

PART 13

Department of Transport and Main Roads

Summary of departmental portfolio Budgets

Page	Agency	2009–10 Estimate \$'000
2-171	Department of Transport and Main Roads - controlled	3,686,239
	Department of Transport and Main Roads - administered	828,040
2-216	RoadTek	476,348
2-222	TransLink Transit Authority	1,155,851

Departmental Overview

Ministerial responsibility

The Minister for Transport and the Minister for Main Roads are responsible respectively for the transport and roads functions of the Department of Transport and Main Roads.

Strategic Issues

The department has been established to plan, manage and oversee the delivery of a safe, efficient and integrated transport system that supports sound economic, social and environmental outcomes in Queensland. A well-developed integrated transport system is essential to the continued growth and maintenance of a healthy robust economy – connecting communities, providing access to services, and supporting the conduct of commerce and industry throughout the State.

The department's service delivery priorities are to:

- develop and implement initiatives to improve safety for users of the transport system
- manage the impact of urban traffic growth
- deliver the Government's transport infrastructure commitments, through the South East Queensland Infrastructure Plan and Program (SEQIPP), the Roads Implementation Program (RIP) and other major capital works programs
- promote the increased use of public transport and encourage more walking and cycling (active transport)
- plan and prioritise future works to meet long term needs of industry and the community
- develop and release major integrated, network, corridor and modal transport plans
- preserve, maintain and operate the state-controlled road network to improve the reliability of service to industry and the community
- maintain and improve the quality of life for Queenslanders by providing connectivity to employment, health, education and services.

The department will continue to address challenges including:

- population growth and demographic changes, particularly in South East Queensland and provincial cities
- strong growth in the movement of freight and an increase in passenger vehicle use placing pressure on the transport system
- addressing high stakeholder and community expectations
- climatic extremes and environmental concerns
- rapid technological change
- meeting the needs, including employment, of Queensland's diverse regions.

As a result of machinery-of-Government changes, the International Trade Development output was transferred to the Department of Employment, Economic Development and Innovation.

2009–10 Highlights

Transport

The following significant activities are provided for in the 2009-10 Budget:

- The State Government continues to progress the implementation of the South East Queensland Infrastructure Plan and Program with a key aim of catering for population growth and managing traffic congestion. Some major projects included in the plan are:
 - \$171.8 million towards construction of the Northern Busway between Enoggera Creek and Kedron;
 - \$138.2 million has been allocated for the construction of the Eastern Busway connection between Buranda and Main Avenue at Coorparoo;
 - \$135 million towards the Gold Coast Rapid Transit System project which involves delivery of stages of a light rail project from Parkwood to Broadbeach;
 - \$37.8 million towards construction of the Eastern Busway: Princess Alexandra Hospital to Buranda; and
 - \$13.2 million to complete the Transit Oriented Development project being delivered in parallel with the new Varsity Lakes rail station.
- Other major capital projects include:
 - \$43.1 million towards the new Queensland driver licence project. The new driver licence is based on a modern licensing system which will deliver a number of benefits to both Government and licence holders; and
 - \$12.7 million commitment provided under the Urban Congestion Program to implement a number of new strategies to reduce urban congestion on arterial roads across South East Queensland.
- \$14.5 million for a detailed feasibility study for Inner City Rail Capacity Upgrades. This study will identify the requirements to upgrade the inner city rail network to cater for future passenger and freight demand.

Main Roads

Specific milestones and initiatives to be achieved in 2009-10 include:

- continuation of upgrading the Ipswich Motorway between Wacol and Darra, commencement of construction of the Dinmore to Goodna section and completion of the Ipswich/Logan interchange
- commencement of upgrading of the Bruce Highway between Cooroy and Curra (Section B – Sankeys Road to Traveston Road)
- completion of the Bruce Highway six-lane upgrade between the Gateway Motorway and Caboolture
- continuation of the Houghton Highway Bridge duplication project with the construction of a new 2.7 kilometre bridge between Brighton and Redcliffe
- commencement of construction of stage one of the Pacific Motorway Upgrade (Gateway Motorway to Logan Motorway), between Springwood South and Daisy Hill, including the Loganlea interchange and improvements to the Paradise Road roundabout
- completion of the Bundaberg Ring Road to improve safety and reduce travel times for motorists and heavy vehicle drivers
- completion of construction and widening of sections of the Roma-Taroom Road, which will provide motorists with an all-weather, sealed road for the majority of the distance between Roma and Taroom

- completion of construction of Forgan Bridge and approaches in Mackay
- commencement of construction of the Calliope Range deviation on the Dawson Highway, west of Gladstone
- completion of stage one of the Townsville Port Access Project (Stuart Bypass)
- continuation of widening of the Gregory Developmental Road, north of Charters Towers
- continuation of the upgrade of the Kennedy Developmental Road between Three Ways and The Lynd
- completion of design and community engagement ahead of construction to replace the Don River bridges on the Leichhardt Highway, including the replacement of three timber bridges with concrete structures on a new highway alignment
- continuation of rehabilitation and widening of a section of the Flinders Highway between Charters Towers and Hughenden
- commencement of the Douglas Arterial duplication project on the Townsville Ring Road
- commencement of the realignment of the Bruce Highway at Cardwell Range.

A number of projects and other initiatives directly target South East Queensland population growth demands and urban congestion. The department will continue to balance the needs of South East Queensland and regional requirements to support industry and improve community connectivity across the State.

All projects within the RIP will focus directly on improving road safety, productivity and efficiency, delivering Government commitments and addressing the need to protect our existing and expanding road asset – on an efficient (whole-of-life) cost basis – now, and for future generations.

Principal priorities for 2009-10 include:

- continuing investment in the road network, balancing the need for enhancements and preservation of an ageing network and sustaining employment for over 30,000 people in roads and related industries
- ensuring priority strategic planning activities are completed to provide high-level guidance on scope and desired outcomes for both road infrastructure and non-infrastructure investment
- providing significant reductions in crash and incident-related traffic delays by introducing heavy vehicle recovery units and other “Open Roads” initiatives
- continuing migration of the remainder of Brisbane City Council’s traffic control system to Main Roads’ STREAMS system. This system will allow a single, coordinated approach to controlling traffic signals across the Greater Brisbane area
- working with local governments to roll out priority infrastructure plans which will provide certainty for landowners who want to develop or redevelop and also ensure new development makes a reasonable contribution to the cost of providing roads and other infrastructure
- developing consistent state-wide environmental systems and processes
- rolling out of the five-year, heavy vehicle rest areas program
- developing a designated road network for the high productivity freight precinct in the vicinity of the Port of Brisbane that can provide safe access for innovative heavy vehicles capable of carrying two 40-foot containers, resulting in improved freight efficiency
- applying the Intelligent Access Program to operators of heavy mobile cranes to allow access to approved routes in return for monitoring through new tracking technologies

- allowing applicants to lodge, track and monitor the progress of development applications over the Internet by rolling out an electronic development application management system.

2008–09 Achievements

Transport

- invested \$10.4 million in *qconnect* which was launched in partnership with 18 service contract operators in regional Queensland centres. Fares, fare zones and ticket types have been standardised throughout regional Queensland
- provided new secure taxi ranks at Toowoomba, Rockhampton, Mackay and Ipswich
- completed an \$8.3 million investment over five years for the provision of security cameras in taxis, an important safety initiative for drivers of taxis and the travelling public
- completed the Ipswich to Springfield Public Transport Corridor Study which investigated and resulted in the preservation of a public transport corridor from Ipswich CBD to Springfield via the Ripley Valley
- committed \$18.8 million towards 90 cycle infrastructure projects to be delivered in partnership with local governments to support active transport options across South East Queensland
- committed \$45.9 million funding towards iconic State Government projects. This includes \$12.4 million for the Princess Alexandra Hospital cycleway, \$9.9 million for the Toowong cycle and pedestrian overpass and \$8 million to construct the Royal Brisbane and Women's Hospital cycle centre (due for completion in September 2009)
- completed the installation of closed circuit television (CCTV) systems on 91 buses delivering scheduled urban services in 17 locations throughout regional Queensland
- completed 74 recreational boating projects at a cost of \$16 million under the boating infrastructure capital and maintenance program
- commenced the “*Share My Story*” road safety campaign highlighting the ongoing effect a road crash has on people's lives
- approved the Queensland school bus strategy which will result in the progressive replacement of all non-rollover compliant school buses in Queensland
- completed stage one of the Inner City Rail Capacity Study which identified and assessed options for the future of the inner city rail network
- continued the planning for the Gold Coast Rapid Transit project
- continued policy development on the national transport agenda in the area of harmonising regulations relating to heavy vehicles, rail and maritime activities
- progressed the QR Limited Regional Freight reforms on the Mount Isa line
- completed the revised Rail Network Strategy for Queensland
- commencement of the *Transport Operations (Road Use Management—Mass, Dimensions and Loading) and Other Legislation Amendment Regulation (No. 1) 2008*. This legislation adopts national reforms relating to fatigue management, mass, dimension and loading of heavy vehicles
- commenced phase one of motorcycle safety reforms including a graduated licensing system for riders
- enhanced dangerous goods transport safety by rail and road through the introduction of amended transport legislation

- implemented the new on-line Queensland ship information and planning system (QSHIPS) which will enhance booking ship movements in ports
- implemented the *Transport Operations (Marine Safety) Amendment Regulation (No. 1) 2008* for ships to carry new distress alert beacons (EPIRBs) from 1 November 2008
- provided transport disaster management support during Northern and Central Queensland flooding as well as lead agency response for the major oil-spill in South East Queensland from the *Pacific Adventurer*
- continued the delivery of the Torres Strait marine safety program including 13 BoatSafe training courses to island communities, development and distribution of marine safety education information and initiatives to improve access to vital safety equipment
- progressed counter terrorism planning and preparedness across seven transport precincts in South East and Far North Queensland
- commenced the *Transport Security (Counter-Terrorism) Act 2008* – the first surface transport-specific counter terrorism legislation in Australia
- introduced the *Transport (New Queensland Driver Licensing) Amendment Act 2008* and the *Adult Proof of Age Card Act 2008*
- provided Regional Airport Development Scheme and Blueprint for the Bush support to 19 airport infrastructure projects on the basis of a 50/50 shared funding partnership with local governments
- completed the accessible taxis in Queensland project at a cost of \$3.4 million assisting people with disabilities across 58 rural and regional communities
- implemented the *Transport Operations (Marine Safety) Regulation (No. 3) 2008* to provide for the replacement of existing small vessel operator certificates with nationally consistent marine licences to enhance mobility of labour in the fishing sector and promote competency based training
- progressed the development of an electronic service delivery strategy to guide and inform the future direction of transport service delivery across all channels.

Main Roads

Main Roads works closely with all sectors of the road contracting industry (private, local government and Main Roads – RoadTek) and our major suppliers to deliver best value. Consultation across Government, industry and community groups occurs during all phases of program and project development and delivery. Achievements in 2008-09 include:

- delivered our total works program for the fourth consecutive year, sustaining employment for over 28,000 people in roads and related industries
- SEQIPP:
 - completed construction of the final stage of the 18 kilometre Centenary Highway extension between Springfield and Yamanto;
 - commenced the construction of Stage 1 of the Darra to Springfield Transport Corridor to provide a new rail line between Darra and Richlands and a four-lane motorway between the Ipswich Motorway and Logan Motorway;
 - continued upgrading of the Ipswich Motorway between Wacol and Darra;
 - continued construction of the Houghton Highway duplication project;
 - continued the upgrade of the Pacific Motorway south of Nerang, including construction of the Nerang South interchange and commencement of construction on the Mudgeeraba interchange;

- delivered the southern section of the Caloundra-Mooloolaba Road between Caloundra Road and Creekside Boulevard and continued planning on the Creekside Boulevard to Sunshine Motorway section; and
- completed the Sunshine Motorway upgrade.
- completed stage two of the upgrade of the Bruce Highway through Gympie to four lanes
- continued the Roma-Taroom Road upgrade with 40 kilometres of new construction south of Taroom and 25 kilometres of widening completed north of Roma
- commenced the Emu Park Road upgrade between Tungamull and Tanby Road turnoff to provide a ten metre, sealed surface and improved access between Rockhampton and the coastal township of Emu Park
- completed the replacement of the new Hospital Bridge and approaches in Mackay
- progressed the delivery of the Accelerated Bruce Highway Upgrade Package north of Townsville with construction completed or underway on major flood immunity initiatives
- completed construction of the seven kilometre section of the Townsville Ring Road, including two new bridges over the Little Bohle River and the Bohle River
- completed widening of 130 kilometres of the narrow, single-lane road between Cloncurry and Burke and Wills Junction
- restored roads damaged by extreme weather events in Cairns, Cloncurry, Barcaldine, Townsville, and Brisbane and surrounding areas
- completed construction of the new bridge over the Mulgrave River at Gordonvale
- Safer Roads Sooner Program – completed 88 Safer Roads Sooner projects
- Regional Bridge Renewal Program – completed construction of 17 bridges
- introduced the “Open Roads” policy to reduce traffic delays on the network. This included changes to legislation to strengthen the powers of authorised officers from Main Roads and local governments to remove abandoned vehicles, loads or other items from roads across the State
- continued the rollout of STREAMS to integrate Main Roads and Brisbane City Council’s network of traffic signals to enhance traffic management capability and analysis, and reduce travel times
- strengthened our working relationships with key Government and external stakeholders including AgForce Queensland, Association of Consulting Engineers Australia, Bicycle Queensland, Civil Contractors Federation, Queensland Major Contractors Association, Queensland Trucking Association and RACQ.

Main Roads actively led road system planning across the transport sector by:

- making robust submissions to the Australian Government, which secured \$5.939 billion of federal investment over six years for the National Network in Queensland under the new Nation Building Program and \$884 million from the Building Australia Fund
- further strengthening the department’s ability to ensure planning is focused on priority needs across the State to support Queensland’s economy and population growth
- contributing to maintaining quality of life for residents and supporting key industries by providing expert advice on integrated land use and transport planning for the SEQIPP review, the South East Queensland Regional Plan and the South East Queensland Integrated Regional Transport Plan
- carrying out research and analysis of network conditions to support best use of available maintenance funding and to guide future investment

- coordinating initiatives to manage impacts of urban traffic growth including establishment of a governing board to oversee the department's response to managing these impacts.

Departmental Outputs

Transport

Rail, Ports and Aviation Systems

Promotes better transport for Queensland through the coordination of transport policy, funding and investment initiatives relating to rail, port, freight and aviation systems. This output facilitates appropriate, efficient roles for transport modes across Queensland through the use of cost-effective transport logistics and management practices; purchases rail services; manages rail and port infrastructure investments; oversees rail safety regulation; and provides financial assistance to rural and remote aviation services. The output objective is to provide efficient and effective rail, ports, freight and aviation systems and services. The output contributes to the following Government Ambitions:

- Strong – Creating a diverse economy powered by bright ideas
- Fair – Supporting safe and caring communities.

