

7 DEPARTMENT OF INFRASTRUCTURE, ENERGY AND RESOURCES

AGENCY OUTLINE

The Department of Infrastructure, Energy and Resources brings together those arms of government which provide infrastructure for the social and economic development of Tasmania.

The Department's charter is to support the existing commercial and social structure and to facilitate new development that will enable Tasmania to prosper. In pursuing this purpose, the Department aims to ensure the effective integration of the key infrastructure serving the community. This comprises the physical transport and energy assets (for example roads, bridges, ports and powerlines), the information systems capturing, maintaining and providing data (for example in transport, mining and forestry) and the policy environment and regulatory systems in which business is conducted. A collaborative approach by the Department is a critical dimension to achieving its purpose.

The delivery areas within the Department comprise:

- infrastructure policy;
- land transport safety;
- roads and public transport;
- workplace standards;
- minerals resources; and
- racing services.

On behalf of the Minister for Infrastructure, the Minister for Economic Development, Energy and Resources and the Minister for Racing, Sport and Recreation, the Department also provides independent strategic policy advice and support in relation to the Government's relationships with many Government Business Enterprises (GBEs), State-owned Companies (SOCs) and Statutory Authorities. Operations of many of these organisations are described in Chapter 11 of Budget Paper No 1 *Budget Overview 2003-04*.

STRATEGIC FOCUS

The Department aims to deliver a strategic approach to the provision of both physical and regulatory infrastructure through its corporate plan. The corporate plan has been developed ensuring that all key Government outcomes are addressed including those outlined in Tasmania *Together*, Industry Development

Plans and Partnerships with Local Government. The strategic focus of the Department is on contributing to the achievement of the following government outcomes:

- facilitation of a safe, accessible and equitable transport system that enhances economic development;
- promotion of reliable, efficient and safe energy systems;
- promotion of productive, safe workplaces where the rights of employees, employers, principals and the community are being met;
- facilitation of mineral exploration and land management for Tasmanian land and offshore waters; and
- maintenance of probity and integrity in the racing industry.

KEY STRATEGIES

Four key strategic objectives will be used to achieve the above outcomes of the Department of Infrastructure, Energy and Resources:

- provide leadership across government, industry and community to develop and implement a Tasmanian Strategic Infrastructure Plan by further developing the information, regulatory and physical infrastructure framework to encourage development of Tasmania's community and resources;
- develop stakeholder ownership of the regulatory system and infrastructure network;
- have a committed and capable workforce; and
- achieve best value for money within budget.

2003-04 MAJOR INITIATIVES

The aim of the Department is to support the economic development of the State and improve Tasmania's quality of life in accordance with the Government's major strategic policies of Tasmania *Together*, the Industry Development Plan and Partnership Agreements. In relation to Tasmania *Together*, given the Department's wide range of responsibilities, the services provided by the Department will contribute to the achievement of a number of Tasmania *Together* benchmarks and goals.

Listed in order of its primary Output Groupings, the Department of Infrastructure, Energy and Resources will undertake the following major initiatives in 2003-04.

Output Group 1: Development of Transport Policy Advice and Planning

Integrated Infrastructure Information and Tasmanian Strategic Infrastructure Plan

Further develop the Infrastructure and Resource Information Service (IRIS) and develop a Tasmanian Strategic Infrastructure Plan.

Integrated Transport Strategy

Development of regional integrated transportation studies as part of the Local Government Partnership Agreements. During 2003-04 two regional studies - Northern Tasmania and Cradle Coast - will be finalised.

Land Transport Planning Studies

Undertake land transport planning studies that involve wide community consultation, including the finalisation of the Tasman Highway Study from Hobart Airport to Esk Main Road, a review of the road needs in the West Tamar region, pre-construction planning for road improvements in the North-East following the finalisation of the North-East Tasmania Access Study and the anticipated allocation of \$20 million of Commonwealth and State funding over a number of financial years commencing from 2003-04.

Impact of Freight on State Roads

Undertake a survey of freight generators in Tasmania to provide data to assist with the development of the forward strategy for the State road network.

Wheelchair Accessible Taxis

Develop strategies for the implementation and take up of Wheelchair Accessible Taxis in Tasmania, as required under the *Disability Discrimination Act 1992* (Cwlth).

Security in Taxis

Implement the introduction of security cameras in taxis.

Output Group 2: Land Transport Safety Programs

Road Safety

The major initiatives for Road Safety in 2003-04 are:

- implement a Tasmanian Safer Roads Program;
- continue implementation of novice driver licensing reforms including additional testing officers;
- continue improvement of the Motor Registry System;
- complete a Code of Practice for the installation of traffic control devices;
- ongoing development and implementation of quality based industry accreditation schemes for the road freight and passenger transport industries;
- introduction of new technology for Transport Inspectors;
- continue implementation of digitised licensing system;
- continue the program for unregistered/uninsured vehicles;
- alternate delivery of heavy vehicle licence assessments; and
- complete an on-line dealer registration scheme.

National Transport Reforms

The major initiatives in relation to National Transport Reforms are:

- vehicle standards and operational requirements for over-dimensional and over-weight vehicles, ensuring that high productivity vehicles move safely around our State;
- limits on bus and truck driving hours to reduce driver fatigue;
- ongoing development and implementation of transport industry accreditation;
- effective road transport compliance and enforcement techniques and sanctions;

- improved means for ensuring satisfactory vehicle and exhaust emissions;
- complete connection to the National Exchange of Vehicle and Driver Information System (NEVDIS); and
- national review of demerit points.

Output Group 3: Provision of Transport Services and Infrastructure

Passenger Transport

Administer the provision of passenger transport services by external providers, including the administration of increased funding provided under the Transport Access Scheme.

Roads Information Management System

Further develop the Roads Information Management System (RIMS).

Output Group 4: Provision of Energy Advisory and Regulatory Services

Gas

Major Gas initiatives include:

- further development of the regulatory framework for the gas supply industry, retailing and distribution;
- finalisation of licences and codes for the gas industry; and
- development of an ombudsman scheme for resolving disputes between small retail gas customers and members of the gas supply industry.

Energy

Major Energy initiatives include:

- participation in the work of the new Ministerial Council on Energy established by the Council of Australian Governments and in the working groups set up under that Council to develop national energy policy and programs; and
- participation in the Energy Markets Review and Mandatory Renewal Energy Target (MRET) Legislation Review.

Output Group 5: Workplace Standards

Workplace Safety

Major Workplace Safety initiatives include:

- implement the safety and standards provisions of the *Gas Act 2000* and the *Gas Pipelines Act 2000*;
- introduce infringement notices (on the spot fines) similar to those under public health, environmental and fisheries legislation, correct anomalies in the *Workplace Health and Safety Act 1995*, the *Workers Rehabilitation and Compensation Act 1988*, and the *Dangerous Goods Act 1998*;
- introduce approved Codes of Practice under the *Workplace Health and Safety Act 1995* for forestry, construction, mining and other industry specific groups;
- update dangerous goods legislation;
- harmonise the electrical, gas, and plumbing occupational licensing systems;
- review legislation governing safety in the mining industry;

- introduce Workplace Health and Safety Regulations to prohibit the use of asbestos;
- provide support for the *Workers Rehabilitation and Compensation Act 1988* review; and
- provide input to the Productivity Commission's 'National Workers Compensation and Occupational Health and Safety Frameworks'.

Building Act and Code

Major initiatives in relation to the Building Act and Code include:

- implement the *Building Act 2000*, involving the creation of a builder accreditation scheme, and mandatory liability insurance; and
- develop new provisions for the Building Code of Australia to ensure that energy efficiency for commercial buildings is addressed.

Output Group 6: Mineral Resources Management and Administration

Promotion

Undertake a series of promotional activities to encourage mineral exploration in the State which is currently at a low level.

Geoscientific Data

Major initiatives in relation to geoscientific data include:

- enhance provision of geoscientific data through the Tasmanian Information on Geoscience and Exploration Resources (TIGER) system;
- completion of the 3D model of geological structure and major mineralising pathways of Tasmania to provide new information for explorers;
- produce a land stability map of the greater Hobart area, in line with the guidelines developed following the Thredbo disaster;
- complete the series of planning information maps with regard to groundwater; and
- complete the Western Tasmania Regional Minerals Program Study.

Mining

Continue rehabilitation of abandoned mining sites in Tasmania.

Output Group 7: Economic Development and Business Management Support

Forestry

Progress the monitoring and strategic planning of issues associated with the Regional Forest Agreement, including the first five-yearly review of implementation.

New Developments

Coordination and support of new developments.

Output Group 8: Support for Racing Industry

Racing

Major initiatives for racing include:

- complete and implement new racing legislation;

- continue to develop vocational training opportunities for racing industry personnel, including stewards;
- develop an effective and affordable drug detection regime supported by a methodical research program;
- further streamline procedures for licensing and registration in the racing industry, including examining the possibility of introducing photo licensing for participants; and
- establish IT access for stewards at all race meetings.

Administered Items

Wheelchair Accessible Taxis

This initiative supports the introduction of a wheelchair accessible taxi fleet into Tasmania. This funding will be used to provide incentives to increase the take-up rate of wheelchair accessible taxi licences and to provide support for the higher vehicle costs of a wheelchair accessible taxi compared to those of standard taxis.

Capital Investment Program

Major initiatives for the Capital Investment Program include:

- complete improvements to the Arthur Highway, Roads of National Importance (RONI) project;
- continue development of the Bass Highway between Ulverstone and Burnie;
- commence improvements to the West Tamar Highway between Cormiston Creek and Legana;
- continue development and implement specific improvements associated with the North East Tasmania Access Study;
- commence improvements to the Huonville loop ramp at the Channel Highway, Kingston Interchange;
- continue implementation of the plan for roads and bridges to extend the proportion of the network available to heavy vehicles operating at increased mass limits and high productivity vehicles;
- implement projects identified under the Tasmanian Safer Roads program; and
- commence improvements to the Glen Huon Road.

Social Infrastructure Fund

The Government established a \$32 million Social Infrastructure Fund in 2002-03 which will be used to improve services to the community and address social infrastructure needs.

The Department has been allocated \$1.5 million (over four years) from the Fund to address road safety issues. Projects being funded in 2003-04 include:

- community partnerships in road safety;
- review of speed zoning practices and the establishment of a speed management framework;
- development of a motorcycle safety strategy; and
- national transport operator reforms.

Structural Performance and Initiatives Program

Funding has been provided to support the redevelopment of the Motor Registry System (MRS). This project will implement a MRS incorporating appropriate new business processes, new organisation models, new policies/practices/procedures and new applications systems for Tasmania taking into account existing and emergent opportunities in technology and electronic commerce. This will enable the MRS and the Government as a whole to better meet current and identified future business imperatives and deliver the requirements of State and National reforms. The redevelopment will directly benefit the Departments of Police and Public Safety, Justice and Industrial Relations and Treasury and Finance, and improve customer service delivery via *Service Tasmania*.

