



Business Papers

Corporate & Economic Development Committee Meeting

Wednesday, 22 April 2015
5:00pm

Notice of Meeting

To the Lord Mayor and Aldermen

You are invited to attend a Corporate & Economic Development Committee Meeting to be held in the Council Chambers, Level 1, Civic Centre, Harry Chan Avenue, Darwin, on Wednesday, 22 April 2015, commencing at 5.00 pm.

Diana Leeder

DIANA LEEDER
ACTING CHIEF EXECUTIVE OFFICER

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OPEN SECTION

CORP04/1

CITY OF DARWIN

CORPORATE & ECONOMIC DEVELOPMENT COMMITTEE

WEDNESDAY, 22 APRIL 2015

MEMBERS: Member R K Elix (Chairman); The Right Worshipful, The Lord Mayor, Ms K M Fong Lim; Member J A Glover; Member G A Lambert; Member G J Haslett.

OFFICERS: Chief Executive Officer, Mr B P Dowd; General Manager Corporate Services, Dr D Leeder; Manager Business Services, Mr L Carroll; Manager People, Culture & Capability, Ms J Wheeler; Manager Information Technology, Mr R Iap; Manager Finance, Mr M Craighead; Records Manager, Mr K Sohl; Committee Administrator, Mrs P Hart.

Enquiries and/or Apologies: Penny Hart
E-mail p.hart@darwin.nt.gov.au - PH: 89300 670
OR Phone Committee Room 1, for Late Apologies - PH: 89300 519

Committee's Responsibilities

- * Business Services
- * Contract Administration
- * On and Off Street Parking Operations
- * Property Management
- * Records and Information Management
- * Employee Relations
- * Regulatory Services
- * Animal Management
- * Risk Audit and Safety
- * Financial & Management
- * Fleet Management
- * Strategic Services
- * Communications & Engagement
- * Governance
- * Darwin Entertainment Committee
- * Information Technology

THAT effective as of 16 April 2012 Council pursuant to Section 32 (2)(b) of the Local Government Act 2008 hereby delegates to the Corporate & Economic Development Committee the power to make recommendations to Council and decisions relating to Corporate & Economic Development matters within the approved budget.

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OPEN SECTION

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OPEN SECTION

CORP04/3

Corporate & Economic Development Committee Meeting – Wednesday, 22 April 2015

1. MEETING DECLARED OPEN

2. APOLOGIES AND LEAVE OF ABSENCE Common No. 2695036

2.1 Apologies

2.2 Leave of Absence Granted

THAT it be noted Member G J Haslett is an apology due to a Leave of Absence previously granted on 14 April 2015 for the period 14 April 2015 to 19 June 2015.

3. ELECTRONIC MEETING ATTENDANCE Common No. 2221528

3.1 Electronic Meeting Attendance Granted

THAT Council note that pursuant to Section 61 (4) of the Local Government Act and Decision No. 21\0009 – 16/04/12, the following member was granted permission for Electronic Meeting Attendance at this the Corporate & Economic Development Committee Meeting held on Wednesday, 22 April 2015:

- Member G J Haslett

4. DECLARATION OF INTEREST OF MEMBERS AND STAFF

4.1 Declaration of Interest by Members

4.2 Declaration of Interest by Staff

OPEN SECTION

CORP04/4

Corporate & Economic Development Committee Meeting – Wednesday, 22 April 2015

5. CONFIDENTIAL ITEMS

5.1 Closure to the Public for Confidential Items

Common No. 1944604

THAT pursuant to Section 65(2) of the Local Government Act and Regulation 8 of the Local Government (Administration) Regulations the meeting be closed to the public to consider the following Items:-

<u>Item</u>	<u>Regulation</u>	<u>Reason</u>
C13	8(c)(iv)	information that would, if publicly disclosed, be likely to prejudice the interests of the council or some other person
C15.1	8(b)	information about the personal circumstances of a resident or ratepayer

5.2 Moving Open Items Into Confidential

5.3 Moving Confidential Items Into Open

6. WITHDRAWAL OF ITEMS FOR DISCUSSION

THAT the Committee resolve under delegated authority that all Information Items and Officers Reports to the Corporate & Economic Development Committee Meeting held on Wednesday, 22 April 2015 be received and considered individually.

7. CONFIRMATION OF MINUTES PERTAINING TO THE PREVIOUS CORPORATE & ECONOMIC DEVELOPMENT COMMITTEE MEETING

THAT the Committee resolve that the minutes of the previous Corporate & Economic Development Committee Meeting held on Wednesday, 25 March 2015, tabled by the Chairman, be received and confirmed as a true and correct record of the proceedings of that meeting.

8. BUSINESS ARISING FROM THE MINUTES PERTAINING TO THE PREVIOUS CORPORATE & ECONOMIC DEVELOPMENT COMMITTEE MEETING

8.1 Business Arising

ENCL:	CORPORATE & ECONOMIC DEVELOPMENT	AGENDA ITEM:	9.1
YES	COMMITTEE/OPEN		
CAR SHARING SCHEME			
REPORT No.:	15A0044 LC:mp	COMMON No.:	2925935
		DATE:	22/04/2015

Presenter: Manager Business Services, Liam Carroll

Approved: General Manager Corporate Services, Diana Leeder

PURPOSE

The purpose of this report is to present Council information regarding car sharing in the Darwin CBD.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

2 Vibrant, Flexible and Tropical Lifestyle

Outcome

2.4 Economic growth supported

Key Strategies

2.4.1 Deliver, advocate for, and partner in infrastructure and services that support Darwin's economic growth

KEY ISSUES

- Council at its meeting on 14 October 2014 requested a report considering the feasibility of a car sharing scheme in Darwin
- A car share scheme is currently underway as part of the student accommodation at Casuarina Square called "Car Share Darwin".
- Following preliminary discussions with the operator of Car Share Darwin this report recommends in principle agreement to trial a car share scheme in the CBD providing up to four car parking bays free of charge for a 12 month period

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 REPORT NUMBER: 15A0044 LC:mp
 SUBJECT: CAR SHARING SCHEME

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 15A0044 LC:mp entitled Car Sharing Scheme, be received, and noted.
- B. THAT Council support in principle the provision of four car bays in the CBD free of charge for 12 months to trial a car share scheme.
- C. THAT a further report be brought detailing the terms and conditions of a car share scheme in Darwin.

BACKGROUND

Council at its meeting on 14 October 2014 resolved as follows:

DECISION NO 212714 (14/10/14)

Car-Sharing

Common No. 2925935

THAT a report be prepared for the Corporate & Economic Development Committee to consider the feasibility of car-sharing in Darwin including electric vehicles

DISCUSSION

Council officers have completed some preliminary desk top analysis on the possibility of a car sharing scheme in Darwin. At the moment Council officers are now aware of any such schemes operating outside of the larger metropolitan area of Brisbane, Sydney, Melbourne, Adelaide and Perth.

A car sharing policy and cost benefit analysis from the City of Sydney are set out at **Attachment A** and **B**.

The key planning objectives for such a scheme are as follows:

- More efficient use of car parking in the City
- Reduced greenhouse emission
- Support the economy
- Reduced congestion
- Reduced private vehicle ownership

The scheme works particularly well in jurisdictions where there is little or no off-street car parking within residential developments, supported by a quality public transport network. Surry Hills in Sydney was sighted as a prime example by Julie Gee the Transport Planner from the City of Sydney.

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 SUBJECT: CAR SHARING SCHEME

The demographic profile and maturity of the city play a key determining factor in the take up of the scheme; with the 30 year old still renting being a typical user.

To be financially sustainable a car share provider requires 20 people to support each vehicle. In a start-up phase proposal a car share provider would typically require a two year trial period with a minimum of five vehicles which would need to be financially underwritten.

GTP / Casuarina Square Student Lodge has introduced a car sharing scheme and initially selected "Go Get" one the main national providers as the preferred supplier. However the company decided it is not commercially appropriate for it to operate in Darwin at this point.

GPT has however identified a local provider, "The Scooter Shop" which is prepared to provide the service, and has acquired access to the Go Get systems and processes.

Following discussions with a representative from "The Scooter Shop" "Car Share Darwin" is now operating at The Student Lodge at Casuarina Square. Initial discussions with The Scooter Shop indicate an interest in operating the system in the CBD. This would require Council's support through the provision of four car bays in the CBD free of charge for a period of 12 months.

Should Council agree in principle with the car sharing scheme proposal a more detailed report addressing options for where the bays will be located, conditions of the car sharing agreement, and use of bays will be provided to Council.

CONSULTATION PROCESS

This report was considered by the Chief Officers Group on 23 March 2015 and is now presented to Council for consideration;

- GPT – General Property Trust – General Manager
- Sydney City Council - Transport Planner

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

The estimated lost revenue for four bays in Zone A in the CBD is \$8,000 per annum.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Nil

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SUBJECT: CAR SHARING SCHEME

ENVIRONMENTAL IMPLICATIONS

Successful car sharing programs reduce the level of greenhouse emissions.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

LIAM CARROLL
MANAGER BUSINESS SERVICES

DIANA LEEDER
GENERAL MANAGER
CORPORATE SERVICES

For enquiries, please contact Liam Carroll on 8930 0559 or email:
l.carroll@darwin.nt.gov.au.

Attachments:

Attachment A: Car Sharing Policy – City of Sydney
Attachment B: Car Sharing Cost Analysis – City of Sydney



Car Sharing Policy

PURPOSE

Car sharing is crucial complement to a sustainable transport system for Sydney. The availability of shared cars provides the peace-of-mind and flexibility needed for residents who have chosen to base their travel predominantly on public transport, walking and cycling.

Car share programs allow members to book a nearby vehicle for a short time, unlock it with a membership card, and later return the vehicle at the end of the booking. Cost is calculated on time and trip distance.

The City of Sydney is committed to increasing the uptake of car sharing to 10% of all households by 2016. We will achieve this target by continued support for on-street car sharing and the placement of shared cars in city car parks; new planning controls to integrate car sharing into urban renewal areas; greater marketing and education, and continued enforcement of dedicated car share spaces.

Many cities have recognised the opportunity to integrate car sharing with public transport, public bicycle schemes, publicly owned vehicle fleets, and other transport sustainability programs. The City will actively investigate these options, and will collaborate on further studies of the benefits and opportunities associated with car sharing.

1. INTENDED OUTCOMES

The City of Sydney's Sustainable Sydney 2030 strategy envisages a sustainable and efficient transport network with more options to walk, cycle, and use public transport. Car sharing is a key program to complement sustainable travel modes, and allow City residents to reduce their reliance on private vehicles.

The specific objectives of the car share policy are to:

Use street parking more efficiently. In many areas of the City, growing resident parking demand has exhausted the available kerbside parking space. Car sharing is a much more efficient use of parking space, allowing a single vehicle to be used frequently by a large number of households.

Reduce City greenhouse emissions. Car share vehicles are typically much newer and more fuel-efficient than the average vehicle. They emit fewer greenhouse gases and fewer urban air pollutants such as carbon monoxide and nitrogen oxides. In addition to driving less overall, a car share driver will consequently produce fewer emissions per kilometre than the average private driver. Increased uptake of car sharing will contribute to the realisation of the City's target of reducing greenhouse emissions by 70% by 2030.

Support the City economy. Many city businesses, especially small businesses, operate in neighbourhoods with limited off street parking & high parking costs. Use of shared vehicles (including vans) is a realistic option for many of these businesses, and contributes to the viability of small business in inner-city neighbourhoods.

Reduce congestion. Trips in shared cars tend to be planned in advance rather than last minute, and charges increase in proportion to trip distance and duration. For this reason, those who share a vehicle make fewer and shorter trips than private drivers. Greater uptake of car sharing will consequently reduce total driving and on-road congestion.

Slow growth in private vehicle ownership. The City of Sydney has the lowest rate of household car ownership in Metropolitan Sydney, at just 0.72 cars per household (in 2006). In many City neighbourhoods, however, household car ownership levels are rising quickly,

with serious implications for parking availability, traffic congestion and resource consumption. Increased car sharing can slow growth in household vehicle holdings.

2. CAR SHARE TARGETS

The City of Sydney will work to increase penetration of car sharing to 10% of all households by 2016.

In support of the 10% car share target, the City will develop transport, traffic management, enforcement and land use policies that limit new parking supply, integrate land use and transport, support public transport, and improve conditions for walking and cycling.

As of September 2010, there were approximately 4000 residential car share members, accounting for an estimated 2500 households. At current rates of population growth, a 10% target implies approximately 9,500 households using a shared car by 2016. Many households will have more than one eligible car share driver, so total membership may exceed 15,000. On the assumption that a new car is needed for every 20-30 registered drivers, 500 to 750 cars may be required. This amounts to between 0.6 and 1% of total private vehicles forecast to be registered in the City of Sydney in 2016.

Because car sharing complements, rather than competes with, sustainable transport modes, the uptake of car sharing will be influenced heavily by the quality of the transport alternatives, particularly the bus, train and light-rail network, and the cycle network. When public transport, walking and cycling are convenient options, many households will be able to use car sharing instead of a private car. These households in turn enter a 'virtuous cycle', driving less while increasing their walking, cycling and public transport trips.

The ratio of on-street to off-street car share spaces will vary significantly between City neighbourhoods depending on the scope for new commercial and residential development, and the precise controls adopted in the City's Development Control Plan.

3. DEDICATED CAR SHARE SPACES

On-street spaces

The City will provide dedicated and exclusive on-street space for authorised car share vehicles. The quantity and location of on-street spaces will be commensurate with membership levels in the City of Sydney.

The use of dedicated on-street spaces allows for convenient and equitable provision of car sharing across the City's different neighbourhoods. The benefits include:

- i) **Efficiency:** A greater number of City residents and businesses can use finite on-street space, with a car-sharing household occupying up to 15 times less street space than it would occupy with a private vehicle parked on-street.
- ii) **Equity:** Access to street parking is extended to a greater proportion of households, including those who choose not to buy, or cannot afford, a private vehicle.
- iii) **Convenience.** On-street parking allows cars to be located close to residents, and evenly distributed throughout neighbourhoods.