Integrated Transport Planning

Delivers integrated solutions for transport infrastructure, systems and services and development assessments. The output objective is to deliver integrated solutions for transport infrastructure, systems and services to achieve sustainable transport outcomes. The output contributes to the following Government Ambitions:

- Strong – Creating a diverse economy powered by bright ideas
- Green – Protecting our lifestyle and environment.

Road Use Management

Delivers policies, regulations, licensing, registration and accreditation systems and educational programs that promote and influence a safe, efficient, accessible and ecologically sustainable road transport system. This output also manages the legislation, revenue collection, and penalties and sanctions related to road use. The output objective is to promote safer and sustainable use of the road transport system. The output contributes to the following Government Ambitions:

- Strong – Creating a diverse economy powered by bright ideas
- Green – Protecting our lifestyle and environment
- Smart – Delivering world-class education and training.

Maritime Safety

Fosters a safe and vibrant maritime community and industry in Queensland by managing and influencing the safety of vessels and their operation. This output's prime focus is delivery of improved safety and environmental outcomes and support for state-wide economic development and improved quality of life. The output objective is to manage the safe and environmentally sustainable movement of vessels using Queensland's waterways. The output contributes to the following Government Ambitions:

- Strong – Creating a diverse economy powered by bright ideas
- Green – Protecting our lifestyle and environment
- Smart – Delivering world-class education and training
- Healthy – Making Queenslanders Australia's healthiest people
- Fair – Supporting safe and caring communities.

Public Transport Services

Connects people, opportunities and places and removes barriers to access and mobility. This output aims to provide the community of Queensland with a high quality public transport system (including school services) through the facilitation of services provided by private bus and ferry operators, Brisbane Transport, QR Passenger, the taxi and limousine industries and remote and regional air service operators. The output objective is to provide efficient, effective, safe and economically sustainable public and school transport systems and services. The output contributes to the following Government Ambitions:

- Strong – Creating a diverse economy powered by bright ideas
- Green – Protecting our lifestyle and environment
- Healthy – Making Queenslanders Australia's healthiest people
- Fair – Supporting safe and caring communities.

Main Roads

The names of some of Main Roads' outputs have been updated to improve clarity and each output has been aligned to the Government's *Toward Q2: Tomorrow's Queensland*. However, the service delivery content of each output remains unchanged from the previous year.

Road System Planning

Ensures the long-term development of Queensland's road network as part of an integrated transport system. Main Roads' activities under this output seek to provide:

- continued economic development and employment opportunities across the State
- understanding of, and response to, long-term demand drivers relevant to the road system
- balanced investment between enhancement work and funding for maintenance, preservation and operations
- development of new road infrastructure and non-infrastructure initiatives to support safe and efficient travel
- efficiency of the network to support the growing freight task
- transport decisions that meet the Queensland Government's requirements for the community.

This output contributes to the following Government Ambitions:

- Strong – Creating a diverse economy powered by bright ideas
- Green – Protecting our lifestyle and environment
- Healthy – Making Queenslanders Australia's healthiest people.

Road Program Development and Delivery

(formerly Infrastructure Program Development and Delivery)

Develops and delivers road projects that provide a safe, efficient and reliable road network, while ensuring value for money. The activities under this output relate to management of the development, implementation and monitoring of the works program to meet the targets outlined under the state-wide plan. It includes expenditure on road maintenance activities, with the program of overall road works outlined in the five-year RIP, published annually.

This output contributes to the following Government Ambitions:

- Strong – Creating a diverse economy powered by bright ideas
- Green – Protecting our lifestyle and environment
- Healthy – Making Queenslanders Australia's healthiest people.

Road Corridor and Network Operations

(formerly Road Stewardship)

Protects our lifestyle and environment by focussing on the safe, sustainable management and operation of the road network and corridors. This includes activities such as traffic operations, traffic and traveller information, incident management, heavy vehicle management, road safety management, third party access management, development impact assessment and road corridor environmental management. This output contributes to the following Government Ambitions:

- Strong – Creating a diverse economy powered by bright ideas
- Green – Protecting our lifestyle and environment
- Healthy – Making Queenslanders Australia's healthiest people.

Community Transport Access Support

(formerly Road System Access Funding)

Provides funding grants under the Transport Infrastructure Development Scheme to local government road projects, and works undertaken on Aboriginal and Torres Strait Islander community access improvement projects. This output contributes to the following Government Ambitions:

- Healthy – Making Queenslanders Australia's healthiest people
- Fair – Supporting safe and caring communities.

In addition to the above outputs, Main Roads also delivers a large and complex capital investment program that drives economic development and provides employment opportunities through the enhancement, rehabilitation and preservation of the state-controlled road network. Capital investment outcomes for road projects contribute to:

- Transport efficiency and effectiveness – lowering input costs for industry and business dependent on road transport and improving the competitiveness of many new and emerging industries
- Safety – delivering significant road safety benefits through separation of traffic by road duplication, intersection upgrades, improvements in road width, alignment and condition, flood immunity and visibility
- Access – upgrading roads to rural and remote communities to provide more reliable access, for example, improved flood immunity
- Environment – reducing traffic noise through treatments such as noise barriers and low noise surfacing on urban roads.

Full details of all works Main Roads plans to undertake over the next five years are provided in the 2009-10 to 2013-14 RIP.

Staffing

Department of Transport and Main Roads	Notes	2008–09 Adjusted Budget	2008–09 Est. Actual	2009–10 Estimate
OUTPUTS				
Transport^{1,2,3}				
Rail, Ports and Aviation Systems		160	165	168
Integrated Transport Planning		207	211	213
Road Use Management	4	2,091	2,126	2,128
Maritime Safety		551	560	560
Public Transport Services	5	394	404	404
Total outputs		3,403	3,466	3,473
Main Roads^{2,6}				
Road System Planning		358	306	303
Road Program Development and Delivery		2,593	2,559	2,544
Road Corridor and Network Operations		635	749	740
Community Transport Access Support		67	86	83
Total outputs		3,653	3,700	3,670
BUSINESS UNITS				
RoadTek		1,870	1,708	1,708
Total business units		1,870	1,708	1,708
Total		8,926	8,874	8,851

Notes:

1. Average full-time equivalents (FTEs) over the 12 months to 30 June.
2. Corporate FTEs are allocated across the outputs to which they relate.
3. Transport has a large part-time and casual workforce. The 2008-09 Estimated Actual head count is 5,383.
4. Variance due to staff required to continue the implementation of the New Queensland Driver Licence project and the transfer of Documents and Records Management staff from the Shared Service Agency.
5. Variance due to staff required to implement congestion management strategies.
6. Full-time equivalents (FTEs) as at 30 June.

2009–10 Output Summary^{1, 2}

Output	Total cost \$'000	Sources of revenue			
		State contribution \$'000	User charges \$'000	C'wealth revenue \$'000	Other revenue \$'000
Transport					
Rail, Ports and Aviation Systems	740,358	701,794	9,145	28,490	929
Integrated Transport Planning	74,548	68,915	5,252	..	381
Road Use Management	275,804	193,383	44,753	..	37,668
Maritime Safety	114,954	104,049	6,167	..	4,738
Public Transport Services	364,196	324,325	36,915	..	2,956
Main Roads					
Road System Planning	51,735	48,211	3,224	..	300
Road Program Development and Delivery	1,828,621	1,728,237	90,193	..	47,230
Road Corridor and Network Operations	134,702	123,891	10,139	..	672
Community Transport Access Support	142,361	137,157	4,784	..	420
Total	3,727,279	3,429,962	210,572	28,490	95,294

Note:

1. Explanations of variances are provided in the financial statements.
2. Inter-Agency transactions have not been taken into account in this table and that, in future, these transactions will be eliminated.

Administered Items

Administered activities are those undertaken by the department on behalf of the whole-of-Government.

Description

Transport

Transport administers and operates the state-wide driver licensing system, marine licensing system and vehicle and vessel registration systems. The aim of these activities is to manage access to, and use of, the transport network including protection of the network from misuse. In addition, government funding to support the TransLink Transit Authority is injected via an administered expense item.

Main Roads

For Main Roads, administered funding in 2008-09 comprised payments received from the Australian Government for capital expenditure under its road funding programs. The Council of Australian Governments has made a decision to vary the administrative arrangements for payment of Commonwealth funds from 2009-10. The majority of payments will in future be made directly to Queensland Treasury rather than through departmental administered accounts. As a result of this change, Commonwealth revenues which were previously reported in the department's administered accounts will no longer appear. The department will now receive the Commonwealth funds as controlled output revenue or equity injections.

The Australian and Queensland Governments have now signed the Memorandum of Understanding (MOU) for the Nation Building Program, which replaces the former AusLink Program. The Australian Government is contributing \$5.939 billion towards the Nation Building Program in Queensland over 6 years (2008-09 to 2013-14).

In addition, the Australian Government has committed \$884 million from the Building Australia Fund towards the upgrade of the Ipswich Motorway including the balance of the Dinmore to Goodna and Wacol to Darra sections.

Review of Output Performance

Recent Achievements and Emerging Issues

Transport

Major Revenue Items

Major administered revenue items for 2008-09 are:

- Vehicle Registration \$1,020.5 million
- Transport and Traffic Fees \$255.7 million

Major Expense Items

Major administered expense items for 2008-09 are:

- TransLink Recurrent Grants \$798.1 million
- Natural Disaster Relief and Recovery payments \$12.2 million

Main Roads

Significant progress was made during 2008-09 including:

- continuation of the construction of the Ipswich Motorway upgrade between Wacol and Darra
- continuation of six-laning of the Bruce Highway between Uhlmann Road and Caboolture

- progressed the delivery of the Accelerated Bruce Highway Upgrade Package north of Townsville with construction completed or underway on major flood immunity initiatives
- commencement of construction of the Pacific Motorway interchange upgrades south of Nerang
- commencement of the Townsville Port Access Road project.

Future Developments

Transport

Major Revenue Items

Major administered revenue items for 2009-10 are:

- | | |
|------------------------------|-------------------|
| • Vehicle Registration | \$1,243.9 million |
| • Transport and Traffic Fees | \$248.1 million |

Major Expense Items

Major administered expense items for 2009-10 are:

- | | |
|---|-----------------|
| • TransLink Recurrent Grants | \$820.3 million |
| • Natural Disaster Relief and Recovery payments | \$7.7 million |

Main Roads

Major projects planned to be undertaken during 2009-10 include:

- continuation of upgrading the Ipswich Motorway between Wacol and Darra, commencement of construction of the Dinmore to Goodna section and completion of the Ipswich/Logan interchange
- commencement of upgrading of the Bruce Highway between Cooroy and Curra (Section B – Sankeys Road to Traveston Road)
- continuation of construction on the Pacific Motorway interchange upgrades south of Nerang and eight-laning between Springwood and Daisy Hill
- continuation of construction of the Townsville Port Access Road
- commencement of construction of the upgrade of the Warrego Highway from Mitchell towards Roma
- commencement of the Douglas Arterial duplication project
- commencement of the realignment of the Bruce Highway at Cardwell Range.

Financial statements and variance explanations in relation to Administered Items appear in the financial statements section.

Departmental Statements

Performance Statement

Department of Transport and Main Roads	Notes	2008–09 Target/Est.	2008–09 Est. Actual	2009–10 Target/Est.
Output: Rail, Ports and Aviation Systems				
Kilometres of rail track subsidised	1	6,648	6,435	6,445
Kilometres of rail corridor managed (leased and sub-leased)		9,798	9,798	9,798
Number and % of local government / community airports that meet regular public transport standard by region				
Far North Qld		22 and 66	22 and 66	22 and 66
Remainder of Qld		64 and 60	64 and 60	64 and 60
Number and % of strategic port land use plans receiving coordinated Government input		2 and 100	2 and 100	5 and 100
Patronage on Traveltrain services	2	433,500	447,500	TBA
Rail fatalities per 100,000 population	3	0.10	0.18	0.10
Hospitalised rail casualties per 100,000 population	4	0.28	0.20	0.28
Number of level crossing collision occurrences per 1,000,000 train kilometres travelled		0.50	0.43	0.50
Cost (\$) of subsidy per passenger kilometre – Traveltrain		0.51	0.50	TBA
Ratio of overhead costs to contractual payments (transport service contracts) (%)	2	<2	0.14	<2
State contribution (\$000)		706,495	625,946	701,886
Other revenue (\$000)		6,711	25,380	38,586
Total cost (\$000)		713,206	651,326	740,472
Output: Integrated Transport Planning				
No. of development applications assessed under the department's <i>Integrated Planning Act 1997</i> concurrence powers	2,5	600	760	600
Level of satisfaction expressed by key stakeholders and community with the integrated transport planning process	2	High	High	High
Percentage of integrated transport planning projects meeting milestones	2,6	80	69	80
Percentage of development applications assessed within <i>Integrated Planning Act 1997</i> timeframes	2	95	100	95
Total value of transport studies and investigations (\$ million)	7	6.0	10.1	10.3
State contribution (\$000)		36,486	44,577	56,462
Other revenue (\$000)		6,873	4,212	15,059
Total cost (\$000)		43,359	48,789	71,521

Department of Transport and Main Roads	Notes	2008–09 Target/Est.	2008–09 Est. Actual	2009–10 Target/Est.
Output: Road Use Management				
Road fatalities per 100,000 population		7.75	7.86	7.75
Hospitalised road casualties per 100,000 population	8	N/A	N/A	N/A
Number of new school crossing supervisors employed		15	15	15
Number of school crossings opened		15	15	15
Compliance officer hours on-road		70,100	71,200	70,100
Number of licences on register		3,017,000	3,037,500	3,152,500
Number of vehicles on register		4,287,000	4,206,000	4,292,000
Motor vehicle registration revenue (\$ million)	9	998	1,021	1,244
Road Transport greenhouse gas emissions (1,000 tonnes, CO ₂ eq) per 100,000 population	10	405	388	388
Proportion of actions from Qld Road Safety Action Plan implemented (%)		100	100	100
Proportion of people in target audience who have high-level awareness of road safety campaigns (%)		90	90	90
Proportion of national road transport reforms implemented within specified timeframes (%)	11	100	90	100
Average wait time in Customer Service Centres (minutes)	2	10	10.5	10
Percentage of Call Centre calls answered within three minutes	2	80	82	80
Direct cost per delivery of registration renewal – average across all delivery channels		5.13	5.52	5.53
State contribution (\$000)		188,437	182,422	194,656
Other revenue (\$000)		78,800	80,960	82,717
Total cost (\$000)		267,237	263,382	277,373
Output: Maritime Safety				
Number of registrations				
Recreational		234,000	229,500	234,000
Commercial		5,690	5,690	5,690
Number of licences (new issues)				
Recreational		40,400	39,000	40,000
Commercial		1,000	1,380	1,300
Number of applications associated with commercial licences	12	2,200	2,870	2,500
Person hours of maritime compliance activity	2,13	24,100	20,800	15,000
Person hours preparing for pollution incidents	14	10,000	8,360	10,000

