost	 10,765.00	 10,765.00
less: accumulated depreciation	<u>(8,604.30)</u>	<u>(6,451.14)</u>
	<u>2,160.70</u>	<u>4,313.86</u>
 TOTAL NON-CURRENT ASSETS	 <u>368,808.68</u>	 <u>381,391.05</u>

Note 6 Payables

Trade creditors	112,144.54	-
Accrued expenses	-	1,436.97
Bonds	-	400.00
GST liabilities	-	25,800.52
PAYG Withholding Tax	-	10,467.09
Superannuation	<u>7,043.13</u>	<u>-</u>
	<u>119,187.67</u>	<u>38,104.58</u>

Note 7 Provisions

Current		
Annual leave	<u>75,179.61</u>	<u>56,862.18</u>
Non Current		
Long service leave	<u>55,882.88</u>	<u>46,202.20</u>

Note 8 Economic Dependence

Leichhardt Community Transport Group Inc. is dependent on NSW Transport for the majority of its revenue used to operate the business. At the date of this report the Committee Members have no reason to believe the Ministry will not continue to support Leichhardt Community Transport Group Inc.

LEICHHARDT COMMUNITY TRANSPORT GROUP INC
STATEMENT BY MEMBERS OF THE COMMITTEE
For the year ended 30 June 2016

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The committee has determined that the association is not a reporting entity and that this special purpose financial report should be prepared in accordance with the accounting policies outlined in Note 1 to the financial statements.

In the opinion of the Committee the financial report as set out on pages 3 to 8.

1. Presents a true and fair view of the financial position of Leichhardt Community Transport Group Inc. as at 30 June 2016 and its performance for the year ended on that date.
2. At the date of this statement, there are reasonable grounds to believe that Leichhardt Community Transport Group Inc. will be able to pay its debts as and when they fall due.

This statement is made in accordance with a resolution of the Committee and is signed for and on behalf of the Committee by:



Max Dixon
President

22 September 2016


Jane Crowe
Vice President

Dated: *15 September 2016*

TELEPHONE: (02) 9715 1555
FACSIMILE: (02) 9715 1566

CHARLES M PITT B.BUS FCA

6/2 PHILIP STREET
STRATHFIELD NSW 2135
PO BOX 580
E-MAIL cpitt@cmpitt.com.au

Independent Auditor's Report to the Members of Leichhardt Community Transport Group Inc.

Scope

I have audited the financial statements, being a special purpose financial report comprising the Statement by the Board of Directors, Balance Sheet, Income Statement and notes to and forming part of the accounts of the Leichhardt Community Transport Group Inc. for the twelve (12) months ended 30 June 2016. The Board of Directors is responsible for the financial report and has determined that the accounting policies used are appropriate to meet the needs of the Associations Incorporation Act (New South Wales) and the needs of the members.

The financial report has been prepared for the purpose of fulfilling the requirements of the Associations Incorporations Act (New South Wales). We disclaim any assumption of responsibility for any reliance on this report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

My audit has been conducted in accordance with Australian Auditing Standards. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report and the evaluation of significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial report is presented fairly in accordance with the accounting policies described in Note 1 to the financial statements. These policies do not require the application of all Australian Accounting Standards and other mandatory professional reporting requirements.

The audit opinion expressed in the report has been formed on the above basis.

Independence

In conducting our audit we have met the independence requirements of the Australian professional accounting bodies. In addition to my audit of the financial report, I was engaged to undertake the services disclosed in the notes to financial statements. The provision for these services has not impaired our independence.

Audit Opinion

In my opinion, the financial accounts present fairly in accordance with the accounting policies described in Note 1 to the financial report the Balance Sheet of the Leichhardt Community Transport Group Inc. as at 30 June 2016 and the results of its operations for the year then ended.



Charles M Pitt
C M PITT & CO
CHARTERED ACCOUNTANTS

Date: 15 September 2016

ICCA Membership No. 20180
Registered Company Auditor No. 2944
Unit 6 & 7, 2 Philip Street Strathfield



Chartered Accountants

Liability limited by a scheme approved under Professional Standards Legislation
All correspondence to: C M Pitt & CO, PO Box 580, STRATHFIELD NSW 2135