The City reserves the right to reject any application for establishment of an on-street car share space. The City may also refuse speculative and large scale placement of car share vehicles in the absence of reasonably foreseeable resident and business demand.

City car parks

The City will provide car-share spaces in City-owned car parks, in convenient and secure locations close to car park entrances. Where specific state taxes apply to parking space, such as the Parking Space Levy, these will be payable by the car share operator.

The City will seek reform to the NSW Government's Parking Space Levy to reduce the rate payable by shared vehicles.

Off-street spaces

The City of Sydney will encourage on-site car share spaces where feasible, safe and accessible to the surrounding community and upon agreement with the owners' corporation.

4. MANAGEMENT OF CAR SHARE PROVIDERS

Agreements

Car share operators will be required to enter legal agreements with the City governing the terms of their use of on-street spaces.

Definition of a car share provider

The City will dedicate on-street car share spaces only to genuine car share companies or service providers. To qualify, the provider must:

- i) Have, or be developing, a network of cars in locations that are accessible to all members.
- ii) Allow, until 1 July 2012, at a minimum, any licensed driver over age 21 to join, subject to reasonable creditworthiness and driving history checks.
- iii) Allow, from 1 July 2012, at a minimum, any licensed driver over age 18 to join, subject to reasonable creditworthiness and driving history checks.
- iv) Supply an internet and phone-based booking system available to members 24 hours per day, allowing immediate booking of vehicles.
- v) Offer minimum booking durations of one hour or less.
- vi) Ensure that no on-street space is booked for longer than four days unless a replacement vehicle is provided for the space.
- vii) Prohibit the routine long-duration reservation or exclusive use, including overnight use, of an on-street vehicle by any one nearby member, either individual or business.

Obligations of car share providers

Agreements between the City of Sydney and car share operators will include the following obligations on the part of car share providers:

- i) Quarterly reports – Car share providers must provide a detailed usage report, itemised by location, indicating number of bookings per month, average trip distance, and length of bookings. The report must also identify membership levels in the City of Sydney by postcode, and composition of membership between businesses and individuals.
- ii) Financial soundness - A car share provider must submit to an independent financial audit by a City-approved auditor. The audit, which will remain commercial in confidence, must demonstrate to the satisfaction of the City that the operator is financially sound, and capable of meeting obligations to members.

- iii) Availability of vehicles – Cars will be available for 95% of confirmed bookings.
- iv) Vehicle Environmental Impact – An operator must not use any passenger vehicle in a dedicated on-street space with less than a 4-star rating in the Australian Green Vehicle Guide. In the case of other vehicle types, such as vans or utilities, an operator must demonstrate that the vehicle is a high environmental performer for its class.

Withdrawal of spaces

In the case of non-compliance with these obligations, the City may impose sanctions to remedy the breach, and deter future non-compliance. Sanctions, if applied, will be progressively escalated, and may include:

- i) Suspension of an operator's right to use one or more dedicated car share spaces.
- ii) Suspension of processing of requests for new spaces and/or requests for renewal of parking permits.
- iii) Termination of an operator's agreement with the City of Sydney, and rescission of all spaces provided to the operator by the City.

Authority to terminate an agreement rests with the Chief Executive Officer. The CEO is also authorised to reallocate spaces on-street or in car parks to another car share operator.

Recovery of costs

The City has made a substantial in-kind contribution to the early viability of car sharing. Fees and charges will maintain the incentive for residents to share vehicles, while balancing support for car sharing with reasonable recovery of public costs:

- i) Where per-vehicle fees are levied to recoup the administrative costs of issuing resident parking permits, these fees will apply to car share vehicles.
- ii) The City will not impose other charges on car share vehicles intended for use by residents or small businesses unless these charges are also incurred by private vehicles.
- iii) The City will fund in full the line-marking and signage of car share spaces until financial year 2011/12. Repayment of these costs may be sought in cases where a car share operator has breached their agreement with the City, or a space is withdrawn at the operator's request.
- iv) From financial year 2011/12 onwards, car share operators may be required to pay the partial or full cost of line-marking and signposting of on-street spaces. Costs will be determined through the annual Fees and Charges review.

5. COMPETITION AND NEW ENTRANTS

The City of Sydney car sharing program is open to both existing and new car share operators. Potential new operators must meet the requirements of this policy.

The City of Sydney will treat all commercial car share operators consistently. The Chief Executive Officer may authorise the waiving of fees or charges for non-profit car share operators.

6. PROMOTION

The City will work to promote community awareness and understanding of car sharing. Where appropriate, this marketing will be incorporated into the City's promotion of walking, cycling, and public transport.

7. ENFORCEMENT

Recognising that illegal parking is particularly problematic for car sharing, the City of Sydney will consistently enforce existing regulation that prohibits non-car share vehicles parking in car share spaces. Levels of non-compliance will be recorded and further actions taken if frequent patrols and high-visibility line marking are not sufficient.

8. CONSULTATION

The City will consult with residents in the immediate vicinity of a proposed on-street space. Recognising that car sharing is most viable and beneficial in areas with a high demand for parking, the City will not reject car share spaces based solely on existing parking demand. However, the City will consider alternative locations.

9. RESEARCH AND EVALUATION

In-depth studies of the transport and environmental outcomes of car sharing programs in Australia will contribute to better and more effective policy development and advocacy. The City of Sydney will collaborate with other public agencies, research institutions and stakeholders to quantify these outcomes and raise awareness of the findings.

10. AUTHORISATION

This policy is to be authorised by resolution of the Council of the City of Sydney.

11. REFERENCES

Studies and Papers

Bergmaier, R., Mason, C., McKenzie, M., Campbell, S., and Hobson, A., (2004), *Car Sharing: An Overview*, Australian Government, Canberra

United States Transportation Research Board of the National Academies (2005) *Car-Sharing: Where and How It Succeeds*, Washington.

Elliot, M., Shaheen, S., & Lidicker, J. *Carsharing's Impact on Household Vehicle Holdings: Results from North American Shared-Use Vehicle Survey*, Transportation Research Board Annual Meeting 2010 Paper #10-3437

Related Legislation & Standards

Guidelines for the Implementation of On-Street Car Share Parking, Technical Direction, TDT 2007/04, NSW Roads and Traffic Authority, September 2007

Related Policies and Procedures

City of Sydney Local Environmental Plan
City of Sydney Development Control Plan

Review Period

Manager City Access Unit will review this policy every two years.

Next Review Date
April 2012

12. AUTHORISATION

Approved by Council on 4 April 2011

Benefit-Cost Analysis of Car Share within the City of Sydney

Final Report

The Council of City of Sydney
June 2012





This report has been prepared on behalf of The Council of City of Sydney. SGS Economics and Planning and its associated consultants are not liable to any person or entity for any damage or loss that has occurred, or may occur, in relation to that person or entity taking or not taking action in respect of any representation, statement, opinion or advice referred to herein.

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EXECUTIVE SUMMARY

This report has been prepared by SGS Economics & Planning (SGS) on behalf of the City of Sydney Council (the Council). The report has used a social cost benefit framework to determine the economic, social and environmental costs and benefits of the re-purposing of on-street car parks for car-share member's exclusive use.

For the purposes of this assessment, the geographical scope was considered to be the City of Sydney (LGA). The timeframe of analysis is from 2009, i.e. the commencement year of analysis coinciding with the year of the scheme's introduction, to 2023. Off-street car share bays were considered outside the scope of this study.

In preparing this report, SGS:

- Reviewed relevant literature with a view to identifying costs and benefits of car share schemes and subsequently preparing an assessment framework that isolated legitimate costs and benefits from a strict cost benefit analysis (CBA) perspective.
- Analysed the monthly statistics on Sydney car share scheme usage provided by Council (for the 2009-12 timeframe), as well as the results of the GoGet member car share scheme survey (from April 2010 and December 2011).
- Forecast usage (car share bay provision, membership and mode share splits of alternate modes of transport) 'with' and 'without' car-share member 'exclusive use' parking spaces.
- Populated the CBA framework and generated performance measures (benefit cost ratio (BCR), net present value (NPV)) associated with moving to the Project Scenario, i.e. 'with' exclusive use car spaces, from the Base Case Scenario of 'without' exclusive use car spaces.
- Developed a distributional/ equity analysis to identify the spread of costs and benefits across various identified stakeholders.

Whilst the literature suggests several costs and benefits of car share schemes, some of these can be considered to be 'transfer effects' (i.e. transfer of resources from one stakeholder to another), and consequently, they have not been included in the CBA. Furthermore, only public (and external) costs and benefits are included in our framework, as it has been assumed that the private benefits of operating car share schemes outweigh their costs. If this was not the case, the car share schemes would not be commercially feasible and would therefore not be provided by the private sector without direct subsidy.

The CBA framework adopted is summarised in Table 1 overleaf.

The following usage forecasts were derived and have been used to populate the CBA framework with a sensitivity analysis performed to check the robustness of each of these forecasts:

- 10 additional exclusive car share bays will be provided monthly (i.e. 120 annually). This is based on Council's stated policy. By 2023, approximately 1,782 exclusive car share bays would be provided in the LGA rising from a base of 392 as of May 2012.
- 1,532 additional city residents will become members of a car share provider annually beyond 2013, i.e. an increase of approximately 13 additional resident-members for each additional space provided. This is based on SGS's forecasting estimate using historic data where resident membership in the current period is based on membership in the previous period (word of mouth effect) and the additional number of bays provided in the current period (supply effect).
- 1,071 additional city businesses will become members of a car share provider annually beyond 2013, i.e. an increase of approximately 9 additional business members for each additional bay provided. Similar to the method for forecasting resident membership, business membership is based on the word of mouth effect and supply effect.

- By 2023, there will be approximately 38,800 City members (including 23,800 residents and 15,000 businesses) of a car share provider. That is, the ratio of members to car share bays would remain at current levels of approximately 22.
- 956 fewer additional cars would be on the road annually due to resident members deferring a car purchase. The figure for commercial users was estimated at 641 annually (or 1,597 fewer cars collectively) assuming that 60% of resident members and 62% of commercial members would defer car purchase based on GoGet survey data.

TABLE 1. MARGINAL COSTS & BENEFITS OF PROVIDING EXCLUSIVE USE CAR SHARE MEMBER SPACES

Relevant Party	Costs	Description	Present Value (PV)
City of Sydney	Planning & administration costs	Costs of planning for the conversion of on street parking bays to exclusive use car share bays.	\$0.23 million
	Conversion costs	Costs of converting existing on street parking bays to exclusive use car share bays.	\$0.96 million
	Foregone parking revenue	Loss in parking revenues from otherwise paid on street parking bays (i.e. the opportunity cost of dedicated bays).	\$9.85 million
Wider community	Increased congestion on public transport	Nuisance costs of increased congestion, as car share members substitute private car use with other modes, particularly public transport.	Not quantified
Total Costs			\$11.05 million
Relevant Party	Benefits	Description	
Car share members	Deferral of car purchase savings	Annual savings to City members as car purchasing is deferred.	\$171.86 million
	Reduction in parking time	Relative availability of car spaces increases, as resident members defer car purchasing and reduce demands on 'on-street' car parks.	\$4.55 million
	Health benefits	Health cost savings as resident members opt for more walking/ cycling and consequently lead a more active lifestyle.	\$29.44 million
	Improved transport choice	Some lower-income resident members enjoy improved transport options, as private vehicle use becomes more affordable through car sharing.	Not quantified
Wider community	Reduced travel time on roads	Resident members defer car purchasing and substitute other modes of transport, including public transport. Consequently, road congestion declines.	Not quantified
	Reduced travel externalities	Due to the lower number of cars on the road, travel related externalities reduce (only reduced GHG emissions quantified).	\$8.47 million
Total Benefits			\$214.31 million
Net Present Value (Total PV benefits - Total PV costs)			\$203.26 million
Benefit-Cost Ratio (BCR)			19.40

As is evident in Table 1, the net present value of the Project Scenario is \$203.26 million, which represents a significant return on community capital. Benefits outweigh costs by a factor of 19. These performance measures suggest that the Project would yield significant society wide benefits compared to the costs of delivery. Hence dedicating additional exclusive use car share member bays is a worthy project from a triple bottom line perspective.

The majority of benefits relate to the cost saving associated with deferring car purchases. On its own, the cost saving from this (\$171.86 million) outweighs the costs of the project. Health benefits associated with increased walking are also key benefits.

These performance results have been estimated using plausible assumptions. SGS has taken steps to test the robustness of these assumptions and has presented a sensitivity analysis to this end. The assumptions of greatest significance are the assumed membership rates per dedicated bay (~22) and the rate at which members defer car purchases (~60%); both of these are assumed to experience no diminishing returns over the forecast period. If these assumed rates are halved, both separately (BCR 9.7) and in a combined fashion (BCR 5.7), the performance results decline but still remain at robust levels.

A number of other assumptions ranging from conservative to plausible were tested too including testing results over a reduced timeframe. Altering the timeframe of analysis does not bring about a material change in results either. The BCR is highest for the shorter timeframes because growth in membership peaks at 2012 with consequent growth in benefits not being as high. On the other hand, costs of provision are not as high in the initial periods of the analysis with costs of foregone parking revenue rising over time as more on-street car spaces are lost to exclusive car share bay use. The benefit cost ratio ranged between 5.7 and 19.4 after testing for the impact of changing assumptions.

1 INTRODUCTION & PROJECT CONTEXT

1.1 Project Background

Car sharing provides short-term hire of passenger and light commercial vehicles for personal and business uses. It offers an alternative option to car ownership, access and use, while transferring the costs and troubles of purchasing and maintaining a private vehicle to the car sharing provider. The membership-based business model provides members with access to a network of vehicles from unstaffed and distributed neighbourhood locations, with minimal effort to check in and out.