Department of Transport and Main Roads	Notes	2008–09 Target/Est.	2008–09 Est. Actual	2009–10 Target/Est.
Person hours of maritime education activity	15	8,000	12,550	12,600
Non-compliance instances	13	9,700	11,670	12,000
Proportion of time international standards for Aids to Navigation are met (%)		95	98	95
Number of safe vessel movements in Pilotage Areas as a percentage of total movements		99.8	99.8	99.8
Number of safe vessel movements in the REEFVTS area as a percentage of total movements		99.8	99.8	99.8
Percentage of commercial and fishing ship licensing applications responded to within statutory requirement	2,12	100	90	100
Percentage of commercial and fishing ship registration applications responded to within statutory requirement	2,12	100	90	100
State contribution (\$000)		105,475	105,794	104,594
Other revenue (\$000)		11,009	11,048	11,032
Total cost (\$000)		116,484	116,842	115,626

Output: Public Transport Services

Number of Authorities Issued – new and renewal

Operator Accreditation	16	5,000	4,400	4,400
Driver Authorisation	16	18,000	32,000	32,000

Number of licences on issue

Taxi Licences		3,275	3,247	3,275
% wheelchair accessible		17	17	17
Limousine Licences		520	520	520

Number of taxi contracts managed

		24	23	24
Number and % of total school children assisted		146,000	150,000	150,000
		22	22	22

Number of communities directly supported by service contracts

Air	17	26	26	26
Long distance bus services		50	50	50

Number of vehicle kilometres in bus contract areas

Bus (regional urban – Govt contracted)	2,18	13,300,000	18,070,000	18,070,000
Bus (long distance)		4,450,000	4,450,000	4,450,000

Revenue collections for authority renewals (\$'000)

Operator Accreditation	16	814	773	773
Driver Authorisation	16	637	1,104	1,104

Number of hours of compliance activity directed at public transport-related target groups

Patronage on regional urban bus services – Govt contracted	2	11,500,000	12,600,000	13,000,000
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Department of Transport and Main Roads	Notes	2008–09 Target/Est.	2008–09 Est. Actual	2009–10 Target/Est.
Number of passenger trips taken in contract areas				
Taxi (Under the Taxi Subsidy Scheme)		2,000,000	1,950,000	2,000,000
Patronage on government contracted air services	2,17,20	260,000	206,500	220,000
Number of air services (flights) operated under contract	2,17, 20	8,200	6,411	7,264
User satisfaction ratings for public transport – (1-100 scale)	2,21			
Regional urban bus – Govt contracted		>3.5	69	>65
Regional urban ferry – Govt contracted		>3.5	65	>65
Taxi		>3.5	63	>65
Cost (\$) of subsidy per passenger per kilometre in contract areas – Regional urban bus (Govt contracted)	2	0.12	0.12	0.12
Ratio of overhead costs to total assistance payments and subsidies paid (%)		3.5	3.13	3.5
Whole-of-Product Cost per transaction involving authorities and licences				
Driver Authorisation Bus/Taxi		53.14	54.58	56.27
Average Operator Accreditation Bus/Taxi/Limousines		390.78	401.34	413.78
State contribution (\$000)		270,264	337,341	324,868
Other revenue (\$000)		30,408	39,543	40,000
Total cost (\$000)		300,672	376,884	364,868

Output: Road System Planning

Road length (state-controlled roads)				
- total kilometres	22,23,55	33,550 km	33,337 km	See note 22
- total urban lane kilometres	24,55	4,110 km	4,136 km	See note 22
- total rural lane kilometres	24,55	58,661 km	59,189 km	See note 22
Percentage of lane kilometres unsealed	25,55	12.1%	12.27%	Decrease over time
Number of bridges Timber	26,55	392	366	Decrease over time
Number of bridges Other	26,55	2,446	2,491	Increase over time
Road system seal age (percentage of the state-controlled road network exceeding the optimal seal age)	27	16.2%	17.7%	Improvement through decrease over time
Road system condition (the percentage of urban and rural state-controlled roads with condition better than the specified benchmark)	28	Urban 98% Rural 95%	Urban 99% Rural 98%	Service standard to be maintained across the network

Department of Transport and Main Roads	Notes	2008–09 Target/Est.	2008–09 Est. Actual	2009–10 Target/Est.
Road Ride Quality (the proportion of travel undertaken each year on rural and urban state-controlled roads with conditions better than the specified benchmark, using Austroads' Smooth Travel Exposure methodology)	29	<110 NRM (4.2 IRI) Urban 95% Rural 92%	Urban 95% Rural 92%	Service standard to be maintained in proportion to the increase in quantity of travel
		<140 NRM (5.3 IRI) Urban 99% Rural 98%	Urban 99% Rural 98%	
Replacement value of state-controlled road network (\$'000)	30,55	\$39,420,653	\$72,200,000	Subject to 2008-09 road asset valuation
Value of properties held for future works as a percentage of the replacement value of the state-controlled road network	31,55	<2%	1.58%	2%
State contribution (\$000)		45,406	47,638	48,211
Other revenue (\$000)		2,962	3,486	3,524
Total cost (\$000)		48,368	51,124	51,735
Output: Road Program Development and Delivery				
Number of lane kilometres rehabilitated	32,55	540 km	877 km	550 km
Number of lane kilometres resealed/resurfaced	33,55	4,500 lane-km	4,249 lane-km	4,500 lane-km
Number of timber bridges rehabilitated and/or replaced	34, 55	28	29	30
Total number of timber bridges remaining on Higher Mass Limit (HML) routes	35, 55	8	7	5
Percentage of major construction projects for which construction commenced no later than four months after programmed commencement date	36, 37	90%	92%	90%
Percentage of major construction projects costing less than 10% over programmed estimate	36, 37	90%	92%	90%
Percentage of major construction projects completed no more than 10% outside the programmed construction period	36, 37, 38	90%	87%	90%
Number of crashes by road users at and around road project worksites	39, 55	<26	N/A	26
Expenditure on road maintenance and rehabilitation	40, 55	\$461 million	\$571 million	\$577 million
Percentage of RIP projects with environmental assessments undertaken	41, 55	100%	99%	100%
State contribution (\$000)		1,049,582	1,616,592	1,728,237
Other revenue (\$000)		229,055	270,149	137,423
Total cost (\$000)		1,231,647	1,810,904	1,828,621
Output: Road Corridor and Network Operations				
Percentage of completed road corridor environmental assessments	42, 55	100%	100%	100%

Department of Transport and Main Roads	Notes	2008–09 Target/Est.	2008–09 Est. Actual	2009–10 Target/Est.
Network availability to increased capacity heavy vehicles (the percentage of Type 2 Road Train network available)	43, 55	AAB Quad: 30%	33%	35%
		BAB Quad: 100%	100%	100%
		ABB Quad: 100%	100%	100%
Number of significant environmental incidents investigated by regulatory agencies	44, 45	0	17	0
Number of fatalities on state-controlled roads per 100,000 population	46	≤3.97	4.72	3.77
Number of fatal crashes on state-controlled roads per 100 million vehicle kilometres travelled	46	≤0.57	0.59	0.54
Number of serious injury (hospitalisation) crashes on state-controlled roads per 100 million vehicle kilometres travelled	47, 55	Improvement over time	See note 47	Improvement over time
Number of killed and serious injury (KSI) crashes on state-controlled roads per 100 million vehicle kilometres travelled by identified crash type	47, 55	Improvement over time	See note 47	Improvement over time
Congestion indicator relating to the greater Brisbane area (urban – average weekday AM and PM peak): Difference between actual travel speed and posted speed limit(s) on a representative sample of arterial roads and motorways in the urban metropolitan area. (This indicator will grow as congestion increases.)	48, 55	AM – 44 km/h PM – 35 km/h Off Peak – 24 km/h All Day – 35 km/h	AM – 38.2 km/h PM – 35.3 km/h Off Peak – 23.6 km/h All Day – 34.2 km/h	Service standard for urban travel to be maintained relative to the increase in quantity of travel
Percentage of state-controlled road network with an acceptable 'Level of Service' consistent with Austroads' methodology	49, 55	Urban 40% Rural 84%	Urban 40% Rural 84%	Urban 40% Rural 84%
State contribution (\$000)		93,191	122,601	123,891
Other revenue (\$000)		7,329	10,688	10,811
Total cost (\$000)		100,520	133,289	134,702
Output: Community Transport Access Support				
Number of Transport Infrastructure Development Scheme (TIDS) projects funded	50,55	742 projects	829 projects	640 projects
Bikeways – kilometres completed	51	99 km	66 km	69 km
TIDS Funding	52	\$65.6 million	\$80.3 million	\$64.2 million
Black Spot – Australian Government funding on local government roads	53	\$5.5 million	\$3.7 million	\$21.7 million
Bikeway grants	54,55	\$4.3 million	\$2.9 million	\$4.6 million
State contribution (\$000)		75,411	96,049	137,157
Other revenue (\$000)		11,424	13,947	5,204
Total cost (\$000)		86,835	109,996	142,361

Notes:

1. The 2008-09 estimated actual excludes the closed 213 kilometre Winton to Hughenden rail line. The 2009-10 target estimate includes the additional kilometres for SEQIPP works expected to be completed in 2009-10.
2. Performance measure title has been slightly amended for clarity purposes.
3. The target estimate of 0.10 equates to approximately four fatalities. There has been an unanticipated increase in fatalities at level crossings in this period.
4. The target estimate of 0.28 equates to approximately 12 hospitalised casualties. The estimated actual for 2008-09 is one of the lowest in over 10 years.
5. Increase in development applications due to the continuation of Queensland's building boom during the period July to December 2008. In 2007-08, 900 development applications were assessed.
6. Decrease in planning projects meeting milestones due to unavoidable delays in public consultation, environmental approvals and project delivery decisions.
7. Increase in value of transport studies and investigations is due to the departmental realignment of corridor planning activities following the formation of the TransLink Transit Authority.
8. Delays in receiving data sets from new reporting systems have impacted the ability to report this performance measure.
9. Increase in the 2009-10 target estimate is due to an increase in registration fees and forecast growth.
10. Data source is the Australian Greenhouse Office. The most recent data available is from 2006.
11. A number of the Road Transport reforms are yet to be finalised. Intelligent Access program to be finalised 1 July 2009, Heavy Vehicle Speeding program to be implemented late 2009.
12. Changes involving the small vessel operator certificate and marine engine driver licences caused an increase in the number of commercial licences issued as well as the number of applications associated with commercial licences in 2008-09. This has impacted on application response timelines.
13. A higher than expected number of marine infringement notices were issued in 2008-09, in spite of less hours committed to compliance activity. The reduction in compliance hours of activity reflects activity by a reduced number of officers who are solely engaged in compliance activity and no longer includes staff engaged in part-time compliance.
14. The 2008-09 estimated actual was impacted by officers' responding to the *Pacific Adventurer* oil spill in South East Queensland as compared to preparing for a future incident.
15. Additional resources have been undertaking maritime education activity leading to a higher than projected estimated actual in 2008-09.
16. Predicting annual renewal numbers and revenue is difficult as people can renew their operator accreditation and driver authorisation from one to five years. There has been an increase in the number of one year taxi and limousine driver authorisation renewals due to the economic downturn. This trend is expected to continue in 2009-10.
17. In spite of a decrease in passenger numbers on air services operated under contract, the number of communities directly supported has been maintained.
18. The large increase in the number of vehicle kilometres in bus contract areas is due to the positive impact of *qconnect*.
19. The 2008-09 estimated actual is lower than forecast due to compliance commitments to flood relief efforts in northern Queensland.
20. Passenger numbers have decreased due to the collapse of MacAir. Passenger numbers on these services in late 2008 were inconsistent due to adhoc air services on the MacAir routes. Passenger numbers may increase on these routes over the next six months.
21. Survey scoring methodology has changed from 1-5 scale to 1-100 scale. These surveys focus on user satisfaction of Government contracted regional urban bus services and regional urban ferry services, as well as taxis. TransLink Transit Authority will report on user satisfaction on public transport in South East Queensland (excluding taxis).
22. A state-controlled road is defined as "a road declared to be controlled by Main Roads, including the National Network in Queensland". Total road length does not vary significantly from year to year. This measure reflects those roads where ownership is taken by the State and does not include local government roads.
23. Road length refers to the length of road in kilometres on the state-controlled road network. The figure provided is actual length of the state-controlled road network as at May 2009. The decrease in road length for the year 2008-09 was a result of a portion of state-controlled roads being transferred to, and accepted by, local governments.
24. The term "lane kilometres" (lane-km) refers to the length of all trafficable road lanes. The 2008-09 estimated actual figures are based on total lane-km using data for trafficable lanes as at May 2009. The rural/urban split is based on Austroads' functional classifications.
25. This measure reports the percentage length of unsealed lane kilometres on the overall state-controlled road network as at 30 March 2009. Main Roads intends to decrease the percentage of the network that is unsealed over time. However, there will always be portions of the network that remain unsealed but fit for purpose.
26. The total number of bridges reported is the number owned by Main Roads that are "open to traffic". The figures reported are actual as at March 2009.
27. Optimal seal age is the estimated point in time when resurfacing activity should commence. This is an estimate and must be confirmed by a physical inspection before work is undertaken. A number of factors affect seal life. The seal age increase from 16.2% to 17.7% represents an additional 850 lane-km of road being assessed as worse than optimum. Many seals continue to perform to a satisfactory level beyond the optimal seal age. The figure reported as the 2008-09 estimated actual is the actual as at the end of March 2009.
28. The measurement of surface smoothness is assessed through the former National Association of Australian State Road Authorities (NAASRA – now known as Austroads) Roughness Meter (NRM) which records the number and size of "bumps" experienced in a vehicle for each kilometre travelled. This is expressed as NRM counts per kilometre and is standardised to International Roughness Index (IRI). This is not related to the texture of the road surface itself, but the absence of larger scale depressions, failures and potholes that would otherwise contribute to an unpleasant or unsafe driving experience. Road system condition is the proportion of road length with measured surface roughness less than 140 NRM or 5.3 IRI – the upper limit of acceptability on most roads. This is reported separately for urban and rural roads. The 2008-09 estimated actual figures are actual as at April 2009.