SUMMARY AGENCY 2003-04 BUDGET INFORMATION

Financial Summary

Table 7.1: Summary Financial Information for the Department of Infrastructure, Energy and Resources

	2002-03 Budget \$'000	2003-04 Budget \$'000	Variation %
OPERATING REVENUE			
Revenue from Government			
Annual Appropriation ¹	164 723	168 311	2.2
Reserved by Law	52	52	....
Other ²	....	3 700	....
Other Revenue ³	182 177	203 540	11.7
TOTAL	346 952	375 603	8.3
OPERATING EXPENSES⁴			
Development of Transport Policy Advice and Planning	1 692	2 006	18.6
Land Transport Safety Programs	18 776	18 558	(1.2)
Provision of Transport Services and Infrastructure	7 375	6 852	(7.1)
Provision of Energy Advisory and Regulatory Services	709	565	(20.3)
Workplace Standards	13 298	12 689	(4.6)
Mineral Resources Management and Administration	5 509	5 651	2.6
Economic Development and Business Management Support	542	543	0.2
Support for Racing Industry	1 446	1 871	29.4
Grants and Subsidies	208 813	230 583	10.4
Other	97 984	101 252	3.3
TOTAL	356 144	380 570	6.9
NET OPERATING RESULT⁵	(9 192)	(4 967)	(46.0)

Notes:

1. The increase in Annual Appropriation is due to funding provided for increases in costs of Administered Items and for the introduction of a wheelchair accessible taxi fleet in Tasmania, funding provided for the State Service Wage Agreement, funding for the 27th pay in 2003-04 and funding provided for additional Driver Testing Officers. These additional funds have been offset by a decrease in funding provided by the Commonwealth for the national roads component of the Roads Program.
2. The amount shown in Other represents funding carried forward from 2002-03 to 2003-04 for the national roads component of the Roads Program. The amount carried forward from 2001-02 under section 8A(2) of the *Public Account Act 1986* was nil. Section 8A(2) carry forward data on a comparative basis will be presented in future budgets.
3. The increase in other revenue is due mainly to an increase in the amount budgeted for the Administered Item - Monies Received on Behalf of External Bodies. This is not an item controlled by the Agency with revenues

forwarded as received to the Consolidated Fund, Motor Accidents Insurance Board and other bodies. The introduction of accrual budgeting has resulted in an increased focus on all agency revenues and expenditures resulting in a better estimate for this item. The other major increase are due to an estimated increase in the value of the Ministers' stakeholder ownership in the Burnie Ports Corporation Pty Ltd, the Hobart Ports Corporation Pty Ltd, the Port of Devonport Corporation Pty Ltd, the Port of Launceston Pty Ltd, Metro Tasmania Pty Ltd, Aurora Energy Pty Ltd, Transend Networks Pty Ltd and TOTE Tasmania Pty Ltd.

4. Variations in each Output Group are identified in the Output Group sections within this chapter.
5. The improvement in Net Operating Result represents a higher level of capitalisation (expenditure on new assets or capital improvements to existing assets) within the Capital Investment Program compared to 2002-03.

DETAILED OUTPUT GROUP 2003-04 BUDGET INFORMATION

The individual Outputs of the Department of Infrastructure, Energy and Resources are provided under the following Output Groups:

Output Group 1	Development of Transport Policy Advice and Planning;
Output Group 2	Land Transport Safety Programs;
Output Group 3	Provision of Transport Services and Infrastructure;
Output Group 4	Provision of Energy Advisory and Regulatory Services;
Output Group 5	Workplace Standards;
Output Group 6	Mineral Resources Management and Administration;
Output Group 7	Economic Development and Business Management Support; and
Output Group 8	Support for Racing Industry.

Output Group 1: Development of Transport Policy Advice and Planning

Description

This Output Group supports the broader strategic transport policy objectives of the Government.

The focus of this Output Group is:

- the ongoing planning, development and review of passenger and freight transport system policies; and
- the development of transport strategies to enhance the economic development of the State in a sustainable manner.

Departmental staff primarily provide Outputs within this Output Group with assistance from external consultants as required. There is also close liaison with other departments, Local Government, relevant industry bodies and community groups.

Policy advice and support is also supplied to the Minister for Infrastructure to ensure that Government requirements and expectations are met in relation to Government Business Enterprises, State-owned Companies and Statutory Authorities for which the Minister for Infrastructure is a joint stakeholder. The

entities are the Printing Authority of Tasmania, the Motor Accidents Insurance Board, the Burnie Ports Corporation Pty Ltd, the Hobart Ports Corporation Pty Ltd, the Port of Devonport Corporation Pty Ltd, the Port of Launceston Pty Ltd, Metro Tasmania Pty Ltd and Marine and Safety Tasmania.

This Output Group contributes to a safe, accessible and equitable transport system that enhances economic development.

Table 7.2: Summary Financial Information - Output Group 1

	2002-03	2003-04	
Development of Transport Policy Advice and Planning	Budget	Budget	Variation
	\$'000	\$'000	%
OPERATING REVENUE			
Revenue from Government			
Annual Appropriation ¹	1 691	2 029	20.0
Other Revenue	....	5	....
TOTAL	1 691	2 034	20.3
OPERATING EXPENSES²			
Employee Entitlements			
Salaries and Wages	1 049	1 472	40.3
Other Employee Related Expenses	125	112	(10.4)
Superannuation	113	172	52.2
Depreciation and Amortisation	1	36	100.0
Supplies and Consumables			
Travel and Transport	103	73	(29.1)
Advertising and Promotion	34	8	(76.5)
Communications	46	29	(37.0)
Consultancies	6	17	183.3
Rent	56	25	(55.4)
Other Accommodation Related Expenses	9	14	55.6
Information Technology	44	34	(22.7)
Other Supplies and Consumables	106	14	(86.8)
TOTAL	1 692	2 006	18.6
EXPENSE BY OUTPUT			
1.1 Passenger Transport Policy Advice and Planning	481	786	63.4
1.2 Freight Transport Policy Advice and Planning	740	589	(20.4)
1.3 Transport System Policy Advice and Planning	471	631	34.0
TOTAL	1 692	2 006	18.6

Notes:

1. The increase in Annual Appropriation is due to funding provided for State Service Wage Agreement increases and to fund the 27th pay in 2003-04 and the impact of a major review of the spread of Output costings across the Agency.
2. The variations between the operating expenses components is primarily due to the complete revision of costings as a result of the implementation of accrual budgeting for the 2003-04 financial year and the major review of the spread of Output costings across the Agency. This has resulted in significant changes to classification of expenditures across, and between, all outputs and is reflected by the variations shown within the summary operating expenses categories and Output totals.

Major Issues and Initiatives for 2003-04

Major issues and initiatives for 2003-04 are:

- further develop the Infrastructure and Resource Information Service (IRIS) and develop and implement a Tasmanian Strategic Infrastructure Plan;
- implement the statewide integrated transport strategy *Getting There Together*. This will be achieved through the development of regional integrated transportation studies as part of the Local Government Partnership Agreements. During 2003-04 two regional studies - Northern Tasmania and Cradle Coast - will be finalised;
- undertake land transport planning studies that involve wide community consultation, including the finalisation of the Tasman Highway Study from Hobart Airport to Esk Main Road, a review of the road needs in the West Tamar region, pre-construction planning for road improvements in the North East following the finalisation of the North East Tasmania Access Study and the anticipated allocation of \$20 million Commonwealth/State funding over a number of financial years commencing from 2003-04;
- undertake a survey of freight generators in Tasmania to provide data to assist with the development of the forward strategy for the State road network;
- compile the 2004 forward strategy report for the National Highway in Tasmania and negotiate funding to deliver the strategy;
- develop strategies for the implementation and take up of Wheelchair Accessible Taxis in Tasmania, as required under the *Disability Discrimination Act 1992* (Cwlth);
- implement the introduction of security cameras into taxis;
- formalise arrangements, through the Partnership Agreement with the King Island Council, to assist King Island with contingency arrangements for its shipping and air services;
- provide assistance to, and work closely with, the Tasmanian Export Council on meeting the transport needs of Tasmanian exporters and other shippers;
- complete a strategic review of the Tasmanian transport, distribution and logistics industry; and
- undertake development of strategies and policies to support bus reviews.

Table 7.3: Performance Information - Output Group 1

Performance Measure	Unit of Measure	2000-01 Actual	2001-02 Actual	2002-03 Target	2003-04 Target
Ministerial Correspondence completed within determined timeframes	%	75	75	80	80
User Satisfaction Survey¹	Scale of Five	n.a.	n.a.	>3	>3
Management of Policy Projects	Satisfaction	n.a.	n.a.	Satisfy	Satisfy
Providing effective support to Government by enabling informed decision making through the provision of advice	Satisfaction	n.a.	n.a.	Satisfy	Satisfy
Development of principal and subordinate legislation to support policy framework	Completed	n.a.	n.a.	Achieve	Achieve
Develop systems that raise the level of awareness of the availability of infrastructure in Tasmania in terms of its scope, capacity and capabilities	Project completion IRIS	n.a.	n.a.	n.a.	IRIS

Note:

1. The user satisfaction survey seeks stakeholder feedback in respect of the level of satisfaction perceived on such issues as quality, equity, efficiency and openness of the consultation process. A rating scale of one to five is used, with five representing the greatest degree of importance or the greatest degree of satisfaction with performance. Of importance is that the Infrastructure Policy Division has set itself a further two per cent improvement over and above the Satisfaction Survey results.

Output Group 2: Land Transport Safety Programs

Description

This Output Group promotes the safe, efficient and equitable movement of all traffic within the Tasmanian land transport system, including heavy and light vehicles, motorcycles, cyclists, pedestrians and rail.

The focus of this Output Group is:

- the provision of a traffic management framework for the State;
- road safety education, research, promotion and advice through policy development, community programs, school-based education programs, consultative forums and advertising;
- management of driver licensing and vehicle registration;
- the provision of a regulatory framework for the management of driver licensing and vehicle registration; and
- management and enforcement of safety standards for heavy vehicles and public vehicles.

The main users of this Output Group are registered operators of vehicles and licensed drivers, Local Government, school and community groups, transport operators and other road users of the land transport system.

The Outputs are primarily provided by Departmental staff with external providers being used as required. For example, a network of Approved Inspection Stations around the State performs light vehicle checks, an independent contractor carries out motorcycle rider training and testing, and *Service Tasmania* provides the majority of registration and licensing services.

This Output Group contributes to a safe, accessible and equitable transport system that enhances economic development.