The City of Sydney Council (the Council) has implemented dedicated parking for car share vehicles on and off street. Since January 2009, the Council has approved 392 on-street parking spaces for conversion into car share bays. As of May 2012, approximately 6,200 resident households (~6.4%) of the City of Sydney were registered members of the car share schemes and the Council is committed to increasing membership to 10% by 2016.

1.2 Project Objectives

The Council wished to determine the economic (triple bottom line) costs and benefits of the re-purposing of on-street car parking spaces to exclusive use car-share member bays.

For the purposes of this assessment, the geographical scope was considered to be the City of Sydney (LGA). The timeframe of analysis adopted is from 2009, the commencement year of analysis coinciding with the year of the scheme's introduction, to 2024. That is, the costs and benefits of the re-purposing were determined partially retrospectively.

Off-street car share spaces were considered outside the scope of this study. That is not to say that the Council will not provide or make provision for exclusive car share spaces in off-street car parks in future. However, this study is concerned only with the re-purposing of on-street car parking space.

1.3 Car Share Membership/ Usage

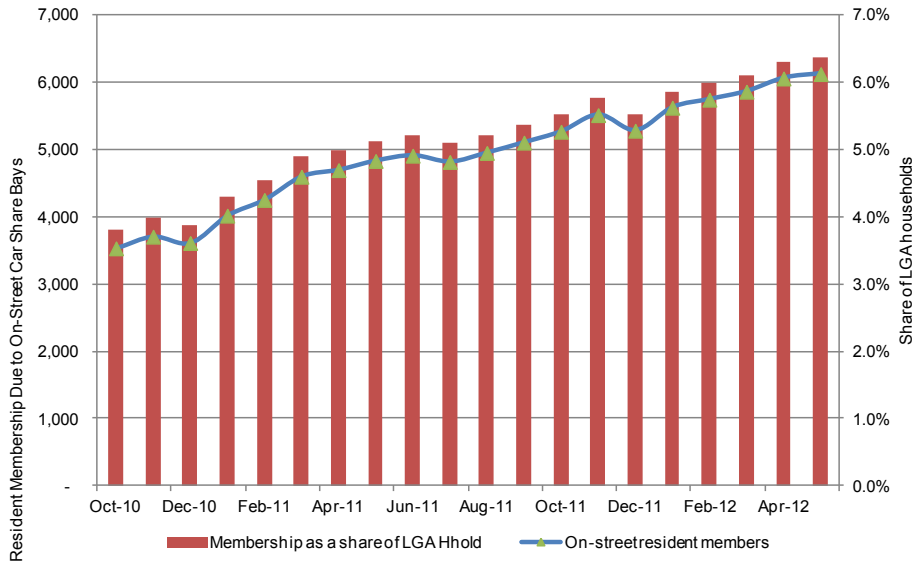
Council currently hosts three providers: GoGet, Greenshare and Flexicar. Figure 1 shows total on-street resident car share membership (left axis) and resident membership as a share of LGA households (right axis) from October 2010 to May 2012.¹ The number of LGA households is sourced from Bureau and Transport Statistics (BTS) and adjusted to derive monthly figures. In October 2010, 3.8% of households in the City were car share members. Since then the membership base has grown further and approximately 6.4% of LGA households are members as at May 2012.

Figure 2 shows the growth in total on-street membership (business and resident membership) (left axis) and provision of car share bays (right axis) from October 2010 to May 2012. The green line shows the number of on-street members per on-street space. Over the period shown, the average number of members per car share bay has stabilised at 22. This constitutes approximately 15 on-street resident members and 7 on-street business members per bay.

¹ Note that on-street membership in this section refers to membership attributable to on-street Car share bays only. Due to data limitations in the Operator Compliance Reports provided by the City of Sydney, SGS approximated the resident membership due to on-street spaces by applying the ratio of total resident GoGet members per GoGet vehicle, to the total number of on-street car share bays provided by the City, in effect assuming that the ratio of members to car share vehicle is the same due to both on-street and off-street car share bays. Refer to Table 17 in the Appendix

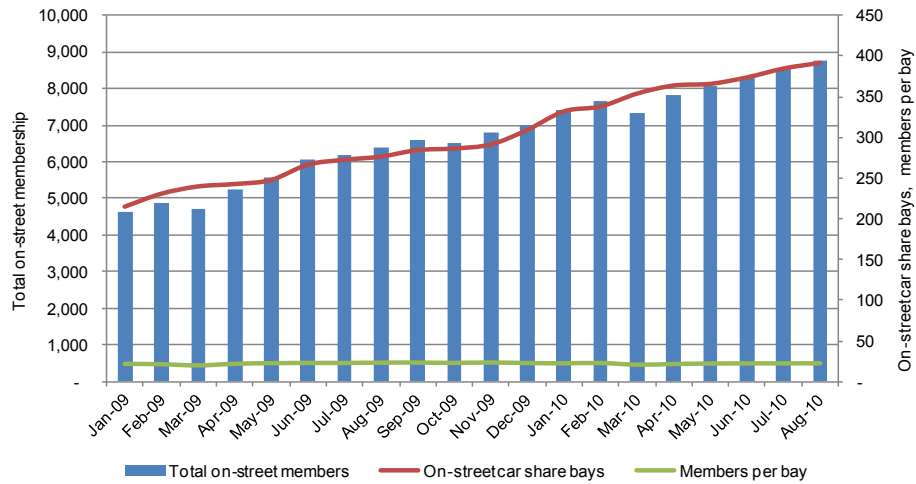
This strong relationship between car share provision and membership take up is evident in Figure 6 below on which each data point corresponds to the number of members and car share bays at a given month and year (between October 2010 and 2012). The estimated regression line (line of best fit) reported shows that, on average, one additional space would result in 22 additional members.²

FIGURE 1 CITY OF SYDNEY HOUSEHOLDS AND RESIDENT CAR SHARE MEMBERSHIP



Source: Augmented dataset based on City of Sydney, Operator compliance reports, 2012, BTS (2009) and SGS(2012) calculations

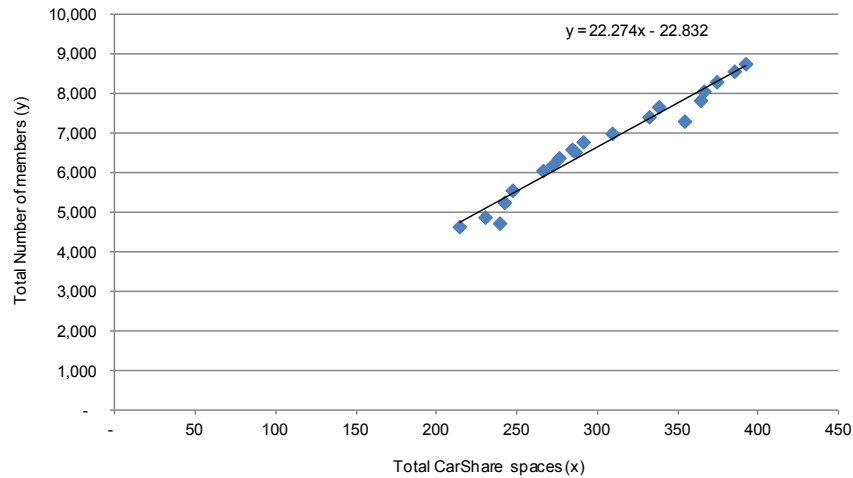
FIGURE 2 GROWTH IN TOTAL MEMBERSHIP AND ON STREET CAR SHARE BAYS



Source: City of Sydney, Operator compliance reports, 2012 and SGS(2012) calculations

² Given that the series clearly exhibits serial correlation in violation of the Gauss-Markov theorem, the statistical efficiency (t-ratios and R-square) of the Ordinary Least Squares (OLS) estimates would be compromised. However, the OLS estimates remain unbiased. That is, the estimated coefficient is still asymptotically approaching its true population parameter. Note that -22.83 is the constant in the OLS regression.

FIGURE 3 RELATIONSHIP BETWEEN CAR SHARE MEMBERSHIP AND CAR SHARE BAY PROVISION



Source: City of Sydney, Operator compliance reports, 2012 and SGS(2012) calculations

1.4 GoGet Member Survey Summary

This section provides a summary of key statistics from the two member surveys undertaken by GoGet in April 2010 and December 2011.³

Reasons for car share use

A significant proportion of respondents used a GoGet vehicle as the primary vehicle for personal use. The response rate was quite high in both of the examined years. A significant proportion of respondents (~20%) used the vehicles for both personal and business use.

Deferred car purchase

A significant proportion of respondents (both resident and business members) deferred purchasing a car since becoming a member of the GoGet car share scheme. In 2010, 62% (of 956 respondents) indicated that they had deferred purchasing a private car since becoming a GoGet member. By 2011, this proportion had risen to more than two-thirds of all respondents (i.e. 67% of 1,293 respondents).

In order to examine whether the decision to defer purchase varies with the type of membership, the 2011 survey responses were disaggregated by member type⁴. This showed that 62% of **resident-member respondents** and 60% of **business-member respondents** indicated that they had deferred purchasing a private car since becoming a GoGet member.

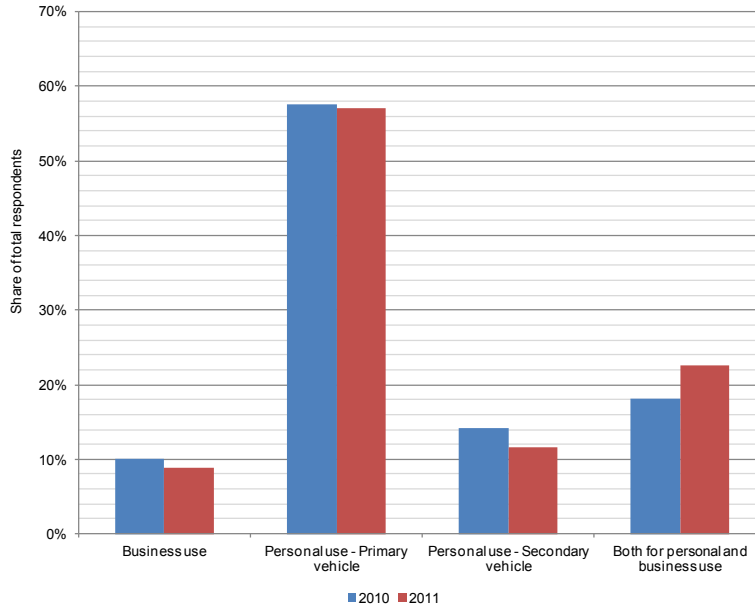
This response rate is based on the survey question, "Since joining GoGet, have you deferred purchasing a car?" it is acknowledged that some survey respondents may have over-stated their decision to defer, but this only reflects the perceived savings they have made, and consequently, their satisfaction from being a member. Unfortunately, the survey did not have sufficient information to identify members who have given up car ownership due to car share. In any case, the rate of deferred car purchase reflected in the GoGet survey is not too dissimilar from that observed elsewhere. Results of several car share member surveys summarised later in section 2.2 suggest that car sharing provides financial savings to households as they substitute car ownership. For example, the results of a North American car sharing member survey (Martin et al 2010) showed that the average number of vehicles per household of the sample dropped by more than half; most of this shift constituted one car households becoming

³ Given that survey data is aggregated, it must be noted that the discussion here is based on the unconditional mean of each variable considered. That is, the summary statistics discussed are not conditional on particular characteristics of respondents.

⁴ Only detailed responses to the 2011 survey were made available. Of the 1,293 respondents 127 were business-members (on the QuickStart plan) and 1,224 were resident-members.

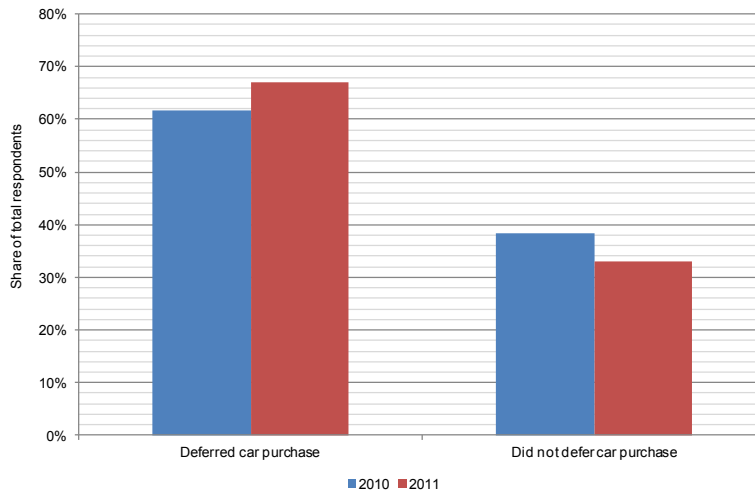
carless. The analysis also suggested that car sharing had taken 9 to 13 vehicles off the road for each car sharing vehicle. Another study in San Francisco, California showed that two years into the introduction of City CarShare, nearly two-thirds (i.e. 66%) of its members stated that they opted not to purchase another car (Cervero and Tsai 2004). Other studies using data from Europe and North America have found that on average, 55% of car sharing members either sell their main or second car or forgo the purchase of a car altogether.

FIGURE 4. REASONS FOR USING GOGET CAR SHARE



Source: Go Get Car Share surveys (2010), (2011)

FIGURE 5. DEFERRED CAR PURCHASE: ALL MEMBERS 2010 AND 2011



Source: Go Get Car Share surveys (2010), (2011)

Mode share split

Examining the extent of transport usage by mode of GoGet members reveals the following:

- Most respondents (approx. 75%) maintain the same level of cycling and walking activity.
- Approx. 22% (12%) of respondents suggested that they were walking (cycling) more since becoming GoGet members. Only about 5% (8%) of respondents reported a decline in walking (cycling) activity since becoming members.