29. Road Ride Quality is a measure of the smoothness of all travel on the state-controlled road network. Austroads has established a methodology for assessing and reporting road ride quality and has defined the measure as Smooth Travel Exposure (STE). STE is the proportion of travel undertaken each year on roads with measured surface roughness less than each of the specified levels of 110 and 140 NRM (or 4.2 and 5.3 IRI) (refer to Note 28). The 110 NRM (4.2 IRI) value is a benchmark level that represents reasonable travel conditions for passenger car users and 140 NRM (5.3 IRI) is an upper limit of acceptability on most roads. This is reported separately for urban and rural roads. These measures are the nationally-accepted indicators for the condition of the network. The 2008-09 estimated actual figures are actual as at April 2009.
30. There is a statutory requirement for Main Roads to comprehensively review the value of the state-controlled road asset every five years. The comprehensive review undertaken in 2007-08 resulted in a significant increase in the gross replacement value of the state-controlled road network (\$72.2 billion as at 30 June 2008). Valuations undertaken in the previous four years were based on the Producer Priced Index – Road and Bridges Qld which did not adequately reflect actual growth in construction costs (significantly increased input costs and overall tender prices) in the buoyant contracting environment. This 2007-08 valuation also reflected the significant enhancement of the road network undertaken by the State over the past five years to support rapid population growth and industry expansion. The 2008-09 target/estimate figure reflects a 2007-08 asset valuation assessment estimated in May 2008, in advance of completion of the five-year comprehensive review which was finalised in August 2008.
31. This measure refers to the value of properties held by Main Roads to enable the development of current and future transport corridors relative to the value of the state-controlled road network asset. This percentage has been impacted by the increased value of the road asset (see Note 30).
32. The estimated actual figure is based on completed rehabilitation projects recorded by Main Roads' A Road Management Information System (ARMIS) as at the end of March 2009. Rehabilitation work undertaken together with other works (such as a duplication) is not reported in this measure. The increase in the 2008-09 estimated actual reflects extra work undertaken due to extensive wet weather across various regions of the State in recent years.
33. The decrease in the 2008-09 estimated actual result reflects less resealing/resurfacing work undertaken due to extensive wet weather.
34. The Regional Bridge Renewal Program commenced in 2005-06. The number of bridges rehabilitated and/or replaced each year varies depending on the scheduling of works.
35. Higher Mass Limit (HML) network routes are those which are able to be accessed by approved vehicles. The total number of all bridges on HML routes is 1,150. Of the 10 remaining timber bridges as at the start of 2008-09, three were replaced.
36. These measures have been published since 1997-98, as part of the annual Roads Implementation Program (RIP). The target of 90% in all cases has been accepted by industry. The 2008-09 target is in line with the long-standing published RIP target of 90%.
37. Major construction projects are those with a programmed cost estimate of \$1 million or more. These measures include a reasonable allowance for normal engineering risks which can affect costs, starting dates and construction periods.
38. The 2008-09 estimated actual is lower than the 2008-09 target due to delays in finalising project construction due to seasonal factors (that is, the prolonged wet season and widespread flooding across the State) and resourcing issues.
39. This data is captured by the Queensland Police Service (QPS) in the field and entered into a reporting system. QPS transitioned to a new system (Qprime) in 2006 and this caused a delay in receiving crash data. Data is accurate and complete only to 31 December 2007.
40. The 2008-09 estimated actual is significantly higher than targeted due to the delivery of works under Natural Disaster Relief and Recovery Arrangements and extra funding for the National Network provided by the Australian Government as part of an economic stimulus package.
41. The level of environmental assessment depends on the size and complexity of the project. The department is committed to achieve the 100% target for this performance measure. The department's SmartData collection and management system across all regions has been completed. This will improve performance monitoring and reporting on all projects and will mean that all projects will have an environmental assessment before they begin.
42. This is a network-level measure of the percentage of completed road corridor environmental assessments conducted by regions.
43. During 2007-08, research/analysis was carried out that supported ABB and BAB Quads becoming 'as of right' to the Type 2 road train network under a performance guideline. This new arrangement was introduced in Queensland on 10 October 2008. Due to very high Gross Combination Mass (GCM), AAB Quads will continue to operate under specific permit arrangements on assessed routes.
44. Performance measure title has been amended for clarity.
45. A significant incident is defined as an incident that causes an impact costing more than \$5,000 to repair or is considered high risk from a risk assessment perspective. The 2008-09 estimated actual is based on the actual result at the end of March 2009. This is in a program of around 1,000 – 1,500 projects annually and represents less than 1.2% of projects undertaken. No incidents were prosecuted following investigation and all incidents were rectified to the satisfaction of the regulator and the community. The types of incident included clearing, diesel spills, erosion and non-compliance with quarry conditions.
46. The target is based on the Australian Transport Council (ATC) target of a 40% reduction in the number of fatalities for each 100,000 population over the 2001-2010 period, as published in the national Road Safety Strategy 2001-2010. The same rate of target reduction has been applied to the fatal crashes on state-controlled roads per 100 million vehicle kilometres travelled.
47. This data is captured by QPS in the field and entered into a reporting system. QPS changed to Qprime and this resulted in a delay in receiving crash data. The latest date for accurate and complete data is 31 December 2007.
48. The 2008-09 estimated actual results are calculated using the Urban Travel Time Survey undertaken from March to November 2008. Analysis and gathering of traffic data to enable the finalisation of the travel time results for the Austroads' sampled network are in progress and the final result may vary marginally.

49. Main Roads has adopted Level C or above as an acceptable standard. Level of service describes operational conditions within a traffic stream in terms of factors such as speed and travel time, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. Level C is defined by Austroads as a stable flow of traffic where most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre in a traffic stream.
50. The number of TIDS projects will vary each year, due to the size and nature of projects for which local governments apply for funding. All projects funded by the State Government under TIDS are fully detailed in the RIP, which is published annually.
51. This measure details the distance in kilometres of completed bikeways in the relevant financial year. The 2008-09 estimated actual indicates bikeway length anticipated to be completed during this financial year. Works delayed due to rescheduling of projects on local government works programs have resulted in a variation from the initial target.
52. The 2008-09 estimated actual is higher than the 2008-09 target, reflecting carryover of works from 2007-08.
53. The \$5.5 million target for 2008-09 has been revised from the \$8.9 million as reported in the 2008-09 Target/Estimate as this figure contained funding for state-controlled roads and local government roads. The \$5.5 million is the component allocated to local government roads. Australian Government funding for local government roads for 2009-10 is estimated at \$21.7 million. The significantly higher 2009-10 estimate reflects the funding available under the Black Spot Program for local government roads, including the extra funding under the Nation Building Program packages announced by the Australian Government on 12 December 2008 and 3 February 2009. The estimated actual for 2008-09 reflects a projected under-expenditure of \$1.8 million against the allocation of \$5.5 million. Local governments have reported delays in delivering Black Spot projects, primarily due to prolonged wet weather, flood impacts and resourcing issues.
54. The decrease in the 2008-09 estimated actual reflects the variations from the original target due to rescheduling of projects on local government works programs.
55. This measure has been reviewed and it is considered that the measure should either be replaced with a more meaningful measure or discontinued. Subject to approval by the Cabinet Budget Review Committee, this measure will not appear in the 2010-11 Service Delivery Statements.

Income Statement

Department of Transport and Main Roads	2009-10 Estimate \$'000
Income	
Output revenue	3,429,962
User charges	169,532
Grants and other contributions	30,991
Other revenue	90,293
Gains on sale/revaluation of property, plant and equipment and investments	2,500
Total income	3,723,278
Expenses	
Employee expenses	512,355
Supplies and services	706,872
Grants and subsidies	905,805
Depreciation and amortisation	1,158,423
Finance/borrowing costs	79,089
Other expenses	178,148
Losses on sale/revaluation of property, plant and equipment and investments	145,547
Total expenses	3,686,239
OPERATING SURPLUS/(DEFICIT)	37,039

Statement of Changes in Equity

Department of Transport and Main Roads	2009-10 Estimate \$'000
Net effect of the changes in accounting policies and prior year adjustments	..
Increase/(decrease) in asset revaluation reserve	684,622
Net amount of all revenue and expense adjustments direct to equity not disclosed above	..
Net income recognised directly in equity	684,622
Surplus/(deficit) for the period	37,039
Total recognised income and expense for the period	721,661
Equity injection/(withdrawal)	2,426,549
Equity adjustments (MoG transfers)	..
Total movement in equity for period	3,148,210

Balance Sheet

Department of Transport and Main Roads	2009-10 Estimate \$'000
CURRENT ASSETS	
Cash assets	154,768
Receivables	185,787
Other financial assets	..
Inventories	15,806
Other	5,502
Non-financial assets held for sale	2,844
Total current assets	364,707
NON-CURRENT ASSETS	
Receivables	1
Other financial assets	227,460
Property, plant and equipment	64,251,010
Intangibles	131,978
Other	..
Total non-current assets	64,610,449
TOTAL ASSETS	64,975,156
CURRENT LIABILITIES	
Payables	804,929
Employee benefit obligations	13,303
Interest-bearing liabilities and derivatives	64,961
Provisions	..
Other	9,310
Total current liabilities	892,503
NON-CURRENT LIABILITIES	
Payables	..
Employee benefits obligations	5,939
Interest-bearing liabilities and derivatives	1,065,515
Provisions	..
Other	..
Total non-current liabilities	1,071,454
TOTAL LIABILITIES	1,963,957
NET ASSETS/(LIABILITIES)	63,011,199
EQUITY	
Capital/contributed equity	61,135,463
Retained surplus/(accumulated deficit)	508,288
Reserves:	
- Asset revaluation reserve	1,367,448
- Other	..
TOTAL EQUITY	63,011,199

Cash Flow Statement

Department of Transport and Main Roads	2009-10 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES	
Inflows:	
Output receipts	3,429,962
User charges	175,918
Grants and other contributions	30,991
Other	238,764
Outflows:	
Employee costs	(512,355)
Supplies and services	(1,026,320)
Grants and subsidies	(905,805)
Borrowing costs	(79,210)
Other	(19,868)
Net cash provided by/(used in) operating activities	1,332,077
CASH FLOWS FROM INVESTING ACTIVITIES	
Inflows:	
Sales of property, plant and equipment	16,255
Investments redeemed	..
Loans and advances redeemed	..
Outflows:	
Payments for property, plant and equipment and intangibles	(3,758,658)
Payments for investments	(9,790)
Loans and advances made	..
Net cash provided by/(used in) investing activities	(3,752,193)
CASH FLOWS FROM FINANCING ACTIVITIES	
Inflows:	
Borrowings	88,085
Equity injections	4,195,800
Outflows:	
Borrowing redemptions	(77,922)
Finance lease payments	..
Equity withdrawals	(1,769,251)
Net cash provided by/(used in) financing activities	2,436,712
Net increase/(decrease) in cash held	16,596
Cash at the beginning of financial year	138,172
Cash transfers from restructure	..
Cash at the end of financial year	154,768

Administered Income Statement

Department of Transport and Main Roads	2009-10 Estimate \$'000
Revenues Commonwealth grants Taxes, fees and fines Royalties, property income and other territorial Revenue Interest Administered revenue Other Total revenues	 118,010 1,735,873 .. 25 828,040 5,744 2,687,692
Expenses Supplies and services Depreciation and amortisation Grants and subsidies Benefit payments Borrowing costs Other Total expenses	 828,040 828,040
Net surplus or deficit before transfers to Government	1,859,652
Transfers of administered revenue to Government	1,859,652
OPERATING SURPLUS/(DEFICIT)	..

Administered Balance Sheet

Department of Transport and Main Roads	2009-10 Estimate \$'000
CURRENT ASSETS	
Cash assets	14,484
Receivables	34,535
Inventories	..
Other	118,010
Non-financial assets held for sale	..
Total current assets	167,029
NON-CURRENT ASSETS	
Receivables	..
Other financial assets	..
Property, plant and equipment	35,762
Intangibles	..
Other	..
Total non-current assets	35,762
TOTAL ADMINISTERED ASSETS	202,791
CURRENT LIABILITIES	
Payables	9,158
Transfers to Government payable	35,419
Interest-bearing liabilities	..
Other	122,218
Total current liabilities	166,795
NON-CURRENT LIABILITIES	
Payables	..
Interest-bearing liabilities	..
Other	..
Total non-current liabilities	..
TOTAL ADMINISTERED LIABILITIES	166,795
ADMINISTERED NET ASSETS/(LIABILITIES)	35,996
EQUITY	
Capital/Contributed equity	53,353
Retained surplus/(Accumulated deficit)	(24,132)
Reserves:	
- Asset revaluation reserve	6,775
- Other	..
TOTAL ADMINISTERED EQUITY	35,996

Administered Cash Flow Statement

Department of Transport and Main Roads	2009-10 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES	
Inflows:	
Administered item receipts	828,040
Grants and other contributions	118,010
Taxes, fees and fines	1,735,873
Royalties, property income and other territorial revenues	..
Other	8,212
Outflows:	
Transfers to Government	(1,859,532)
Grants and subsidies	(828,040)
Supplies and services	20
Borrowing costs	..
Other	(2,492)
Net cash provided by/(used in) operating activities	91
CASH FLOWS FROM INVESTING ACTIVITIES	
Inflows:	
Sales of property, plant and equipment	..
Investments redeemed	..
Loans and advances redeemed	..
Outflows:	
Payments for property, plant and equipment and intangibles	..
Payments for investments	..
Loans and advances made	..
Net cash provided by/(used in) investing activities	..
CASH FLOWS FROM FINANCING ACTIVITIES	
Inflows:	
Borrowings	..
Equity injections	708,109
Outflows:	
Borrowing redemptions	..
Finance lease payments	..
Equity withdrawals	(708,109)
Net cash provided by/(used in) financing activities	..
Net increase/(decrease) in cash held	91
Administered cash at beginning of financial year	14,393
Cash transfers from restructure	..
Administered cash at end of financial year	14,484

Income Statement

Transport	Notes	2008-09 Adjusted Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
Income				
Output revenue		1,324,640	1,316,523	1,392,466
User charges	1	66,243	100,441	102,232
Grants and other contributions	2,6	28,091	17,577	30,586
Other revenue	3	40,861	44,519	44,576
Gains on sale/revaluation of property, plant and equipment and investments		..	..	..
Total income		1,459,835	1,479,060	1,569,860
Expenses				
Employee expenses	4,7	269,499	271,561	277,286
Supplies and services	8	246,456	247,001	253,802
Grants and subsidies	9	733,366	741,290	809,921
Depreciation and amortisation	5,10	39,823	48,123	56,033
Finance/borrowing costs		4,135	4,135	4,182
Other expenses		165,556	165,950	167,636
Losses on sale/revaluation of property, plant and equipment and investments		1,000	1,000	1,000
Total expenses		1,459,835	1,479,060	1,569,860
OPERATING SURPLUS/(DEFICIT)		..	..	..

