

ACCESS

**SYDNEY
COMMUNITY
TRANSPORT
ANNUAL
REPORT 2018**

**A NOT FOR PROFIT COMMUNITY
ORGANISATION**



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ABORIGINAL AND TORRES STRAIT ISLANDER RECONCILIATION STATEMENT

Access Sydney Community Transport (ASCT) acknowledges that the people of the Eora Nation are the traditional custodians of the land on which ASCT is situated in Ultimo and Strathfield. We are committed to working in ways that are both supportive and empowering of Aboriginal people and their communities.

Access Sydney Community Transport respects the values, cultures and heritage of Aboriginal and Torres Strait Islander people and we will endeavour to promote this respectfully in all areas of the work that we deliver. ASCT does not tolerate racism, prejudice and harassment of any kind.

Our vision for reconciliation is to work alongside Aboriginal and Torres Strait Islander people connecting our services and together developing and strengthening our relationships within our community.

Vision

That **all** members of the community have equal opportunity to safe, accessible transport and mobility options.

Mission

To support the frail, aged and people with disabilities or health issues to access and participate in community life through:

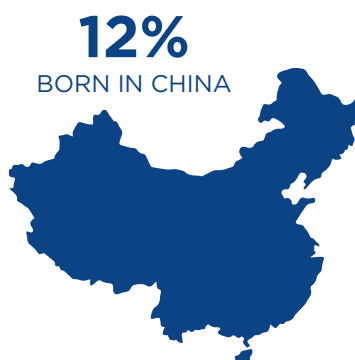
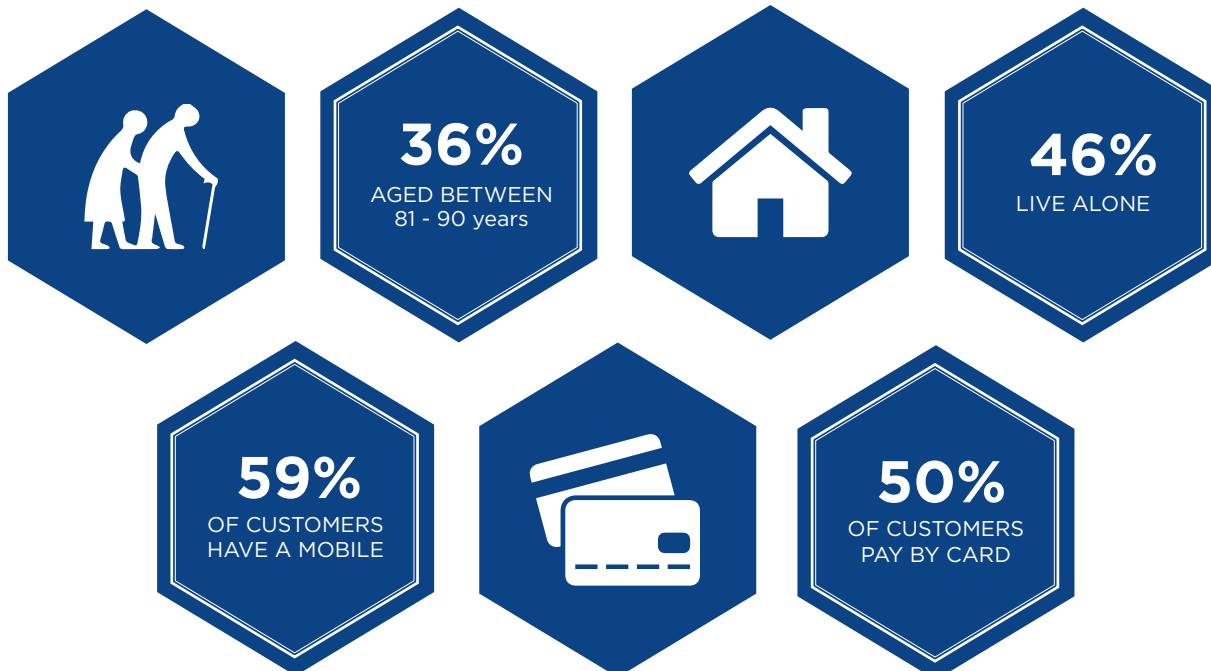
- Direct delivery of a range of transport and mobility options;
- Collaboration with like-minded organisations and groups to develop improved transport options;
- Advocating for accessible public and community facilities.

We Aim To

- Identify and support individuals who have limited mobility and/or financial constraints which restrict their ability to participate in community life;
- Ensure equitable access to community life by the design and development of affordable, accessible, culturally appropriate transport services;
- Advocate on behalf of individuals and communities for efficient and reliable public and community transport services;
- Promote the use of community and public transport.