- An equal proportion of survey respondents (nearly 20%) indicated more (less) use of public transport since becoming members.
- An equal proportion of survey respondents (nearly 36%) indicated more (less) use of car usage (including GoGet car usage) since becoming members.

TABLE 2. EXTENT OF TRANSPORT USAGE BY MODE – GOGET MEMBERS

Mode	Less					The same	More				
	100% less	80% less	60% less	40% less	20% less		20% more	40% more	60% more	80% more	+100% more
A car (GoGet or other private car)	7%	8%	6%	7%	9%	27%	12%	8%	5%	3%	8%
Public transport	1%	0%	2%	4%	16%	57%	7%	5%	4%	2%	2%
Walking	0%	0%	0%	1%	4%	72%	7%	6%	4%	2%	3%
Cycling	4%	0%	0%	1%	3%	79%	4%	3%	2%	1%	2%
Motorbike or scooter	7%	0%	0%	1%	2%	87%	1%	0%	0%	0%	1%

Source: Go Get Car Share surveys (2011)

Although the figure above indicates the likelihood of a car share member using different modes of transport, it is insufficient to gauge the extent of use of different modes of transport. The survey responses in Table 3 fill this gap. Excluding the not applicable category, there is significant concentration of responses indicating that walking, cycling, bus and train modes are used once or more a week. Significantly, public transport use is more frequent. Light rail and ferry is used less frequently by member-respondents.

TABLE 3. AVERAGE FREQUENCY OF USE OF DIFFERENT MODES OF TRANSPORT

	Not Applicable	Less than once every two months	Once every two months	Once a month	Once a fortnight	Once or more a week
Go Get Car share	1%	14%	11%	23%	26%	24%
Other private vehicle	42%	17%	6%	19%	9%	20%
Motorbike or Scooter	87%	3%	0%	6%	2%	7%
Walking trips	2%	1%	1%	2%	3%	92%
Cycling trips	50%	9%	2%	11%	6%	28%
Bus	6%	11%	4%	15%	19%	48%
Train	4%	10%	7%	20%	19%	44%
Light Rail	44%	39%	6%	45%	4%	2%
Ferry	23%	49%	13%	68%	3%	1%

Source: Go Get Car Share surveys (2011)

1.5 SGS Approach

Following the inception meeting, SGS undertook a desktop research exercise to canvass the relevant costs and benefits of car share schemes. An assessment framework was drawn up after this to isolate which of these were legitimate costs and benefits from a social cost benefit analysis (CBA) perspective.

Having scoped the identified costs and benefits of car share schemes into an appropriate assessment framework, SGS reviewed and analysed the monthly statistics on Sydney car share scheme usage provided by Council (for the 2009-12 timeframe) and the results of the GoGet member car share scheme survey (from April 2010 and February 2012). These results have been presented above.

Based on these historic data and statistical techniques, SGS forecast usage (car share bays provision, membership and mode share splits of alternate modes of transport) 'with' and 'without' the provisioning of exclusive use car-share member parking bays.

Once determined these forecasts were used to populate the CBA framework and performance measures (benefit cost ratio (BCR), net present value (NPV)) were generated. Checks were also performed to determine the sensitivity of results to the assumptions made. A qualitative description was provided for those benefits which were unable to be quantified.

Having monetised the society wide costs and benefits, a distributional/ equity analysis was undertaken to identify the spread of costs and benefits across relevant stakeholders.

1.6 SGS Report Structure

This report is organised as follows:

TABLE 4. REPORT STRUCTURE

Section	Description
2	This section reviews the available literature to scope possible costs and benefits of car share schemes. It then takes a strict cost benefit analysis approach to isolate legitimate costs and benefits that arise in moving from the Base Case (doing nothing) to the Project Case Scenario (exclusive use car share bay provisioning), which collectively form the evaluation framework.
3	This section details how car share membership is forecast to grow given the continued growth of provisioning of exclusive use car share bays. It then goes onto forecast changes in the activities of car share members, before providing details of some of the key monetisation assumptions invoked.
4	This section presents the results of the CBA, generating project performance measures. It also presents the results of sensitivity testing and the distributional analysis, before making some broad conclusions about the project's merit.

2 CAR SHARE - COSTS & BENEFITS

SECTION OVERVIEW

This section reviews the available literature to scope possible costs and benefits of car share schemes. It then takes a strict cost benefit analysis approach to isolate legitimate costs and benefits that arise in moving from the Base Case (doing nothing) to the Project Case Scenario (exclusive use car share bay provisioning), which collectively form the evaluation framework.

2.1 Introduction

Despite car sharing being a relatively new urban mode of transportation, a considerable body of research on results of implementing car sharing programs is available. This research has typically concentrated on provision of car sharing services for residential neighbourhoods, organisations, commuters and college campuses.

The international survey by Shaheen and Cohen (2007) identified that 'neighbourhood residential' was the predominant car sharing market in the majority of countries, followed by 'business'; exceptions were Austria, Japan and Sweden with business as their largest market. University-based demand for car sharing services has also been growing internationally (Zheng et al 2009). Fewer studies on car sharing for tourists have been undertaken, although there is also a market for these services (May et al 2008).

Despite the wide range of available literature on car sharing, the existing evidence to support car sharing costs and benefits has not been sufficiently comprehensive or objective (Costain et al 2012, Shaheen et al 2003). A significant number of studies on the impacts of car sharing have been based on small sample surveys, applied methods that are largely inconsistent, or conducted by operators themselves or other advocates with a strong interest in promoting car sharing (Transportation Research Board 2005).

The following sections scan the literature to develop an exhaustive list of identified costs and benefits of providing dedicated spaces for shared vehicles. The assessment framework navigates through this list to identify welfare contributions which have a rightful place in a CBA.

2.2 Costs and Benefits of Car Sharing

Previous studies have identified an array of costs and benefits that are conferred by car sharing. These are summarised in Table 5 overleaf and discussed separately. The summary is structured so as to capture costs and benefits to relevant stakeholder groups.

According to Bergmeier, the success of a car sharing business is largely dependent on its location, clients, the interests of various stakeholder groups and partners, its relationship to public transport and road networks, as well as the more technical aspects of its operations (Bergmeier et al 2004: 5).

Most public support provided to car sharing comes from the interest of mitigating transportation-related problems, including traffic congestion, air pollution and parking shortages. In some cases support to car sharing has also been provided to address social disadvantage, such as expanding the mobility options available to the poor (Shaheen et al 2003).

Various academic works (Cohen et al 2008; Huwer 2003; Katsev 2003, May et al 2008) have identified that car sharing schemes almost entirely remove the fixed cost associated with auto transport (e.g. purchase, vehicle

registration, insurance) or reduce costs compared with public transport, taxi or car hire; hence car travel is more affordable for occasional drivers. Firms (as business customers) benefit by not having to devote investment into the sunk costs of automobiles. Moreover, promoting car sharing minimises the need for car parking spaces, with the potential to enable more land to be used for higher order activities.

A key element then to the potential growth of car sharing is its ability to provide cost savings to those who opt for it in favour of vehicle ownership.

Results of several empirical surveys confirm this. For example, the results of a North American car sharing member survey (Martin et al 2010) showed that car share members reduced their vehicle holdings to a degree that is statistically significant. The average number of vehicles per household of the sample dropped from 0.47 to 0.24; most of this shift constituted one car households becoming carless. The analysis also suggested that car sharing had taken 9 to 13 vehicles off the road for each car sharing vehicle. Another study in San Francisco, California showed that two years into the introduction of City CarShare, nearly 30% of members had disposed of one or more cars, and two-thirds stated that they opted not to purchase another car (Cervero and Tsai 2004). Other studies using data from Europe and North America have found that on average, 21% of car sharing members sell their main or second hand car and 34% forgo the purchase of a car altogether.⁵

Because car sharing provides for a population segment with enhanced accessibility and mobility, it could play an important role in providing a seamless, integrated transportation service. More importantly, car sharing provides for an alternate means of transport thereby providing more transport options to residents and businesses of the serviced area. Research in Canada by Costain et al (2012), on the behaviour of car share members in Toronto, showed that car sharing was most often used for off-peak travel or on weekends, i.e. when public transit services are poor and traffic congestion is low.

Car sharing has also been viewed as a way to reduce the environmental impacts of urban transportation. The associated economic and environmental benefits are seen in reduced vehicle kilometres, increased average speeds and savings in fuel, accidents and emissions (see for example, Fellows & Pitfield 2000, Frinkorn & Muller 2011).

Car share members also tend to make fewer trips by car after becoming active in car sharing and their total mileage driven also decreases. The research in North America showed a 27% decline in the observed vehicle kilometres travelled (VKT) per year due to car sharing (Martin & Shaheen 2011). Because car share vehicles tend to be small and fuel-efficient, per capita gasoline consumption and greenhouse gas emissions among members also appear to go down (Cervero and Tsai 2004). The fixed costs of owning a vehicle are substituted by a slightly higher variable or 'marginal' cost of becoming a member of a car share scheme. This higher variable cost acts as an increased economic disincentive to travel by car; every trip resulting in fewer vehicle kilometres travelled - thereby reducing greenhouse gas emissions.

By requiring conscious decisions regarding transport, car sharing may encourage greater use of public transport. In this regard, a research project in Germany showed that car sharing is suitable as a supplement to public transport (Huwer 2004).

Car share members are also encouraged to walk/ cycle more, i.e. lead a more active lifestyle after becoming members.

⁵ City of Melbourne, Car Sharing Research. Final Report. September 2010. Prepared by GHD.

TABLE 5. CAR SHARING POTENTIAL COSTS AND BENEFITS – LITERATURE REVIEW

Stakeholders	Potential benefits	Potential costs
Car sharing companies	<ul style="list-style-type: none"> • Business surplus (profit) made from memberships and hires. • Contribution to promoting sustainability and corporate citizenship. 	<ul style="list-style-type: none"> • Capital and operational/ maintenance costs of owning shared cars, including cost of purchase, marketing, education & research, production and installation of signage, marking and maintenance, and other incidentals.
Members of car sharing companies (residents and businesses)	<ul style="list-style-type: none"> • Reduced capital and operational/ maintenance expense of maintaining a private vehicle. • Business savings due to reduced size of vehicle fleets. • Improved equity by providing car access for people who cannot afford or do not want to own a car, i.e. improved mobility/accessibility. • Increased choice of modes of transport to access travel destinations. • Reduced parking congestion and consequently time due to allocated parking spaces for shared cars. • Health benefits resulting from more walking and cycling. • Freedom of responsibility from vehicle ownership and maintenance. 	<ul style="list-style-type: none"> • Membership and hire fees of car sharing services. • Not immediate access to a car, as what comes with vehicle ownership, particularly for those who do not live within easy walking distance of a car-sharing location. • Car sharing hurdles: need to plan trips in advance and deal with some 'paperwork' for every trip, need to leave the car in clean conditions, worry about and getting the car back on time.
Local government	<ul style="list-style-type: none"> • Reduced costs as a result of the reduced need to provide new public parking for private vehicles. • Recovered fee from car share bay conversion. • Car sharing as a strategy for climate-change mitigation and to reflect environmental goals. 	<ul style="list-style-type: none"> • Costs associated with research and planning that help to institutionalise car sharing. • Costs associated with car sharing parking allocation, e.g. parking designation, signage, installation and maintenance. • Foregone parking fees from displaced private vehicle parking. • Marketing, public awareness campaigns and other activities to raise public support and awareness for car sharing. • Other support provided to car sharing providers, for e.g. administrative assistance, financial support etc.
Car manufacturers	<ul style="list-style-type: none"> • Potential niche market for increased sales of vehicles. • Product differentiation that could benefit company's brand value. • Testing or promoting novel products in a niche market. 	<ul style="list-style-type: none"> • Overall lower demand for new cars from private individuals/ businesses.
Wider community	<ul style="list-style-type: none"> • Reduced road congestion and resulting travel time savings. • Reduction in road accidents due to decreased car use. • Reduced parking needs and improved availability of parking. • Reduced GHG emissions and other air pollutions due to reduced vehicle kilometres, use of fuel-efficient or zero emission vehicles, use of smaller cars and reduced vehicle manufacturing. • More compact development and better urban design due to reduced demand for parking in new or existing developments and transit oriented development. 	<ul style="list-style-type: none"> • None identified

Source: Compiled by SGS, 2012.

2.3 Assessment Framework

Cost benefit analysis (CBA) is the preferred tool of Australian governments for assessing whether an investment will be or has been worthwhile, taking into account economic, social and environmental considerations.

The strengths of a CBA lie in its attempt to quantify and monetise, wherever possible, relevant costs and benefits. It subsequently contrasts monetised costs and benefits over the life of the investment using discounted cash flow analyses. This ensures that future costs and benefits are directly comparable in present day dollar terms.

CBA uses the concept of 'opportunity cost', which reflects the value of resources due to their scarcity and their demand elsewhere in the economy. For instance, the savings due to deferred car purchases by car share members do not represent a loss to society, but a saving of resources that can be deployed elsewhere in productive uses.

Some costs and benefits mentioned above in Table 5 are transfer effects (i.e. a transfer of resources from one stakeholder to another), and consequently, should not be included in the CBA. This is because CBA takes a society wide perspective, including costs and benefits that accrue to the community as a whole, not transfers of wealth between individuals/ entities.

Furthermore, some of these identified costs and benefits in Table 5 are private transactions, which yield a surplus to all parties involved, and which would be assessed by private car share providers and members prior to entering into the transactions. That is, for all parties involved, the private benefits outweigh the costs, and therefore the transactions can be safely excluded from the analysis, recognising that if they were included, the net private benefits would act in favour of the investment being tested. In the adopted CBA framework, only public and external costs and benefits are included.

Finally, convention has it that the CBA framework needs to be applied in a marginal (or incremental) way, recognising that even under a do nothing scenario some costs and benefits arise. Therefore it is important to assess how the suite of costs and benefits between scenarios compare. To enable this, the Base Case (or do nothing) and Project Case scenarios have been specified as follows.