Statement of Changes in Equity

Transport	Notes	2008-09 Adjusted Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
Net effect of the changes in accounting policies and prior year adjustments		..	..	..
Increase/(decrease) in asset revaluation reserve	11	(5,636)	(337,125)	..
Net amount of all revenue and expense adjustments direct to equity not disclosed above	11	5,636	(373,531)	..
Net income recognised directly in equity		..	(710,656)	..
Surplus/(deficit) for the period		..	..	..
Total recognised income and expense for the period		..	(710,656)	..
Equity injection/(withdrawal)	13	519,003	533,939	638,611
Equity adjustments (MoG transfers)	12	(184,771)	525,885	..
Total movement in equity for period		334,232	349,168	638,611

Balance Sheet

Transport	Notes	2008-09 Adjusted Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CURRENT ASSETS				
Cash assets	14	91,520	131,045	146,515
Receivables	15	66,123	61,349	62,193
Other financial assets		..	..	..
Inventories		4,274	2,978	2,978
Other		2,647	1,770	1,770
Non-financial assets held for sale		..	..	..
Total current assets		164,564	197,142	213,456
NON-CURRENT ASSETS				
Receivables		..	..	..
Other financial assets		..	..	..
Property, plant and equipment	16,23	2,009,510	2,059,135	2,681,641
Intangibles	17,24	168,797	82,482	117,922
Other		967	..	..
Total non-current assets		2,179,274	2,141,617	2,799,563
TOTAL ASSETS		2,343,838	2,338,759	3,013,019
CURRENT LIABILITIES				
Payables	14	91,674	163,774	163,973
Employee benefit obligations	18	24,927	10,516	10,516
Interest-bearing liabilities and derivatives		8,546	8,546	9,050
Provisions		..	..	..
Other		4,889	5,400	5,400
Total current liabilities		130,036	188,236	188,939
NON-CURRENT LIABILITIES				
Payables		..	..	..
Employee benefits obligations	18	6,042	..	..
Interest-bearing liabilities and derivatives	19,25	118,191	74,307	109,253
Provisions		..	..	..
Other		..	..	..
Total non-current liabilities		124,233	74,307	109,253
TOTAL LIABILITIES		254,269	262,543	298,192
NET ASSETS/(LIABILITIES)		2,089,569	2,076,216	2,714,827
EQUITY				
Capital/contributed equity	20,26	1,451,202	2,076,216	2,714,827
Retained surplus/(accumulated deficit)	21	375,000	..	..
Reserves:				
- Asset revaluation reserve	22	266,336	..	..
- Other		(2,969)	..	..
TOTAL EQUITY		2,089,569	2,076,216	2,714,827

Cash Flow Statement

Transport	Notes	2008-09 Adjusted Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Inflows:				
Output receipts		1,324,640	1,332,410	1,392,466
User charges	27	65,764	100,147	101,938
Grants and other contributions	28,32	28,091	17,577	30,586
Other		126,721	130,379	130,436
Outflows:				
Employee costs	29,33	(269,499)	(271,561)	(277,286)
Supplies and services		(487,311)	(502,601)	(498,668)
Grants and subsidies	34	(733,366)	(741,857)	(809,921)
Borrowing costs		(4,135)	(4,135)	(4,182)
Other		(12,256)	(33,213)	(9,356)
Net cash provided by/(used in) operating activities		38,649	27,146	56,013
CASH FLOWS FROM INVESTING ACTIVITIES				
Inflows:				
Sales of property, plant and equipment		..	..	..
Investments redeemed		..	..	..
Loans and advances redeemed		..	..	..
Outflows:				
Payments for property, plant and equipment and intangibles	30,35	(572,610)	(624,892)	(714,604)
Payments for investments		..	..	..
Loans and advances made		..	..	..
Net cash provided by/(used in) investing activities		(572,610)	(624,892)	(714,604)
CASH FLOWS FROM FINANCING ACTIVITIES				
Inflows:				
Borrowings	31,36	36,999	22,000	43,085
Equity injections	30,35	519,371	577,198	638,611
Outflows:				
Borrowing redemptions		(7,210)	(7,210)	(7,635)
Finance lease payments		..	..	..
Equity withdrawals		(368)	(368)	..
Net cash provided by/(used in) financing activities		548,792	591,620	674,061
Net increase/(decrease) in cash held		14,831	(6,126)	15,470
Cash at the beginning of financial year		84,158	144,640	131,045
Cash transfers from restructure		(7,469)	(7,469)	..
Cash at the end of financial year		91,520	131,045	146,515

Administered Income Statement

Transport	Notes	2008-09 Adjusted Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
Revenues				
Commonwealth grants		..	..	..
Taxes, fees and fines	37,40	1,466,949	1,523,290	1,735,873
Royalties, property income and other territorial Revenue		..	..	..
Interest		24	24	25
Administered revenue	38,41	781,996	810,346	828,040
Other	42	7,071	7,071	5,744
Total revenues		2,256,040	2,340,731	2,569,682
Expenses				
Supplies and services		..	..	..
Depreciation and amortisation		..	..	..
Grants and subsidies	38,41	781,996	810,346	828,040
Benefit payments		..	..	..
Borrowing costs		..	..	..
Other		..	..	..
Total expenses		781,996	810,346	828,040
Net surplus or deficit before transfers to Government	39,43	1,474,044	1,530,385	1,741,642
Transfers of administered revenue to Government		1,474,044	1,530,385	1,741,642
OPERATING SURPLUS/(DEFICIT)		..	..	..

Administered Balance Sheet

Transport	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CURRENT ASSETS				
Cash assets	44	40,893	14,393	14,484
Receivables	45	24,982	34,434	34,535
Inventories		..	..	..
Other		..	..	..
Non-financial assets held for sale		..	..	..
Total current assets		65,875	48,827	49,019
NON-CURRENT ASSETS				
Receivables		..	..	..
Other financial assets		..	..	..
Property, plant and equipment	46	28,872	35,762	35,762
Intangibles		..	..	..
Other		..	..	..
Total non-current assets		28,872	35,762	35,762
TOTAL ADMINISTERED ASSETS		94,747	84,589	84,781
CURRENT LIABILITIES				
Payables	47	34,903	9,150	9,158
Transfers to Government payable	48	26,447	35,299	35,419
Interest-bearing liabilities		..	..	..
Other		4,308	4,144	4,208
Total current liabilities		65,658	48,593	48,785
NON-CURRENT LIABILITIES				
Payables		..	..	..
Interest-bearing liabilities		..	..	..
Other		..	..	..
Total non-current liabilities		..	..	..
TOTAL ADMINISTERED LIABILITIES		65,658	48,593	48,785
ADMINISTERED NET ASSETS/(LIABILITIES)		29,089	35,996	35,996
EQUITY				
Capital/Contributed equity		53,353	53,353	53,353
Retained surplus/(Accumulated deficit)		(24,132)	(24,132)	(24,132)
Reserves:				
- Asset revaluation reserve	46	(132)	6,775	6,775
- Other (specify)		..	..	..
TOTAL ADMINISTERED EQUITY		29,089	35,996	35,996

Administered Cash Flow Statement

Transport	Notes	2008-09 Adjusted Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Inflows:				
Administered item receipts	49,52	781,996	812,576	828,040
Grants and other contributions		1,500	1,500	..
Taxes, fees and fines	50,53	1,466,949	1,523,290	1,735,873
Royalties, property income and other territorial revenues		..	..	..
Other		8,038	8,038	8,212
Outflows:				
Transfers to Government	50,53	(1,473,924)	(1,530,265)	(1,741,522)
Grants and subsidies	49,52	(781,996)	(812,576)	(828,040)
Supplies and services		20	20	20
Borrowing costs		..	..	..
Other		(2,492)	(2,492)	(2,492)
Net cash provided by/(used in) operating activities		91	91	91
CASH FLOWS FROM INVESTING ACTIVITIES				
Inflows:				
Sales of property, plant and equipment		..	..	..
Investments redeemed		..	..	..
Loans and advances redeemed		..	..	..
Outflows:				
Payments for property, plant and equipment and intangibles		..	..	..
Payments for investments		..	..	..
Loans and advances made		..	..	..
Net cash provided by/(used in) investing activities		..	..	..
CASH FLOWS FROM FINANCING ACTIVITIES				
Inflows:				
Borrowings		..	..	..
Equity injections	51,54	891,881	643,278	708,109
Outflows:				
Borrowing redemptions		..	..	..
Finance lease payments		..	..	..
Equity withdrawals	51,54	(891,881)	(643,278)	(708,109)
Net cash provided by/(used in) financing activities		..	..	..
Net increase/(decrease) in cash held		91	91	91
Administered cash at beginning of financial year		40,802	14,302	14,393
Cash transfers from restructure		..	..	..
Administered cash at end of financial year		40,893	14,393	14,484

Explanation of Variances in the Financial Statements

Transport

Income Statement

Major variations between 2008-09 Adjusted Budget and 2008-09 Estimated Actual include:

1. Variance is due to the reclassification of funding received from Education Queensland to provide subsidised transport for students with disabilities.
2. Variance is due to the reclassification of funding received from Education Queensland to provide subsidised transport for students with disabilities offset by Australian Government funding received for the boomgates program to onpass to Queensland Rail Limited.
3. Variance due to an increase in six monthly registration surcharge and Compulsory Third Party (CTP) administration fee receipts.
4. Variance due to staff required to continue the implementation of the New Queensland Driver Licence project, the transfer of Documents and Records Management staff back from the Shared Service Agency and staff required to implement congestion management strategies.
5. Increase due to the higher than anticipated depreciation expenditure associated with the Inner Northern Busway Section 1 and 2 and Information and Communication Technology applications.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

6. Increase reflects Australian Government funding received for the boomgates program to onpass to Queensland Rail Limited.
7. Increase largely reflects the impacts of enterprise bargaining increases offset by the full year impact of Trade Queensland machinery-of-Government transfer.
8. Variance reflects funding for the Inner City Rail Capacity Study and additional funding for transport investigations, offset by a reduction in funding as a result of the public sector Efficiency Savings.
9. Variance due to consumer price index (CPI) increases and cashflow timing adjustments related to payments for the infrastructure component of the Transport Service Contracts.
10. Variance reflects the forecast completion of projects funded from the South East Queensland Infrastructure Plan and Program.

Statement of Changes in Equity

Major variations between 2008-09 Adjusted Budget and 2008-09 Estimated Actual include:

11. The variance reflects the transfer of the asset revaluation reserve and retained surplus to capital/contributed equity as a result of the machinery-of-Government changes announced on 26 March 2009.
12. Variance reflects machinery-of -Government changes for TransLink Transit Authority and Trade Queensland offset by transfer of the asset revaluation reserve and retained surplus to capital/contributed equity as a result of the machinery-of-Government changes announced on 26 March 2009.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

13. Increase is due to projects funded by the South East Queensland Infrastructure Plan and Program.

Balance Sheet

Major variations between 2008-09 Adjusted Budget and 2008-09 Estimated Actual include:

14. Variance is due to an increase in payables associated with large capital infrastructure projects.
15. Receivables for the reimbursement of fares for students with disabilities were less than budgeted.
16. Increase is due to the revaluation of departmental assets offset by cashflow timing adjustments to projects funded by the South East Queensland Infrastructure Plan and Program.
17. Variance is due to the Automated Fare Collection system being reclassified to the Property, Plant and Equipment asset class.
18. The decrease in Employee Benefit Obligations largely reflects the transfer of annual leave liabilities to the Annual Leave Central Scheme (ALCS). The ALCS was established on 30 June 2008 to centrally fund annual leave obligations of departments, commercialised business units and shared service providers. Annual leave liabilities are held at a consolidated whole-of-Government level. In 2008-09, agencies were required to compensate the Crown for the current portion of annual leave liabilities transferred. Under the ALCS, member agencies must contribute a levy equal to their accrued annual leave cost. Amounts paid to employees for annual leave are claimed back from the scheme.
19. Variance due to timing of borrowings for the New Queensland Driver Licence project.
20. Variance due to cashflow timing adjustments to projects funded by the South East Queensland Infrastructure Plan and Program.
21. The variation reflects the transfer of the retained surplus to capital/contributed equity as a result of the machinery-of-Government changes announced on 26 March 2009.
22. The variation reflects the transfer of the asset revaluation reserve to capital/contributed equity as a result of the machinery-of-Government changes announced on 26 March 2009.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

23. Increase is due to projects funded by the South East Queensland Infrastructure Plan and Program.
24. Variance is due to the continued implementation of the New Queensland Driver Licence project.
25. Movement reflects forecast borrowing requirements for the New Queensland Driver Licence project.
26. Increase is due to projects funded by the South East Queensland Infrastructure Plan and Program.

Cash Flow Statement

Major variations between 2008-09 Adjusted Budget and 2008-09 Estimated Actual include:

27. Variance is due to the reclassification of funding received from Education Queensland to provide subsidised transport for students with disabilities.
28. Variance is due to the reclassification of funding received from Education Queensland to provide subsidised transport for students with disabilities offset by Australian Government funding received for the boomgates program to onpass to Queensland Rail Limited.

29. Variance due to staff required to continue the implementation of the New Queensland Driver Licence project, the transfer of Documents and Records Management staff from the Shared Service Agency and staff required to implement congestion management strategies.
30. Variance due to cashflow timing adjustments to projects funded by the South East Queensland Infrastructure Plan and Program.
31. Variance due to timing of borrowings for the New Queensland Driver Licence project.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

32. Increase reflects Australian Government funding received for the boomgates program to onpass to Queensland Rail Limited.
33. Increase is a result of the impact of enterprise bargaining increases offset by the full year impact of Trade Queensland machinery-of-Government transfer.
34. Variance due to CPI increase and cashflow timing adjustments related to payments of the infrastructure component of the Transport Service Contracts.
35. Variance is due to projects funded by the South East Queensland Infrastructure Plan and Program.
36. Variance reflects forecast borrowing requirements for the New Queensland Driver Licence project.

Administered Income Statement

Major variations between 2008-09 Adjusted Budget and 2008-09 Estimated Actual include:

37. Variance is predominately due to greater than anticipated growth in registration revenue receipts and a penalty unit increase.
38. Variance is due to an increase in the base contract costs for bus and ferry services. These contracts are administered by the TransLink Transit Authority.
39. The conditions outlined in the notes above have impacted on the amount available to be transferred to the Consolidated Fund.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

40. Variance is due to an increase in registration receipts as a result of an increase in registration fees and forecast growth.
41. Variance is due to increases in the contract costs for rail services. These contracts are administered by the TransLink Transit Authority.
42. Decrease is due to a one-off developer contribution in 2008-09 for the pedestrian overpass from Yeerongpilly Railway Station to Tennyson.
43. The conditions outlined in the notes above have impacted on the amount available to be transferred to the Consolidated Fund.