About Our Community





1,914
NEW CUSTOMERS LINKED
TO ASCT SERVICES

3,148
ACTIVE CUSTOMERS



12,053
SOCIAL SUPPORT HOURS



29
ACTIVE VOLUNTEERS

1,374
VOLUNTEER HOURS



71
EMPLOYEES



15
CUSTOMERS UNDER THE
NDIS SCHEME



355
MEMBERS



12
BUSES



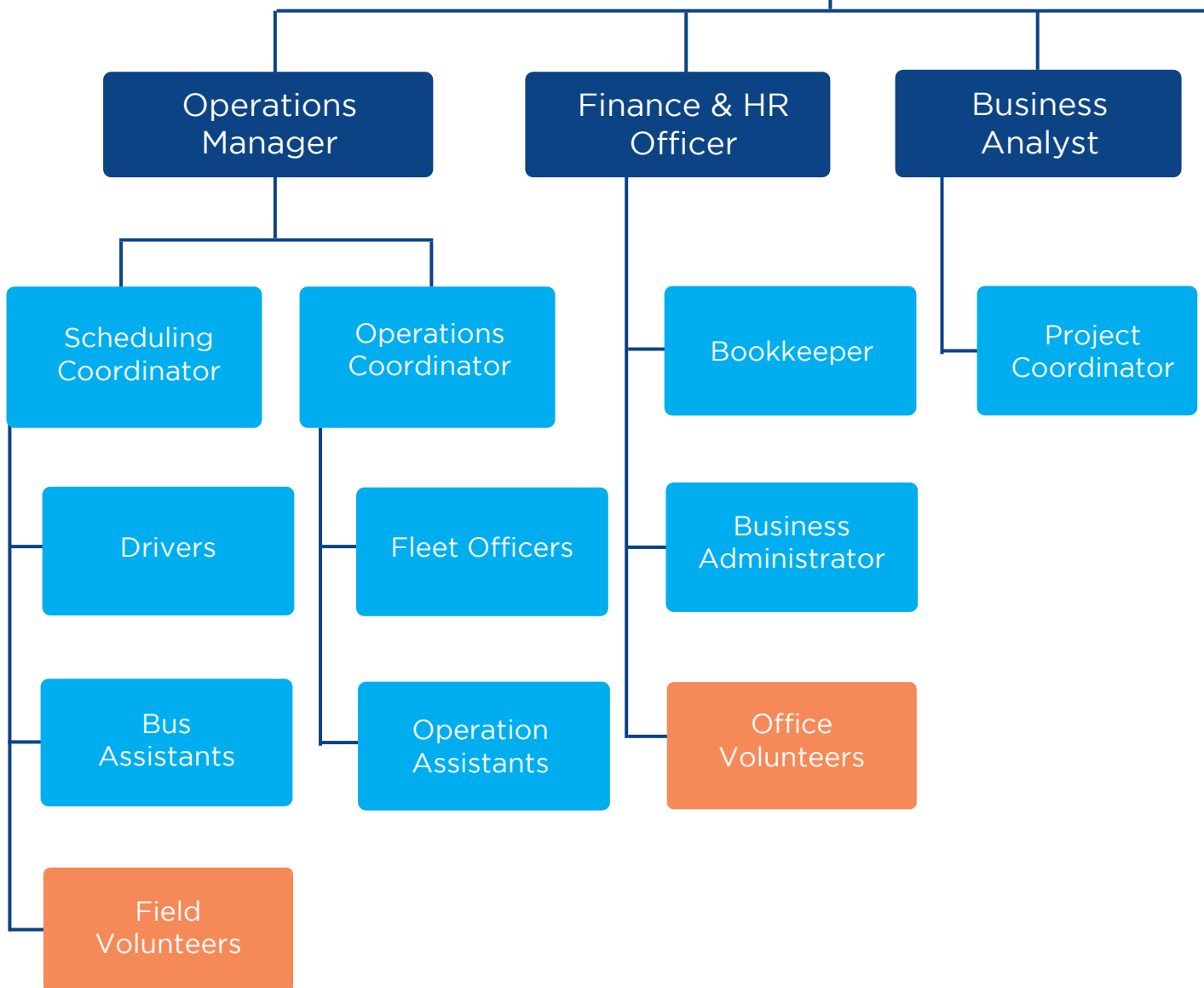
11
VANS

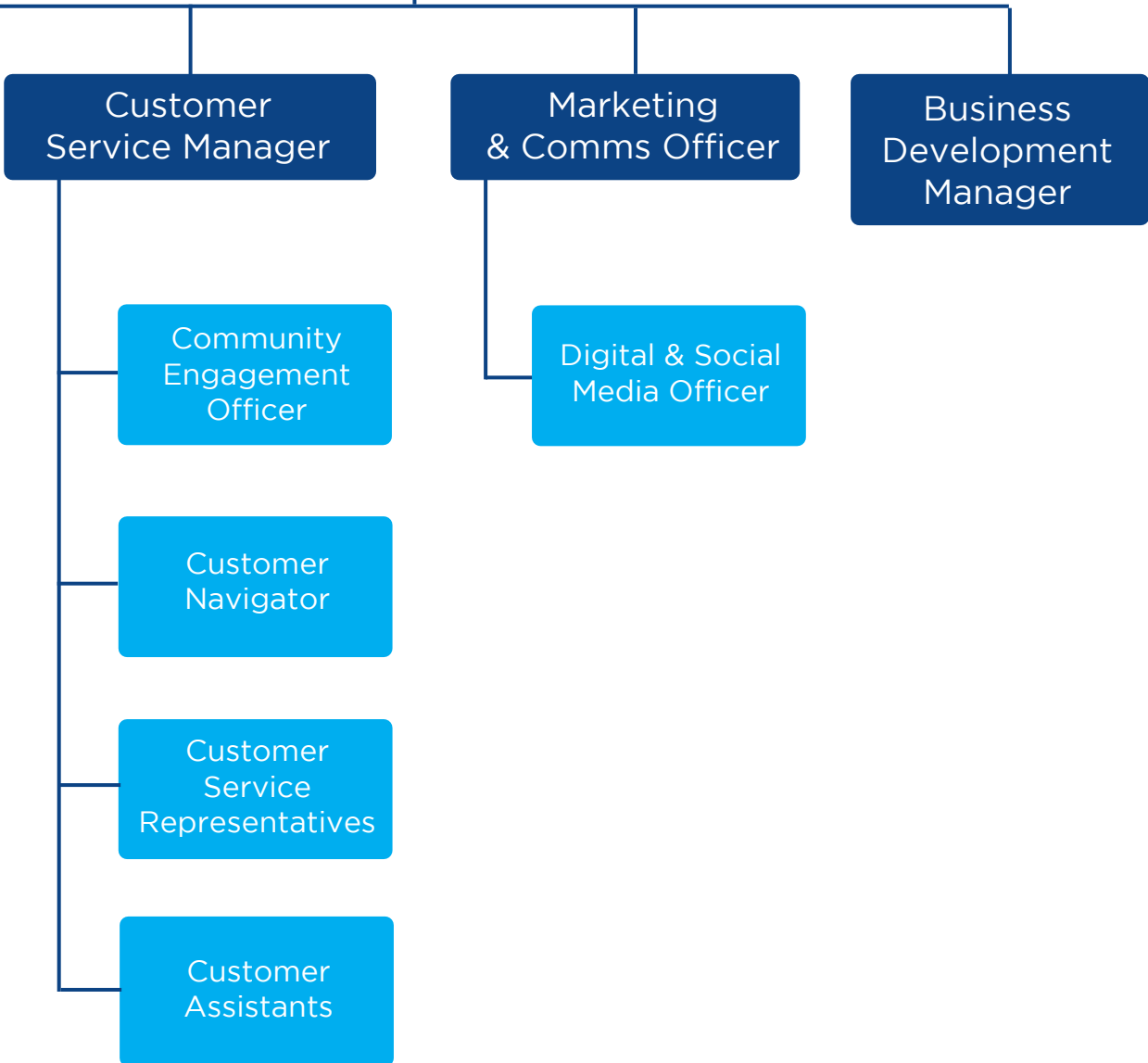


7
CARS

Board of Management

Chief Executive Officer (CEO)





“ ASCT intends to remain in the transport space into the future providing a range of quality transport options for the community...”

Chairperson's Report

I am pleased to present to members the Chair's report for 2018.

The governance responsibility of a Board is to set the strategic direction, ensure compliance with the constitution, contracts, legislation and standards and to ensure that the organisation is financially stable. The Board monitors these responsibilities by ensuring that appropriate systems for reporting are in place through the CEO.

Due to increased financial turnover and activity ASCT changed its legal structure. A Special General Meeting was held in November 2017 where members passed motions to transfer the registration from an incorporated association to a company limited by guarantee and to adopt a new constitution. ASCT is now required to report to the Australian Securities and Investments Commission (ASIC) annually.

Community Transport Organisations funded by Commonwealth and state governments have been operating in a changing environment since 2012. The implementation of the aged care reforms, the NDIS roll out, the impending integration of the Commonwealth Home Support and Home Care Packages Programs and changes to public transport such as Uber and the on-demand service trial in areas of Sydney, all impact on providing services and planning for the future.

ASCT intends to remain in the transport space into the future providing a range of quality transport options for the community. To reach this objective ASCT needs to be competitive to remain sustainable. We must employ the best people, implement efficient systems and elect a strong Board. With this in mind we engaged consultants, Merit Solutions, to undertake an organisational restructure. With the leadership of the CEO, Jane Rogers and proactive involvement from staff and the Board a new agile structure was developed that will meet our business and customer

needs now and into the future. The new structure included new Senior Management Team roles responsible for operations, freeing up the CEO to focus on strategic management.

The Board spent time on succession planning to ensure appropriate diversity and that a skills-based Board would be in place to perform the governance role. A strong Board requires people with a range of skills such as information technology, human resources and change management, plus strategic, financial and risk management skills.

The Board instigated two sub-committees this year, to regularly oversee human resource management issues, including the restructure and to oversee finance, audit and risk issues.

The coming year will see ASCT looking further at strategies including social enterprise options to support our strategic objectives and sustainability.

I want to thank the Board members, Myrophora Kouras (Secretary), Nelson Contador (Treasurer), Marie Shang, Celeste Shaw, Fred Madderom and Jane Palmer who gave their time voluntarily to provide strategic management to ASCT.

My thanks to staff, under the strong and dedicated leadership of Jane Rogers. Change is challenging but it can also be invigorating. The staff stepped up and met the challenge. My thanks also to the volunteers who give their time to support ASCT and our customers.

Chris Spackman
Chairperson



“
...a very productive year. Service outputs increased and we completed many of the objectives set out in our strategic plan...”

CEO's Report

Getting on with business

Access Sydney had a very productive year. Service outputs increased and we completed many of the objectives set out in our strategic plan to build a strong resilient organisation. The Board, staff and volunteers remain united in our aim to ensure that ASCT is capable of meeting our mission, that all members of the community have equal access to safe, affordable, accessible transport options into the future.

Levels of service provision have improved across all areas of service delivery:

- An additional 1,914 new customers were assessed and took up services.
- We provided 188,084 trips, an increase of 25% on last year's outputs.
- The assisted shopping team also increased the number of social support hours provided by 6%.
- We have commenced service delivery under the NDIS scheme. 15 participants have signed a contract with us to provide them with our services.

In terms of the completed strategic objectives:

- ASCT is now a company limited by guarantee.
- We conducted an organisational review and commenced the implementation of a new staff structure.
- Work is well underway to more effectively onboard new customers and new business.
- We have implemented the electronic passenger fee collection with 50% of our customers now paying by card.
- We have increased the income generated via our social enterprise stream by 115% on last financial year.
- We have reduced the unit cost of providing our services by 3%.
- A report highlighting the social benefits of Community Transport has been produced. This will be used to promote the sector and we hope to send it as evidence to the Royal Commission inquiry into the aged care sector.



Community Transport - Leaders in wellness and re-enablement

Whilst Community Transport providers and their customers know that our services are essential, CT services are not well known and the wider social and economic benefits are not promoted.

This year ASCT commissioned a report which was funded by Transport for NSW into the health and wellbeing benefits of Community Transport.

A survey with ASCT customers and those of four other Community Transport providers was conducted. We wanted to capture whether our customers thought that there were other benefits from using CT besides a means of getting from point A to point B.

541 customers over the age of 65 years completed the survey and the results found that they “overwhelmingly agree (agree or strongly agree) that CT affords

them with a range of benefits, including maintained independence and health, facilitated access to important activities such as medical appointments, social outings and shopping and that it provides them with opportunities to interact with others within the community.”

Community Transport is worth fighting for and we need to publicise its worth.

Challenging times ahead for our customers

The funding that ASCT receives from the Commonwealth Home Support Program (CHSP) for people over 65 is not assured after June 2020.

We know from the experience of NDIS participants and from people who are funded under the Home Care package scheme that they faced increased financial challenges once they moved from the heavily subsidised Community Transport services.



Under our new CHSP contract, our passenger contributions needed to increase. However, even this small increase caused concerns for some of our passengers who rely on us for all of their transport needs. A recent survey conducted with Community Transport passengers asked the customers if they ever had to limit their purchasing of other goods or services in order to afford CT.

Responses to this question produced a significant variation and answers tended to be influenced by demographics. Approximately one-third of respondents agreed or strongly agreed that CT affordability was an issue, one-third were neutral and the remaining 42% disagreed or strongly disagreed.

Financing the provision of Community Transport (CT) for people with limited mobility is expensive. Modified vehicles, trained professional staff and rigorous governance must be provided to ensure positive outcomes. Without some form of government funding it will be a challenge for ASCT to maintain the volume of service provision currently provided.

Aged care and welfare services are increasingly provided by national companies who are in the business of generating a profit. The shift to a free-market approach to welfare, starting with the fee-for-service model of funding has already changed the relationship between providers and service users.

Access to quality service provision will increasingly come down to how much you can afford to pay as a consumer and how well you or your family can advocate to receive appropriate services. As ever, the greatest impact will be borne by those most in need.

The not-for-profit health and welfare sector provides a safety net. However, it will be decimated if block funding is withdrawn. Despite bureaucratic rhetoric about providing greater choice for consumers, once profit takes precedence over care this will lead to a lack of choice for people experiencing social disadvantage.

The Board of Management and our team

In line with our strategy to build on our existing capacity and be viable into the future ASCT engaged consultants to undertake a review of the staff structure.

On March 1 the Board approved the new structure which was in part designed by the staff. As you will see from the new organisational chart on pages 5 and 6 new positions were created and we expanded the management team. This team will provide more support to staff, enhance customer experience and develop new business opportunities.

I would like to acknowledge the steadfast work of our amazing staff, both paid and unpaid, who despite a climate of change, continue to bring care, compassion and joy to our customers.

A special farewell to team members Van, Rick, Jasmine, Donata, Florence, Ben and Alex and to Board member Jane Palmer who left us this year. I thank them so very much for their time, passion and dedication to the organisation and I wish them well in their new endeavors.

Lastly, on behalf of our staff and customers I would like to say a huge thank you to the voluntary Board of Management and our Chairperson, Chris Spackman. Their provision of a strong governance platform and their commitment to the mission of ASCT means that we have a good chance of continuing success and the provision of services into the future.

Jane Rogers
CEO



1,914

NEW CUSTOMERS
LINKED TO ASCT
SERVICES



188,084

TRIPS
PROVIDED



12,053

HOURS OF
SOCIAL SUPPORT

“
...we have guaranteed government funding until June 2020 and progress is being made towards a future model of service delivery...”

Treasurer's Report

2017/2018 has been another big year. While aged care and industry reforms continue, we have guaranteed government funding until June 2020 and progress is being made towards a future model of service delivery for the people we support. During this financial year, the Board engaged Merit Solutions to complete an organisational review. In collaboration with staff, the leadership team and the Board, Merit assisted ASCT to build a vision for a new organisational structure that enables a more sustainable, competitive and commercially viable future. This lays a solid foundation for the continued work that needs to be undertaken to prepare for the funding changes in 2020.

Our financial position for 2017/2018 remains stable, with an end of financial year net surplus of \$142,601. Total income of \$5,119,771 for the financial year is an increase of 9.4% from the previous year. We have had an increase in income of \$441,164, attributable to growth in government funding and other income generating activities. Also, to note that the NSW Family and Community Service (FACS) funding ceased on 30 June 2018 due to funding transferring to the NDIS. NSW FACS funding accounts for 3% of total income. Strategies will be implemented to ensure sustainable income levels for the next financial year.