Base Case ('Do Nothing') Scenario

The Base Case is where Council does not provide any on-street car share bays within its jurisdictional boundaries for exclusive use by car share companies/ members.

Under this scenario, growth in car ownership, traffic congestion, GHG emissions and household preference for transport modes is anticipated to continue on its natural course, as it did before January 2009. In short, the Base Case represents business as usual.

Project Case Scenario

The Project Case is where Council dedicates on-street car share spaces for exclusive use by car share scheme providers.

Since January 2009, Council has provided approximately 10 car share spaces each month. This rate of re-purposing is expected to continue into the future.

As shown in Section 1, a strong correlation exists between car share membership and on-street car share bay provisioning. Historical data indicates that the average number of members per bay has stabilised at ~21.

SGS has used an econometric model to forecast future membership based on the annual estimated provision of exclusive use on-street car share bays. More details on the forecasts are provided in Section 3. In a nutshell, it is anticipated that after 2012, each additional space will result in 22 additional members (13 residents and 5 businesses). By 2023, it is estimated that there will be approximately 1,750 dedicated on-street car share bays and approximately 39,000 members (including ~24,000 resident members and ~15,000 commercial members). These estimates suggest that by 2023, the ratio of members to on-street car share bays would be a shade above currently observable levels, i.e. 22.

Marginal Costs & Benefits

The marginal costs and benefits of moving from the Base Case to the Project Case are shown In Table 6. As discussed earlier, this table excludes transfer effects and private transactions in which all parties benefit.

TABLE 6. MARGINAL COSTS & BENEFITS OF REPURPOSING ON-STREET CAR PARKING

Relevant Party	Costs	Description
City of Sydney	Planning & administration costs	Costs of planning for the conversion of on street parking bays to exclusive use car share spaces.
	Conversion costs	Costs of converting existing on street parking bays to exclusive use car share spaces.
	Foregone parking revenue	Loss in parking revenues from otherwise paid on street parking bays (i.e. the opportunity cost of dedicated bays).
Wider community	Increased congestion on public transport	Nuisance costs of increased congestion, as car share members substitute private car use with other modes, particularly public transport.
Relevant Party	Benefits	Description
Car share members	Deferral of car purchase savings	Annual savings to City members as car purchasing is deferred.
	Reduction in parking time	Relative availability of car spaces increase, as resident members defer car purchasing and reduce demands on 'on-street' car parks.
	Health benefits	Health cost savings as resident members opt for more walking/ cycling and consequently lead a more active lifestyle.
	Improved transport choice	Some lower-income resident members enjoy improved transport options, as private vehicle use becomes more affordable through car sharing.
Wider community	Reduced travel time on roads	Resident members defer car purchasing and substitute other modes of transport, including public transport. Consequently, road congestion declines.
	Reduced travel externalities	Due to the lower number of cars on the road, travel related externalities reduce. This includes reduced pollution, noise, GHG emissions, traffic accidents, etc.

Source: SGS Economics & Planning

Note: Private transactions and transfer effects excluded.

3 FORECASTING & VALUATION ASSUMPTIONS

SECTION OVERVIEW

This section details how car share membership is forecast to grow given the continued growth of provisioning of exclusive use car share bays. It then goes onto forecast changes in the activities of car share members, before providing details of some of the key monetisation assumptions invoked.

3.1 Usage Forecasts

Estimates of On-Street Car Share Bays

Since January 2009, Council has provided approximately 10 car share bays each month. This rate of re-purposing is expected to continue into the future. That is, it is assumed that 10 additional car share bays will be provided monthly (i.e. 120 annually). These additional bays will be used by both resident (household) and business car share members.

Resident Membership Projections

SGS has used an econometric model (regression equation) to forecast resident membership based on the estimated provision of on-street car share bays. It was assumed that demand for resident membership is supply driven⁶.

The following regression equation (based on appropriate specification tests) was used:

$$\text{Resident members}_t = \text{constant term} + a \times \text{resident members}_{t-1} + b \times \text{car share bays}_t$$

This regression equation suggests that the number of resident members in period t is based on the number of resident members in the previous period (t-1) and the total number of dedicated on-street car share bays in that period. The lagged term of resident members (i.e. the number of resident members in the previous period) can be understood as the word-of-mouth effect that the previous period's members have on the current period's membership.

The above model was used to produce a rolling forecast of monthly resident membership which was converted to annual projections⁷. The estimated regression equation is shown below:

$$\text{Resident members}_t = 455.87 + 0.657 \times \text{Resident members}_{t-1} + 4.367 \times \text{Total Car Share spaces}_t$$

Following is an example of how the equation is used to predict resident membership for June 2012.

$$\text{Resident members}_{\text{June 2012}} = 455.87 + 0.657 \times 6124_{\text{May 2012}} + 4.367 \times 402_{\text{June 2012}} = 6240$$

⁶ A regression model was used to forecast resident membership levels. The explanatory power of the model, reflected in estimated R square (coefficient of determination), was 96% indicating that the explanatory model used successfully explained 96% of variation in the resident membership base.

⁷ Each year ends in December.

In the above equation, 6,124 is the number of members in May 2012 (the previous month), and 402 on-street bays (392 in May 2012 +10 additional spaces provided in the current month) refers to the total bays in June 2012. The model predicts that membership for June 2012 would be 6,240, which is 116 above the previous month's membership. This process is repeated for each month to derive annual figures. By 2023 it is estimated that there would be 23,833 resident members.

The estimated regression model suggests that from 2013 onwards, 1,530 additional residents of the LGA will become members of a car share provider annually, i.e. an annual increase of approximately 13 resident-members for each additional bay provided.⁸

Business Membership Projections

Similar to the process followed for estimating residential membership, business membership projections were also made using an econometric model which forecast membership based on the estimated provision of car share bays.

The following regression equation (based on appropriate specification tests) was used:

$$\text{Business members}_t = \text{constant term} + a \times \text{resident members}_{t-1} + b \times \text{car share bays}_t$$

Like with resident membership, this regression equation suggests that the number of business members in period t is based on the number of car share bays provided and membership counts in the previous period.

The above model was used to produce a rolling forecast of monthly business membership which was converted to annual projections. The estimated regression equation, based on the augmented dataset, is shown below:

$$\text{Business members}_t = -436.92 + 0.477 \times \text{Business members}_{t-1} + 4.669 \times \text{Total Car Share spaces}_t$$

The following is an example of how the equation is used to predict business membership for June 2012.

$$\text{Business members}_{\text{June 2012}} = -436.92 + 0.477 \times 2,637_{\text{May 2012}} + 4.669 \times 402_{\text{June 2012}} = 2698$$

In the above equation, 2,637 is the number of members in May 2012 (the previous month), and 402 spaces (392 in May 2012 +10 additional spaces provided in the current month) is the total number of bays in June 2012. The model predicts that membership for June 2012 would be 2,698 which is 61 more than the previous month's membership. This process is repeated for each month to derive annual figures. By 2023 it is estimated that there would be 14,994 business members.

The estimated model suggests that, from 2013 onwards, 1,071 additional businesses within the City will become members of a car share provider annually, i.e. an annual increase of approximately 9 business-members for each additional on-street bay provided.

The forecasts are summarised in Figure 6 overleaf, which shows actual (solid line) and projected (dotted line) business and resident membership (left axis) and car share bay provisioning (right axis).

Detailed data on annual estimated resident and business membership rates and on-street car bay provision is shown in the appendix.

In total, 39,000 resident households and businesses in the Council are likely to be members of a car share provider by 2023, representing a ratio of 22.5 members per car share vehicle. This ratio is in fact expected to remain stable at currently observable levels. According to the Council, car share operators need at least around 20 members per vehicle to be commercially viable. Some reach over 40, such as in New York. GoGet started at around 18 members per car and has been stable for a while at around 22.5.

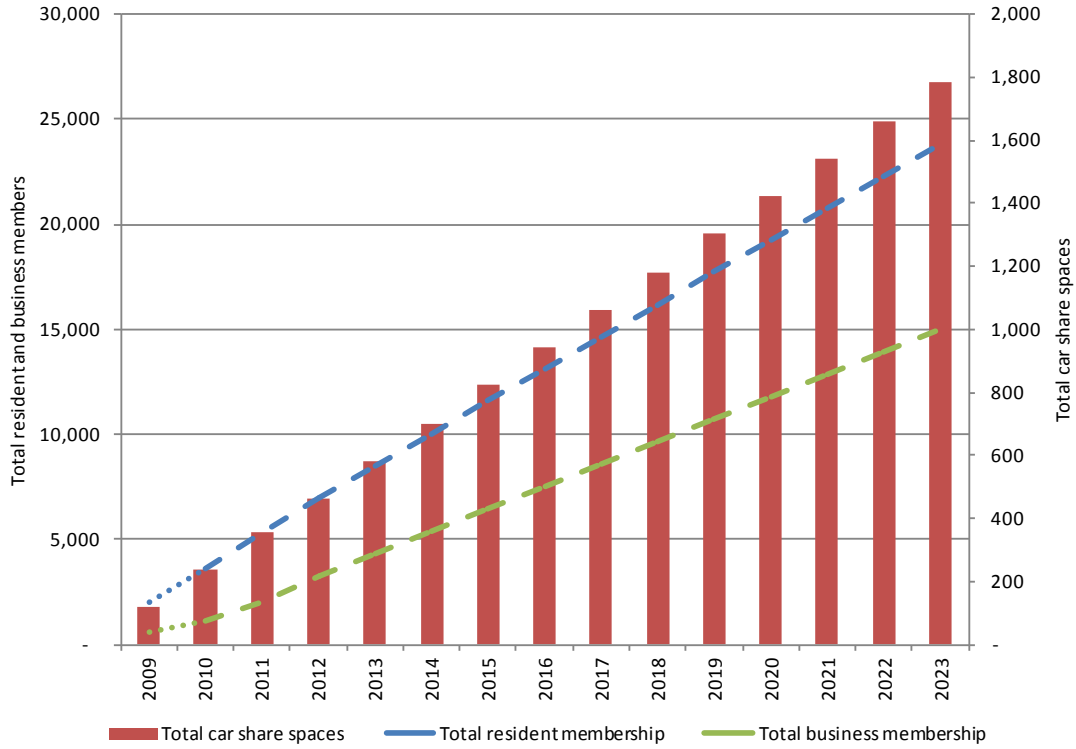
While it may be argued that membership rates may not remain as high but it noted that car share operators are likely to target new areas rather than over saturate neighbourhoods in which they have a presence. There are still

⁸ Data on resident membership due to on-street car share bays from January 2009 to September 2010 was interpolated using the ratio of total GoGet members and total GoGet vehicles and total on-street car share bays.

neighbourhoods such as Glebe and Waterloo that have a relatively low proportion of car share bays (compared to Potts Point for example).

At this rate, the Council would have achieved its target of 10% of the City households being members of a car share provider ahead of schedule, i.e. by 2014.

FIGURE 6. MEMBERSHIP AND CAR SHARE SPACE PROJECTION



Source: SGS (2012)

Reduction in private car ownership

The GoGet survey data examined in Section 1 shows that 62% of resident member respondents and 60% of business member respondents deferred the purchase of a car since becoming GoGet members in 2011. These data formed the basis for SGS to project the reduction in the number of vehicles due to the re-purposing of on-street car bays. In effect, the assumption implies that resident and business members in the future will be similar in profile to 2011 survey respondents.

It is also assumed that the deferring behaviour is constant over time, i.e. the share of members who defer car purchase remains unchanged over time. This assumption is of great significance to the underlying results reported in this study and is explored further in the sensitivity analysis where two of the five alternative tested scenarios relax the assumption of no diminishing returns in deferring car purchase. These alternative scenarios test for the results when members who defer car purchase is reduced by half (separately) and where residents who are members and members who defer car purchase are reduced by half (combined). The performance results when testing these alternate scenarios decline markedly, though still remain at robust levels.

Furthermore, it is assumed that a member who makes the choice to defer purchasing a private vehicle does not reverse their decision in the time frame of the analysis.

In addition, the analysis is City-wide and does not account for the variability of demand and current supply of spaces within each suburb. For instance, one additional car share bay in a suburb which currently has a high number of car share bays is unlikely to induce a further reduction in the number of private cars, as the substitutability between a

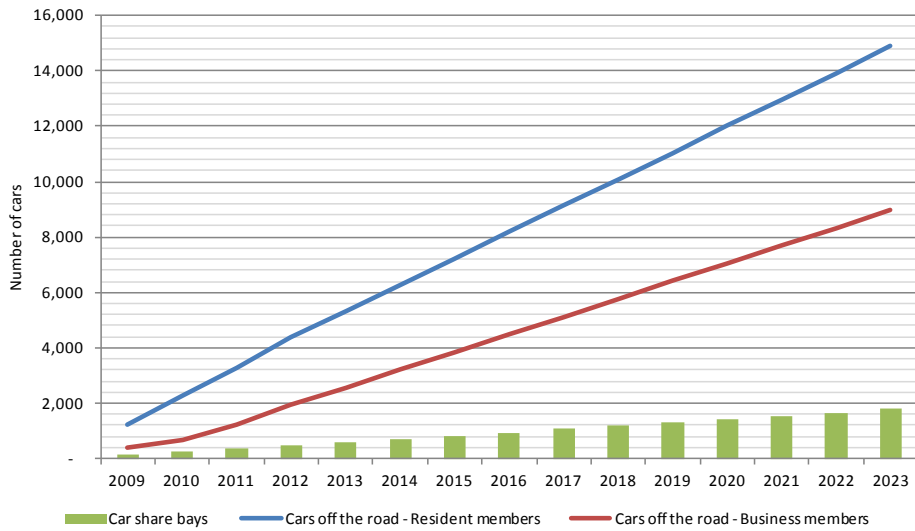
shared car and a private car is likely to be exhausted. Persons that continue to own a private car in areas with high shared cars are likely to do so due to exogenous factors (e.g. high level of convenience required) and are unlikely to be influenced by additional car share spaces.