Administered Balance Sheet

Major variations between 2008-09 Budget and 2008-09 Estimated Actual include:

44. The variance reflects timing of payments to insurance companies for CTP insurance and Office of State Revenue for stamp duty.
45. Variance is due to an increase in revenue receivable from penalty infringement notices and traffic offence notices.
46. Increase is due to revaluation of non-rail land corridor.
47. Decrease is due to the timing of payments to insurance companies for CTP insurance. This was offset by an increase in payables to Queensland Rail for Natural Disaster Relief and Recovery Arrangements expenditure related to Queensland monsoonal flooding.
48. Increase in revenue receivable from penalty infringement notices and traffic offence notices has resulted in an increased payable to Government.

Administered Cash Flow Statement

Major variations between 2008-09 Adjusted Budget and 2008-09 Estimated Actual include:

49. Variance is due to an increase in the base contract costs for bus and ferry services. These contracts are administered by the TransLink Transit Authority.
50. Variance is predominately due to greater than anticipated growth in registration revenue receipts and a penalty unit increase.
51. Variance due to cashflow timing adjustments to projects funded by the South East Queensland Infrastructure Plan and Program and the lapse of funding due to the sale of the Cairns Airport.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

52. Variance is due to increases in the contract costs for rail services. These contracts are administered by the TransLink Transit Authority.
53. Variance is due to an increase in registration receipts as a result of an increase in registration fees and forecast growth.
54. Increase is due to projects funded by the South East Queensland Infrastructure Plan and Program.

Income Statement

Main Roads	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
Income				
Output revenue	1,8	1,263,590	1,882,880	2,037,496
User charges	2,9	120,093	143,024	108,340
Grants and other contributions	3,10	80,128	102,785	405
Other revenue	11	48,049	49,961	45,717
Gains on sale/revaluation of property, plant and equipment and investments		2,500	2,500	2,500
Total income		1,514,360	2,181,150	2,194,458
Expenses				
Employee expenses	4,12	279,980	226,618	235,069
Supplies and services	5,13	329,849	484,162	494,110
Grants and subsidies	14	62,924	63,531	95,884
Depreciation and amortisation	15	564,047	1,098,817	1,102,390
Finance/borrowing costs	6	72,397	77,294	74,907
Other expenses	7	13,626	10,344	10,512
Losses on sale/revaluation of property, plant and equipment and investments		144,547	144,547	144,547
Total expenses		1,467,370	2,105,313	2,157,419
OPERATING SURPLUS/(DEFICIT)		46,990	75,837	37,039

Statement of Changes in Equity

Main Roads	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
Net effect of the changes in accounting policies and prior year adjustments		..	..	..
Increase/(decrease) in asset revaluation reserve	16	684,622	(40,095,505)	684,622
Net amount of all revenue and expense adjustments direct to equity not disclosed above	16	..	(11,409,019)	..
Net income recognised directly in equity		684,622	(51,504,524)	684,622
Surplus/(deficit) for the period		46,990	75,837	37,039
Total recognised income and expense for the period		731,612	(51,428,687)	721,661
Equity injection/(withdrawal)		1,575,670	1,733,155	1,787,938
Equity adjustments (MoG transfers)	16	..	52,189,146	..
Total movement in equity for period		2,307,282	2,493,614	2,509,599

Balance Sheet

Main Roads	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CURRENT ASSETS				
Cash assets		6,148	7,127	8,253
Receivables	17	122,111	147,245	147,395
Other financial assets		..	..	..
Inventories		10,878	12,708	12,828
Other	18	9,097	3,732	3,732
Non-financial assets held for sale	19	5,944	2,844	2,844
Total current assets		154,178	173,656	175,052
NON-CURRENT ASSETS				
Receivables		2	2	2
Other financial assets	20	198,134	217,670	227,460
Property, plant and equipment	21,28	31,711,637	59,097,121	61,569,369
Intangibles	22,29	17,036	9,473	14,056
Other		..	..	..
Total non-current assets		31,926,809	59,324,266	61,810,887
TOTAL ASSETS		32,080,987	59,497,922	61,985,939
CURRENT LIABILITIES				
Payables	23,30	565,225	661,028	664,733
Employee benefit obligations	24	34,766	2,787	2,787
Interest-bearing liabilities and derivatives	31	68,986	70,286	55,911
Provisions		..	..	..
Other		4,281	3,935	3,935
Total current liabilities		673,258	738,036	727,366
NON-CURRENT LIABILITIES				
Payables		..	..	..
Employee benefits obligations	24	8,143	5,939	5,939
Interest-bearing liabilities and derivatives	25,32	957,855	967,174	956,262
Provisions		..	..	..
Other		..	..	..
Total non-current liabilities		965,998	973,113	962,201
TOTAL LIABILITIES		1,639,256	1,711,149	1,689,567
NET ASSETS/(LIABILITIES)		30,441,731	57,786,773	60,296,372
EQUITY				
Capital/contributed equity	26,33	4,282,918	56,632,698	58,420,636
Retained surplus/(accumulated deficit)	26	11,788,993	471,249	508,288
Reserves:				
- Asset revaluation reserve	27	14,369,820	682,826	1,367,448
- Other		..	..	..
TOTAL EQUITY		30,441,731	57,786,773	60,296,372

Cash Flow Statement

Main Roads	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Inflows:				
Output receipts	34,44	1,263,590	1,882,880	2,037,496
User charges	35,45	126,773	149,704	115,020
Grants and other contributions	36,46	80,128	102,785	405
Other		110,660	112,572	108,328
Outflows:				
Employee costs	37,47	(279,980)	(226,618)	(235,069)
Supplies and services	38,48	(404,431)	(558,744)	(568,692)
Grants and subsidies	49	(62,924)	(63,531)	(95,884)
Borrowing costs	39	(72,518)	(77,415)	(75,028)
Other		(13,626)	(10,344)	(10,512)
Net cash provided by/(used in) operating activities		747,672	1,311,289	1,276,064
CASH FLOWS FROM INVESTING ACTIVITIES				
Inflows:				
Sales of property, plant and equipment	50	26,255	26,255	16,255
Investments redeemed		..	..	..
Loans and advances redeemed		..	..	..
Outflows:				
Payments for property, plant and equipment and intangibles	40	(2,461,425)	(3,068,826)	(3,044,054)
Payments for investments		(9,790)	(9,790)	(9,790)
Loans and advances made		..	..	..
Net cash provided by/(used in) investing activities		(2,444,960)	(3,052,361)	(3,037,589)
CASH FLOWS FROM FINANCING ACTIVITIES				
Inflows:				
Borrowings	41	185,000	104,720	45,000
Equity injections	42,51	2,827,980	3,547,249	3,557,189
Outflows:				
Borrowing redemptions	43	(64,883)	(90,113)	(70,287)
Finance lease payments		..	..	..
Equity withdrawals		(1,252,310)	(1,814,094)	(1,769,251)
Net cash provided by/(used in) financing activities		1,695,787	1,747,762	1,762,651
Net increase/(decrease) in cash held		(1,501)	6,690	1,126
Cash at the beginning of financial year		7,649	437	7,127
Cash transfers from restructure		..	..	..
Cash at the end of financial year		6,148	7,127	8,253

Administered Income Statement

Main Roads	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
Revenues	52,53			
Commonwealth grants		638,610	1,556,555	118,010
Taxes, fees and fines		..	..	..
Royalties, property income and other territorial Revenue		..	..	..
Interest		..	..	..
Administered revenue		..	..	..
Other		..	..	..
Total revenues		638,610	1,556,555	118,010
Expenses				
Supplies and services		..	..	..
Depreciation and amortisation		..	..	..
Grants and subsidies		..	..	..
Benefit payments		..	..	..
Borrowing costs		..	..	..
Other		..	..	..
Total expenses		..	..	..
Net surplus or deficit before transfers to Government		638,610	1,556,555	118,010
Transfers of administered revenue to Government		638,610	1,556,555	118,010
OPERATING SURPLUS/(DEFICIT)		..	..	..

Administered Balance Sheet

Main Roads	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CURRENT ASSETS				
Cash assets	
Receivables	
Inventories	
Other		118,010	118,010	118,010
Non-financial assets held for sale	
Total current assets		118,010	118,010	118,010
NON-CURRENT ASSETS				
Receivables	
Other financial assets	
Property, plant and equipment	
Intangibles	
Other	
Total non-current assets	
TOTAL ADMINISTERED ASSETS		118,010	118,010	118,010
CURRENT LIABILITIES				
Payables	
Transfers to Government payable	
Interest-bearing liabilities	
Other		110,000	118,010	118,010
Total current liabilities		110,000	118,010	118,010
NON-CURRENT LIABILITIES				
Payables	
Interest-bearing liabilities	
Other		8,010	..	..
Total non-current liabilities		8,010	..	..
TOTAL ADMINISTERED LIABILITIES		118,010	118,010	118,010
ADMINISTERED NET ASSETS/(LIABILITIES)	
EQUITY				
Capital/Contributed equity	
Retained surplus/(Accumulated deficit)	
Reserves:				
- Asset revaluation reserve	
- Other	
TOTAL ADMINISTERED EQUITY	

Administered Cash Flow Statement

Main Roads	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Inflows:				
Administered item receipts		..	..	..
Grants and other contributions	54, 55	545,120	1,440,065	118,010
Taxes, fees and fines		..	..	..
Royalties, property income and other territorial revenues		..	..	..
Other		..	..	..
Outflows:				
Transfers to Government	54, 55	(545,120)	(1,440,065)	(118,010)
Grants and subsidies		..	..	..
Supplies and services		..	..	..
Borrowing costs		..	..	..
Other		..	..	..
Net cash provided by/(used in) operating activities		..	..	..
CASH FLOWS FROM INVESTING ACTIVITIES				
Inflows:				
Sales of property, plant and equipment		..	..	..
Investments redeemed		..	..	..
Loans and advances redeemed		..	..	..
Outflows:				
Payments for property, plant and equipment and intangibles		..	..	..
Payments for investments		..	..	..
Loans and advances made		..	..	..
Net cash provided by/(used in) investing activities		..	..	..
CASH FLOWS FROM FINANCING ACTIVITIES				
Inflows:				
Borrowings		..	..	..
Equity injections		..	..	..
Outflows:				
Borrowing redemptions		..	..	..
Finance lease payments		..	..	..
Equity withdrawals		..	..	..
Net cash provided by/(used in) financing activities		..	..	..
Net increase/(decrease) in cash held		..	..	..
Administered cash at beginning of financial year		..	..	..
Cash transfers from restructure		..	..	..
Administered cash at end of financial year		..	..	..

Explanation of Variances in the Financial Statements

Main Roads

Income Statement

Major variations between 2008-09 Budget and 2008-09 Estimated Actual include:

1. The variation reflects an increase in depreciation funding following a comprehensive revaluation of the road asset, growth in motor vehicle registration fee revenue and additional funding for claims under the Natural Disaster Relief and Recovery Arrangements (NDRRA) following severe flooding events in Northern Queensland.
2. The variation reflects an increase in the level of recoverable works undertaken for local governments, other government agencies and industry.
3. The increase reflects a one-off payment from the Australian Government for maintenance as part of the Nation Building Program and additional Black Spot funding.
4. The decrease is due to a change in accounting treatment for capitalised employee expenses which was previously offset against supplies and services expenditure following implementation of an integrated time capture and costing system. This decrease is partly offset by successful recruitment of highly-in-demand professional and technical staff to meet the continued growth in planning activities and the capital works program.
5. The variation reflects the change in accounting treatment of employee expenses following implementation of an integrated time capture and costing system together with increased forecast expenditure for routine maintenance and increased expenditure for NDRRA following severe flooding events in Northern Queensland.
6. The increase in interest paid is due to the earlier than anticipated loan draw-down for the Tugun Bypass of \$88.3 million.
7. The variation reflects the transfer of the claims management function to the Queensland Government Insurance Fund in 2008-09.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

8. The increase in output revenue largely reflects growth in motor vehicle registration fee revenue, additional funding for the Safer Roads Sooner Program, and Black Spot and maintenance funding from the Australian Government. Due to administrative changes, Black Spot and maintenance funding from the Australian Government that was previously reported as grants and other contributions is now reported as output revenue (refer to Administered Items section).
9. The variation reflects a reduction in the level of recoverable works expected to be undertaken for local governments, other government agencies and industry.
10. The decrease reflects the change in accounting treatment of Black Spot and maintenance funding from the Australian Government in 2009-10 as a result of changed administrative arrangements. Commonwealth payments previously received by the department will now be paid directly to Queensland Treasury and the department will now receive these funds as output revenue (refer to Administered Items section).
11. The decrease primarily reflects reduced revenue from developer contributions.
12. The increase reflects additional Enterprise Development Agreement funding in 2009-10.
13. The increase reflects additional funding for maintenance from the Australian Government in 2009-10.
14. The increase reflects additional Black Spot funding from the Australian Government.
15. The variation reflects increased depreciation funding as a result of a comprehensive revaluation undertaken on the road asset.

Statement of Changes in Equity

Major variations between 2008-09 Budget and 2008-09 Estimated Actual include:

16. The variation reflects the transfer of the asset revaluation reserve and retained surplus to capital/contributed equity as a result of the machinery-of-Government changes announced on 26 March 2009.