Table 7.4: Summary Financial Information - Output Group 2

Land Transport Safety Programs	2002-03 Budget	2003-04 Budget	Variation
	\$'000	\$'000	%
OPERATING REVENUE			
Revenue from Government			
Annual Appropriation ¹	16 969	18 271	7.7
Grants ²	1 264	569	(55.0)
Sales of Goods and Services ³	97	218	124.7
Proceeds from the Disposal of Assets	....	3	....
Other Revenue	....	57	....
TOTAL	18 330	19 118	4.3
OPERATING EXPENSES⁴			
Employee Entitlements			
Salaries and Wages	8 456	9 901	17.1
Other Employee Related Expenses	766	821	7.2
Superannuation	1 039	1 135	9.2
Depreciation and Amortisation	89	282	216.9
Supplies and Consumables			
Travel and Transport	487	426	(12.5)
Advertising and Promotion ²	1 278	585	(54.2)
Communications	837	789	(5.7)
Consultancies	398	155	(61.1)
Rent	500	745	49.0
Other Accommodation Related Expenses	345	213	(38.3)
Information Technology	797	1 896	137.9
Other Supplies and Consumables	3 784	1 610	(57.5)
TOTAL	18 776	18 558	(1.2)
EXPENSE BY OUTPUT			
2.1 Traffic Management Standards	1 467	1 149	(21.7)
2.2 Road Safety Research, Education, Promotion and Advice	3 092	2 328	(24.7)
2.3 Driver Licensing	6 789	7 221	6.4
2.4 Vehicle Registration	3 775	4 313	14.3
2.5 Vehicle Standards and Compliance	3 653	3 547	(2.9)
TOTAL	18 776	18 558	(1.2)

Notes:

1. The increase in Annual Appropriation is due to funding provided for State Service Wage Agreement increases, funding for the 27th pay in 2003-04, increased funding for Driver Testing Officers and the impact of a major review of the spread of Output costings across the Agency.
2. The decrease is due to a reduction in the amount budgeted for the contribution of the Motor Accidents Insurance Board for the Road Safety Task Force. In previous years, the component of the contribution relating to work undertaken by the Department of Police and Public Safety was included.

3. The increase in the amount shown for Sales of Goods and Services relates to the recovery of increased costs for operational documentation for approved inspection stations and recovery costs for the production of the learner drivers handbook.
4. The variations between the operating expenses components is primarily due to the complete revision of costings as a result of the implementation of accrual budgeting for the 2003-04 financial year and the major review of the spread of output costings across the agency. This has resulted in significant changes to classification of expenditures across, and between, all outputs and is reflected by the variations shown within the summary operating expenses categories and Output totals.

Major Issues and Initiatives for 2003-04

Major issues and initiatives for 2003-04 are to:

- implement a Tasmanian Safer Roads program;
- continue implementation of novice driver licensing reforms including additional testing officers;
- complete a Code of Practice for the installation of traffic control devices;
- undertake the ongoing development and implementation of quality based industry accreditation schemes for the road freight and passenger transport industries;
- introduce new technology for Transport Inspectors;
- continue implementation of digitised licensing system;
- continue the program for unregistered/uninsured vehicles;
- introduce alternative delivery of heavy vehicle licence assessments; and
- complete an on-line dealer registration scheme.

In addition to the above initiatives funded through the Department, there are further initiatives funded through the Social Infrastructure Fund and Structural Performance and Initiative Program, including:

- community partnerships in road safety;
- review of speed zoning practices and the establishment of a speed management framework;
- development of a motorcycle safety strategy;
- national transport operator reforms; and
- redevelopment of the Motor Registry System.

A major focus of this Output Group over the next 12 months continues to be implementation of national transport reforms. The implementation of these reforms will improve the safety and efficiency of the Tasmanian transport sector through national consistency in:

- vehicle standards and operational requirements for over-dimensional and over-weight vehicles, ensuring that high productivity vehicles move safely around our State;
- limits on bus and truck driving hours to reduce driver fatigue;
- ongoing development and implementation of transport industry accreditation;
- effective road transport compliance and enforcement techniques and sanctions;
- improved means for ensuring satisfactory vehicle and exhaust emissions;

- complete connection to the National Exchange of Vehicle and Driver Information System (NEVDIS); and
- national review of demerit points.

Table 7.5: Performance Information - Output Group 2

Performance Measure¹	Unit of measure	2000-01 Actual	2001-02 Actual	2002-03 Target	2003-04 Target
Percentage of Vehicles checked found to be unregistered	%	1.55	1.33	0.87	0.60
Percentage of Vehicles checked found to be overweight	%	4.74	3.04	2.68	2.00
CRASH DATA [Rolling Five Year Average]²					
Number of fatalities from road crashes	Number	47.4	48.2	45.5	44.0
Number of serious injuries from road crashes	Number	474.8	474.2	465.0	460.0
Number of fatalities in the 0 to 29 years age group (TT)^{3,4}	Number	22.0	21.6	20.0	19.0
Number of serious injuries in the 0 to 29 years age group(TT)^{3,4}	Number	246.2	238.8	244.5	238.0
CRASH DATA²					
Serious Casualty Crashes per 100 million vehicle kilometres⁴	Number	9.50	9.9	9.22	9.20
Road Fatalities per 100 million vehicle kilometres	Number	1.37	1.14	1.11	1.10
Persons hospitalised per 100 million vehicle kilometres	Number	10.60	11.3	10.40	10.35
Social Cost of serious casualty crashes per 100 million vehicle kilometres⁵	\$ million	2.53	2.72	2.47	2.46

Notes:

1. Performance information in this Table is influenced by other government departments and results are not solely influenced by tasks undertaken within Output Group 2.
2. Performance Information for Crash Data is presented on a calendar basis.
3. This target is directly related to the Tasmania *Together* Goal 2, Benchmark 2.2.1 to reduce the number of deaths of people aged 0 to 29 years due to external causes.
4. (TT) denotes that this Performance Information is linked directly to a Tasmania *Together* benchmark.
5. Serious casualty crashes are defined as those in which at least one person has been killed or hospitalised. Serious casualty costs are based on year 2001 cost as updated figures are not yet available.

Output Group 3: Provision of Transport Services and Infrastructure

Description

This Output Group optimises access to transport services for both industry and the Tasmanian community.

The focus of this Output Group is:

- the safe and efficient movement of transport system users by providing services such as the operation and maintenance of traffic signals and the provision of specialist advice to road authorities on traffic issues;
- the provision of transport services such as the Bruny Island Ferry Service;
- the administration of student transport assistance and subsidies to clients including the unemployed, pensioners and people with disabilities; and
- the management and development of the Road Information Management System (RIMS), which enables analysis of Tasmania's transport infrastructure and related logistics to facilitate better corporate decision making.

The major users of these services are transport and community stakeholders in general. Key users include the State's residents, tourists and users of shipping and ferry services, students, schools and transport users with special needs.

Contractors within the private sector deliver the majority of services within this Output Group. Officers of the Department administer these contracts.

This Output Group contributes to a safe, accessible and equitable transport system that enhances economic development.

Table 7.6: Summary Financial Information - Output Group 3

Provision of Transport Services and Infrastructure	2002-03	2003-04	Variation
	Budget	Budget	
	\$'000	\$'000	%
OPERATING REVENUE			
Revenue from Government			
Annual Appropriation¹	6 379	6 429	0.8
Investment Income	8	....	(100.0)
Sales of Goods and Services	119	145	21.8
Proceeds from the Disposal of Assets	....	1	....
Other Revenue²	4 500	3 651	(18.9)
TOTAL	11 006	10 226	(7.1)
OPERATING EXPENSES³			
Employee Entitlements			
Salaries and Wages	3 628	3 856	6.3
Other Employee Related Expenses	243	259	6.6
Superannuation	294	476	61.9
Depreciation and Amortisation	826	1 031	24.8
Supplies and Consumables			
Travel and Transport	147	221	50.3
Advertising and Promotion	91	29	(68.1)
Communications	111	101	(9.0)
Consultancies	27	38	40.7
Rent	321	257	(19.9)
Other Accommodation Related Expenses	47	93	97.9
Information Technology	298	191	(35.9)
Other Supplies and Consumables	1 342	300	(77.6)
TOTAL	7 375	6 852	(7.1)
EXPENSE BY OUTPUT			
3.1 Traffic Signal Maintenance	4 578	4 637	1.3
3.2 Island Shipping	115	27	(76.5)
3.3 Provision and Management of Public Passenger Transport	2 682	2 188	(18.4)
TOTAL	7 375	6 852	(7.1)

Notes:

1. The increase in Annual Appropriation is due to funding provided for State Service Wage Agreement increases and to fund the 27th pay in 2003-04 and the impact of a major review of the spread of Output costings across the Agency.
2. The decrease in Other Revenue is due to the inclusion in the 2002-03 Budget of the estimated increase in the value of the Minister for Infrastructure's previous stakeholder ownership of TT Line Company Pty Ltd. The 2002-03 estimate was \$1.255 million. The ownership of TT-Line is now included in the Department of Tourism, Parks, Heritage and the Arts.
3. The variations between the operating expenses components is primarily due to the complete revision of costings as a result of the implementation of accrual budgeting for the 2003-04 financial year and the major review of the spread of Output costings across the Agency. This has resulted in significant changes to classification of expenditures across, and between, all Outputs and is reflected by the variations shown within the summary operating expenses categories and Output totals.

Major Issues and Initiatives for 2003-04

Major issues and initiatives for 2003-04 are:

- administration of the provision of passenger transport services by external providers. This includes administration of contracts for Metro Tasmania Pty Ltd, school bus operators, and concession and subsidies payments, including the administration of increased funding provided under the Transport Access Scheme and the Conveyance Allowance subsidy; and
- further development of the Road Information Management System, incorporating modules to facilitate traffic statistics, crash data management and bus route management.

Table 7.7: Performance Information - Output Group 3

Performance Measure	Unit of measure	2000-01 Actual	2001-02 Actual	2002-03 Target	2003-04 Target
Traffic Signals – Statewide First response time to fault notification	%	94	95	95	95
Level of user satisfaction of the Road Information Management System (RIMS) derived from annual survey¹	%	93	80	80	>80
The cost of administering the delivery of the Government's passenger transport assistance programs²	%	2.61	2.60	2.60	2.50

Notes:

1. The RIMS survey is conducted at the end of each financial year.
2. The July 2002 to March 2003 figure is 2.42 per cent.

Output Group 4: Provision of Energy Advisory and Regulatory Services

Description

This Output Group covers the services provided by the Office of Energy Planning and Conservation.

The two principal outcomes of this Output Group are:

- the provision of high level and specific policy advice on all energy related issues; and
- the development of a framework for the regulation of the energy supply industry, those working within the industry and energy consumers.

The major users of policy advice provided on energy issues, as described in the *Energy Co-ordination and Planning Act 1995*, are the Minister for Economic Development, Energy and Resources and the Government. The primary users of this Output Group, as it relates to regulatory development, are the participants in the Tasmanian energy supply industry and the domestic, commercial and industrial consumers of energy.