The total expenditure for 2017/2018 was \$4,977,170. This is a 17% increase from the previous year. Salaries and on costs of \$3,616,726 account for 73% of total expenditure. This is a 17% increase from the previous year's expenditure, attributable to redundancies that were paid as a result of implementation of the new organisational structure. In terms of Vehicle Services and on costs, a total of \$832,040 was expended, accounting for 17% of total expenditure. This is a 31% increase from the previous year.



\$142,601

NET SURPLUS



\$2.493

million

TOTAL EQUITY



\$832,040

VEHICLE SERVICES

Our financial performance for 2017/2018 was stable considering the implementation of a new organisational structure and continued industry reforms. Access Sydney remains in a viable financial position with total equity of \$2,493,584 at 30 June 2018.

This has been another year of change and the staff have been outstanding, ensuring that quality services continue without disruption. I would like to thank the staff for the great work they continue to do.

Many challenges remain, including continued work to reduce our costs and develop robust systems that will enable a sustainable commercial transport model that stays true to our mission and vision. Access Sydney is a great organisation with committed and dedicated people who are determined to make the future work. I look forward to the year ahead.

Nelson Contador
Treasurer



“ Организация «Доступ к Сиднею» намеревается оставаться в “транспортном пространстве” и в будущем, предоставляя ряд качественных вариантов транспорта для общества,.. ”

Общественная Транспортная Организация «Доступ к Сиднею»

Я рад представить членам организации доклад Председателя за 2018г. Ответственность Совета правления заключается в том, чтобы установить стратегическое направление, обеспечить соблюдение Конституции, договоров, законодательства и стандартов, а также обеспечить финансовую стабильность Организации. Совет Правления следит за выполнением этих обязанностей, обеспечивая создание соответствующих систем отчетности через Генерального директора.

В связи с возросшим финансовым оборотом и деятельностью, ASCT изменила свою юридическую структуру. В ноябре 2017 состоялось Специальное общее собрание, где члены организации приняли решение об изменении регистрационной формы организации с «Корпоративной ассоциации» на «компанию с ограниченной гарантией» и о принятии новой Конституции. В настоящее время ASCT обязана ежегодно отчитываться перед Австралийской комиссией по ценным бумагам и инвестициям (ASIC).

Общественные транспортные организации, финансируемые Комменвалс и правительствами Штатов, работают в меняющихся условиях с 2012 г. Введение реформ по уходу за престарелыми, внедрение Национальной Схемы Страхования по Инвалидности (NDIS), предстоящая интеграция Программ поддержки на Дому Комменвалс и программы по предоставлению пакетов услуг по уходу на дому, изменения в общественном транспорте, таких как Убер (Uber) и пробное введение предоставления услуг по требованию в районах Сиднея, - все это оказывает влияние на обеспечение услуг и планирование на будущее.

ASCT намеревается оставаться в транспортном пространстве в будущем, предоставляя ряд качественных вариантов транспортных услуг для общественности. Для достижения этой цели и чтобы оставаться стабильной организацией, ASCT должна быть конкурентноспособной. Мы должны принять на работу лучших людей, внедрить эффективные системы и избрать дееспособный Совет Правления. Имея это в виду, мы привлекли к работе консультантов из организации Merit Solutions для проведения реструктуризации Организации. Под руководством Генерального директора, Джейн Роджерс, и при активном участии сотрудников и Совета Директоров, была разработана новая гибкая структура предприятия, которая будет отвечать потребностям бизнеса и интересам клиентов в настоящее время и в будущем. Новая структура включала в себя новые роли старших руководителей, ответственных за руководство, при этом они освободили от этих обязанностей Генерального директора, что позволит ей сосредоточиться на стратегическом управлении.

Совет Директоров потратил время на планирование преемственности для обеспечения надлежащего разнообразия функций. Совет Директоров, обладающий соответственными навыками и умениями будет выполнять руководящую роль. Сильный Совет Директоров требует людей с целым рядом навыков и умений, таких как владение информационными технологиями, знаниями в привлечении кадров, в управлении изменениями, знаниями стратегий, финансов и в управлении рисками.

В этом году Совет директоров инициировал создание двух подкомитетов для регулярного контроля по вопросам управления людскими ресурсами, включая реструктуризацию и финансы, ревизию и риск.

В предстоящем году ASCT будет изучать новые перспективные стратегии, включая социальные варианты для предприятия для поддержки своих стратегических целей и устойчивости.

Я хочу поблагодарить членов Совета директоров, Мирофору Каурас (секретаря), Нельсона Контадор (казначей), Мари Шэнг, Селеста Шоу, Фреда Маддером и Джейн Палмер, которые добровольно потратили свое

время для обеспечения стратегического управления ASCT.

Хочу выразить свою благодарность персоналу, работающему под сильным и самоотверженным руководством Джейн Роджерс. Изменение является сложной задачей, но оно также может приводить к действию. Работники приняли вызов и приступили к действию.

Благодарю также добровольцев, которые отдают свое время для поддержки ASCT и наших клиентов.



Отчетный Доклад Управляющего 2017/2018

Ведение бизнеса

Наша организация «Доступ к Сиднею» (ASCT) имела очень продуктивный год, был увеличен объем предоставляемых услуг, и мы выполнили многие из наших намеченных стратегических планов по созданию сильной и устойчивой организации. Совет Директоров, работники и волонтеры были объединены в достижении и выполнении миссии ASCT в том, чтобы все члены общества имели равные права в получении доступного, удобного транспорта в различных сферах в будущем.

Уровень предоставления услуг улучшился по всем сферам предоставления услуг:

- Дополнительно 1914 новых клиентов получили необходимую оценку относительно права на использование услуг, и начали пользоваться нашими услугами
- Мы предоставили 188,084 поездок, что составляет 25% больше по сравнению с предыдущим годом
- Работники, предоставляющие помощь при покупках, увеличили количество часов по оказанию помощи на 6%
- Мы начали предоставление услуг по схеме NDIS «Национальной Схеме Страхования по Инвалидности». 15 участников подписали с нами контракт по предоставлению этих услуг.

Относительно завершенных стратегических планов:

- ASCT теперь Компания с ограниченной гарантией
- Мы провели реорганизацию предприятия и начали введение новой организационной структуры работников
- Ведется активная работа по эффективному принятию новых клиентов и нового бизнеса
- Мы ввели систему электронного сбора оплаты за проезд пассажиров, и 50% наших клиентов теперь делают оплату через карту
- Мы увеличили доход от направления по предоставлению социальных поездок на 115% в прошлом финансовом году
- Мы снизили стоимость каждой единицы по оказанию наших услуг на 3%
- Был написан отчет по социальным бенефитам Общественного Транспорта. Он будет использован для продвижения сектора, и мы надеемся послать отчет в качестве доказательства в Королевскую Комиссию по вопросам предоставления ухода для пожилых людей.

Общественный Транспорт- лидер в оздоровлении и восстановлении

Несмотря на то, что организации, предоставляющие общественный транспорт и их клиенты знают, что наши услуги необходимы, с общественными транспортными услугами не все достаточно ознакомлены, и выгода от получения этих услуг в социальном и экономическом плане не достаточно разрекламирована.



В этом году организация «Доступ к Сиднею» содействовала в создании доклада, который был спонсирован Транспортом НЮУ относительно выгоды для здоровья и для оздоровления при использовании Общественного Транспорта. Был проведен опрос клиентов организации «Доступ к Сиднею» и четырех организаций, предоставляющих общественный транспорт. Мы хотели узнать, что клиенты думают относительно прочих бенефитов от использования общественного транспорта кроме поездки от пункта А до пункта Б.

541 клиент старше 65 лет заполнили анкету, и результаты показали, что «они согласны и очень согласны с тем, что Общественный Транспорт предоставляет им целый ряд бенефитов, включая сохранения независимости и здоровья, дает необходимый доступ к таким важным мероприятиям, как визит к докторам, социальным поездкам и поездкам за покупками, возможность общения с другими людьми внутри общины.» Общественный Транспорт стоит того, чтобы его отстаивать и очень важно его рекламировать и пропагандировать.

Наступает время перемен для наших клиентов

Финансирование, которое наша организация получит от Программы Коммонвелс по Поддержке Дома (CHSP) для людей старше 65 лет не гарантировано после июня 2020г.

Из опыта участников по программе NDIS и клиентов, которые спонсируются по схеме предоставления пакетов услуг на дому, мы знаем, что они испытывают финансовые трудности, как только они уходят от значительно субсидируемых услуг Общественного Транспорта.

По нашему новому контракту с CHSP оплата, взимаемая с пассажиров, должна будет увеличена. Однако, даже небольшое увеличение, вызывает озабоченность у некоторых пассажиров, которые зависят от нас относительно транспортировки. Недавно был проведен опрос пассажиров, организованный Общественным Транспортом, относительно того, должны ли они отказаться от покупки некоторых товаров и услугах, чтобы позволить себе использование услуг

“
очень
продуктивный
год, объемы
обслуживания
увеличились, и
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многие из целей,
которые были
поставлены
в нашем
стратегическом
плане.. ”

общественного транспорта.

Ответы на этот вопрос выявили значительную вариацию в ответах, зависящую от демографии клиентов. Приблизительно одна треть опрошенных «согласилась» или «очень согласилась» с тем, что доступность общественного транспорта является проблемой, одна треть были «нейтральны» относительно этого вопроса, а 42% были «не согласны» или «очень не согласны», что существует проблема.

Финансирование общественного транспорта для людей с ограниченной мобильностью очень дорого. Специально приспособленные транспортные средства, работники, получившие специальную тренировку, и очень строгое управление, должны быть в наличии, чтобы получить положительные результаты. Без государственного финансирования в любой форме будет достаточно сложно для ASCT сохранить объем предоставляемых услуг.

Услуги по уходу за пожилыми людьми и оздоровительные услуги все в большей мере проводятся национальными компаниями, которые заинтересованы в получении дохода. Смещение в сторону свободного рынка по оздоровлению, начиная с модели финансирования, где следует производить оплату за услуги, уже изменило отношения между теми, кто предоставляет услуги и теми, кто их получает.

Доступ к предоставлению качественных услуг будет в значительной степени зависеть от того, сколько вы сможете заплатить в качестве потребителя услуг и как вы или ваша семья сможет выступить, чтобы добиться соответствующих услуг. Как всегда, наибольшее воздействие будут нести те, кто больше всего в этом нуждается.