Balance Sheet

Major variations between 2008-09 Budget and 2008-09 Estimated Actual include:

17. The increase in receivables reflects an increase in recoverable works and a higher-than-anticipated GST refund from the Australian Tax Office.
18. The decrease is due to a change in accounting treatment for prepaid insurance for the Queensland Government Insurance Fund together with the annual reduction in prepaid insurance for the Tugun Bypass.
19. The variation reflects the decrease in land parcels held for sale.
20. The increase reflects shares issued to Main Roads by Queensland Motorways Limited (QML) following equity injections for the Port Motorway. This arrangement continues in future years.
21. The movement reflects the substantial increase in the written-down replacement cost of the road asset following the comprehensive revaluation undertaken on the road asset.
22. The variation reflects a timing difference for the transfer of capital work in progress for software development held in property, plant and equipment to intangibles.
23. The increase in the level of payables reflects the resumption of further land required for capital projects, the settlement of which is subject to negotiation with land owners.
24. The decrease in employee benefit obligations largely reflects the transfer of annual leave liabilities to the Annual Leave Central Scheme (ALCS). The ALCS was established on 30 June 2008 to centrally fund annual leave obligations of departments, commercialised business units and shared service providers. Annual leave liabilities are held at a consolidated whole-of-Government level. In 2008-09, agencies were required to compensate the Crown for the current portion of annual leave liabilities transferred. Under the ALCS, member agencies must contribute a levy equal to their accrued annual leave cost. Amounts paid to employees for annual leave are claimed back from the scheme.
25. The increase reflects the net movement in debt servicing costs and draw-downs on approved borrowings.
26. The variation reflects the transfer of the asset revaluation reserve and retained surplus to capital/contributed equity as a result of the machinery-of-Government changes announced on 26 March 2009.
27. As a result of the comprehensive revaluation undertaken on the road asset there was a substantial increase in the asset revaluation reserve. Subsequent to this, the asset revaluation reserve was transferred to capital/contributed equity resulting from the machinery-of-Government changes following the State election.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

28. The movement reflects continued expenditure on the capital works program.

29. The variation reflects a timing difference for the transfer of capital work in progress for software development held in property, plant and equipment to intangibles.
30. The increase in the level of payables reflects the resumption of further land required for capital projects, the settlement of which is subject to negotiation with land owners.
31. The decrease in 2009-10 reflects the net movement in debt servicing costs.
32. The decrease reflects the net movement in debt servicing costs and draw-downs on approved borrowings.
33. The variation reflects the increased investment being made by the State Government in the road network.

Cash Flow Statement

Major variations between 2008-09 Budget and 2008-09 Estimated Actual include:

34. The variation primarily reflects increased depreciation funding as a result of a comprehensive revaluation undertaken on the road asset, growth in motor vehicle registration fee revenue and additional funding for claims under NDRRA following severe flooding events in Northern Queensland.
35. The variation reflects an increase in the level of recoverable works undertaken for local governments, other government agencies and industry.
36. The increase reflects payments from the Australian Government for maintenance as part of the Nation Building Program and additional Black Spot funding.
37. The decrease is due to a change in accounting treatment for capitalised employee expenses which was previously offset against supplies and services expenditure following implementation of an integrated time capture and costing system. This decrease is partly offset by successful recruitment of highly-in-demand professional and technical staff to meet the continued growth in planning activities and the capital works program.
38. The variation reflects increased forecast expenditure for routine maintenance and increased expenditure for NDRRA following severe flooding events in Northern Queensland.
39. The increase in interest paid is due to the earlier than anticipated loan draw-down for the Tugun Bypass of \$88.3 million.
40. The movement reflects the increase in expenditure on the capital works program.
41. The estimate reflects a decrease in loans raised between financial years.
42. The variation primarily reflects the reimbursement for property purchases for Airport Link and funding from the Australian Government for capital expenditure.
43. The 2008-09 estimated actual includes the repayment of a short-term overdraft in July 2008 (\$25 million).

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

44. The increase largely relates to growth in motor vehicle registration fee revenue, additional funding for the Safer Roads Sooner Program, NDRRA funding following severe flooding events in Northern Queensland and Black Spot and maintenance funding from the Australian Government. Due to administrative changes, Black Spot and maintenance funding from the Australian Government that was previously reported as grants and other contributions is now reported as output receipts (refer to Administered Items section).
45. The variation reflects a reduction in the level of recoverable works expected to be undertaken for local governments, other government agencies and industry.
46. The decrease reflects the change in accounting treatment of Black Spot and maintenance funding from the Australian Government in 2009-10 as a result of changed administrative arrangements. Commonwealth payments previously received by the department will now be paid directly to Queensland Treasury and the department will now receive these funds as output receipts (refer to Administered Items section).
47. The increase reflects additional Enterprise Development Agreement funding in 2009-10.
48. The increase largely reflects additional maintenance funding from the Australian Government.
49. The variation is a result of increased Black Spot funding from the Australian Government.
50. The variation reflects a timing difference associated with the disposal of surplus properties on the Northern Transport Corridor.
51. The variation reflects increased reimbursement for property purchases for Airport Link and funding from the Australian Government for capital expenditure under its road funding programs in 2008-09.

Administered Income Statement

Major variations between 2008-09 Budget and 2008-09 Estimated Actual include:

52. The increase in the 2008-09 estimated actual reflects additional funding of \$802 million from the Australian Government. This funding represents payments for works to be funded under the Nation Building Program (\$176 million for the Bruce Highway, Cooroy to Curra project and \$142 million to finalise the Commonwealth's liability on a number of AusLink1 projects) and \$484 million under the Building Australia Fund towards the upgrade of the Ipswich Motorway.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

53. The variation reflects the change in accounting treatment of funding from the Australian Government in 2009-10 as a result of changed administrative arrangements. Commonwealth payments previously received by the department and transferred to Queensland Treasury will now be paid directly to Queensland Treasury. The department will now receive these funds as output receipts or equity injections (refer to Administered Items section).

Administered Cash Flow Statement

Major variations between 2008-09 Budget and 2008-09 Estimated Actual include:

54. The increase in the 2008-09 estimated actual reflects additional funding of \$802 million from the Australian Government. This funding represents payments for works to be funded under the Nation Building Program (\$176 million for the Bruce Highway, Cooroy to Curra project and \$142 million to finalise the Commonwealth's liability on a number of AusLink1 projects) and \$484 million under the Building Australia Fund towards the upgrade of the Ipswich Motorway.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

55. The variation reflects the change in accounting treatment of funding from the Australian Government in 2009-10 as a result of changed administrative arrangements. Commonwealth payments previously received by the department and transferred to Queensland Treasury will now be paid directly to Queensland Treasury. The department will now receive these funds as output receipts or equity injections (refer to Administered Items section).

Commercialised Business Unit

RoadTek

Overview

RoadTek is one of Queensland's major suppliers of civil construction and maintenance works and related services with a turnover in excess of \$500 million per year. It has a workforce of 1,708 employees and operates from 29 locations throughout Queensland. In delivering a large, diverse program of works, RoadTek's number one priority is to build and maintain a culture of safety. This is targeted at improving safety for both road workers and road users.

Review of Performance

Recent achievements

In the past 12 months, RoadTek has:

- commenced the roll out of the Safety Leadership Program across the organisation, to further develop a strong safety culture
- provided emergency and recovery response to communities across the State including:
 - cleaning up the oil spill affecting Moreton Island;
 - working with authorities on the Tilt Train and rail crossing incidents in Central and Northern Queensland; and
 - restoring damaged roads and removing debris during major storms and floods.
- won the SAI Global 2008 Australian Business Excellence Award for the 'people' category. This recognised RoadTek as a great place to work and a nation-wide leader in creating the right work culture through quality leadership
- provided safe training environments for plant and heavy machinery operation to develop our people and supported the wider construction industry. The RoadTek Plant Operator Training Facility is on track to open in Townsville in July 2009.

RoadTek continues to maintain a strong emphasis on business and project management performance, while maintaining certification against Australian and International standards in quality, safety, environment and customer service.

Future developments

In 2009-10, RoadTek will focus on achieving the following initiatives:

- Introduce the zero harm objective and the continuing roll out of the Safety Leadership Program through the Safety is First initiative. Main Roads is committed to the objective of zero harm, that is, providing an injury and incident free workplace where employees go home in the same state of health they came to work in, if not better.
- Build our centre of excellence capability, supported by a research and development approach looking at good practice in construction and maintenance. This will include continuous improvement activities and working with key stakeholders across Main Roads and industry to test new technologies and deliver key improvement initiatives.
- Maintain RoadTek as a sustainable commercial business.

The key challenge for RoadTek and industry is the uncertainty as a result of the global financial crisis, the potential downturn in the construction environment and the need to remain agile in this changing environment.

Statements

Performance Statement

RoadTek	Notes	2008-09 Target/Est.	2008-09 Est. Actual	2009-10 Target/Est.
Financial performance measures				
Total Debt/Equity	1	27%	27%	25%
Long Term Debt/Total Assets	2	15.9%	15.0%	14.6%
Return on Equity	3	18.5%	19.9%	16.0%
Return on Revenue	4	4.5%	4.0%	3.7%
Profit Margin (Earnings before interest and income tax/user charges)		6.5%	6.5%	5.5%
Non-financial performance measures				
Lost Time Injury Frequency Rate	5	<20	<20	<20
Plant Utilisation (Plant Hire Services)	6	75%	75%	75%

Notes:

1. The ongoing improvement of this measure can be attributed to RoadTek's increase in retained earnings (equity) through profitable trading and the stability of RoadTek's debt position.
2. Long term debt as a proportion of total assets continues to improve with a stable debt position.
3. The 2008-09 year has exceeded budget expectations with a slightly increased margin over a stable equity position. The 2009-10 year is expected to be impacted by global economic conditions.
4. Return on revenue was impacted by taxation payments in 2008-09 and is expected to decline slightly during 2009-10 in slowing economic conditions.
5. In accordance with *Australian Standard 1885.1 – Workplace Injury and Disease Recording Standard*, Lost Time Injury Frequency is the number of lost time injuries multiplied by one million and divided by the number of man-hours actually worked. An incident is defined as an injury that results in the loss of a shift (usually eight hours).
6. The utilisation rate is expected to remain steady during the 2009-10 year.

Income Statement

RoadTek	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
Income				
User charges	1,7	442,110	538,201	500,666
Grants and other contributions		76	..	..
Other revenue		2,452	3,097	3,127
Gains on sale/revaluation of property, plant and equipment and investments	2	728	465	512
Total income		445,366	541,763	504,305
Expenses				
Employee expenses		131,364	132,483	135,035
Supplies and services	3,8	267,002	350,797	318,503
Grants and subsidies		45	98	89
Depreciation and amortisation	4	12,030	14,545	14,342
Finance/borrowing costs	5	3,311	3,809	3,613
Other expenses		1,866	3,483	3,686
Losses on sale/revaluation of property, plant and equipment and investments		910	1,170	1,080
Total expenses		416,528	506,385	476,348
Surplus or deficit before related income tax		28,838	35,378	27,957
Income tax expense/revenue	6,9	8,651	13,613	9,387
OPERATING SURPLUS/(DEFICIT) after related income tax		20,187	21,765	18,570

Statement of Changes in Equity

RoadTek	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
Net effect of the changes in accounting policies and prior year adjustments	
Increase/(decrease) in asset revaluation reserve		27	27	27
Net amount of all revenue and expense adjustments direct to equity not disclosed above	
Net income recognised directly in equity		27	27	27
Surplus/(deficit) for the period		20,187	21,765	18,570
Total recognised income and expense for the period		20,214	21,792	18,597
Equity injection/(withdrawal)	
Equity adjustments (MoG transfers)	
Dividends paid or provided		(10,064)	(12,374)	(12,382)
Total movement in equity for period		10,150	9,418	6,215

Balance Sheet

RoadTek	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CURRENT ASSETS				
Cash assets	10,14	31,477	9,856	11,195
Receivables		60,640	64,817	67,197
Other financial assets		..	..	..
Inventories	11	17,237	24,075	24,091
Other		249	387	467
Non-financial assets held for sale		..	..	..
Total current assets		109,603	99,135	102,950
NON-CURRENT ASSETS				
Receivables		..	..	..
Other financial assets		..	..	..
Property, plant and equipment	12,15	79,450	93,171	94,883
Deferred tax assets		1,632	1,350	1,350
Intangibles		(6)	51	99
Other		..	..	..
Total non-current assets		81,076	94,572	96,332
TOTAL ASSETS		190,679	193,707	199,282
CURRENT LIABILITIES				
Payables		36,659	33,821	34,846
Interest-bearing liabilities and derivatives		29,000	29,000	29,000
Current tax liabilities	13,16	8,616	11,924	8,944
Accrued employee benefits		1,076	1,475	1,790
Provisions		..	..	..
Other		(61)	297	297
Total current liabilities		75,290	76,517	74,877
NON-CURRENT LIABILITIES				
Payables		..	..	..
Interest-bearing liabilities and derivatives		..	..	..
Deferred tax liabilities		5,977	7,952	8,952
Accrued employee benefits		..	..	..
Provisions		..	..	..
Other		..	..	..
Total non-current liabilities		5,977	7,952	8,952
TOTAL LIABILITIES		81,267	84,469	83,829
NET ASSETS/(LIABILITIES)		109,412	109,238	115,453
EQUITY				
Capital/contributed equity		..	..	..
Retained surplus/(Accumulated deficit)		108,468	108,307	114,495
Reserves:				
- Asset revaluation reserve		944	931	958
- Other		..	..	..
TOTAL EQUITY		109,412	109,238	115,453

Cash Flow Statement

RoadTek	Notes	2008-09 Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Inflows:				
User charges	17,21	440,397	534,786	504,498
Grants and other contributions		76	..	..
Other	18	15,652	26,997	25,877
Outflows:				
Employee costs		(131,354)	(132,218)	(134,720)
Supplies and services	19	(284,743)	(383,338)	(346,540)
Grants and subsidies		(45)	(98)	(89)
Borrowing costs		(3,311)	(3,809)	(3,613)
Taxation equivalents paid		(9,082)	(5,129)	(11,367)
Other		(1,605)	(3,463)	(3,693)
Net cash provided by/(used in) operating activities		25,985	33,728	30,353
CASH FLOWS FROM INVESTING ACTIVITIES				
Inflows:				
Sales of property, plant and equipment	20	18,432	13,535	11,443
Investments redeemed		..	..	..
Loans and advances redeemed		..	..	..
Outflows:				
Payments for property, plant and equipment and intangibles		(30,371)	(29,975)	(28,075)
Payments for investments		..	..	..
Loans and advances made		..	..	..
Net cash provided by/(used in) investing activities		(11,939)	(16,440)	(16,632)
CASH FLOWS FROM FINANCING ACTIVITIES				
Inflows:				
Borrowings		..	..	..
Equity injections		..	..	..
Outflows:				
Dividends paid		(10,064)	(12,374)	(12,382)
Borrowing redemptions		..	..	..
Finance lease payments		..	..	..
Equity withdrawals		..	..	..
Net cash provided by/(used in) financing activities		(10,064)	(12,374)	(12,382)
Net increase/(decrease) in cash held		3,982	4,914	1,339
Cash at the beginning of financial year		27,495	4,942	9,856
Cash transfers from restructure		..	..	..
Cash at the end of financial year		31,477	9,856	11,195

Explanation of Variances in the Financial Statements

RoadTek

Income Statement

Major variations between 2008-09 Budget and 2008-09 Estimated Actual include:

1. The revenue increase is due to assisting delivery of an accelerated roads program and safety projects.
2. The decrease in gains on sale is due to a tighter market for disposal of construction plant which has led to lower returns.
3. The variation in supplies and services fluctuates with the workload, particularly in relation to contractor expenses which supplement the RoadTek workforce.
4. The increase in depreciation relates to the increased capital purchase program in property, plant and equipment.
5. The variation in borrowing costs reflects a higher than anticipated interest rate.
6. The increase in income tax is due to an increased margin and a tax effect accounting adjustment from the 2007-08 year.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

7. The decrease in revenue is due to slower economic conditions and more competition at the tender box.
8. The decrease in supplies and services reflects decreased business activity in line with reduced revenue.
9. The decrease in income tax is due to an expected reduced margin.