The Output Group is provided by staff in consultation with members of the gas industry, the State's electricity businesses (Hydro Tasmania, Aurora Energy Pty Ltd and Transend Networks Pty Ltd) and other private energy supply companies. It also involves interaction with community groups, universities, other agencies and governments.

This Output Group contributes to the Department's outcomes of a reliable, efficient, safe and sustainable energy system, and the promotion of energy efficiency and conservation.

Table 7.8: Summary Financial Information - Output Group 4

	2002-03	2003-04	
Provision of Energy Advisory and Regulatory Services	Budget	Budget	Variation
	\$'000	\$'000	%
OPERATING REVENUE			
Revenue from Government			
Annual Appropriation ¹	709	573	(19.2)
Other Revenue ²	16 567	20 526	23.9
TOTAL	17 276	21 099	22.1
OPERATING EXPENSES³			
Employee Entitlements			
Salaries and Wages	402	292	(27.4)
Other Employee Related Expenses	35	31	(11.4)
Superannuation	48	34	(29.2)
Supplies and Consumables			
Travel and Transport	30	17	(43.3)
Advertising and Promotion	12	1	(91.7)
Communications	12	7	(41.7)
Consultancies	8	51	537.5
Rent	2	1	(50.0)
Other Accommodation Related Expenses	1	5	400.0
Information Technology	41	3	(92.7)
Other Supplies and Consumables	118	123	4.2
TOTAL	709	565	(20.3)
EXPENSE BY OUTPUT			
4.1 Energy Policy and Advice	709	565	(20.3)
TOTAL	709	565	(20.3)

Notes:

1. The decrease in Annual Appropriation is due to additional funding provided for State Service Wage Agreement increases and to fund the 27th pay in 2003-04, offset by the impact of a major review of the spread of Output costings across the Agency. In particular, funding has been re-allocated to Output Group 7 - Economic Development and Business Management Support.
2. The increase in other revenue is due to the estimated increase in the value of the Minister for Economic Development, Energy and Resources' stakeholder ownership in Aurora Energy Pty Ltd and Transend Networks Pty Ltd.
3. The variations between the operating expenses components is mostly due to the complete revision of costings as a result of the implementation of accrual budgeting for the 2003-04 financial year and the major review of the spread of Output costings across the Agency. This has resulted in significant changes to classification of expenditures

across, and between, all Outputs and is reflected by the variations shown within the summary operating expenses categories and Output Totals.

Major Issues and Initiatives for 2003-04

The major issue and initiatives for 2003-04 are:

- further development of the regulatory framework for the gas supply industry, retailing and distribution;
- the finalisation of licences and codes for the gas industry;
- the development of an ombudsman scheme for resolving disputes between small retail gas customers and members of the gas supply industry;
- participation in the work of the new Ministerial Council on Energy established by the Council of Australian Governments and in the working groups set up under that Council to develop national energy policy and programs; and
- participation in the Energy Markets Review and Mandatory Renewal Energy Target (MRET) Legislation Review.

Table: 7.9: Performance Information - Output Group 4

Performance Measure	Unit of Measure	2000-01 Actual	2001-02 Actual	2002-03 Target	2003-04 Target
Ministerial correspondence completed within determined timeframes	%	75	75	80	80
User Satisfaction Survey¹	Scale of Five	n.a.	n.a.	>3	>3
Management of Policy Projects	Satisfaction	n.a.	n.a.	Satisfy	Satisfy
Providing effective support to the Government by enabling informed decision making through the provision of advice	Satisfaction	n.a.	n.a.	Satisfy	Satisfy
Development of principal and subordinate legislation to support policy framework	Completed	n.a.	n.a.	Achieve	Achieve

Note:

1. The user satisfaction survey seeks stakeholder feedback in respect of the level of satisfaction perceived on such issues as quality, equity, efficiency and openness of the consultation process. A rating scale of one to five is used, with five representing the greatest degree of importance or the greatest degree of satisfaction with performance.

Output Group 5: Workplace Standards

Description

The focus of this Output Group is:

- improving health and safety at work;
- improving the safety with which dangerous goods are transported, handled and stored;
- effectively administering gas and electricity safety legislation;
- effectively administering Tasmania's workers' compensation scheme;
- improving the level of compliance with awards under the Commonwealth's *Workplace Relations Act 1996*, awards and agreements of the Tasmanian Industrial Commission and long service leave legislation;
- effectively administering the legislation governing the building and plumbing industry and trading;
- the review and development of legislation, standards, codes of practice, licensing, registration and accreditation procedures to ensure that appropriate workplace standards apply; and
- the provision of strategic policy advice to the Minister for Infrastructure, the Government, the WorkCover Tasmania Board and, where required, to the Commonwealth Minister for Workplace Relations and Small Business.

Workplace Standards Tasmania provides workers' rehabilitation and compensation policy advice to the Government. The legislation establishes the WorkCover Tasmania Board which oversees the Tasmanian scheme. This includes promotion of the prevention of workplace injuries and disease. The Board also monitors, reviews and reports on the performance of scheme participants and Workplace Standards Tasmania's discharge of its workplace health and safety responsibilities. Workplace Standards Tasmania provides administrative support to the Board.

Users of this Output Group include the Minister for Infrastructure, the Government, Local Government, employers, employees, unions, employer organisations and the public.

This Output Group contributes to the Department's outcome of the promotion of productive, safe workplaces where the rights of employees, employers, principals and the community are being met.

Table 7.10: Summary Financial Information - Output Group 5

Workplace Standards	2002-03	2003-04	Variation
	Budget	Budget	
	\$'000	\$'000	%
OPERATING REVENUE			
Revenue from Government			
Annual Appropriation¹	9 439	9 514	0.8
Fines and Regulatory Fees	....	10	....
Investment Income	58	40	(31.0)
Grants	3 308	3 271	(1.1)
Sales of Goods and Services	5	....	(100.0)
Proceeds from the Disposal of Assets	....	1	....
Other Revenue	....	47	....
TOTAL	12 810	12 883	0.6
OPERATING EXPENSES²			
Employee Entitlements			
Salaries and Wages	6 637	6 883	3.7
Other Employee Related Expenses	647	600	(7.3)
Superannuation	732	764	4.4
Depreciation and Amortisation	72	129	79.2
Grants and Transfer Payments²	....	800	....
Supplies and Consumables			
Travel and Transport	530	526	(0.8)
Advertising and Promotion	1 195	724	(39.4)
Communications	289	343	18.7
Consultancies	36	40	11.1
Rent	527	705	33.8
Other Accommodation Related Expenses	211	238	12.8
Information Technology	336	367	9.2
Other Supplies and Consumables	2 086	570	(72.7)
TOTAL	13 298	12 689	(4.6)
EXPENSE BY OUTPUT			
5.1 Safety Standards and Compliance	6 830	6 575	(3.7)
5.2 Employer and Employee Services	4 609	4 519	(2.0)
5.3 Workplace Standards and Advice	1 310	1 044	(20.3)
5.4 Electricity Industry Regulation	549	551	0.4
TOTAL	13 298	12 689	(4.6)

Notes:

1. The increase in Annual Appropriation is due to funding provided for State Service Wage Agreement increases and to fund the 27th pay in 2003-04, and the impact of a major review of the spread of Output costings across the Agency.
2. The variations between the operating expenses components is mostly due to the complete revision of costings as a result of the implementation of accrual budgeting for the 2003-04 financial year and the major review of the spread of Output costings across the Agency. This has resulted in significant changes to classification of expenditures

across, and between, all outputs and is reflected by the variations shown within the summary operating expenses categories and Output totals. In particular, the amount shown for Grants and Transfer payments relates to a payment made to fund the Workers' Rehabilitation Compensation Tribunal at the Department of Justice and Industrial Relations. This payment was previously shown as 'Other Supplies and Consumables'.

Major Issues and Initiatives for 2003-04

Major issues and initiatives for 2003-04 are to:

- implement the safety and standards provisions of the *Gas Act 2000* and the *Gas Pipelines Act 2000*;
- implement the *Building Act 2000*, involving the creation of a builder accreditation scheme, and mandatory liability insurance;
- introduce infringement notices (on the spot fines) similar to those under public health, environmental and fisheries legislation, correct anomalies in the *Workplace Health and Safety Act 1995*, the *Workers Rehabilitation and Compensation Act 1988*, and the *Dangerous Goods Act 1998*;
- introduce approved Codes of Practice under the *Workplace Health and Safety Act 1995* for forestry, construction, mining and other industry specific groups;
- develop new provisions for the Building Code of Australia to ensure that energy efficiency for commercial buildings is addressed;
- update dangerous goods legislation;
- harmonise the electrical, gas, and plumbing occupational licensing systems;
- review legislation governing safety in the mining industry;
- introduce Workplace Health and Safety Regulations to prohibit the use of asbestos;
- provide support for the *Workers Rehabilitation and Compensation Act 1988* review; and
- provide input to the Productivity Commission's 'National Workers Compensation and Occupational Health and Safety Frameworks'.

Table 7.11: Performance Information - Output Group 5

Performance Measure	Unit of Measure	2000-01 Actual	2001-02 Actual	2002-03 Target	2003-04 Target
All Claims Frequency Rate - All Industries¹	Number	42.3	38.0	37.4	35.2
Helpline calls answered within two minutes²	%	87.7	83.6	83.0	85.0
Industrial claims resolution index³	%	90.0	73.4	80.0	90.0
Defects notices issued for inspections of electrical work⁴	%	7.4	10.5	7.0	10.0

Notes:

1. The All Claims Frequency Rate is a measure of the frequency of occurrence of all workplace injuries and illnesses relative to the amount of time workers are exposed to risk. It is derived by dividing the number of workers' compensation claims lodged over a particular period by the number of hours worked by employees exposed to risk during the same period, multiplied by one million.
2. Workplace Standards Tasmania provides telephone information to employers, employees, unions, employer organisations and others on occupational health and safety issues, workers' rehabilitation and compensation, industrial awards/agreements, long service leave, certain business regulation and the safe handling of dangerous

goods. The majority of calls are concerning State and Commonwealth industrial relations. The level currently achieved in 2002-03 meets the national industrial relations benchmark of 75 per cent of phone calls to be responded to within two minutes.

3. This index is a measure of the number of claims for outstanding worker's entitlements, as determined in accordance with the *Industrial Relations Act 1984*, resolved within three months of claim initiation relative to the total number of claims received within the same three month period, expressed as a percentage. The increased percentage to 31 March 2003 is a reflection of the complexity of claims, and increased efficiency in resolution outcomes within the Inspectorate.
4. Electrical Contractors are required to submit an Electrical Installation Notice for all work performed. Inspections are carried out on a sample of work and defect notices issued for faulty installations. The increase seen from 2000-01 until present is a result of Electrical Inspectors issuing defect notices for all minor breaches reported instead of the past practice of providing a warning.