Неприбыльный сектор по здоровью и оздоровлению предоставляет «страховочную сеть». Но, эта сеть будет уничтожена, если направленное финансирование будет снято. Несмотря на бюрократические замечания о предоставлении большего выбора для потребителя, как только получение прибыли будет на первом месте относительно ухода, это приведет к уменьшению выбора для людей, которые испытывают социальный недостаток.

Управляющий Совет и наш штат работников

В соответствии с нашим планом развития и основываясь на имеющихся возможностях для вхождения в будущее, ASCT пригласила консультантов для пересмотра имеющейся структуры работников.



1го Марта Управляющий Совет одобрил новую структуру, которая в некоторой степени была разработана имеющимися сотрудниками.

Как вы сможете увидеть на организационной схеме работников 5-6 были созданы новые позиции и мы увеличили управляющее звено. Управленческое звено будет предоставлять помощь работникам, способствовать улучшению услуг для клиентов и развивать новые возможности для бизнеса.

Я хотела бы признать непоколебимую работу нашего удивительного персонала, как оплачиваемого, так и неоплачиваемого, который, несмотря на перемены, продолжает оказывать уход и заботу, показывать сострадание и приносить радость нашим клиентам.

Я хотела бы попрощаться с членами команды Ван Ли, Рик, Жасмин, Донатой, Беном и Алексом и членом Совета Джейн Палмер, которые оставили нас в этом году. Я благодарю их за их время, желание работать и преданность Организации, и я желаю им всего хорошего в их новых начинаниях.

Наконец, от имени наших сотрудников и клиентов я хотела бы сказать огромное спасибо добровольному Совету управления и нашему Председателю Крис Спэкмен. Предоставленная ими «платформа» управления и их приверженность миссии ASCT означает, что у нас есть хорошие шансы на продолжение успеха и предоставление услуг в будущем.

Джейн Роджерс
Директор



“

Нам гарантировано государственное финансирование до июня 2020 г., и достигнут прогресс в направлении будущей модели предоставления услуг ”

Доклад Казначейя 2018г

2017/18 был еще один значительный год. В то время как реформы по уходу за престарелыми и во всей отрасли продолжают, мы получили гарантированное государственное финансирование до июня 2020, и прогресс был сделан относительно создания будущей модели предоставления услуг для людей, которых мы обслуживаем. В течение этого финансового года Совет Директоров пригласил организацию «Merit Solutions» для проведения организационного пересмотра нашего предприятия.

В сотрудничестве с персоналом, руководящей группой и Советом Директоров, организация Merit Solutions оказала содействие ASCT в создании видения новой организационной структуры, которая создаст более устойчивое, конкурентноспособное и коммерчески жизнеспособное будущее для организации. Это закладывает прочную основу для продолжения работы, которая должна быть предпринята для подготовки к изменениям в финансировании в 2020 году.

Наше финансовое положение за 2017/2018гг. остается стабильным, по окончании финансового года чистый доход составил \$142,601. Общий доход составил \$5,119,771 за финансовый год, он увеличился на 9,4% по отношению к предыдущему году. Наш доход увеличился на \$441,164, что связано с ростом государственного финансирования и прочей хозяйственной деятельностью, приносящей доход.

Кроме этого, следует учесть, что финансирование, предоставляемое Организацией предоставления услуг семье НЮУ (FACS) прекращается 30 июня 2018 из-за передачи финансирования в организацию Национальной Схемы по страхованию по инвалидности (NDIS). Финансирование, предоставляемое Организацией предоставления услуг семье НЮУ (FACS), составляет 3% от общего дохода. Новые стратегии будут введены для обеспечения устойчивого уровня доходов на следующий финансовый год.

Общая сумма расходов за 2017/2018гг. составила \$4,977,170. Это на 17% больше, чем в предыдущем году. Заработная плата составила \$3,616,726, что является 73% от общего объема расходов. Это на 17% больше по отношению к расходам за предыдущий год. Это увеличение расходов объясняется



выплатами по увольнению, которые были сделаны в результате внедрения новой организационной структуры.

С точки зрения расходов на транспортные услуги в общей сложности было израсходовано \$832,040, что составляет 17% от общего объема расходов. Это на 31% больше, чем в предыдущем году.

Наши финансовые показатели за 2017/2018 были стабильными с учетом внедрения новой организационной структуры и продолжения отраслевых реформ. «Доступ к Сиднею» остается в жизнеспособной финансовой позиции с общим капиталом в \$2,493,584 на 30 июня 2018.

Это был еще один год перемен, и персонал делал все возможное, чтобы качество предоставляемых услуг оставалось без изменений. Я хотел бы поблагодарить сотрудников за ту большую работу, которую они продолжают делать.

Сохраняются многие проблемы, включая продолжение работы по сокращению наших расходов и разработку надежных систем,

которые позволят создать устойчивую коммерческую модель транспорта, которая будет оставаться верной нашей миссии и видению. «Доступ к Сиднею» является замечательной организацией с очень преданными своему делу людьми, которые полны решимости вести работу в будущем. Я жду предстоящего года с нетерпением.

Нелсон Контадор 2018





悉尼安捷社区交通有限公司

主席报告

我很高兴在此向各位会员宣读2018年主席报告。

董事会的管理责任是制定战略导向，确保公司章程、合同、立法和标准得到妥善遵守，并确保组织财务稳健。董事会通过首席执行官确保建立适当的报告体系，从而密切关注这些责任的落实情况。

由于财务收入和活动增加，悉尼安捷调整了法律结构。2017年11月召开了一次特别会员大会，会员通过动议，同意调整机构注册类型，从注册社团转变为担保有限公司，并通过了新章程。悉尼安捷现在需要每年向澳大利亚证券和投资委员会（ASIC）报告。

自2012年以来，由联邦政府和州政府资助的社区交通组织其运营环境一直不断改变。安老行业改革，全国残障人士保险计划（NDIS）推出，联邦家庭支持服务（Commonwealth Home Support）和家庭护理配套计划（Home Care Packages Programs）即将整合，公共交通行业发生变化，如优步（Uber）和悉尼部分地区试点公交按需班车服务，这些均对未来的服务提供和战略规划产生巨大影响。

悉尼安捷未来打算继续留在交通行业，为社区提供各种优质的交通选择。为实现这一目标，悉尼安捷需要具备竞争力才能保持可持续发展。我们必须雇佣最优秀的人才，推行高效的体系，并选举出强有力的董事会。有鉴于此，我们聘请人力资源咨询公司Merit Solutions进行组织重组。在首席执行官简·罗杰斯（Jane Rogers）的领导下，员工和董事会积极参与，构建了新的更灵活的组织架构，能够满足我们现在及未来的业务和客户需求。新的架构包括组建新的高级管理团队负责运营，让首席执行官能够专注于战略管理。

董事会也进行了继任规划，建立适当多样化、具备各种技能的董事会来履行管理职责。一个强有力的董事会需要具备各种不同技能的人才，如信息技术、人力资源和变革管理、战略、财务和风险管理。

董事会今年启动了2个小组委员会，定期监督人力资源管理问题，包括重组及财务、审计和风险管理。

来年悉尼安捷将寻求采取其他战略，包括社会企业模式，以帮助实现我们的战略目标和可持续发展。

我在此感谢各位董事会成员，Myrophora Kouras（干事），Nelson Contador（财务主管），Marie Shang，Celeste Shaw，Fred Madderom和Jane Palmer，他们自愿投入时间为悉尼安捷提供战略管理。

我也要感谢在简·罗杰斯（Jane Rogers）坚定领导下的各位工作人员。变革带来重重挑战，却也激励我们做出改变。他们迎难而上，直面困难。

我还要感谢那些抽出时间支持悉尼安捷工作的志愿者们和我们的各位客户。



“...这是一个非常有效的一年，服务量输出量增长了，我们并且完成了策略计划中规定的许多目标。”

2017-18财政年度首席执行官报告

业绩成果

过去的财年中，悉尼安捷业绩出色，服务产出水平增加，我们完成了战略规划中制订的许多目标，以期建立一个兼具实力与耐挫力的机构。董事会、全体员工和志愿者们目标一致，上下一心，确保悉尼安捷有能力履行我们肩负的使命，即所有社区成员在未来都应平等地享受安全、经济和便利的交通服务。所有服务领域的服务水平都有所提高：

- 有1,914名新客户接受了评估，开始接受我们的服务。
- 我们一共提供了188,084次出行，比上年增长25%。
- 协助购物团队提供的社交帮助时间增加了6%。
- 我们已根据全国残障人士保险计划（NDIS）开始提供服务。有15人与我们订立了合同，指定我们为其服务。

就完成的战略目标而言：

- 悉尼安捷现为担保责任公司。
- 我们进行了组织审核，开始执行新的员工架构。
- 正在努力更有效地吸引新客户，引入新业务。
- 成功推行了电子收取车资服务，现有一半客户用卡支付。
- 上一财年来自社会企业模式的收入增加了115%。
- 提供服务的单位成本降低了3%。
- 编写了一份强调社区交通社会效益的报告。这份报告将用于促进行业发展，我们希望将其提交给皇家调查委员会（Royal Commission Inquiry），作为对安老（Aged Care）行业的调查依据。

社区交通——健康和复能的先行者

虽然社区交通服务供应商及客户都知道我们的服务至关重要，然而社区交通服务并不为人熟知，其更广泛的社会和经济效益也未进行宣传推广。

今年悉尼安捷委托撰写了一份报告，关于社区交通对身心健康的益处。这份报告由新南威尔士州交通部拨款支持，对悉尼安捷和其他四家社区交通服务供应商的客户进行了一次调查。我们想要了解客户的想法，除了帮助他们从A到B之外，他们是否认为使用社区交通还有其他的益处。

541名年龄在65岁以上的客户参与了调查，结果发现他们“绝大多数同意（同意或非常同意）社区交通为他们提供了广泛的福利，包括保持日常独立和健康，便于他们参加重要活动，如看医生，社交旅游及购物，并为他们提供与社区其他成员沟通的机会。”

社区交通值得我们努力争取，我们必须让其价值受到大众的关注。

客户面临挑战重重的未来

2020年6月后，悉尼安捷现通过联邦家庭支持计划（CHSP）获得的为65岁以上长者提供的资金无法得到保证。

我们从NDIS参与者和获得家庭护理配套计划（Home Care Package Scheme）资助的人的经历了解到，一旦社区交通失去大量补贴，他们将面临更严峻的财务负担。

根据新的CHSP合同，乘客供款金额必须增加。然而，对于一些所有出行都依赖我们服务的乘客来说，即便是这种小幅增加也已引起他们的担忧。最近在社区交通乘客中进行的一项调查询问了客户是否曾因负担社区交通的开支而限制购买其他商品或服务。