It is important to note here that projections of deferred car purchasing are based solely on the survey sample response rate and the unconditional mean of the survey sample (i.e. without stratifying data in any category). It is likely that controlling for a variety of factors (and consequently deriving their conditional mean) may result in a different set of forecasts⁹.

The results show that, from 2013 onwards, there would be 955 fewer additional cars due to resident members and 641 fewer additional cars due to business members each year. Assuming that the share of new members deferring the purchase of a car does not change over time, this implies a gross reduction of 13 additional private cars per annum per additional car share bay. However, one additional shared car will be provided for each bay too. Consequently, the net reduction in cars would be 12 cars per annum per additional car share bay.

The following figure shows the estimated number of cars off the road and the number of car share bays provided annually.

FIGURE 7. ESTIMATED REDUCTION IN PRIVATE CARS



Source: SGS (2012) based on Go Get survey 2011 response

⁹ Testing for the statistical significance (using discrete choice regression models such as Probit and Logit) of the conditional mean of the responses was explored in the course of this analysis but the structure of the data (and questions) was unsuitable for regression analysis.

Key results based on these assumptions are summarised in the table below.

TABLE 7 KEY RESULTS BASED ON ASSUMPTIONS

	2012	2016	2023
Resident members who defer car purchase		60%	
Business members who defer car purchase		62%	
Cars off the road per car share vehicle	13.6	13.5	13.4
Members to car share bays	22.1	21.9	21.8
Share of LGA households that are car share members	7%	13%	22%

3.2 Key Monetisation Assumptions

Deferred Car Purchase Savings

When estimating resource savings due to car deferring decisions by households and businesses, a Toyota Yaris was considered as a representative vehicle, i.e. it was assumed that Toyota Yaris would have been the chosen car for households and businesses, had they not deferred the car purchase.

It was further assumed that of all households who defer car purchase, half would have deferred purchasing a brand new vehicle and the other half would have deferred purchasing a second-hand vehicle.¹⁰

The cost of purchasing a brand new Toyota Yaris was sourced from the GoGet website at \$19,500 and was broadly consistent with the retail price on the market.

The annualised cost of purchasing a used Toyota Yaris was estimated by SGS from the carsales website at \$10,000¹¹.

The cost of purchasing a new and a used car was converted into an annualised value and it was assumed that each resident would have paid off the annualised value over a period of five years¹².

Estimated Change in Carbon Emissions

When monetising carbon emission savings due to car share members substituting private modes of transport with more sustainable modes of transport (public transport and walking), SGS estimated the change in vehicle kilometres travelled (VKT) by car share members.

The estimation is based on responses to the GoGet survey in 2011, which asked respondents to report on the extent of use of different modes of transport since becoming car share members.

Residents of the City, who do not become a car share scheme member, were assumed to maintain the 'average' resident transport patterns (kilometres travelled) on different transport modes, as per the BTS household travel survey.

The share of responses in each likelihood category (more or less likely) from the GoGet survey was applied to the average distance travelled by a City resident to derive a weighted average kilometre travelled by a car share member using different modes of transport, i.e. private car, public transport, walking. The share of responses was used as weights in this estimation.

¹⁰ While statistics on sales of new and old cars are not available, data from ABS suggests that of total registered vehicles in NSW as of 2010, nearly half were manufactured before 2005 and a similar proportion were manufactured post 2006. This reflects that nearly 50% of the state households own a vehicle bought over five years ago and an equal proportion own a vehicle bought within the last two to three years.

¹¹ This was for a 2007 TOYOTA Yaris NCP90R YR model and was the lowest price on the database on June 7, 2012

¹² Note that interest payments were not considered for simplicity.

The following equation shows the calculation of the weighted average change¹³ in kilometres per member per day, where the rank represents SGS's conversion of the likelihood into a relative score:

Weighted average change for mode m per member per day = $\sum_i \text{rank score}_i \times \text{LGA average per person per day}_m \times \text{weight}_{m,i}$, where m is a given mode and i refers to each frequency category.

By way of example to explain the above equation, the GoGet survey shows that 12% of total respondents use a car 20% more since joining GoGet. The weight (i.e. 12%) is multiplied by the rank score of +0.2 (i.e. 20%) and the average distance travelled by car (7 kms) for a City resident per day, resulting in the additional 0.16 kilometres travelled by car share members per day. Repeating this exercise for each weight, rank and frequency category (i) and taking the sum for all categories results in the weighted average change in kilometres per member per day of -0.2 kilometres.

Table 7 shows the estimates for each mode of transport. Results indicate that, relative to the City average, private car usage will decrease by approximately 45 kms per member per year, whereas public transport usage and walking will increase by 22.9 kms and 45.7 kms per member per year respectively.

TABLE 8. WEIGHTED AVERAGE CHANGE IN KMS PER MEMBER

Likelihood of usage (GoGet Survey 2012)	SGS Estimated Rank score based on likelihood of usage	Distribution of change in kilometres travelled per person per day by mode (weight*rank score*KMs per person per day LGA average)		
		A car (GoGet or other private car)	Public transport	Walking
100% less	-1	-0.53	-0.03	0.00
80% less	-0.8	-0.44	-0.01	0.00
60% less	-0.6	-0.27	-0.04	-0.01
40% less	-0.4	-0.19	-0.06	-0.01
20% less	-0.2	-0.13	-0.12	-0.01
The same	0	0.00	0.00	0.00
20% more	0.2	0.16	0.05	0.03
40% more	0.4	0.22	0.08	0.04
60% more	0.6	0.22	0.09	0.05
80% more	0.8	0.18	0.07	0.03
+100% more	1	0.56	0.06	0.05
KMs per person per day (LGA average) (BTS 2009)		7.0	3.9	1.8
Weighted average change in KMs per member per day (GoGet member)		-0.2	0.1	0.2
Weighted average change in KMs per member per annum (GoGet member)		-45.0	22.9	45.7

Source: BTS (2009), Go Get Survey (2011) and SGS calculations

It was assumed that annually (52 weeks), public transport and walking is used six days a week by a City resident/business employee whereas a car is used five days of the week (i.e. separately). Consequently, the per-day weighted average figures were converted to per-annum figures based on the following usage assumptions:

- A shared car/ private car: 260 days per annum per member
- Public transport: 312 days per annum per member
- Walking: 312 days per annum per member

¹³ Given that the defined rank score ranges from +1 to -1 with 0 corresponding to unchanged frequency of usage, the resulting weighted average can be interpreted as the change in mode usage compared to the LGA average.

Estimated Change in Physical Activity

When monetising health benefits due to car share members substituting private modes of transport with more walking, SGS estimated the change in the time devoted to walking by car share members.

The estimation is based on responses to the GoGet survey in 2011, which asked respondents to report the extent of use of different modes of transport since becoming car share members. In essence, this process is very similar to the one used to derive estimated reduction in carbon emissions described above. The only difference in this case is that, instead of deriving the change in distance travelled of a car share member relative to an average LGA resident, this analysis estimates the change in travel time for a car share member relative to an average LGA resident (sourced from BTS).

Table 8 shows the average time travelled by mode in the LGA and change (increase or decrease) in time travelled by a car share member relative to the LGA average. The results indicate that a car share member spends 62 additional minutes walking (per annum) compared to a non-member City resident. Only walking is considered as physical activity. Time travelled by other modes is only reported for consistency.

TABLE 9. MODE SHARE CHANGE: MINUTES

Mode	Minutes per person per day (LGA) ¹⁴ (BTS 2009 and 2010)	Weighted average change in minutes per member per annum
A car (Go Get or other private car)	17.05	-109
Public transport	9.60	56
Walking	2.49	62

Source: Based on BTS (2009), (2010) and Go Get survey (2011), SGS calculations.

Estimated Change in Parking Time

SGS estimated that a proportion of resident households (based on cars off the road – refer footnote 13 on page 19) save 1 minute each day looking for parking because of the availability of more on street parking spaces relative to cars. This reflects the fact that cars are taken off the road by car share membership, reducing overall demand levels for on street spaces (non-shared spaces).

The daily benefit was converted to an annual value assuming 260 days per annum (which is consistent with the usage assumptions for estimated change in carbon emissions) when a car is parked.

¹⁴ Note that this is derived as follows: trip per person in Sydney LGA by mode x minutes per trip in Sydney SD by mode. Sydney SD travel duration is used since LGA data is not available.

3.3 Key Monetisation Values

The following tables show the key units of value and the calculations applied to assess marginal costs and benefits, given the aforementioned forecast of usage.

TABLE 10. COST ASSUMPTIONS AND CALCULATIONS

Cost assumption	Unit of Measurement	Amount per unit	Source	Calculation
Cost of planning for on-street car share bays	Wage p.a.	\$25,786 (0.25 FTE of a Band 7 employee across the Council Access & Transport Strategy and Traffic Operations)	Council	\$25,786 per annum
Cost of re-purposing spaces to on-street car share bays	Per space	\$889	Council	\$889 × Additional spaces per annum (once off costs of re-purposing)
Parking revenue loss from car share spaces	Per space p.a	\$1,356 ¹⁵	Weighted average based on Council advice	\$1,356 × Cumulative spaces per annum

Source: SGS (2012)

¹⁵ See appendix for a breakdown by tariff area. Currently, 24% of car share spaces are in the tariff areas and the remaining car share spaces are located outside tariff areas. We assume that the current distribution of car share spaces would continue into the future and that there will be no expansion of tariff areas over the timeframe of this analysis.

TABLE 11. BENEFIT ASSUMPTIONS AND CALCULATIONS

Benefit assumptions	Unit of measurement	Amount	Source	Calculation
Resident members who defer car purchase	Share of total resident members	62%	GoGet survey 2011	$0.62 \times \text{Total additional resident members per annum} \times \text{Cost saving of car purchase}$
Business members who defer car purchase	Share of total Business members	60%	GoGet survey 2011	$0.60 \times \text{Total additional business members per annum} \times \text{Cost saving of car purchase}$
Savings from deferred car purchase	Per car.	\$2,950 p.a. for five years	GoGet and carsales websites	$\text{Cars off the road} \times \text{annualised value of a car}$
Health benefit due to walking	\$ per hour p.a.	\$3.02	Trubka, R., Newman, P., & Bilsborough, D. (2009)	$\$3.02 \times \text{additional minutes of walking per person per annum} \times \text{Total members per annum}$
Carbon emissions saved due to reduction in car use (either Car Share or private car)	Per Vehicle kilometre travelled (VKT)	\$1.00	Australian Transport Council	$\$1.00 \times \text{change in vehicle kilometres travelled by car per member per annum} \times \text{Total members per annum}$
Reduced time to find parking	Minutes per annum per car taken off road	260	SGS assumption	$1 \text{ minute saved per day} \times 260 \text{ days per annum}$
Reduced cost of finding parking ¹⁶ (per minute)	\$ per minute	\$0.18	Australian Transport Council	$\$0.18 \times \text{reduced time to find parking} \times \text{Cars off the road}$

*it was assumed that 50% of the members (both resident and commercial) purchase a new car and the remainder purchase a used car.

Source: SGS (2012)

¹⁶ This assumes that for each vehicle off the road (due to a car share member deferring purchase), one vehicle remaining on the road would spend one less minute per day looking for parking. That is, we assume a 1:1 relationship between a deferred car and a remaining car, when calculating the reduced time to find parking.

4 PERFORMANCE RESULTS

SECTION OVERVIEW

This section presents the results of the CBA, generating project performance measures. It also presents the results of sensitivity testing and the distributional analysis, before making some broad conclusions about the project's merit.

4.1 Performance Measured Generated

The performance measures generated by the application of the CBA framework are provided in the table below.

TABLE 12. PERFORMANCE MEASURES (2009-23 TIMEFRAME)

Relevant Party	Costs	Present Value (PV)
City of Sydney	Planning & administration costs	\$0.23 million
	Conversion costs	\$0.96 million
	Foregone parking revenue	\$9.85 million
Wider community	Increased congestion on public transport	Not quantified
Total Costs		\$11.05 million
Relevant Party	Benefits	
Car share members	Deferral of car purchase savings	\$171.86 million
	Reduction in parking time	\$2.82 million
	Health benefits	\$29.44 million
	Improved transport choice	Not quantified
Wider community	Reduced travel time on roads	Not quantified
	Reduced travel externalities	\$13.02 million
Total Benefits		\$214.31 million
Net Present Value (NPV) (7% real discount rate)		\$203.26 million
Benefit Cost Ratio (BCR)		19.40

As is evident in the table, the net present value of the Project Scenario is \$203.26 million, which represents a significant return on community capital. Benefits outweigh costs by a factor of 19.

The majority of benefits relate to the cost saving associated with deferring car purchases. On its own, the cost saving from this (\$171.86 million) outweighs the costs of the project. Health benefits associated with increased walking is also a key benefit.

Altering the timeframe of analysis does not bring about a material change in results either (results reported in Table 13 overleaf). The BCR is highest for the shorter timeframes because growth in membership peaks at 2012 with consequent growth in benefits not being as high. On the other hand, costs of provision are not as high in the initial periods of the analysis with costs of foregone parking revenue rising over time as more on-street car spaces are lost to exclusive car share bay use.

TABLE 13. CBA RESULTS (DIFFERENT TIMEFRAMES OF ANALYSIS)

	2009-12	2009-18	2009-23
PV Total Costs (\$ mn)	\$1.7	\$6.4	\$11.0
PV Total Benefits (\$ mn)	\$42	\$147	\$214
NPV (\$ mn)	\$41	\$140	\$203
BCR	24.4	22.7	19.4

4.2 Un-quantified Items

Also evident in Table 11 is the fact that three items in the framework have not been quantified, including:

- Increased congestion on public transport, as car share members substitute private car use with public transport usage.
- Improved transport choice offered to lower-income resident members, as private vehicle use becomes more affordable through car sharing. This is an element of consumer surplus, which is part of a private transaction (i.e. improved choice is one of the benefits paid for by lower income car share members); however there may be significant public benefit conferred as a consequence.
- Reduced travel time on roads, as resident members defer car purchasing and substitute other modes of transport, enabling road congestion to decline.