Output Group 6: Mineral Resources Management and Administration

Description

This Output Group provides services to the mineral exploration, mining, quarrying and mineral processing industries and for infrastructure development, as well as to land management groups for geohazards, construction materials and groundwater.

The Output Group's primary role is to ensure that the State's natural resources are managed in a sustainable way now and for future generations in accordance with the goals of Tasmania *Together* and to ensure that there is a fair and sustainable return to the community when mineral or petroleum resources are developed.

The focus of this Output Group is the:

- collection, integration, interpretation, publication and presentation of geoscientific information;
- collection, integration, interpretation, publication and presentation of information on Tasmania's land stability and groundwater issues;
- regulation of mineral and petroleum exploration in Tasmania, including offshore waters administered by the State, and the promotion of vacant areas available for onshore and offshore exploration;
- setting and monitoring of standards for both the performance of exploration activities and the technical reporting of exploration records and case histories;
- environmental appraisal, monitoring and management of mining heritage and land access issues; and
- issue of legal titles for mining tenements, collation and recording of statistics relating to mining production, collection of fees and rentals, management of royalty regimes, and recording of mining tenements.

This Output Group contributes to the Department's Outcome of facilitation of mineral exploration and land management for Tasmanian land and offshore waters.

Table 7.12: Summary Financial Information - Output Group 6

	2002-03	2003-04	
Mineral Resources Management and Administration	Budget	Budget	Variation
	\$'000	\$'000	%
OPERATING REVENUE¹			
Revenue from Government			
Annual Appropriation	5 320	5 426	2.0
Grants	10	80	700.0
Sales of Goods and Services	332	....	(100.0)
Other Revenue	....	126	....
TOTAL	5 662	5 632	(0.5)
OPERATING EXPENSES²			
Employee Entitlements			
Salaries and Wages	2 914	2 740	(6.0)
Other Employee Related Expenses	232	232	....
Superannuation	324	307	(5.2)
Depreciation and Amortisation	150	254	69.3
Supplies and Consumables			
Travel and Transport	186	202	8.6
Advertising and Promotion	38	30	(21.1)
Communications	121	56	(53.7)
Consultancies	14	75	435.7
Rent	602	580	(3.7)
Other Accommodation Related Expenses	35	100	185.7
Information Technology	439	476	8.4
Other Supplies and Consumables	454	599	31.9
TOTAL	5 509	5 651	2.6
EXPENSE BY OUTPUT			
6.1 Minerals Exploration and Land Management	3 046	3 019	(0.9)
6.2 Tenement Management of the Exploration and Minerals Industry	2 463	2 632	6.9
TOTAL	5 509	5 651	2.6

Notes:

1. The increase in Annual Appropriation is due to funding provided for State Service Wage Agreement increases and to fund the 27th pay in 2003-04 and the impact of a major review of the spread of Output costings across the Agency. The variation in revenues for Grants, Sales of Goods and Services and Other Revenue is related to classification changes of revenue and the overall reduction in these revenues is due to an anticipated reduction in monies provided for specific projects by the Commonwealth and other bodies.
2. The variations between the operating expenses components is mostly due to the complete revision of costings as a result of the implementation of accrual budgeting for the 2003-04 financial year and the major review of the spread of Output costings across the Agency. This has resulted in significant changes to classification of expenditures across, and between, all Outputs and is reflected by the variations shown within the summary operating expenses categories and Output totals.

Major Issues and Initiatives for 2003-04

Major issues and initiatives for 2003-04 are to:

- enhance provision of geoscientific data through the Tasmanian Information on Geoscience and Exploration Resources (TIGER) system;
- undertake a series of promotional activities to encourage mineral exploration in the State which is currently at a low level;
- complete the 3D model of geological structure and major mineralising pathways of Tasmania to provide new information for explorers;
- produce a land stability map of the greater Hobart area, in line with the guidelines developed following the Thredbo disaster;
- complete the series of planning information maps with regard to groundwater;
- complete the Western Tasmania Regional Minerals Program study; and
- continue rehabilitation of abandoned mining sites in Tasmania.

Table 7.13: Performance Information - Output Group 6

Performance Measure	Unit of Measure	2000-01 Actual	2001-02 Actual	2002-03 Target	2003-04 Target
Digital geoscientific coverage of Tasmania, 1:25 000 scale (418 maps needed to cover State) ¹	Number of Maps	10	12	12	12
Digital geoscientific coverage of the State's geohazards	Number of Maps	....	6	1	1
Digital geoscientific coverage of the State's groundwater resources	Number of Maps	2	2	....	4
Planning Maps ²	Number of Maps	1	49	84	21
Collection of Primary Digital Geoscientific Data ¹	Square Kms	190	190	200	200

Notes:

1. Mineral Resources Tasmania is compiling existing data to reproduce old maps in a digital format and to populate the TIGER system. The program of gathering new primary digital geoscientific data was therefore reduced. Much of the data gathered in 2002-03 was acquired at a reconnaissance level, providing a greater area of coverage, not accurately reflecting the reduced level of data acquisition.
2. The Planning Map series consists of four themes - land stability, groundwater, construction material sources, and mineral prospectivity - 21 maps cover the state for each theme.

Output Group 7: Economic Development and Business Management Support

Description

The focus of this Output Group is to provide the Minister for Economic Development, Energy and Resources and the Minister for Racing, Sport and Recreation with strategic policy advice and support in

relation to economic development and business management issues in accordance with Tasmania *Together*, the Industry Development Plan, Partnership Agreements and Getting There Together. This Output Group arises out of the Minister's need for high level advice across portfolios and contributes to a broad range of the Tasmania *Together* goals.

Activities within this Output Group include the oversight of the Department's involvement in major projects, and support and provision of policy advice aimed at ensuring that Government requirements and expectations are met in relation to Government Business Enterprises and State-owned Companies for which the Minister is Portfolio Minister or joint Shareholder and Statutory Authorities for which the Minister is responsible. The Government businesses are Hydro Tasmania, Forestry Tasmania, Transend Networks Pty Ltd, Aurora Energy Pty Ltd, and TOTE Tasmania Pty Ltd.

Officers of the Department provide the Outputs. The Output Group contributes to Departmental Outcomes, specifically by providing policy advice to the Minister.

Table 7.14: Summary Financial Information - Output Group 7

	2002-03	2003-04	
Economic Development and Business Management Support	Budget	Budget	Variation
	\$'000	\$'000	%
OPERATING REVENUE			
Revenue from Government			
Annual Appropriation ¹	542	556	2.6
TOTAL	542	556	2.6
OPERATING EXPENSES²			
Employee Entitlements			
Salaries and Wages	259	358	38.2
Other Employee Related Expenses	20	21	5.0
Superannuation	31	42	35.5
Supplies and Consumables			
Travel and Transport	2	59	....
Advertising and Promotion	2	....	(100.0)
Communications	5	7	40.0
Consultancies	1	2	100.0
Rent	7	2	(71.4)
Other Accommodation Related Expenses	3	....	(100.0)
Information Technology	75	4	(94.7)
Other Supplies and Consumables	137	48	(65.0)
TOTAL	542	543	0.2
EXPENSE BY OUTPUT			
7.1 Economic Development and Business Management Support	542	543	0.2
TOTAL	542	543	0.2

Notes:

1. The increase in Annual Appropriation is due to funding provided for State Service Wage Agreement increases and to fund the 27th pay in 2003-04 and the impact of a major review of the spread of Output costings across the Agency.
2. The variations between the operating expenses components is mostly due to the complete revision of costings as a result of the implementation of accrual budgeting for the 2003-04 financial year and the major review of the spread of Output costings across the Agency. This has resulted in significant changes to classification of expenditures across, and between, all Outputs and is reflected by the variations shown within the summary operating expenses categories and Output totals.

Major Issues and Initiatives for 2003-04

Major issues and initiatives for 2003-04 are to:

- progress the monitoring and strategic planning of issues associated with the Regional Forest Agreement, including the first five-yearly review of implementation; and
- coordinate and support new developments.

Table 7.15: Performance Information - Output Group 7

Performance Measure	Unit of Measure	2000-01 Actual	2001-02 Actual	2002-03 Target	2003-04 Target
Set and maintain high standards in administrative process and policy development that meet end- users needs including the Agency and the Minister.	Satisfaction: Minister's Office and Agency	n.a.	n.a.	Satisfy	Satisfy

Output Group 8: Support for Racing Industry

Description

This Output Group ensures that probity and integrity is maintained within the racing industry.

The focus of this Output Group is:

- registration of race clubs and racecourses;
- operations of the Stipendiary Stewards Panel;
- registration and licensing of industry participants and racing animals pursuant to the Rules of Racing;
- registration and regulation of bookmakers;
- industry training;
- administrative support for the Tasmanian Racing Appeal Board;
- provision of policy advice to the Government; and
- administration of and monitoring compliance with legislation.

The Output is delivered by officers of the Department, based in Launceston and at racing locations throughout the State.

This Output Group contributes to the Department's Outcome of maintenance of probity and integrity in the racing industry.

Table 7.16: Summary Financial Information - Output Group 8

	2002-03	2003-04	
Support for Racing Industry	Budget	Budget	Variation
	\$'000	\$'000	%
OPERATING REVENUE			
Revenue from Government			
Annual Appropriation ¹	1 446	1 662	14.9
Fines and Regulatory Fees ²	....	224	....
Sales of Goods and Services	....	2	....
Other Revenue ³	250	383	53.2
TOTAL	1 696	2 271	33.9
OPERATING EXPENSES⁴			
Employee Entitlements			
Salaries and Wages	760	930	22.4
Other Employee Related Expenses	56	83	48.2
Superannuation	102	103	1.0
Depreciation and Amortisation	....	8	....
Grants and Transfer Payments	....	125	....
Supplies and Consumables			
Travel and Transport	....	142	....
Communications	....	45	....
Rent	....	21	....
Other Accommodation Related Expenses	....	2	....
Information Technology	....	53	....
Other Supplies and Consumables	528	359	(32.0)
TOTAL	1 446	1 871	29.4
EXPENSE BY OUTPUT			
8.1 Racing Industry	1 446	1 871	29.4
TOTAL	1 446	1 871	29.4

Notes:

1. The increase in Annual Appropriation is due to funding provided for State Service Wage Agreement increases and to fund the 27th pay in 2003-04 and the impact of a major review of the spread of output costings across the agency.
2. The increase in Fines and Regulatory Fees represents monies collected by Racing Services for probity activities not previously recognised as revenue.
3. The increase in Other Revenue is due to the estimated increase in the value of the Minister for Racing, Sport and Recreation stakeholder ownership in TOTE Tasmanian Pty Ltd.
4. The variations between the operating expenses components is mostly due to the complete revision of costings as a result of the implementation of accrual budgeting for the 2003-04 financial year and the major review of the spread of Output costings across the Agency. This has resulted in significant changes to classification of expenditures across, and between, all Outputs and is reflected by the variations shown within the summary operating expenses categories and Output totals.