对这一问题的回答存在显著性差异，受到人口统计特征的制约。大约三分之一的受访者同意或非常同意社区交通负担能力是一个问题，三分之一持中立意见，其余42%不同意或强烈不同意。

为行动不便的人提供社区交通服务的成本非常高。必须改装车辆，配备训练有素的专业人员，并进行严格管理，才能确保取得积极成果。如果缺乏政府资助，悉尼安捷将很难维持目前的服务量。

安老和福利服务越来越多地由以营利为目标的全国性公司提供。从依服务收费开始，福利部门转为采取自由市场模式已经改变了服务提供者和用户之间的关系。

获得优质服务的机会将更加取决于您作为消费者的支付能力以及您或您的家人是否大力倡导获得适当的服务。一如以往，最需要帮助的人往往会承担最大的冲击。

以往，有非营利性的健康和福利部门提供安全保障。但是，如果取消整笔资

金，这种保障将大幅削弱。尽管官僚主义言论声称这是为消费者提供更多的选择，但一旦利润先于关怀，势必导致弱势群体缺乏选择。

管理委员会和我们的团队

为符合我们推进能力建设以确保未来生存的战略，悉尼安捷雇佣咨询公司对我们组织架构进行审核。

3月1日，管理委员会批准了新的架构，新架构由我们的员工参与设计。您将从第5-6页的新组织结构图中看到，我们创建了新的职位，也扩展了管理团队。新的团队将为员工提供更多的支持，改善客户体验，并开发新的商机。

在此我要感谢各位出色的员工，无论是带薪员工还是志愿者都勤恳工作。尽管前路变幻未知，他们仍然一如既往为我们的客户带去关怀、同情和欢乐。

我们特别告别团队成员 Van Lee、Rick、Jasmine、Donata、Ben和 Alex，以及今年离开我们的董事会成员 Jane Palmer。非常非常感谢他们的时间、热情和敬业精神，也祝他们在新的工作中取得成功。

最后，我代表全体员工和客户，对志愿管理委员会和我们的主席克里斯·斯帕克曼（Chris Spackman）表示衷心感谢。他们提供强大的管理平台，致力于实现悉尼安捷的使命，因此我们才有可能在未来继续取得成功，为客户提供服务。

简·罗杰斯（Jane Rogers）
首席执行官



“...我们已经得到政府资金保证至2020年6月，并且朝着未来的服务模式取得进展...”

2018年财务报告

2017-18财政年度又是十分重要的一年。尽管安老行业改革仍在继续，但我们可以确保到2020年6月之前仍然可以获得政府拨款，并且我们正在为我们支持的群体积极探索未来的服务模式。本财政年度，董事会聘请了人力资源咨询公司Merit Solutions进行组织审核。Merit通过与员工、领导团队和董事会的合作，协助悉尼安捷构建了新的组织架构，以实现更具可持续性、竞争力和商业可行性的未来。这为我们应对2020年资金变化而需要的持续准备工作奠定了坚实的基础。

2017-2018年度，我们财务状况保持稳定，财年净盈余为\$142,601。本财年总收入\$5,119,771，较上年增加9.4%。尽管由于政府资金和其他创收活动我们今年收入增加了\$441,164。此外，值得注意的是，由于资金来源转移到全国残障人士保险计划（NDIS），新南威尔士州家庭和社区服务（FACS）的拨款于2018年6月30日停止，来自FACS的资金占总收入的3%。我们将采取战略措施以确保下一财年的可持续收入水平。

2017-2018年度，我们的总支出为\$4,977,170，比去年增加17%。薪水及相关间接成本为\$3,616,726，占总支出的73%，比上年增长17%，这是由实施新的组织架构而导致的裁员所致。在车辆服务及其相关成本方面，总花费为\$832,040，占总支出的17%，比上年增长31%。

考虑到新组织结构的实施和持续的行业改革，2017-2018财年我们的财务表现尚算稳定。悉尼安捷财务状况稳健，截止至2018年6月30日，总权益为\$2,493,584。

过去的一年是变革的一年，我们的员工表现出色，保持一贯的优质服务，不受任何影响。我在此感谢全体工作人员一如既往的优异表现。

我们仍然面临着许多挑战，包括继续努力降低成本，建立强健的系统以实现可持续的商业交通模式，让我们得以忠于我们的使命和愿景。悉尼安捷是一个优秀的机构，我们有坚定和敬业的员工，携手努力创造未来。来年可期！





ACCESS

**SYDNEY
COMMUNITY
TRANSPORT
FINANCIAL
REPORT**

For the year ended 30 June 2018

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN: 23 985 892 007

**FINANCIAL REPORT FOR THE YEAR ENDED
30 JUNE 2018**

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

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ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

DIRECTORS' REPORT

Your Directors present this report on the entity for the financial year ended 30 June 2018.

Directors

The names of each person who has been a director during the year and to the date of this report are:

Christine Spackman

Nelson Contador

Celeste Shaw

Marie Shang

Jane Palmer (Retired 20 June 2018)

Myrophora Koureas

Fred Madderom

Hugo Pfandler (Resigned 11 December 2017)

Liz Reedy (Resigned 29 August 2017)

Directors have been in office since the start of the financial year to the date of this report unless otherwise stated.

Principal Activities

The principal activity of the entity during the financial year was the provision of transport services for transport disadvantaged clients. Services were delivered through individual medical transportation, group shopping, group social outings, four council specific shuttle services and a range of private services for NDIS clients. These services were funded through federal, state and city funding streams, in addition to client contributions and private charter work.

The company previously acted in the form of an incorporated association and was registered as a company limited by guarantee on 15 May 2018. The results are for the year from 1 July 2017 to 30 June 2018.

Key statistics:

Information	2017-18	2016-17
Trips	188,084	150,601
Active clients	3,148	2,846
New clients	1,914	1,621
Members	355	845
Active volunteers	29	29
Volunteer hours	1,374	1,622

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

DIRECTORS' REPORT

The entity's short-term objectives are to:

- Identify service gaps and develop its services to address the needs of individuals.
- Ensure positive business outcomes through developing effective costing models and investment selection criteria and monitoring.
- Review organisational structures.
- Address key systems to improve efficiency and effectiveness around governance, fee collection and internal systems.
- Define, document and promote ASCT model of support through evaluating services and outcomes against evidence and reviewing stakeholder communications and marketing.

The entity's long-term objectives are to:

- To develop and deliver a range of tailored and innovative service solutions that meet individual customer's needs.
- To establish a sustainable social enterprise arm to support the development and expansion of affordable, accessible services.
- To build organisation resilience to respond and develop new opportunities.
- To develop new internal systems that effectively manage and grow ASCT.
- To increase ASCT public profile and demonstrate why our services bring positive benefits to community.

During the financial year 12 meetings of Directors were held. Attendances by each director were as follows:

	Directors' Meetings	
	Number eligible to attend	Number attended
Christine Spackman	12	12
Nelson Contador	12	11
Celeste Shaw	11	9
Marie Shang	11	10
Jane Palmer	12	12
Myrophora Koureas	12	11
Fred Madderom	11	11
Hugo Pfandler	6	5
Liz Reedy	2	2

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

DIRECTORS' REPORT

Information on Directors

Christine Spackman, Chairperson

Christine is currently Chair of the ASCT Board. She has 20 years' experience managing not for profit community organisations and governance experience both as a CEO and a Board member having previously served on 3 not for profit Boards. Christine brings experience in governance, strategic management, human resource management and knowledge of the aged care industry and current reforms. She is currently a Senior Workforce and Industry Development Officer in aged care sector support and development. She has a strong commitment to quality services for disadvantaged people and ensuring strong governance.

Nelson Contador, Treasurer

Nelson currently operates Conkel Solutions Consultancy providing business support for small businesses and not for profits and has been the Managing Trustee to Conkel Super Fund (SMSF) since its establishment in August 2013. Nelson contributes to the mix of experience and qualifications the Board seeks primarily through his 24 years' experience in the aged care and disability services industry with specific expertise in funding administration and project management. Nelson joined the ASCT Board in September 2016.

Myrophora Koureas, Secretary

Myrophora is a highly skilled manager currently delivering policy and process improvements at The University of Sydney. She has a passion for education and life-long learning and is a qualified secondary education teacher. Myrophora brings experience in streamlining systems, policies and processes that optimise outcomes and benefits to ASCT and its stakeholders. She joined the ASCT Board in 2016.

Fred Madderom

Fred is the founding partner and creative director of OnCreate. He brings over 45 years of advertising experience including senior creative, agency, self-employed and principal roles. Fred's expertise comes from the diversity of his past which includes design, art direction, writing, photo retouching, television and radio production. He has worked with Health and Aged Care organisations including Uniting Care and Catholic Healthcare, Fred has been on the ASCT Board since 2015.

Celeste Shaw

Celeste is a retired community worker. Worked with children with physical disabilities and intellectually challenged children. Celeste has first-hand experience of transport disadvantage and wants to ensure that accessible affordable transport services remain an option for community members. Celeste has been a long-time supporter of Community Transport. She served on the Inner West Community Transport Committee from 2000 and joined the ASCT Board at the merger of these two services in 2015.

Marie Shang

Marie is a retired special education teacher. She represented both the Ashfield and the Burwood community on their respective Council Access Committees. For many years Marie was the full-time committee secretary for the Blind Citizens NSW. Marie served on the Inner West Community Transport committee from 1992 and joined the ASCT Board at the merger of these two services in 2015.

Jane Palmer

Jane has extensive experience in the Aged, Chronic Care & Rehabilitation Services within the Sydney Local Health District. With a background in Physiotherapy, her leadership roles across multi-disciplinary health services reflect her extensive knowledge of the industry. In 2012 she was appointed Service Manager and was responsible for respite services based in the district including 4 frail aged and dementia specific day centres and an in-home respite service. Jane has been on the ASCT Board since June 2015.

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

DIRECTORS' REPORT

Members' Guarantee

The entity is incorporated under the *Corporations Act 2001* and is an entity limited by guarantee. If the entity is wound up, the constitution states each member must contribute an amount not more than \$10 (the guarantee) to the property of the company if the company is wound up while the member is a member, or within 12 months after they stop being a member, and this contribution is required to pay for the: (a) debts and liabilities of the company incurred before the member stopped being a member, or (b) costs of winding up. At 30 June 2018 the number of members was 203.

Auditor's Independence Declaration

The lead auditor's independence declaration for the year ended 30 June 2018 has been received and can be found on page 27 of the financial report.

Signed in accordance with a resolution of the Board of Directors.