The combined effects of these un-quantified items is unlikely to be material to the results of the analysis, as it is likely that the costs imposed on existing public transport users would be offset by the benefits conferred on road users.

4.3 Sensitivity Tests

The performance results have been estimated using plausible assumptions. SGS has taken steps to test the robustness of these assumptions and has presented a sensitivity analysis to this end. Five alternative scenarios were tested. These scenarios are shown below along with the basis of their selection:

- Scenario 1: Ratio of members to car share bays stabilises at 20.6. The ratio of members to car share bays as of Dec 2011 was 20.6. This scenario tests the results when this ratio remains constant rather than increasing to 21.8 by 2023, as assumed in the primary scenario reported above.
- Scenario 2: Ratio of City households that are members reaches 10% by 2016 and remains at that level, in line with Council's objective. This scenario tests the results when this objective is met as against an over-achievement which is predicted in the primary scenario reported above.
- Scenario 3: No additional car share bays provided beyond 2014.
- Scenario 4: Members who defer car purchasing:
 - 4a: Primary scenario assumption halved for all time periods
 - 4b: Primary scenario assumption halved by 2023.
- Scenario 5: Projected membership and members who defer car purchase both reduce by half. The assumptions of greatest significance on the performance measures are the assumed membership rates per dedicated bay (~22) and the rate at which members defer car purchases (~60%); both of these are assumed to experience no diminishing returns over the forecast period. Scenarios 4 and 5 test these rates by halving them, both separately and in a combined fashion.

The impact of these changes is material but the strength of the BCR is still noteworthy.

The key ratios derived using these scenarios are reported below in Table 14. Performance measures of the CBA of alternative scenarios are reported overleaf in Table 15.

TABLE 14. KEY RATIOS AT 2016 UNDER PRIMARY AND ALTERNATE SCENARIOS

	Primary Scenario	Scenario 1	Scenario 2	Scenario 3	Scenario 4a	Scenario 4b	Scenario 5
Resident members who defer a car purchase	62%	62%	62%	62%	31%	47%	31%
Business members who defer a car purchase	60%	60%	60%	60%	30%	45%	30%
Cars taken off the road per car share vehicle	13.4	12.7	11.4	13.8	6.7	12.3	3.4
Members to car share bays	21.9	20.6	18.7	22.4	21.9	21.9	10.9
City households that are car share members	13%	12%	10%	10%	13%	13%	6.5%

TABLE 15. SENSITIVITY ANALYSIS RESULTS (2009-23 TIMEFRAME)

	Primary Scenario	Scenario 1	Scenario 2	Scenario 3	Scenario 4a	Scenario 4b	Scenario 5
PV Total Costs (\$ mn)	\$11.0	\$11.0	\$11.0	\$7.3	\$11.0	\$11.0	\$11.0
PV Total Benefits (\$ mn)	\$214	\$204	\$162	\$128	\$126	\$193	\$63
NPV (\$ mn)	\$203	\$193	\$151	\$120	\$115	\$182	\$52
BCR	19.4	18.5	14.7	17.3	11.4	17.4	5.7
PV Total Costs (\$ mn)	\$11.0	\$11.0	\$11.0	\$7.3	\$11.0	\$11.0	\$11.0

4.4 Distributional Analysis

CBA takes a society wide approach, recognising that if the total benefits outweigh the costs then societal welfare, as a whole, improves with project delivery. Implicit in this approach is the assumption that either the costs and benefits are distributed evenly throughout society or, at least theoretically, it is possible to 'tax' the project beneficiaries and 'compensate' any geographic or demographic groups that are adversely affected by project implementation. Of course this is not always possible. Therefore, it is important that an understanding of the equity of the spread of costs and benefits is developed.

The table overleaf discusses the distribution of costs and benefits associated with moving from the Base Case towards the Project Case scenario. Included also are some relevant transfer, which fall outside of the scope of the CBA framework but which will occur if project implementation proceeds.

Mostly, the wider community and car share members stand to benefit from the project. There are also some benefits to car share operators. The majority of the costs of the project would be borne by Council, with some negative impacts also experienced by car manufacturers/ retailers and close substitutes to car share providers.

TABLE 16. DISTRIBUTIONAL (EQUITY) ANALYSIS

ITEM	COMMENTARY
Costs	
Planning & administration costs	Borne by Council.
Conversion costs	Borne by Council. From July 2012, costs of conversion may be borne by the provider.
Foregone parking revenue	Allocating parking spaces to car share results in a direct loss of parking revenue to Council.
Increased congestion on public transport	The mode share change analysis suggests increased use of public transport by car share members. This will impose some costs on the existing public transport users. Any triggered service enhancements needed to cope with this change would be funded by NSW Government and in turn NSW residents and public transport users.
Benefits	
Deferred car purchase savings	Approx. 60% of car share members (resident and business) are anticipated to defer the purchase of a private car. This is likely to result in significant savings for these members. Generated resources can be used for alternative purposes.
Reduction in parking time	City residents and (potentially, visitors) will find it easier to locate parking spaces, as the number of parking spaces relative to cars on the road increases.
Health benefits	This benefit would be primarily enjoyed by members. However, the public health cost savings will apply to all levels of government along with business, through increased worker productivity and fewer sick days.
Improved transport choice	This benefit applies to all car share members but would be enjoyed most by those with low incomes, who cannot afford a private vehicle under traditional ownership arrangements. This may flow through to wider public benefits as these individuals have access to opportunities that otherwise might not be available to them.
Reduced travel time on roads	This benefit flows to existing road users, particularly those that travel in or through the City of Sydney.
Reduced travel externalities	This benefit flows to road users and the broader community, as it includes reduced pollution, noise, GHG emissions, traffic accidents, etc. These externalities, under the Base Case, impose significant costs on the community.
Others	
Niche marketing opportunities for car manufacturers/ retailers	A larger car share market may enable car manufacturers to increase sales, test or promote novel products and further improve product differentiation to enhance brand value.
Reduced demand for cars (and custom for car manufacturers/ retailers)	The reduction in demand for cars may adversely impact car manufacturers and retailers.
Reduced demand for car share substitutes	Increased usage of car share services is likely to reduce demand for taxi and car hire businesses which are close substitutes. Offsetting this is the higher revenue won by car share operators.
Better urban design outcomes	Reduced demand for car parking is likely to result in better urban design outcomes which will benefit the City of Sydney residents, businesses and improve the perception of the Council in the eyes of constituent.
Membership tradeoffs	While a car share member will potentially enjoy significant savings associated with deferring a car purchase, the offer to members does involve trading off the convenience of owning a car with the higher variable costs (out of pocket plus other less tangible costs such as increased trip planning requirements) of sharing cars.

4.5 Conclusions

This study found that providing more on-street car share bays and consequently more shared vehicles in the City of Sydney would provide a range of benefits to car share members and the wider community, including:

- Annual savings to households as car purchasing is deferred;
- Reduction in parking time as relative availability of car spaces increases;
- Health benefits as resident members opt for more walking/ cycling and consequently lead a more active lifestyle;
- Improved transport choice as some lower-income resident members enjoy improved transport options;
- Reduced travel time and congestion on roads as members defer car purchasing and substitute other modes of transport, including public transport; and
- Reduced travel externalities including reduced pollution, noise, GHG emissions, traffic accidents, etc due to the lower number of cars on the road.

The study found that approximately 13 private cars would be taken off the road for each car share vehicle and approximately 22 members would share one car share vehicle by 2023. These results are consistent with the international literature which reveals that there are on average 23 members per car sharing vehicle and between 9 and 13 private vehicles are taken off the road per car sharing vehicle.

The analysis assumes that the provision of on-street car share bays in the City of Sydney will continue at current conversion levels. If 10 car share bays are converted on an ongoing basis and membership rates continue on their trend rate of growth, the City is expected to achieve its target of 10% of City households becoming members of a car share provider ahead of schedule. Even when no car share bays are provided beyond 2014, the City is expected to meet this target, but only as scheduled in 2016.

The performance measures generated by the quantitative analysis suggest that providing more on-street car share bays would yield significant society wide benefits compared to the costs of delivery. Inclusion of un-quantified costs and benefits are unlikely to materially impact this broad conclusion. Furthermore, the distribution of costs and benefits amongst stakeholder groups does not raise any particular alarms.

A number of alternative assumptions ranging from conservative to plausible were tested as part of a robust sensitivity check. The benefit cost ratio ranged between 5.7 and 19.4 after testing for the impact of changing assumptions. In particular, the assumptions of greatest significance are the assumed membership rates per dedicated bay (~22) and the rate at which members defer car purchases (~60%); both of these are assumed to experience no diminishing returns over the forecast period. If these assumed rates are halved, both separately (BCR 9.7) and in a combined fashion (BCR 5.7), the performance results decline but still remain at robust levels.

Since most benefits are achieved in relatively short timeframes with costs escalating slowly over time, the BCR of different tested scenarios were also quite high.

Based on these collective findings, it can be confidently concluded that dedicating additional exclusive use car share member bays is a worthy project from a triple bottom line perspective. It is therefore a good use of community capital.

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6 APPENDIX

6.1 Derivation of on-street membership

In order to derive on-street resident and on-street business membership, we apply the ratios of GoGet members per GoGet vehicle (F, G and H below) to total on street car share bay each month.

TABLE 17. RESIDENT MEMBER PROJECTION MODEL

	A	B	C	D	A / D = F	B / D = G	C / D = H	E	E x F	E x G	E x H
	GoGet Resident Memebrs	GoGet Business Members	GoGet Total Members	Number of GoGet vehicles (on and off street)	GoGet Resident members per GoGet vehicle	GoGet business members per GoGet vehicle	Total members per GoGet vehicle	Total On-street Car Share spaces installed	Total on-street resident members	Total on-street business members	Total on-street members
Oct-10	3,334	1,047	4,381	202	17	5	21.7	214	3,532	1,109	4,641
Nov-10	3,464	1,099	4,563	215	16	5	21.2	230	3,706	1,176	4,881
Dec-10	3,627	1,121	4,748	240	15	5	19.8	239	3,612	1,116	4,728
Jan-11	4,002	1,231	5,233	241	17	5	21.7	242	4,019	1,236	5,255
Feb-11	4,063	1,249	5,312	236	17	5	22.5	247	4,252	1,307	5,560
Mar-11	4,234	1,346	5,580	245	17	5	22.8	266	4,597	1,461	6,058
Apr-11	4,454	1,425	5,879	258	17	6	22.8	272	4,696	1,502	6,198
May-11	4,604	1,478	6,082	263	18	6	23.1	276	4,832	1,551	6,383
Jun-11	4,668	1,604	6,272	270	17	6	23.2	284	4,910	1,687	6,597
Jul-11	4,716	1,677	6,393	280	17	6	22.8	286	4,817	1,713	6,530
Aug-11	4,849	1,794	6,643	285	17	6	23.3	291	4,951	1,832	6,783
Sep-11	5,005	1,859	6,864	303	17	6	22.7	309	5,104	1,896	7,000
Oct-11	5,028	2,054	7,082	317	16	6	22.3	332	5,266	2,151	7,417
Nov-11	5,334	2,087	7,421	327	16	6	22.7	338	5,513	2,157	7,671
Dec-11	5,565	2,136	7,701	373	15	6	20.6	354	5,282	2,027	7,309
Jan-12	5,778	2,271	8,049	374	15	6	21.5	364	5,624	2,210	7,834
Feb-12	5,994	2,425	8,419	382	16	6	22.0	366	5,743	2,323	8,066
Mar-12	6,175	2,573	8,748	394	16	7	22.2	374	5,862	2,442	8,304
Apr-12	6,310	2,617	8,927	401	16	7	22.3	385	6,058	2,513	8,571
May-12	6,452	2,778	9,230	413	16	7	22.3	392	6,124	2,637	8,761

Source: SGS (2012) based on Operator Compliance Reports provided by City of Sydney (2012).

6.2 Estimation of Resident Members

Various iterations of the regression model were attempted. The model with the least amount of autocorrelation was chosen. Due to strong serial correlation in the monthly resident membership data, a two variable Auto Regressive (AR) regression model was used to project resident membership due to on-street spaces. Note that the augmented data set with resident members due to on-street spaces was used.

In the final regression model reported below, the P-Value for the estimated coefficient of total car share spaces is 0.0034 implying that the hypothesis that membership is supply driven is valid at less than 1% significance level. In other words, the probability of the true (population) coefficient for total car share spaces being zero (i.e. car share space not impacting membership) is 0.11% (less than 1%). Furthermore, Heteroscedasticity and Autocorrelation Consistent (HAC) standard errors are used. It is important to note that, given that the sample is based on the 'augmented dataset' of 20 observations, the asymptotic properties of the standard errors (and P-values) are likely to be somewhat compromised. However, this trade-off that must be faced by any econometric modeller working with data constraints.

The following table shows the key regression results for the final resident member projection model. The dependent variable in the model is resident membership t and Heteroscedasticity and Autocorrelation Consistent (HAC) standard errors (bandwidth 2 Bartlett Kernel) are used to account for any remaining heteroscedasticity and autocorrelation in the data.