Major Issues and Initiatives for 2003-04

Major issues and initiatives for 2003-04 are to:

- complete and implement new racing legislation;
- continue to develop vocational training opportunities for racing industry personnel, including stewards;
- develop an effective and affordable drug detection regime supported by a methodical research program;
- further streamline procedures for licensing and registration in the racing industry, including examining the possibility of introducing photo licensing for participants; and
- establish Information Technology access for stewards at all race meetings.

Table 7.17: Performance Information¹ - Output Group 8

Performance Measure	Unit of Measure	2000-01 Actual	2001-02 Actual	2002-03 Target	2003-04 Target
Industry participant licences issued	Number	1 008	1 010	1 020	1 100
Registrations of racing animals	Number	875	797	774	800
Bookmakers registered	Number	14	15	15	17
Bookmaker's clerks registered	Number	94	117	117	145
Race clubs registered	Number	16	16	16	16
Racecourses registered	Number	17	17	17	17
Appeals lodged	Number	14	24	21	21
Appeals determined	Number	11	17	16	16

Note:

1. The racing season is 1 August to 31 July for each respective year shown in Table 7.17.

Administered Items

Grants and Subsidies

Table 7.18 provides a summary of Grants and Subsidies paid by the Department of Infrastructure, Energy and Resources. A brief description of each payment follows the Table.

Table 7.18: Grants and Subsidies Financial Summary

	2002-03	2003-04	
	Budget	Budget	Variation
	\$'000	\$'000	%
REVENUE			
Revenue from Government			
Annual Appropriation¹	52 868	56 706	7.2
Reserved by Law	52	52	....
Other Revenue²	155 309	173 831	11.9
TOTAL	208 229	230 589	10.7
EXPENSES			
Bruny Island Ferry Service³	460	493	7.1
Community Service Obligation to the Civil Construction Corporation for the retention of the Fingerpost Depot Waratah	54	....	(100.0)
Community Service Obligation: Payment to Metro Tasmania Pty Ltd³	19 527	20 877	6.9
Contribution to Marine and Safety Authority	700	700	....
Contribution towards the Construction of Streets in Towns by Municipal Councils	52	52	....
Conveyance Allowance³	667	733	9.8
Furneaux Shipping Contract	208	207	(0.5)
Interdominion Grant	25	25	....
King Island Shipping⁴	227	49	(78.5)
Monies Received on Behalf of External Bodies²	154 588	172 068	11.3
National Road Transport Commission (NRTC): Local Government Contribution	1 500	1 500	....
Payments on Behalf of the Forest Practices Board⁵	1 305	1 757	34.6
Payments to School Bus Operators: Contract Services³	17 394	18 832	8.2
Payments to School Bus Operators: Route Services³	6 610	6 940	4.9
Pensioner Air Travel Subsidy	8	8	....
Pensioner, Aged and Unemployed Concessions (Private Operators)³	860	903	5.0
Private Forests Tasmania	1 145	1 201	4.8
Project CODES	68	68	....
Rehabilitation of Degraded Mineral Lands	350	350	....
Tasmanian Racing Assistance	1 060	1 060	....
Transport Access Scheme⁶	790	1 510	91.1
Urban Bus Service³	1 215	1 250	2.8
TOTAL	208 813	230 583	10.4

Notes:

1. The increase in Annual Appropriation is due to funding provided for cost increases associated with the Bruny Island Ferry Service, Conveyance Allowances, Pensioner, Aged and Unemployed Concessions, School Bus Contracts and Route Services, Transport Access Scheme, Urban Bus Services and the Metro CSO payment. Funding of \$320 000 has also been provided to support the introduction of a wheelchair accessible taxi fleet into Tasmania.
2. The increase in Other Revenue is due mainly to an increase in the amount budgeted for the Administered Item - Monies Received on Behalf of External Bodies. This is not an item controlled by the Agency with revenues forwarded as received to the Consolidated Fund, the Motor Accidents Insurance Board and other bodies. The

introduction of accrual budgeting has resulted in an increased focus on all Agency revenues and expenditures, resulting in a better estimate for this item.

3. The increase in Bruny Island Ferry Service, Conveyance Allowances, Pensioner, Aged and Unemployed Concessions, School Bus Contracts and Route Services, Urban Bus Services and the Metro CSO payment is due to funding provided for cost increases.
4. The decrease in funding for the King Island Shipping Service relates to the funding being provided for contingency situations.
5. The increase for Payments on behalf of the Forest Practices Board is due to an increase in funding provided through the Finance-General Division representing an increase in the Annual Appropriation to the Board, and a review of total expenditure for the Board.
6. This increase in the Transport Access Scheme results from an increased concession rate and limit in 2002-03 resulting in an increase in the number of trips and average cost and funding provided to support the introduction of a wheelchair accessible taxi fleet into Tasmania.

Bruny Island Ferry Service

The Department administers contract payments for the provision of the Bruny Island Ferry Service. These payments are linked to Output Group 3 - Provision of Transport Services and Infrastructure.

Community Service Obligation to the Civil Construction Services Corporation for the retention of the Fingerpost Road Depot Waratah

This Community Service Obligation funding represents the State Government's contribution towards the costs of maintaining the operations of the Fingerpost Road depot to ensure both continuing employment and an increased level of service in accordance with the North-West Maintenance Contract awarded to the Civil Construction Services Corporation. This funding was provided until 30 June 2003, at which time the need for continuation of the CSO payment will be reviewed. These payments are linked to the Capital Investment Program (Roads Program).

Community Service Obligation - Payment to Metro Tasmania Pty Ltd

Funding is provided for the subsidisation of the commercial fares necessary to support the full range of Metro Tasmania Pty Ltd services to pensioners, students and the unemployed. These payments are linked to Output Group 3 - Provision of Transport Services and Infrastructure.

Contribution to Marine and Safety Tasmania

Marine and Safety Tasmania (MAST) has responsibility for the management of the Government's non-commercial marine facilities and Tasmania's marine regulatory environment. This contribution supports MAST in carrying out its functions. This contribution is linked to Output Group 1 - Development of Transport Policy Advice and Planning.

Contribution towards the Construction of Streets in Towns by Municipal Councils

Funds are provided to meet the payment of contributions towards the construction of unmade streets as provided under the *Local Government (Highways) Act 1982*. The Crown is required to contribute up to one third of the capital cost of constructing these streets. These payments are linked to Output Group 3 - Provision of Transport Services and Infrastructure.

Conveyance Allowance

The Department administers allowances to parents and guardians for the cost of transporting full time students by private car to the nearest appropriate bus stop, or school, if the student lives five kilometres or more from their nearest bus stop or school. Allowances are also paid to some Bass Strait Islands residents to send students to further their education on mainland Tasmania or in other states. These allowances are linked to Output Group 3 - Provision of Transport Services and Infrastructure.

Furneaux Shipping Contract

The Department manages the contract for the operation of a shipping service to the Furneaux Group of islands. This contract is linked to Output Group 3 - Provision of Transport Services and Infrastructure.

King Island Shipping

Funding is provided to assist King Island with contingency arrangements for its shipping services and will be provided in accordance with formalised arrangements negotiated as part of the Partnership Agreement with the King Island Council. This contract is linked to Output Group 3 - Provision of Transport Services and Infrastructure.

Monies Received on Behalf of External Bodies

The Department is responsible for the collection of revenue on behalf of other agencies and organisations and the transfer of those funds on an agreed basis. The following revenues are processed through the Department's Operating Account and then forwarded to the relevant organisation:

- motor tax;
- stamp duty;
- Motor Accidents Insurance Board premiums;
- State Fire Service levy; and
- Federal Interstate Registration Scheme payments.

This contribution is linked to Output Group 2 - Land Transport Safety Programs.

National Road Transport Commission (NRTC): Local Government Contribution

In accordance with NRTC reforms, which were introduced during 1996-97, local road tolls were abolished from the date of adoption of national heavy vehicle charges. Under the reform measures, \$1.5 million is to be provided annually from motor tax receipts to Local Government to compensate for loss of revenues from heavy vehicles. This contribution is linked to Output Group 2 - Land Transport Safety Programs.

Payments on Behalf of the Forest Practices Board

The Department provides a bureau service for the processing of salaries and expenses, financial reporting and some facilities management. This Administered Payment represents these outgoings.

Payments to School Bus Operators: Contract Services

The Department administers contract payments to school bus operators during the school year. Contracts are issued for the conveyance of students to and from school. Contracts are usually issued where there are no other public transport services available and are maintained subject to compliance with criteria such as minimum applicable distances from the closest school and minimum passenger numbers requiring regular transport. These payments are linked to Output Group 3 - Provision of Transport Services and Infrastructure.

Payments to School Bus Operators: Route Services

In accordance with Government policy, provision is made for payments to operators of private route service buses to supplement the fare revenue from students which is set at levels significantly below the commercial adult fare. Students who hold approved concession passes travel free and this item provides for payment of the student fare plus government contribution to operators in such instances. These payments are linked to Output Group 3 - Provision of Transport Services and Infrastructure.

Pensioner Air Travel Subsidy

Aged pensioner residents of the Bass Strait Islands are entitled to the equivalent of 50 per cent of the return airfare for one visit per annum to Northern Tasmania. Aged pensioners travelling between the Bass Strait Islands and Hobart are entitled to a subsidy equivalent to that applying between the Islands and Northern Tasmania. This subsidy is linked to Output Group 3 - Provision of Transport Services and Infrastructure.

Pensioner, Aged and Unemployed Concessions (Private Operators)

Subsidy schemes are in place to enable pensioners, the aged and unemployed persons to obtain concession fares for travel on privately owned buses and the Mersey River Ferry. These subsidies are linked to Output Group 3 - Provision of Transport Services and Infrastructure.

Private Forests Tasmania

This payment represents the State Government's contribution to Private Forests Tasmania (PFT). PFT's objective is to facilitate and expand the development of the private forest resource in Tasmania in a manner that is consistent with sound forest land management practice through:

- promoting the development of private forestry in Tasmania;
- fostering competitive markets for private forest growers;
- providing strategic planning and policy direction for private forestry in Tasmania;
- fostering progressive and incremental funding from all private forest growers to fund PFT;
- fostering commercial wood production forestry on private land in Tasmania; and
- promoting the use and value of trees in sustainable land management.

Project CODES

Funding is provided to support the Centre for Ore Deposit - Special Research Centre (CODES-SRC) at the University of Tasmania in conjunction with the Commonwealth Government and industry. This contribution is linked to Output Group 6 - Mineral Resources Management and Administration.