Director _____



Director _____

Dated this 5th day of October 2018

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

**STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
FOR YEAR ENDED 30 JUNE 2018**

	Note	2018 \$	2017 \$
INCOME			
Grants Received	2	4,219,316	4,016,075
Services Income	3	104,883	219,265
Interest Income		35,301	50,107
Other Income	4	760,271	393,159
		5,119,771	4,678,606
EXPENDITURE			
Advertising & Promotion		29,156	24,249
AGM & Meeting Expenses		11,846	8,352
Audit Fees		9,200	11,400
Bad Debts		-	1,280
Bank Charges		5,009	1,494
Cleaning		2,655	2,468
Consultant Fees		144,715	21,018
Client Outgoings		5,246	4,699
Computer & IT Expenses		35,239	38,894
Conferences		24	5,779
Depreciation Equipment		-	3,799
Electricity & Gas		5,217	6,480
Equipment		9,003	7,655
Event		4,130	1,972
Parking Fines		108	496
Rent Car Park		15,188	6,148
Insurance		13,055	12,926
Interest Expense		1,142	-
Lodgement & Legal Fees		5,034	228
Postage		8,765	17,489
Printing & Stationary		13,186	13,091
Planning Day		-	3,182
Rent		125,041	123,631
Repairs & Maintenance		1,793	1,003
Salaries & On costs	5	3,616,726	3,210,859
Vehicle Service & On Costs	5	832,040	635,878
Subscriptions		9,554	4,920
Telephone & Internet		63,386	79,378
Translation & Interpreting		888	2,907
Travelling & Taxi (Staff)		6,773	5,711

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

**STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
FOR YEAR ENDED 30 JUNE 2018**

	Note	2018	2017
		\$	\$
Secure Destruction		557	776
Storage		2,016	4,565
Website Expenses		478	1,344
Total Expenditure		<u>4,977,170</u>	<u>4,264,071</u>
CURRENT YEAR SURPLUS BEFORE INCOME TAX		142,601	414,535
Income Tax Expense		-	-
NET CURRENT YEAR SURPLUS		142,601	414,535

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

**STATEMENT OF FINANCIAL POSITION
AS AT 30 JUNE 2018**

	Note	2018 \$	2017 \$
ASSETS			
CURRENT ASSETS			
Cash and cash equivalents	7	2,224,779	2,526,908
Accounts Receivable and Other Debtors	8	222,757	73,281
Prepaid Insurance	8	74,337	-
TOTAL CURRENT ASSETS		2,521,873	2,600,189
NON-CURRENT ASSETS			
Property, Plant and Equipment	9	1,186,935	798,796
TOTAL NON-CURRENT ASSETS		1,186,935	798,796
TOTAL ASSETS		3,708,808	3,398,985
CURRENT LIABILITIES			
Trade and Other Payables	10	509,700	495,426
Provisions	11	551,266	197,705
TOTAL CURRENT LIABILITIES		1,060,966	693,131
NON-CURRENT LIABILITIES			
Provisions	11	154,258	350,816
TOTAL NON-CURRENT LIABILITIES		154,258	350,816
TOTAL LIABILITIES		1,215,224	1,043,947
NET ASSETS		2,493,584	2,355,038
EQUITY			
Retained Earnings		1,444,081	1,449,174
Reserves	16	1,052,503	905,864
TOTAL EQUITY		2,493,584	2,355,038

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

**STATEMENT OF CHANGES IN EQUITY
FOR YEAR ENDED 30 JUNE 2018**

	Vehicle Replacement Reserve - TfNSW \$	Vehicle Replacement Reserve - ASCT \$	Retained Surplus \$	Total Equity Restated \$
Balance at 1 July 2016	357,036	-	1,583,466	1,940,502
Net Surplus for the Year	-	-	414,538	414,538
Transfers Between Equity Components	431,240	117,588	(548,828)	-
Balance at 30 June 2017	788,276	117,588	1,449,176	2,355,040
Balance at 1 July 2017	788,276	117,588	1,449,176	2,355,040
Adjustment to Retained Earnings			(4,057)	(4,057)
Net Surplus for the year	-	-	142,601	142,601
Transfers between Equity Components	2,126	144,513	(146,639)	-
Balance at 30 June 2018	790,402	262,101	1,441,081	2,493,584

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

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STATEMENT OF CASH FLOWS FOR THE YEAR ENDED 30 JUNE 2018

	Note	2018	2017
		\$	\$
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts from customers		764,540	598,725
Grant receipts		4,339,263	4,016,074
Payments to suppliers and employees		(5,019,180)	(4,221,377)
Interest received		34,361	50,107
Net Cash Generated by Operating Activities		<u>118,984</u>	<u>443,529</u>
CASH FLOWS FROM INVESTING ACTIVITIES			
Net payments for property, plant & equipment		(421,113)	(140,203)
Net Cash (Used in) Investing Activities		<u>(421,113)</u>	<u>(140,203)</u>
CASH FLOWS FROM FINANCING ACTIVITIES			
Net Cash Generated From Financing Activities		<u>-</u>	<u>-</u>
Net Increase / (Decrease) in Cash Held		(302,129)	303,326
Cash and Cash Equivalents at Beginning of Financial Year		<u>2,526,908</u>	<u>2,223,582</u>
Cash and Cash Equivalents at End of Financial Year	7	<u><u>2,224,779</u></u>	<u><u>2,526,908</u></u>

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

The financial statements are for Access Sydney Community Transport Limited as an individual entity, incorporated and domiciled in Australia. Access Sydney Community Transport Limited is a company limited by guarantee.

The financial statements were authorised for issue on 5th October 2018 by the members of the Board.

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Preparation

The financial statements are general purpose financial statements that have been prepared in accordance with Australian Accounting Standards – Reduced Disclosure Requirements of the Australian Accounting Standards Board and the Australian Charities and Not-for-profits Commission Act 2012 (ACNC Act). The company is a not-for-profit entity for financial reporting purposes under Australian Accounting Standards.

Australian Accounting Standards set out accounting policies that the AASB has concluded would result in financial statements containing relevant and reliable information about transactions, events and conditions. Material accounting policies adopted in the preparation of these financial statements are presented below and have been consistently applied unless otherwise stated.

The financial statements have been prepared on an accruals basis and are based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and financial liabilities. The amounts presented in the financial statements have been rounded to the nearest dollar.

Accounting Policies

a. Revenue

Grant revenue is recognised in the statement of profit or loss and other comprehensive income when the entity obtains control of the grant, it is probable that the economic benefits gained from the grant will flow to the entity and the amount of the grant can be measured reliably.

When grant revenue is received whereby the entity incurs an obligation to deliver economic value directly back to the contributor, this is considered a reciprocal transaction and the grant revenue is recognised in the statement of financial position as a liability until the service has been delivered to the contributor, otherwise the grant is recognised as income receipt.

Donations and bequests are recognised as revenue when received.

Interest revenue is recognised using the effective interest rate method, which for floating rate financial assets is the rate inherent in the instrument. Dividend revenue is recognised when the right to receive a dividend has been established.

All revenue is stated net of the amount of goods and services tax (GST).

b. Property, Plant and Equipment

Each class of property, plant and equipment is carried at cost or fair value as indicated, less, where applicable, accumulated depreciation and impairment losses.

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONT'D)

b. Plant and equipment

Plant and equipment are measured on the cost basis less depreciation and impairment losses.

The carrying amount of plant and equipment is reviewed annually by directors to ensure it is not in excess of the recoverable amount from these assets. The recoverable amount is assessed on the basis of the expected net cash flows that will be received from the asset's employment and subsequent disposal. The expected net cash flows have been discounted to their present values in determining recoverable amounts.

Plant and equipment that have been contributed at no cost, or for nominal cost, are valued and recognised at the fair value of the asset at the date it is acquired.

Depreciation

The depreciable amount of all fixed assets, including buildings and capitalised lease assets, but excluding freehold land, is depreciated on a straight-line basis over the asset's useful life to the entity commencing from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful lives of the improvements.

The assets' residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

Each asset class's carrying amount is written down immediately to its recoverable amount if the class's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains or losses are included in the statement of comprehensive income. When revalued assets are sold, amounts included in the revaluation surplus relating to that asset are transferred to retained earnings.

c. Leases

Leases of fixed assets, where substantially all the risks and benefits incidental to the ownership of the asset but not the legal ownership are transferred to the entity, are classified as finance leases.

Finance leases are capitalised, recording an asset and a liability equal to the present value of the minimum lease payments, including any guaranteed residual values.

Leased assets are depreciated on a reducing balance basis over their estimated useful lives where it is likely that the entity will obtain ownership of the asset. Lease payments are allocated between the reduction of the lease liability and the lease interest expense for the period.

Lease payments for operating leases, where substantially all the risks and benefits remain with the lessor, are charged as expenses on a reducing balance basis over the lease term.

Lease incentives under operating leases are recognised as a liability and amortised on a reducing balance basis over the life of the lease term.

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONT'D)

d. Financial Instruments

Initial recognition and measurement

Financial assets and financial liabilities are recognised when the entity becomes a party to the contractual provisions to the instrument. For financial assets, this is equivalent to the date that the company commits itself to either purchase or sell the asset (i.e. trade date accounting is adopted). Financial instruments are initially measured at fair value plus transactions costs except where the instrument is classified "at fair value through profit or loss" in which case transaction costs are expensed to profit or loss immediately.

Classification and subsequent measurement

Financial instruments are subsequently measured at fair value, amortised cost using the effective interest rate method or cost. *Fair value* represents the amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties. Where available, quoted prices in an active market are used to determine fair value. In other circumstances, valuation techniques are adopted.

Amortised cost is calculated as:

- (i) the amount at which the financial asset or financial liability is measured at initial recognition;
- (ii) less principal repayments;
- (iii) plus or minus the cumulative amortisation of the difference, if any, between the amount initially recognised and the maturity amount calculated using the *effective interest method*; and
- (iv) less any reduction for impairment.

The *effective interest method* is used to allocate interest income or interest expense over the relevant period and is equivalent to the rate that exactly discounts estimated future cash payments or receipts (including fees, transaction costs and other premiums or discounts) through the expected life (or when this cannot be reliably predicted, the contractual term) of the financial instrument to the net carrying amount of the financial asset or financial liability. Revisions to expected future net cash flows will necessitate an adjustment to the carrying value with a consequential recognition of an income or expense in profit or loss.