Balance Sheet

Major variations between 2008-09 Budget and 2008-09 Estimated Actual include:

10. The decrease in cash is due to additional tax paid, dividends and capital purchases.
11. The increase in inventories is due to both materials on hand and work in progress increasing as a result of the additional workload.
12. The increase in property, plant and equipment is due to a major capital acquisition program to replace and increase plant holdings as well as fewer disposals of plant.
13. The increase in taxation commitments has resulted from strong financial results.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

14. The increase in cash is relatively minor in an expected tough economic climate.
15. The increase in property, plant and equipment is small due to current economic conditions.
16. The decrease in tax liabilities is in line with a reduced margin.

Cash Flow Statement

Major variations between 2008-09 Budget and 2008-09 Estimated Actual include:

17. The increase in revenue received is due to the accelerated program of works in 2008-09.
18. The increase in other revenue received is predominantly input tax credits received from the Australian Taxation Office.
19. The increase in supplies and services outflows is in line with the increased revenue from the accelerated works program.
20. The decrease in property, plant and equipment sales received is due to fewer items of construction plant put to the disposal market, as a result of reduced demand and sale proceeds.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

21. The decrease in revenue received is due to the tighter economic conditions forecast in 2009-10.

Statutory Body

TransLink Transit Authority

Overview

To meet the growing demand for public transport in South East Queensland, the State Government established the TransLink Transit Authority (TTA) on 1 July 2008 under the *Transport Operations (TransLink Transit Authority) Act 2008*. The TransLink Transit Authority is responsible for providing the best possible public transport services at a reasonable cost to the community and Government.

Toward Q2: Tomorrow's Queensland outlines the Government's commitment to increasing public transport use, services and infrastructure to assist in protecting our lifestyle and environment.

To deliver on the Queensland Government's commitment, the TransLink Transit Authority coordinates, integrates and manages all public transport services in South East Queensland. The authority provides:

- **Services:** bus, rail, and ferry services
- **Infrastructure:** railway station upgrades, bus stops and bus stations upgrades and the development of park and ride facilities
- **Ticketing:** integrated ticketing, *go* card, fare strategy
- **Customer Information:** single point of contact for customers, 24 hours a day, seven days a week.

Review of Performance

Recent achievements

- In February 2009, \$6.8 million per annum in new bus and train services were implemented providing for an additional 79,000 passengers per week.
- In October 2008, the \$33 million redevelopment of the renamed Fortitude Valley Rail Station was completed.
- In January 2009, the \$26.5 million redevelopment of the Indooroopilly Rail Station was completed.
- Upgrades at Brisbane Central, Fruitgrove, Ipswich, and Petrie rail stations were completed at a total cost of \$9.85 million.
- On 1 July 2008 the TTA established a 24 hour, seven day a week point of contact for customer issues, service information, and complaints handling.

Future developments

- Bus service improvements will be implemented in July 2009 following the opening of Boggo Road busway and the first section of Northern busway.
- The Gold Coast rail line extension from Robina to Varsity Lakes will improve services with the extension of the line from Robina to Varsity Lakes.
- Infrastructure projects scheduled for completion in 2009-10 include rail station park'n'ride extensions at Bald Hills, Dinmore and Ormiston; a rail station upgrade at Bethania; new bus station park'n'rides at Enoggera Reservoir, Klumpp Road Mt Gravatt and Moggill; a new bus station at Noosa, a bus station upgrade at University of Queensland Lakes and a \$1.5 million upgrade to the Greenbank RSL park n'ride.

Statements

Performance Statement

TransLink Transit Authority	Notes	2008-09 Target/Est.	2008-09 Est. Actual	2009-10 Target/Est.
Number of vehicle kilometres in bus contract areas - Bus (TransLink)	1	89,000,000	89,355,000	93,000,000
Patronage on TransLink services – Bus, Rail and Ferry	1,2	178,000,000	180,249,795	191,000,000
User satisfaction ratings of public transport by service type (on a 1-10 scale - 10 being excellent)	1,3			
Train		> 3.5	6.5	> 7
Bus		> 3.5	6.4	> 7
Ferry		> 3.5	7.0	> 7
Percentage of unscheduled train cancellations – Citytrain	1	< 0.5%	0.4%	<0.5%
Average on-time running performance in peak times - Citytrain	1	> 92.5% in peak times	93% in peak times	>92.5% in peak times
Cost (\$) of subsidy per passenger kilometre for TransLink - Citytrain	1	0.32	0.41	0.41
Cost (\$) of subsidy per passenger kilometre for TransLink – Bus	1	0.18	0.21	0.22
State contribution (\$'000)		810,411	821,721	851,111
Other revenue(\$'000)		277,587	295,870	304,740
Total cost (\$'000)		1,087,998	1,117,591	1,155,851

Notes:

1. These performance measures have been transferred from the former Department of Transport following the formation of the TransLink Transit Authority in July 2008.
2. Performance measure title has been slightly amended for clarity purposes.
3. Survey scoring methodology has changed from 1-5 scale to 1-10 scale. These surveys focus on user satisfaction of TransLink Transit Authority public transport services.

Income Statement

TransLink Transit Authority	Notes	2008-09 Adjusted Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
Income				
User charges	1,6,11	303,829	319,744	328,117
Grants and other contributions	2,12	784,169	792,979	824,705
Other revenue	3,13	..	4,868	3,029
Gains on sale/revaluation of property, plant and equipment and investments		..	..	..
Total income		1,087,998	1,117,591	1,155,851
Expenses				
Employee expenses	7,14	23,590	23,411	26,210
Supplies and services	4,8,15	511,013	539,226	573,535
Grants and subsidies	9,16	541,064	542,029	539,631
Depreciation and amortisation	10,17	12,319	12,629	16,172
Finance/borrowing costs		..	..	..
Other expenses		12	296	303
Losses on sale/revaluation of property, plant and equipment and investments		..	..	..
Total expenses		1,087,998	1,117,591	1,155,851
OPERATING SURPLUS/(DEFICIT)		..	..	..

Statement of Changes in Equity

TransLink Transit Authority	Notes	2008-09 Adjusted Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
Net effect of the changes in accounting policies and prior year adjustments		..	..	..
Increase/(decrease) in asset revaluation reserve		..	..	..
Net amount of all revenue and expense adjustments direct to equity not disclosed above		..	..	..
Net income recognised directly in equity		..	..	..
Surplus/(deficit) for the period		..	..	..
Total recognised income and expense for the period		..	..	..
Equity injection/(withdrawal)		31,109	23,780	36,993
Equity adjustments (MoG transfers)	5	188,093	178,030	..
Total movement in equity for period		219,202	201,810	36,993

Balance Sheet

TransLink Transit Authority	Notes	2008-09 Adjusted Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CURRENT ASSETS				
Cash assets		2,172	2,534	2,046
Receivables	20,24	21,764	21,469	25,765
Other financial assets		..	..	..
Inventories		747	457	471
Other		301	301	314
Non-financial assets held for sale		..	..	..
Total current assets		24,984	24,761	28,596
NON-CURRENT ASSETS				
Receivables		..	..	..
Other financial assets		..	..	..
Property, plant and equipment	18,21,25	210,672	195,206	224,258
Intangibles	22,26	3,892	5,540	10,059
Other		..	..	..
Total non-current assets		214,564	200,746	234,317
TOTAL ASSETS		239,548	225,507	262,913
CURRENT LIABILITIES				
Payables	19,23	13,387	15,809	15,829
Employee benefits obligations		2,015	2,875	3,016
Interest-bearing liabilities and derivatives		..	..	..
Provisions		..	..	..
Other		4,944	5,013	5,265
Total current liabilities		20,346	23,697	24,110
NON-CURRENT LIABILITIES				
Payables		..	..	..
Employee benefits obligations		..	..	..
Interest-bearing liabilities and derivatives		..	..	..
Provisions		..	..	..
Other		..	..	..
Total non-current liabilities		..	..	..
TOTAL LIABILITIES		20,346	23,697	24,110
NET ASSETS/(LIABILITIES)	18,21,25	219,202	201,810	238,803
EQUITY				
Capital/contributed equity	18,21,25	219,202	201,810	238,803
Retained surplus/(Accumulated deficit)		..	..	..
Reserves:				
- Asset revaluation reserve		..	..	..
- Other		..	..	..
TOTAL EQUITY		219,202	201,810	238,803

Cash Flow Statement

TransLink Transit Authority	Notes	2008-09 Adjusted Budget \$'000	2008-09 Est. Act. \$'000	2009-10 Estimate \$'000
CASH FLOWS FROM OPERATING ACTIVITIES				
Inflows:				
User charges	27,33	296,498	312,943	324,314
Grants and other contributions	28,38	784,169	792,979	824,705
Other		(6,754)	(2,052)	2,788
Outflows:				
Employee costs	29	(22,052)	(21,012)	(26,069)
Supplies and services	30,34,39	(515,091)	(538,274)	(573,497)
Grants and subsidies	35,40	(541,064)	(542,029)	(539,631)
Borrowing costs		..	..	..
Other		1,601	1,797	(88)
Net cash provided by/(used in) operating activities		(2,693)	4,352	12,522
CASH FLOWS FROM INVESTING ACTIVITIES				
Inflows:				
Sales of property, plant and equipment		..	..	..
Investments redeemed	32,36,42	..	240,000	360,000
Loans and advances redeemed		..	..	..
Outflows:				
Payments for property, plant and equipment and intangibles	31,37,41	(39,119)	(28,410)	(50,003)
Payments for investments	32,36,42	..	(240,000)	(360,000)
Loans and advances made		..	..	..
Net cash provided by/(used in) investing activities		(39,119)	(28,410)	(50,003)
CASH FLOWS FROM FINANCING ACTIVITIES				
Inflows:				
Borrowings		..	..	..
Equity injections		31,109	23,780	36,993
Outflows:				
Borrowing redemptions		..	..	..
Finance lease payments		..	..	..
Equity withdrawals		..	..	..
Net cash provided by/(used in) financing activities		31,109	23,780	36,993
Net increase/(decrease) in cash held		(10,703)	(278)	(488)
Cash at the beginning of financial year		..	..	2,534
Cash transfers from restructure		12,875	2,812	..
Cash at the end of financial year		2,172	2,534	2,046

Explanation of Variances in the Financial Statements

TransLink Transit Authority

Income Statement

Major variations between 2008-09 Adjusted Budget and 2008-09 Estimated Actual include:

1. Variance reflects an increase in public transport revenue as a result of an increase in patronage.
2. Variance due to an increase in funding through mid-year review and transfers to capital budget.
3. Variance reflects interest/investment income derived from active cash flow management.
4. Increase due to additional costs associated with transportation operators and technology partner.
5. Decrease due to settlement of current assets and liabilities to Queensland Transport post machinery-of-Government.

Major variations between 2008-09 Adjusted Budget and 2009-10 Estimate include:

6. Variance reflects an increase in public transport revenue as a result of an increase in patronage.
7. Increase is a result of anticipated enterprise bargaining increase for TransLink Transit Authority staff plus full year effect of new FTEs.
8. Increase due to additional costs associated with transportation operators and technology partner.
9. Decrease due to alignment of services to current TransLink Transit Authority capabilities.
10. Increase due to additional automated fare collection equipment required over the two financial years.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

11. Variance reflects an increase in public transport fare revenue as a result of an increase in patronage.
12. Increase due to indexed costs associated with the funding of TransLink Transit Authority's operational activities.
13. Decrease due to average forecasted interest rates anticipated to be lower in 2009-10 than in 2008-09.
14. Increase a result of anticipated enterprise bargaining increase for TransLink Transit Authority staff plus full year effect of new FTEs.
15. Increase due to indexed costs associated with the funding of transportation operators.
16. Decrease due to alignment of services to current TransLink Transit Authority capabilities.
17. Increase due to additional automated fare collection equipment required over the two financial years.

Balance Sheet

Major variations between 2008-09 Adjusted Budget and 2008-09 Estimated Actual include:

18. Large decrease due to majority of deferrals relating to TransLink Station Upgrade Program.
19. Increase due to anticipated ticketing equipment payable to technology partner.

Major variations between 2008-09 Adjusted Budget and 2009-10 Estimate include:

20. Increase due to additional revenue expected 2009-10 resulting in a larger receivable.
21. Large increase due in majority to deferrals relating to TransLink Station Upgrade Program.
22. Forecasted increase due to part capitalisation of Real Time Passenger Information System project.
23. Increase due to anticipated ticketing equipment payable to technology partner.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

24. Increase due to additional revenue expected in 2009-10 resulting in a larger receivable.
25. Large increase due in majority to deferrals relating to TransLink Station Upgrade Program.
26. Forecasted increase due to part capitalisation of Real Time Passenger Information System project.

Cash Flow Statement

Major variations between 2008-09 Adjusted Budget and 2008-09 Estimated Actual include:

27. Variance reflects an increase in public transport revenue as a result of an increase in patronage.
28. Variance due to an increase in funding through mid-year review and transfers to capital budget.
29. Increase a result of anticipated enterprise bargaining increase for TransLink Transit Authority staff plus full year effect of new FTEs.
30. Increase due to additional costs associated with transportation operators and technology partner.
31. Large decrease due in majority to deferrals relating to TransLink Station Upgrade Program.
32. Increase due to 'Type 2: investment powers' granted under the *Statutory Bodies Financial Arrangements Act* from Treasury.

Major variations between 2008-09 Adjusted Budget and 2009-10 Estimate include:

33. Variance reflects an increase in public transport revenue as a result of an increase in patronage.
34. Increase due to additional costs associated with transportation operators and technology partner.
35. Decrease due to alignment of services to current TransLink Transit Authority capabilities.
36. Increase due to 'Type 2: investment powers' granted under the *Statutory Bodies Financial Arrangements Act* from Treasury.
37. Large increase due in majority to deferrals relating to TransLink Station Upgrade Program.

Major variations between 2008-09 Estimated Actual and the 2009-10 Estimate include:

38. Increase due to indexed costs associated with the funding of TransLink Transit Authority's operational activities.
39. Increase due to indexed costs associated with the funding of transportation operators.
40. Decrease due to alignment of services to current TransLink Transit Authority capabilities.
41. Large increase due in majority to deferrals relating to TransLink Station Upgrade Program.
42. Increase due to anticipated full year effect of investments for 2009-10.