Rehabilitation of Degraded Mineral Lands

This payment represents the State Government's contribution towards the rehabilitation of abandoned mining land. The level of funding is set by reference to the amount of revenue arising from the implementation of a specific component of the royalty regime. This contribution is linked to Output Group 6 - Mineral Resources Management and Administration.

Transport Access Scheme

A range of concessions and benefits are available under the Transport Access Scheme to provide assistance to people who have permanent physical or intellectual disabilities, to enable them to use the range of transport facilities available to the general community. This subsidy is linked to Output Group 3 - Provision of Transport Services and Infrastructure.

Urban Bus Service

This item relates to the contract payments to urban bus service operators, excluding Metro Tasmania Pty Ltd. These payments are linked to Output Group 3 - Provision of Transport Services and Infrastructure.

Tasmanian Racing Assistance

This payment is directed towards the stakes for thoroughbred, harness and greyhound racing. It is provided to support the level of the programs and stake levels in each of the codes. This contribution is linked to Output Group 8 - Support for Racing Industry.

Interdominion Grant

This payment is for the funding of the fourth of eight annual grants of \$25 000 to the racing industry. This funding is provided to support the return of the Interdominion Pacing Championship to Tasmania in 2006. This contribution is linked to Output Group 8 - Support for Racing Industry.

Revenue Collected on Behalf of the Consolidated Fund

Table 7.19 summarises the Revenue Collected on behalf of the Consolidated Fund by the Department of Infrastructure, Energy and Resources. A brief description of each revenue item follows the Table.

Table 7.19: Revenue Collected on Behalf of the Consolidated Fund

	2002-03	2003-04	
	Budget	Budget	Variation
	\$'000	\$'000	%
REVENUE			
Fines and Regulatory Fees ¹	8 182	7 206	(12.0)
Grants ²	18 340	14 696	(19.9)
Sales of Goods and Services ³	13 200	11 417	(13.6)
Taxation	22 380	22 917	2.3
Total Revenue	62 102	56 236	(9.5)
Transfers to the Consolidated Fund			
Certificate of Competency Fees	102	104	1.9
Contract media sales	34	35	2.9
Disqualified driver charges	95	97	2.1
Driver's licences	6 570	5 562	(15.4)
Electrical Contractors and Technicians	349	357	2.2
Escort fees (Over-dimension/overload)	43	44	2.3
Geological Services	16	16	....
Information Technology recoveries - Local Govt ⁴	....	190	....
Land rent income	770	770	....
Light vehicle registration fees	22 380	22 917	2.3
MAIB commission	1 335	1 367	2.3
Motor lists	1	1	....
Other fees and recoveries ⁴	816	804	(1.5)
Personalised and custom plates	157	161	2.5
Photo licence fees	671	687	2.3
Regulatory Fees	226	226	....
Revenue from Commonwealth government capital grants	18 340	14 696	(19.9)
Royalty income	10 000	8 000	(20.0)
Sales of maps and publications	28	29	3.5
Vehicle Inspection Services fees	141	144	2.1
Weighbridge Fines	28	29	3.5
TOTAL TRANSFERS TO THE CONSOLIDATED FUND	62 102	56 236	(9.5)

Notes:

1. The decrease in Fines and Regulatory Fees is due mainly to the vagaries of the five year driver license renewal profile.
2. The decrease in grants is due to a reduction in the Commonwealth allocation of funding for the National Road component of the Roads Program.
3. The reduction in Sales of Goods and Services relates to a reduction in revenue for Mineral Royalties.
4. The introduction of accrual budgeting has resulted significant changes to classifications of revenue, as a result 'Information Technology recoveries - Local Govt' is now disclosed separately. This and other items were previously included in 'Other fees and recoveries'.

Certificate of Competency Fees

Revenue is received from the issuing of certificates to accredited providers of Workplace Health and Safety inspection services. This revenue is linked to Output Group 5 - Workplace Standards.

Contract Media Sales

Revenue is received from placing advertising material in envelopes containing registration or licence renewal notices. This revenue is linked to Output Group 2 - Land Transport Safety Programs.

Disqualified Driver Charges

Revenue is collected from drivers who are applying for the re-issue of their cancelled licence. This revenue is linked to Output Group 2 - Land Transport Safety Programs.

Driver Licences

Revenue is collected for the issue and re-issue of driver licences. This revenue is linked to Output Group 2 - Land Transport Safety Programs.

Electrical Contractors and Technicians

This item represents revenue from licensing requirements for electrical contractors and technicians. The majority of the anticipated revenue will be collected from electrical contractors who are now licensed annually with compulsory insurance and from electrical technicians who are now licensed on a rolling triennial basis. Some minor revenue will be collected for provisional licences that are issued once only and from electrical approvals. This revenue is linked to Output Group 5 - Workplace Standards.

Escort Fees (Overdimension/Overload)

The Department's transport inspectors provide vehicle escorts for overlength and overwidth vehicles as a service to the transport industry in order to increase the level of safety for the travelling public. This revenue is linked to Output Group 2 - Land Transport Safety Programs.

Geological Services

This item represents revenue from the occasional external geoscientific services provided by Mineral Resources Tasmania (MRT). These services cannot be obtained elsewhere in Tasmania, and are only provided to clients when MRT has spare capacity. This revenue is linked to Output Group 6 - Mineral Resources Management and Administration.

Light Vehicle Registration Fees

Revenue is collected for the registration and the transfer of vehicle ownership. This revenue is linked to Output Group 2 - Land Transport Safety Programs.

MAIB Commission

Charges are levied on the Motor Accidents Insurance Board for the collection of premiums. This revenue is linked to Output Group 2 - Land Transport Safety Programs.

Motor Lists

Lists of registered owners are provided to Local Government for the serving of outstanding parking meter infringements. This revenue is linked to Output Group 2 - Land Transport Safety Programs.

Other Fees and Recoveries

This item represents miscellaneous Departmental revenues. This revenue is linked to a number of the Department's Output Groups.

Personalised and Custom Plates

Charges are applied for non-standard registration plates. This revenue is linked to Output Group 2 - Land Transport Safety Programs.

Photo Licence Fees

Revenue is collected from drivers requiring a replacement photo licence. This revenue is linked to Output Group 2 - Land Transport Safety Programs.

Sales of Maps and Publications

This item represents the sale of maps and publications produced by Mineral Resources Tasmania. This revenue is linked to Output Group 6 - Mineral Resources Management and Administration.

Vehicle Inspection Services Fees

Revenue is earned from the inspection of new vehicles and vehicles being re-registered. This revenue is linked to Output Group 2 - Land Transport Safety Programs.

Weighbridge Fines

Revenue is collected as a fine imposed by the courts for breach of the prescribed vehicle weight limits and road regulations. This revenue is linked to Output Group 2 - Land Transport Safety Programs.

Capital Investment Program

The Department's Capital Investment Program for 2003-04 consists of the Roads Program.

The Roads Program supports the development and maintenance of the road network, including roads, bridges, drainage structures, signs, pavement marking and other associated assets whilst meeting social and environmental objectives. Also included is the operation of a number of bridges, responding to emergency events and urgent safety and community issues. These assets are maintained to appropriate service levels as determined by the target standards for each road category within the road hierarchy.

The major activities of the Program relate to the development and delivery of a capital and maintenance works roads program for the National Highway and the State Arterial Network, and the development of strategies and priority assessments to preserve the road asset and infrastructure.

Departmental staff undertake the assessment and documentation of the transport task and works program, provide maintenance of contract systems and implement statutory processes. External service providers are engaged to assist the development of projects from the concept stage through community input and approval phases, to the works tender stage, whilst all works contracts are externally sourced. The maintenance of the classified road network is performed under a 10 year contract for Southern Tasmania and five year contracts for the Northern and North-Western regions of Tasmania.

The general community, tourists and industry are the main beneficiaries of the Roads Program. Program delivery recognises increasing community awareness and the need for protection of the natural environment, including issues such as noise pollution, environmental damage and protection of animal habitat and threatened species, whilst still requiring a road asset that will yield high economic, safety or social equity returns for the State.

The Roads Program directly contributes to the achievement of the departmental outcome of a safe, accessible and equitable transport system that enhances economic development.

Major Roads Program activities funded from the Capital Investment Program during 2003-04 include:

- complete improvements to the Arthur Highway, Roads of National Importance (RONI) project;
- continue development of the Bass Highway between Ulverstone and Burnie;
- commence improvements to the West Tamar Highway between Cormiston Creek and Legana;
- continue development and implement specific improvements associated with the North East Tasmania Access Study;
- commence improvements to the Huonville loop ramp at the Channel Highway, Kingston Interchange;
- continue implementation of the plan for roads and bridges to extend the proportion of the network available to heavy vehicles operating at increased mass limits and high productivity vehicles;
- implement projects identified under the Tasmanian Safer Roads program; and
- commence improvements to the Glen Huon Road.

Details of the Roads Program are provided in Chapter 6 of Budget Paper No 1 *Budget Overview 2003-04*.

Table 7.20: Capital Investment Program

	2003-04 Budget
	\$'000
Continuing Projects	
Asset Management	5 327
Environmental Management	1 509
Infrastructure Development	21 479
Infrastructure Maintenance	31 429
Program Management	4 438
Road Safety and Traffic Management	4 160
Strategic Planning and Policy	2 843
TOTAL CAPITAL INVESTMENT PROGRAM	71 185

DETAILED BUDGET STATEMENTS

Table 7.21: Output Group Expense Summary for the Department of Infrastructure, Energy and Resources¹

	2002-03	2003-04	
	Budget	Budget	Variation
	\$'000	\$'000	%
Output Group 1 – Development of Transport Policy Advice and Planning			
1.1 Passenger Transport Policy Advice and Planning	481	786	63.4
1.2 Freight Transport Policy Advice and Planning	740	589	(20.4)
1.3 Transport System Policy Advice and Planning	471	631	34.0
	1 692	2 006	18.6
Output Group 2 – Land Transport Safety Programs			
2.1 Traffic Management Standards	1 467	1 149	(21.7)
2.2 Road Safety Research, Education, Promotion and Advice	3 092	2 328	(24.7)
2.3 Driver Licensing	6 789	7 221	6.4
2.4 Vehicle Registration	3 775	4 313	14.3
2.5 Vehicle Standards and Compliance	3 653	3 547	(2.9)
	18 776	18 558	(1.2)
Output Group 3 – Provision of Transport Services and Infrastructure			
3.1 Traffic Signal Maintenance	4 578	4 637	1.3
3.2 Island Shipping	115	27	(76.5)
3.3 Provision and Management of Public Passenger Transport	2 682	2 188	(18.4)
	7 375	6 852	(7.1)
Output Group 4 – Provision of Energy Advisory and Regulatory Services			
4.1 Energy Policy and Advice	709	565	(20.3)
	709	565	(20.3)
Output Group 5 – Workplace Standards			
5.1 Safety Standards and Compliance	6 830	6 575	(3.7)
5.2 Employer and Employee Services	4 609	4 519	(2.0)
5.3 Workplace Standards and Advice	1 310	1 044	(20.3)
5.4 Electricity Industry Regulation	549	551	0.4
	13 298	12 689	(4.6)
Output Group 6 – Mineral Resources Management and Administration			
6.1 Minerals Exploration and Land Management	3 046	3 019	(0.9)
6.2 Tenement Management of the Exploration and Minerals Industry	2 463	2 632	6.9
	5 509	5 651	2.6
Output Group 7 – Economic Development and Business Management Support			
7.1 Economic Development and Business Management Support	542	543	0.2
	542	543	0.2

Table 7.21: Output Group Expense Summary for the Department of Infrastructure, Energy and Resources (continued)

	2002-03	2003-04	
	Budget	Budget	Variation
	\$'000	\$'000	%
Output Group 8 – Support for Racing Industry			
8.1 Racing Industry	1 446	1 871	29.4
	1 446	1 871	29.4
Grants and Subsidies	208 813	230 583	10.4
Other	97 984	101 252	3.3
TOTAL AGENCY	356 144	380 570	6.9

Note:

1. For explanations on the variations between 2002-03 and 2003-04 Budget, refer to the financial tables for each Output Group earlier in this Chapter.