(i) *Financial assets at fair value through profit or loss*

Financial assets are classified at "fair value through profit or loss" when they are held for trading for the purpose of short-term profit taking, or where they are derivatives not held for hedging purposes, or when they are designated as such to avoid an accounting mismatch or to enable performance evaluation where a group of financial assets is managed by key management personnel on a fair value basis in accordance with a documented risk management or investment strategy. Such assets are subsequently measured at fair value with changes in carrying value being included in profit or loss.

(ii) *Loans and receivables*

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market and are subsequently measured at amortised cost.

Loans and receivables are included in current assets, except for those which are not expected to mature within 12 months after the end of the reporting period. (All other loans and receivables are classified as non-current assets.)

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONT'D)

(iii) *Held-to-maturity investments*

Held-to-maturity investments are non-derivative financial assets that have fixed maturities and fixed or determinable payments, and it is the entity's intention to hold these investments to maturity. They are subsequently measured at amortised cost.

Held-to-maturity investments are included in non-current assets, except for those which are expected to mature within 12 months after the end of the reporting period. (All other investments are classified as current assets.)

If during the period the company sold or reclassified more than an insignificant amount of the held-to-maturity investments before maturity, the entire held-to-maturity investments category would be tainted and reclassified as available-for-sale.

(iv) *Available-for-sale financial assets*

Available-for-sale financial assets are non-derivative financial assets that are either not capable of being classified into other categories of financial assets due to their nature, or they are designated as such by management. They comprise investments in the equity of other entities where there is neither a fixed maturity nor fixed or determinable payments. Such assets are subsequently measured at fair value.

Available-for-sale financial assets are included in non-current assets, except for those which are expected to be disposed of within 12 months after the end of the reporting period. (All other financial assets are classified as current assets.)

(v) *Financial liabilities*

Non-derivative financial liabilities (excluding financial guarantees) are subsequently measured at amortised cost.

Fair value

Fair value is determined based on current bid prices for all quoted investments. Valuation techniques are applied to determine the fair value for all unlisted securities, including recent arm's length transactions, reference to similar instruments and option pricing models.

Impairment

At the end of each reporting period, the entity assesses whether there is objective evidence that a financial instrument has been impaired. In the case of available-for-sale financial instruments, a prolonged decline in the value of the instrument is considered to determine whether impairment has arisen. Impairment losses are recognised in the statement of comprehensive income.

Derecognition

Financial assets are derecognised where the contractual rights to receipt of cash flows expire or the asset is transferred to another party whereby the entity no longer has any significant continuing involvement in the risks and benefits associated with the asset. Financial liabilities are derecognised where the related obligations are discharged, cancelled or expired. The difference between the carrying value of the financial liability, which is extinguished or transferred to another party, and the fair value of consideration paid, including the transfer of non-cash assets or liabilities assumed, is recognised in profit or loss.

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONT'D)

e. **Impairment of Assets**

At the end of each reporting period, the entity reviews the carrying values of its tangible and intangible assets to determine whether there is any indication that those assets have been impaired. If such an indication exists, the recoverable amount of the asset, being the higher of the asset's fair value less costs to sell and value in use, is compared to the asset's carrying value. Any excess of the asset's carrying value over its recoverable amount is expensed to the statement of comprehensive income.

Where the future economic benefits of the asset are not primarily dependent upon the asset's ability to generate net cash inflows and when the entity would, if deprived of the asset, replace its remaining future economic benefits, value in use is determined as the depreciated replacement cost of an asset.

Where it is not possible to estimate the recoverable amount of a class of assets, the entity estimates the recoverable amount of the cash-generating unit to which the class of assets belong.

Where an impairment loss on a revalued asset is identified, this is debited against the revaluation surplus in respect of the same class of asset to the extent that the impairment loss does not exceed the amount in the revaluation surplus for that same class of asset.

f. **Employee Benefits**

Provision is made for the company's liability for employee benefits arising from services rendered by employees to the end of the reporting period. Employee benefits that are expected to be settled within one year have been measured at the amounts expected to be paid when the liability is settled. Employee benefits payable later than one year have been measured at the present value of the estimated future cash outflows to be made for those benefits. In determining the liability, consideration is given to employee wage increases and the probability that the employee may not satisfy vesting requirements. Those cash outflows are discounted using market yields on national government bonds with terms to maturity that match the expected timing of cash flows.

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

g. **Cash and Cash Equivalents**

Cash and cash equivalents include cash on hand, deposits held at call with banks, other short-term highly liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within short-term borrowings in current liabilities on the statement of financial position.

h. **Goods and Services Tax (GST)**

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). In these circumstances, the GST is recognised as part of the cost of acquisition of the asset or as part of an item of expense. The net amount of GST recoverable from, or payable to, the ATO is included as part of receivables or payables in the statement of financial position.

Cash flows are included in the statement of cash flows on a gross basis, except for the GST component of cash flows arising from investing and financing activities which is recoverable from, or payable to, the ATO. The GST component of financing and investing activities which is recoverable from, or payable to, the ATO is classified as a part of operating cash flows. Accordingly, investing and financing cash flows are presented in the statement of cash flows net of the GST that is recoverable from, or payable to, the ATO.

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONT'D)

i. **Income Tax**

As a not-for-profit company, classed as a Public Benevolent Institution, the entity is exempt from income tax.

j. **Provisions**

Provisions are recognised when the entity has a legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result, and that outflow can be reliably measured. Provisions recognised represent the best estimate of the amounts required to settle the obligation at the end of the reporting period.

k. **Comparative Figures**

Where required by Accounting Standards, comparative figures have been adjusted to conform with changes in presentation for the current financial year.

When an entity applies an accounting policy retrospectively, makes a retrospective restatement or reclassifies items in its financial statements, a statement of financial position as at the beginning of the earliest comparative period must be disclosed.

l. **Trade and Other Payables**

Trade and other payables represent the liability outstanding at the end of the reporting period for goods and services received by the company during the reporting period which remain unpaid. The balance is recognised as a current liability with the amounts normally paid within 30 days of recognition of the liability.

m. **Going Concern**

The financial statements have been prepared on a going concern basis, which assumes continuity of normal business activities and the realisation of assets and settlement of liabilities in the normal course of business. The directors believe that the company is a going concern and the financial report has been prepared on a going concern basis.

n. **Critical Accounting Estimates and Judgements**

Management makes estimates and judgements during the preparation of these financial statements regarding assumptions about current and future events affecting transactions and balances.

These estimates and judgements are based on the best information available at the time of preparing the financial statements, however as additional information is known then the actual results may differ from the estimates.

The significant estimates and judgements made have been described below.

Key Estimates

a. **Receivables**

The receivables at reporting date have been reviewed to determine whether there is an objective evidence that any of the receivables are impaired. An impairment provision is included for any receivable where the entire balance is not considered collectible. The impairment provision is based on the best information at the reporting date.

b. **Amortization and depreciation**

The amortization and depreciation rates for property, plant and equipment are calculated based on expected useful life.

c. **Cost allocation**

The allocation of administration expenses and overhead to different revenue streams and cost centres is detailed-assessed and approved by the board.

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONT'D)

n. **Judgements**

Employee benefits

For the purpose of measurement, AASB 119: Employee Benefits defines obligations for short-term employee benefits as obligations expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related services. As the association expects that all of its employees would use all of their annual leave entitlements earned during a reporting period before 12 months after the end of the reporting period, the association believes that obligations for annual leave entitlements satisfy the definition of short-term employee benefits and, therefore, can be measured at the (undiscounted) amounts expected to be paid to employees when the obligations are settled.

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018**NOTE 2: GRANTS RECEIVED**

	2018	2017
	\$	\$
Transport NSW		
Transport NSW DSS	1,714,225	1,714,225
Transport NSW CTP	152,021	151,276
-Transport CTP ERO	3,321	3,468
Transport NSW DSS Taxi Vouchers	60,788	60,788
Transport NSW FACS Taxi Vouchers	-	7,127
Transport NSW Taxi Vouchers Non-Recurrent	104,346	-
-Transport NSW CCSP FACS	154,805	210,584
Transport NSW DSS Rent Support	127,632	85,481
Transport NSW DSS Growth	851,269	851,271
Transport NSW FACS Rent Support	-	10,522
Transport NSW Non-Recurrent	124,804	20,000
Transport NSW Non-Recurrent CTP	-	40,000
Transport NSW ERO	95,469	37,044
NSW DSS ERO Growth	-	36,456
NSW Travel Training Program	93,331	93,331
NSW CT Future Direction	119,563	85,578
Sub Total	3,601,574	3,407,151

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTE 2: GRANTS RECEIVED

	2018	2017
	\$	\$
Other Grants		
NSW Health	40,744	37,600
City of Sydney	201,060	196,504
NSW Health ERO	-	1,800
Sub Total	241,804	235,904
DSS		
DSS ASP	337,835	333,499
DSS ASP ERO	19,876	16,094
Sub Total	357,711	349,593
FACS ADHC		
FACS ADHC ASP	16,954	23,071
FACS ADHC ASP ERO	1,273	355
Sub Total	18,227	23,426
Total Grants Received	4,219,316	4,016,075

NOTE 3: SERVICES INCOME

	2018	2017
	\$	\$
Bus / Car Hire	57,813	83,222
Driver Hire	47,070	136,043
Total Services Income	104,883	219,265

NOTE 4: OTHER INCOME

	2018	2017
	\$	\$
Donations	671	11,030
Contributions	382,502	328,932
Membership Fees	7,000	6,783
Insurance Recoveries	6,412	3,624
Fuel Tax Credits	7,674	6,236
Profit on Disposal of Fixed Assets	63,756	36,357
Woolworths Program	292,256	-
Total Other Income	760,271	393,160

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 5: SURPLUS FOR THE YEAR

	Note	2018	2017
		\$	\$
Salaries & On costs			
Employee Benefits Expense		2,926,257	2,787,022
Superannuation		270,802	257,677
Insurance – Worker’s Compensation		50,604	29,860
Annual Leave Provision		(19,871)	(71,683)
Long Service Leave provision		25,634	32,023
Staff Expenses		34,504	33,672
Contract Labour		177,556	142,288
Provisions for Redundancies		151,240	-
		3,616,726	3,210,859
		2018	2017
		\$	\$
Vehicle Service & On Costs			
Insurance / Registration / NRMA		99,840	99,206
Fuel		114,390	96,008
Maintenance		119,858	122,294
Depreciation Vehicles		96,733	49,357
Volunteers Expenses / Subsidies		2,733	5,366
Car Hire		967	2,325
Tolls		8,218	5,880
Parking		89	1,159
Taxi Charge		389,212	254,283
Total		832,040	635,878

NOTE 6: KEY MANAGEMENT PERSONNEL COMPENSATION

The total Remuneration paid to key management personnel (KMP) of the entity during the year as follows:

	2018	2017
	\$	\$
Key Management Personnel Compensation	234,361	216,863
	234,361	216,863

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 7: CASH & CASH EQUIVALENTS

	Note	2018	2017
		\$	\$
Cash & Cash Equivalents			
Cash on Hand		700	1,200
Cash at Bank		2,224,079	2,525,708
Total Cash & Cash Equivalents	18	<u>2,224,779</u>	<u>2,526,908</u>

Reconciliation of Cash

Cash at the end of the financial year as shown in the statement of cash flows is reconciled to items in the statement of financial position as follows:

Total Cash & Cash Equivalents	<u>2,224,779</u>	<u>2,526,908</u>
	2,224,779	2,526,908

NOTE 8: ACCOUNTS RECEIVABLE & OTHER DEBTORS

	Note	2018	2017
		\$	\$
CURRENT			
Accounts Receivable		214,192	63,145
Other Debtors		8,565	10,136
Prepaid Insurance		74,336	-
Total Current Accounts Receivable & Other Debtors		<u>297,093</u>	<u>73,281</u>

Financial Assets Classified as Loans & Receivables

Accounts Receivable & other Debtors			
Total Current	18	297,093	73,281

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 9: PROPERTY, PLANT & EQUIPMENT

	2018	2017
	\$	\$
PLANT & EQUIPMENT		
Motor Vehicles - At Cost ASCT	443,763	407,457
Less: Provision for Depreciation	(243,220)	(339,268)
	<u>200,543</u>	<u>68,189</u>
Motor Vehicles – At Cost TNSW	1,895,336	1,750,247
Less: Provision for Depreciation	(908,944)	(1,019,640)
	<u>986,392</u>	<u>730,607</u>
Furniture & Equipment - At Cost	75,840	75,840
Less: Provision for Depreciation	(75,840)	(75,840)
	<u>-</u>	<u>-</u>
Total Plant & Equipment	<u>1,186,935</u>	<u>798,797</u>
Total Property, Plant & Equipment	<u>1,186,935</u>	<u>798,797</u>

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 10: TRADE & OTHER PAYABLES

	2018	2017
	\$	\$
CURRENT		
Accounts Payable	56,764	74,446
Other Payables	452,936	420,980
Total	<u>509,700</u>	<u>495,426</u>

NOTE 11: EMPLOYEE PROVISIONS

	2018	2017
	\$	\$
CURRENT		
Provisions for Annual Leave	234,428	250,743
Provisions for Long Service Leave	165,597	112,924
Provision for Redundancies	151,240	-
	<u>551,265</u>	<u>363,397</u>
NON-CURRENT		
Provisions for Long Service Leave	154,258	185,123
	<u>154,258</u>	<u>185,123</u>

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 12: CAPITAL AND LEASING COMMITMENTS

	2018	2017
	\$	\$
OPERATING LEASE COMMITMENTS		
Non-Cancellable operating leases contracted for but not recognised in the financial statements:		
Payable – Minimum Lease Payments:		
- Not later than 12 months	92,150	75,800
- Between 12 months and five years	46,075	10,500
- Later than Five years	-	-
	<u>138,225</u>	<u>86,300</u>

The property lease commitments relate to the lease of the premises at 579 Harris Street Ultimo.

NOTE 13: EVENTS AFTER THE REPORTING PERIOD

No matters or circumstances have arisen since the end of financial year which significantly affected or may significantly affect the operations of the economic entity, the results of those operations, or the state of affairs of the economic entity in future financial years.

NOTE 14: CONTINGENT LIABILITIES & CONTINGENT ASSETS

There are no contingent liabilities or contingent assets as at the balance date.

NOTE 15: ECONOMIC DEPENDENCE

The company considers that it is economically dependent on revenue received from Transport for NSW. The management believe that this revenue will continue to be made available to the Company for the foreseeable future. The total of funding received from Transport for NSW during the financial year was \$3,601,574 (2017: \$3,407,151) and this represented 70% of total revenues (2017: 80%).

NOTE 16: RELATED PARTY TRANSACTIONS

The association's main related parties transactions are as follows:

a. Key Management Personnel:

Any person(s) having authority and responsibility for planning, directing and controlling the activities of the entity, directly or indirectly, including any director (whether executive or otherwise) of that entity is considered key management personnel.

For details of disclosures relating to key management personnel, refer to Note 6: KEY MANAGEMENT PERSONNEL COMPENSATION.

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 17: FINANCIAL RISK MANAGEMENT

The entity's financial instruments consist mainly of deposits with banks, accounts receivable and payable, and leases.

The carrying amounts for each category of financial instruments, measured in accordance with AASB 139: Financial Instruments: Recognition and Measurement as detailed in the accounting policies to these financial statements, are as follows:

	Note	2018	2017
		\$	\$
Financial Assets			
Cash and Cash Equivalents	7	2,224,779	2,526,908
Accounts Receivable & Other Debtors	8	297,092	73,282
Total Financial Assets		2,521,871	2,600,190
Financial Liabilities			
Accounts Payable & Other Payables	10	509,700	495,426
Total Financial Liabilities		509,700	495,426

NOTE 18: VEHICLE REPLACEMENT RESERVES

	2018	2017
	\$	\$
Balance at 1 July	905,864	357,036
Net Movement	146,639	548,828
Balance at 30 June	1,052,503	905,864

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2018

NOTE 19: COMPANY DETAILS

The registered office of the Company is:
Access Sydney Community Transport Limited
Suite 2 level 1
579 Harris Street
Ultimo NSW 2007

ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

DIRECTORS' DECLARATION

The directors of the entity declare that:

1. The financial statements and notes, as set out on pages 1 to 25:
 - a. comply with Australian Accounting Standards; and
 - b. give a true and fair view of the financial position as at 30 June 2018 and of the performance for the year ended on that date of the entity.
2. In the directors' opinion, there are reasonable grounds to believe that the entity will be able to pay its debts as and when they become due and payable.

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

Director



Director



Dated this 5th day of October 2018

**AUDITOR'S INDEPENDENCE DECLARATION UNDER
SECTION 60-40 OF AUSTRALIAN CHARITIES AND NOT-FOR-PROFITS COMMISSION ACT 2012
TO THE DIRECTORS OF ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED**

In accordance with the requirements of Section 60-40 of the Australian Charities and Not-for-profits Commission Act 2012, I declare that, to the best of my knowledge and belief, during the year ended 30 June 2018 there have been no contraventions of:

- a) the auditor independence requirements of the Australian Charities and Not-for-profits Commission Act 2012 in relation to the audit; and
- b) any applicable code of professional conduct in relation to the audit.

Charles Oosthuizen
Partner

Dated: 8th October 2018

Sydney

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF ACCESS SYDNEY COMMUNITY TRANSPORT LIMITED

ABN 23 985 892 007

Report on the Financial Report

Opinion

We have audited the accompanying financial report of Access Sydney Community Transport Limited (the company), which comprises the statement of financial position as at 30 June 2018, the statement of profit or loss, statement of comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, notes comprising a summary of significant accounting policies and other explanatory information, and the directors declaration.

In our opinion, the financial report of Access Sydney Community Transport Limited has been prepared in accordance with Division 60 of the Australian Charities and Not-for-Profits Commission Act 2012, including:

- a. Giving a true and fair view of the company's financial position as at 30 June 2018 and of its financial performance and cash flows for the year ended on that date, and
- b. Complying with Australian Accounting Standards, and with Division 60 of the Australian Charities and Not-for-Profits Regulation 2013.

Basis for opinion

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

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

Information other than the financial statement and auditor's report thereon

The directors are responsible for other information. The other information comprises the information included in the company's annual report for the year ended 30 June 2018 but does not include the financial statements and our auditor's report thereon.

Our opinion on the financial report does not cover the other information, and accordingly, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial report, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial report or our knowledge obtained in the audit or otherwise appears to be materially misstated.

If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Responsibilities of the Directors for the Financial Report

The Board of Directors are responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards – Reduced Disclosure Requirements and the ACNC Act and for such internal control as the Board of Directors determine is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the Board of Directors are responsible for assessing the company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Board of Directors either intend to liquidate the company or to cease operations or has no realistic alternative but to do so.

Auditor's Responsibilities for the Audit of the Financial Report

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

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

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

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



Charles Oosthuizen

Partner – Audit & Assurance

RCA 490 783

Moore Stephens NSW

Level 7, 9 Castlereagh Street, SYDNEY NSW 2000

Dated this 8th day of October 2018

Acknowledgements & Thank You

Government Funders

Access Sydney Community Transport wishes to acknowledge the following funding partners for their ongoing funding support.

- **Transport for NSW**
Commonwealth Home Support Programme - Transport.
- **NSW Department of Family & Community Services - Transport**
NSW Community Transport Program.
- **The Commonwealth Department of Social Services**
Social Support for Older People.
- **NSW Department of Family and Community Services**
Social Support for Younger People with Disabilities.

ASCT also receives non-recurrent funding from:

- **City of Sydney**
Funding for the Village to Village Shuttle Buses.
- **NSW Department of Health**
Health Related Transport Grant.

Volunteers

Volunteers make an extraordinary contribution to the work of Access Sydney Community Transport. We are incredibly fortunate to have such a diverse group who provide skills, life experience and care to our organisation. Thank you for your valuable time.

Community Support

We also thank the many other individuals who have contributed smaller amounts, donated anonymously or attended an ASCT community event throughout the year. You make a big difference to our work and we greatly appreciate your generosity.

Photo Credits

Lisa Hogben



How You Can Help

Become A Member

All ASCT clients are invited to become a member of ASCT.

You do not have to become a member to receive a service from ASCT.

Members receive an Annual Report and financial statements, are able to attend and vote at the Annual General Meeting, and may nominate to join the Board (if they meet the requirements of becoming a Director, which are listed in ASCT's Constitution).

Volunteer Your Time

Volunteers play an integral part in Community Transport. We welcome and encourage the involvement of enthusiastic and committed volunteers, from diverse backgrounds and cultures of various ages, with different skills and life experiences.

The services we run for the community are enhanced by the contribution of volunteers.

Volunteering has many benefits. It is an ideal way of getting to know your local community members, helping others, using existing skills and learning new skills.

Make A Donation

The local community is very generous in its support of Access Sydney Community Transport's vision to see equity, safety, participation and independence for all people living in the community. Additional funds we receive through donations aid us to provide more services to the frail aged and disabled in our community.

Many of our clients rely solely on community transport to shop, go to doctors' appointments and for social interaction.

We thank you for considering making a donation to Access Sydney Community Transport.



Head Office:

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