Table 7.22: Statement of Financial Performance for the Department of Infrastructure, Energy and Resources

	2002-03	2003-04	
	Budget	Budget	Variation
	\$'000	\$'000	%
OPERATING REVENUE			
Revenue from Government			
Annual Appropriation	111 855	111 605	(0.3)
Other		3 700	....
Fines and Regulatory Fees	....	134	....
Investment Income	66	40	(39.4)
Grants	4 932	4 270	(13.5)
Sales of Goods and Services	553	465	(16.0)
Proceeds from the Disposal of Assets	....	5	....
Other Revenue	....	255	....
TOTAL	117 406	120 474	2.6
OPERATING EXPENSES			
Employee Entitlements	27 121	33 681	24.1
Superannuation	2 991	3 706	23.9
Depreciation and Amortisation	66 693	72 138	8.1
Grants and Transfer Payments	....	925	....
Supplies and Consumables	50 503	39 537	(21.8)
TOTAL	147 308	149 987	1.8
NET OPERATING RESULT	(29 902)	(29 513)	(1.4)
ADMINISTERED ITEMS			
REVENUE			
Revenue from Government			
Annual Appropriation	52 868	56 706	7.2
Reserved by Law	52	52	....
Taxation	22 380	22 917	2.3
Fines and Regulatory Fees	8 182	7 306	(10.8)
Grants	19 664	16 350	(16.9)
Sales of Goods and Services	13 216	11 319	(14.4)
Proceeds from the Disposal of Assets	....	1	....
Other Revenue	175 286	196 714	12.2
TOTAL	291 648	311 365	6.7

Table 7.22: Statement of Financial Performance for the Department of Infrastructure, Energy and Resources (continued)

	2002-03	2003-04	
	Budget	Budget	Variation
	\$'000	\$'000	%
EXPENSES			
Grants and Subsidies			
Employee Entitlements	789	1 153	46.1
Superannuation	78	132	69.2
Depreciation and Amortisation	23	1	(95.7)
Grants and Transfer Payments	207 110	228 397	10.2
Supplies and Consumables	836	900	7.6
Total Grants and Subsidies	208 836	230 583	10.4
Transfer to the Consolidated Fund	62 102	56 236	(9.5)
TOTAL	270 938	286 819	5.8

Table 7.23: Statement of Financial Position as at 30 June for the Department of Infrastructure, Energy and Resources

	2003	2004	
	Budget	Budget	Variation
	\$'000	\$'000	%
CURRENT ASSETS			
Cash	685	2 669	289.6
Receivables	213	234	9.8
Prepayments	825	1 150	39.3
Other	97	97	....
TOTAL	1 820	4 150	128.0
NON-CURRENT ASSETS			
Receivables	255	238	(6.7)
Land and Buildings ¹	11 048	9 476	(14.3)
Plant and Equipment ²	4 429	6 785	53.1
Infrastructure ³	2 619 066	2 750 771	5.0
Other ⁴	....	10 675	....
TOTAL	2 634 798	2 777 945	5.4
TOTAL ASSETS	2 636 618	2 782 095	5.5
CURRENT LIABILITIES			
Payables	711	1 944	173.4
Employee Entitlements ⁵	4 680	3 697	(21.1)
Accrued Expenses	1 166	1 166	....
TOTAL	6 557	6 807	3.8
NON-CURRENT LIABILITIES			
Employee Entitlements	4 590	5 283	15.0
TOTAL	4 590	5 283	15.0
TOTAL LIABILITIES	11 147	12 090	8.4
NET ASSETS	2 625 471	2 770 005	5.5

Notes:

1. The decrease in Land and Buildings is due to the sale of premises at 1 Collins St, Hobart.
2. The increase in Plant and Equipment is due to the revaluation of the Bruny Island Ferry (Mirambeena).
3. The increase in Infrastructure is due to a revaluation of road infrastructure.
4. The increase in Other is due to the inclusion of traffic signal installations that were previously omitted.
5. The decrease in Current Employee Entitlements is due to the final pay for 2003-04 being on 30 June 2004.

Table 7.23: Statement of Financial Position as at 30 June for the Department of Infrastructure, Energy and Resources (continued)

	2003	2004	
	Budget	Budget	Variation
	\$'000	\$'000	%
ADMINISTERED ITEMS			
CURRENT ASSETS			
Cash	665	350	(47.4)
Receivables	424	350	(17.5)
Tax Assets	1 695	1 696	....
Other	70	70	....
TOTAL	2 854	2 466	(13.6)
NON-CURRENT ASSETS			
Receivables	5	5	....
Equity Investments ¹	447 681	515 350	15.1
Plant and Equipment	4	4	....
TOTAL	447 690	515 359	15.1
TOTAL ASSETS	450 544	517 825	14.9
CURRENT LIABILITIES			
Payables	1 380	985	(28.7)
Employee Entitlements	245	53	(78.4)
Other	1 800	1 800	....
TOTAL	3 425	2 838	(17.2)
NON-CURRENT LIABILITIES			
Employee Entitlements	258	127	(50.8)
TOTAL	258	127	(50.8)
TOTAL LIABILITIES	3 683	2 965	(19.5)
NET ASSETS	446 861	514 860	15.2

Note:

1. This item represents the Ministers' stakeholder ownership in the Burnie Ports Corporation Pty Ltd, the Hobart Port Corporation Pty Ltd, the Port of Devonport Corporation Pty Ltd, the Port of Launceston Pty Ltd, Metro Tasmania Pty Ltd, Aurora Energy Pty Ltd, Transend Networks Pty Ltd and TOTE Tasmania Pty Ltd.

Table 7.24: Statement of Cash Flows for the Department of Infrastructure, Energy and Resources

	2002-03	2003-04	
	Budget	Budget	Variation
	\$'000	\$'000	%
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts			
Revenue from Government			
Appropriation	111 855	111 605	(0.3)
Fines and Regulatory Fees	....	134	....
Interest Received	66	40	(39.4)
Grants	4 932	4 270	(13.5)
Sales of Goods and Services	553	465	(16.0)
Other Receipts	....	255	....
Payments			
Employee Entitlements	(29 264)	(34 838)	19.0
Superannuation	(2 991)	(3 706)	23.9
Grants and Transfer Payments	....	( 925)	....
Supplies and Consumables	(48 403)	(39 537)	(18.4)
NET CASH FROM/(USED IN) OPERATING ACTIVITIES	36 748	37 763	2.7
CASH FLOWS FROM INVESTING ACTIVITIES			
Sale of Fixed Assets	....	5	....
Purchase of Fixed Assets	(37 253)	(41 476)	11.3
NET CASH FROM/(USED IN) INVESTING ACTIVITIES	(37 253)	(41 471)	11.3
CASH FLOWS FROM FINANCING ACTIVITIES			
NET CASH FROM/(USED IN) FINANCING ACTIVITIES	....	....	....
Net Increase/(Decrease) In Cash Held	(505)	(3 708)	634.2
Cash at the Beginning of Reporting Period	1 190	6 377	435.8
Cash at the End of Reporting Period	685	2 669	289.6

Table 7.24: Statement of Cash Flows for the Department of Infrastructure, Energy and Resources (continued)

	2002-03	2003-04	
	Budget	Budget	Variation
	\$'000	\$'000	%
ADMINISTERED ITEMS			
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts			
Revenue from Government			
Appropriation	52 868	56 706	7.2
Reserved By Law	52	52	....
Taxation	22 380	22 917	2.3
Fines and Regulatory Fees	8 182	7 306	(10.8)
Grants	19 664	16 350	(16.9)
Sales of Goods and Services	13 216	11 319	(14.4)
GST Receipts	9 967	10 398	4.3
Other Receipts	153 969	172 174	11.8
Payments			
Employee Entitlements	(781)	(1 158)	48.2
Superannuation	(78)	(132)	69.2
Grants and Transfer Payments	(207 110)	(228 397)	10.2
Supplies and Consumables	(836)	(900)	7.6
Transfers to the Consolidated Fund	(62 102)	(56 236)	(9.5)
GST Payments	(9 936)	(10 399)	4.6
NET CASH FROM/(USED IN) OPERATING ACTIVITIES	(545)	....	(100.0)
CASH FLOWS FROM INVESTING ACTIVITIES			
Sale of Fixed Assets	....	1	....
Purchase of Fixed Assets	....	( 1)	....
NET CASH FROM/(USED IN) INVESTING ACTIVITIES	....	....	....
CASH FLOWS FROM FINANCING ACTIVITIES			
NET CASH FROM/(USED IN) FINANCING ACTIVITIES	....	....	....
Net Increase/(Decrease) In Cash Held	(545)	....	(100.0)
Cash at the Beginning of Reporting Period	1 210	350	(71.1)
Cash at the End of Reporting Period	665	350	(47.4)

Table 7.25: Reconciliation of Operating Expenses to Consolidated Fund Appropriation

	2002-03	2003-04
	Budget	Budget
	\$'000	\$'000
Total Operating Expenses	356 144	380 570
Adjustments for non-cash items		
Depreciation	(66 716)	(72 139)
Employee Entitlements	2 135	1 155
Supplies and Consumables	(2 100)	....
Revenue	20 236	24 540
Total Cash Cost of Outputs	309 699	334 126
Other funding sources	(182 177)	(207 240)
Purchase of Capital Items	37 253	41 477
Total Consolidated Fund Appropriation	164 775	168 363