TABLE 18. RESIDENT MEMBER PROJECTION MODEL

Variable	Co-efficient	Standard error	t-ratio	p-value
Constant	455.870	244.217	1.867	0.0804
Resident member t_{-1}	0.657860	0.115743	5.684	3.39e-05
Total car share spaces	4.36724	1.27162	3.434	0.0034
R-squared	0.965275			

Source: SGS (2012)

The following table shows the autocorrelation tests for the resident member projection model. The null hypothesis for the test is that there is no autocorrelation in the residuals of the model. The P-value shows the probability of the null hypothesis (of autocorrelation) being true. P-values less than 5 percent are considered a rejection of the null hypothesis of autocorrelation at that significance level (5 percent). The tests do not reveal statistically significant evidence of autocorrelation suggesting that the model has been correctly specified. Again, note that since the sample is based on the 'augmented dataset' of 20 observations, the asymptotic properties of the standard errors (and P-values) are likely to be somewhat compromised.

TABLE 19. RESIDENT MEMBER PROJECTION MODEL: AUTOCORRELATION TESTS (P-VALUE)

Autocorrelation test	1st order	4 th order	12th order
Lagrange Multiplier F test	0.306	0.21	0.697
Ljung-Box Q'	0.33	0.57	0.244

Source: SGS (2012)

The following table shows projected resident membership, members per space and additional members per additional space.

TABLE 20. RESIDENT MEMBER PROJECTIONS

Year	Total Resident members due to on-street car share bays	Total on-street car share bays	Ratio of resident members to car share bay	Total additional resident members	Total additional bays	Additional resident member per additional bay
2009	1,981	120	17	1,981	120	17
2010	3,612	239	15	1,631	119	14
2011	5,282	354	15	1,670	115	15
2012	6,986	462	15	1,704	108	16
2013	8,516	582	15	1,530	120	13
2014	10,048	702	14	1,532	120	13
2015	11,579	822	14	1,532	120	13
2016	13,111	942	14	1,532	120	13
2017	14,643	1,062	14	1,532	120	13
2018	16,175	1,182	14	1,532	120	13
2019	17,706	1,302	14	1,532	120	13
2020	19,238	1,422	14	1,532	120	13
2021	20,770	1,542	13	1,532	120	13
2022	22,302	1,662	13	1,532	120	13
2023	23,833	1,782	13	1,532	120	13

Source: SGS (2012)

6.3 Estimation of Business Members

Various iterations of the regression model were attempted. The model with the least amount of autocorrelation was chosen. The following table shows the key regression results for the final business member projection model. Note that the dependent variable in the model is business membership y_t and that Heteroscedasticity and Autocorrelation Consistent (HAC) standard errors (bandwidth 2 - Bartlett kernel) are used to account for any remaining heteroscedasticity and autocorrelation in the data. It is important to note that, given that the sample is based on the 'augmented dataset' of 20 observations, the asymptotic properties of the standard errors (and P-values) are likely to be somewhat compromised. However, this trade-off that must be faced by any econometric modeller working with data constraints.

TABLE 21. BUSINESS MEMBER PROJECTION MODEL

Variable	Co-efficient	Standard error	t-ratio	p-value
Constant	-436.920	128.640	-3.396	0.0037
Business member t_{-1}	0.477062	0.116319	4.101	0.0008
Total car share spaces	4.66924	1.02497	4.555	0.0003
R-squared	0.975673			

Source: SGS (2012)

The following table shows the autocorrelation tests for the business member projection model. The null hypothesis for the test is that there is no autocorrelation in the residuals of the model. The P-value shows the probability of the null hypothesis (of autocorrelation) being true. P-values less than 5 percent are considered a rejection of the null hypothesis of autocorrelation at that significance level (5 percent). The tests do not reveal statistically significant evidence of autocorrelation suggesting that the model has been correctly specified. Again, note that since the sample is based on the 'augmented dataset' of 20 observations, the asymptotic properties of the standard errors (and P-values) are likely to be somewhat compromised.

TABLE 22. BUSINESS MEMBER PROJECTION MODEL: AUTOCORRELATION TESTS (P-VALUE)

Autocorrelation test	1 st order	4 th order	12th order
Lagrange Multiplier F test	0.704	0.95	0.457
Ljung-Box Q'	0.796	0.872	0.601

Source: SGS (2012)

The following table show projected business membership, members per space and additional members per additional space.

TABLE 23. BUSINESS MEMBER PROJECTIONS

Year	Business members total	Total on-street car share bays	Ratio of business members to car share bays	Total additional business members	Total additional bays	Additional business member per additional bay
2009	622	120	5	622	120	5
2010	1,116	239	5	494	119	4
2011	2,027	354	6	911	115	8
2012	3,208	462	7	1,181	108	11
2013	4,280	582	7	1,071	120	9
2014	5,351	702	8	1,071	120	9
2015	6,423	822	8	1,071	120	9
2016	7,494	942	8	1,071	120	9
2017	8,565	1,062	8	1,071	120	9
2018	9,637	1,182	8	1,071	120	9
2019	10,708	1,302	8	1,071	120	9
2020	11,780	1,422	8	1,071	120	9
2021	12,851	1,542	8	1,071	120	9
2022	13,923	1,662	8	1,071	120	9
2023	14,994	1,782	8	1,071	120	9

Source: SGS (2012)

6.4 Parking revenue foregone

The following table shows the calculation of parking revenue foregone. The weighted average parking revenue is calculated based on the current distribution of car share spaces across the LGA. It is assumed that this distribution will remain unchanged in the next 11 years and that there will be no further expansion of tariff areas. The average revenue per bay per annum for 2011 was provided by the Council. This was inflated by 2.5 percent to convert the values to 2012 values.

TABLE 24. PARKING REVENUE FOREGONE

Parking meter tariff areas (2011-12)	Number of converted on-street car share bays	% of total	Average revenue per bay per annum (2011)	Average revenue per bay per annum (2012)
1	13	3.5%	\$4,318	\$4,426
2	3	0.8%	\$4,599	\$4,714
3	24	6.4%	\$4,685	\$4,802
4	0	0.0%	\$5,128	\$5,256
5	13	3.5%	\$6,187	\$6,342
6	32	8.6%	\$5,274	\$5,406
7	11	2.9%	\$5,637	\$5,778
8	0	0.0%		
9	0	0.0%		
10	0	0.0%		
Outside parking tariff areas	277	74.3%		
Total mapped	373	100.0%		
Foregone parking revenue per on-street car share space				\$1,356.34

Source: City of Sydney (2012) and SGS calculations

6.5 Cost Benefit Analysis Spreadsheet

The following table shows the annual (real dollar) figures and discounted present values generated by the Cost Benefit Analysis.

TABLE 25. COST BENEFIT ANALYSIS RESULTS

	NPV	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Projections																
On-street car share bays total	n.a	120	239	354	462	582	702	822	942	1,062	1,182	1,302	1,422	1,542	1,662	1,782
Resident members total	n.a	1,981	3,612	5,282	6,986	8,516	10,048	11,579	13,111	14,643	16,175	17,706	19,238	20,770	22,302	23,833
Business members total	n.a	622	1,116	2,027	3,208	4,280	5,351	6,423	7,494	8,565	9,637	10,708	11,780	12,851	13,923	14,994
Cars deferred (taken off road) total	n.a	1,608	2,923	4,510	6,281	7,877	9,474	11,071	12,668	14,266	15,863	17,460	19,057	20,655	22,252	23,849
Ratio of members to on-street car share bays	n.a	22	20	21	22	22	22	22	22	22	22	22	22	22	22	22
Cars off the road per car share vehicle	n.a	13	12	13	14	14	13	13	13	13	13	13	13	13	13	13
Resident membership as a share of LGA households	n.a	2%	4%	6%	7%	9%	10%	12%	13%	14%	16%	17%	18%	19%	20%	22%
Costs (millions \$)																
Planning & administration costs	\$0.23	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03
Conversion costs	\$0.96	\$0.11	\$0.11	\$0.10	\$0.10	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11
Foregone parking revenue	\$9.85	\$0.16	\$0.32	\$0.48	\$0.63	\$0.79	\$0.95	\$1.11	\$1.28	\$1.44	\$1.60	\$1.77	\$1.93	\$2.09	\$2.25	\$2.42
Total costs	\$11.05	\$0.30	\$0.46	\$0.61	\$0.75	\$0.92	\$1.08	\$1.25	\$1.41	\$1.57	\$1.74	\$1.90	\$2.06	\$2.22	\$2.39	\$2.55
Benefits (millions \$)																
Deferral of car purchase savings - Resident member	\$109.81	\$3.65	\$6.65	\$9.73	\$12.86	\$15.68	\$14.85	\$14.67	\$14.42	\$14.10	\$14.10	\$14.10	\$14.10	\$14.10	\$14.10	\$14.10
Deferral of car purchase savings - Business member	\$62.05	\$1.10	\$1.97	\$3.58	\$5.66	\$7.56	\$8.35	\$9.37	\$9.65	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46	\$9.46
Reduction in parking time	\$4.55	\$0.08	\$0.14	\$0.21	\$0.29	\$0.37	\$0.44	\$0.52	\$0.59	\$0.67	\$0.74	\$0.82	\$0.89	\$0.97	\$1.04	\$1.12
Health benefits	\$29.44	\$0.48	\$0.88	\$1.36	\$1.90	\$2.38	\$2.87	\$3.35	\$3.84	\$4.32	\$4.81	\$5.29	\$5.78	\$6.26	\$6.75	\$7.23
Reduced travel externalities	\$8.47	\$0.14	\$0.25	\$0.39	\$0.55	\$0.69	\$0.83	\$0.96	\$1.10	\$1.24	\$1.38	\$1.52	\$1.66	\$1.80	\$1.94	\$2.08
Total benefits	\$214.31	\$5.44	\$9.89	\$15.27	\$21.27	\$26.67	\$27.34	\$28.88	\$29.60	\$29.79	\$30.49	\$31.19	\$31.89	\$32.59	\$33.29	\$33.99
Net benefit (Total benefit - Total cost)	\$203.26	\$5.15	\$9.44	\$14.66	\$20.52	\$25.75	\$26.26	\$27.63	\$28.19	\$28.22	\$28.76	\$29.30	\$29.83	\$30.37	\$30.91	\$31.44
BCR	19.40															

Source: SGS, (2012)

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ENCL: CORPORATE & ECONOMIC DEVELOPMENT
 YES COMMITTEE/OPEN

AGENDA ITEM: 9.2

MONTHLY FINANCIAL REPORT - MARCH 2015

REPORT No.: 15A0059 MC:mp COMMON No.: 2476534

DATE: 22/04/2015

Presenter: Manager Finance, Miles Craighead

Approved: General Manager Corporate Services, Diana Leeder

PURPOSE

The purpose of this report is to provide a comparison of income and expenditure against the budget for the period ended 31 March 2015 in accordance with the Local Government (Accounting) Regulations.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

5 Effective and Responsible Governance

Outcome

5.5 Responsible financial and asset management

Key Strategies

5.5.1 Manage Council's business based on a sustainable financial and asset management strategy

KEY ISSUES

- There are no concerns with the Council's overall financial position in relation to its adopted budgets.
- Expenditures to date maybe indicative of possible savings and carry forwards at year end.

RECOMMENDATIONS

THAT the Committee resolve under delegated authority:-

THAT Report Number 15A0059 MC:mp entitled Monthly Financial Report - March 2015, be received and noted.

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SUBJECT: MONTHLY FINANCIAL REPORT - MARCH 2015

BACKGROUND

The format of the monthly report has previously been consulted and endorsed.

DISCUSSION

Key Performance Indicators

These indicators are based on the financial statement results, and following consultation it is not practicable or meaningful to provide results each month. Key Performance Indicators will be provided at year end.

Financial Statements

This report contains a set of financial statements comparing year to date actual with original and amended budgets. The amended budgets include the carry forwards from 2014 and the 1st quarter budgeted variation adopted at the 1st Ordinary Council Meeting on 11 November 2014 and the 2nd quarter budgeted variation adopted at the 1st Ordinary Council Meeting on the 17 March 2015.

The following statements are included:

Income Statement

All sources of Council's income (revenue) and all operating expenses.

Statement of Financial Position

The Statement of Financial Position outlines what the Council owns (assets) and what it owes (liabilities).

Municipal Plan Summary

The Municipal Plan Summary follows a similar format to the statement of cash flows, but is based on working capital rather than cash. It also discloses transfers to and from cash backed reserves.

Reserves Summary

A "Reserves Summary" is presented with this report. The Reserves Summary budget includes budget variations resolved by Council to date.

Investments Report

The Investments Report details all cash and investments held by institution, this also provides information on interest rate returns and maturities.

Accounts Receivable Report

This includes details of rate receipt collection, outstanding general debtors and performance on rates recovery compared to the previous year. This report also includes additional information on infringement debtors, rates arrears, rates struck and rates outstanding.

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CONSULTATION PROCESS

In preparing this report, the following City of Darwin officers were consulted:

- Officers responsible for budgets

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

There are no concerns regarding the Council's financial position in relation to its adopted budgets. Materials and services expenses are 70% spent, employee costs 69% and capital expenditure is 47% spent (or spent plus commitments 61%) with 75% of the year elapsed. This is indicative of possible savings and/or carry overs into the following year. Disclosures have been made within the detailed attachments in respect of areas where this is most likely to occur. Requests for variations will be addressed in the 3rd quarter budget review.

Depreciation expense will exceed budget due to a number of factors including the revaluation of infrastructure as at 30 June 2014. This does not have any current funding implications (non cash) but will affect the statement of income result. This is a subject of a separate report.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Part 8 of the Local Government (Accounting) Regulations require that a monthly financial report is presented to Council.

Regulation 18 states:-

1. The CEO must, in each month, lay before a meeting of the council a report, in a form approved by the council, setting out:
 - a) The actual income and expenditure of the council for the period from the commencement of the financial year to the end of the previous month; and
 - b) the forecast income and expenditure for the whole of the financial year.
2. The report must include:
 - a) Details of all cash and investments held by the council (including money held in trust); and
 - b) a statement on the debts owed to the council including the aggregate amount owed under each category with a general indication of the age of the debts; and

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c) other information required by the Council.

3. If a council does not hold a meeting in a particular month, the report is to be laid before the council committee performing the council's financial functions for the particular month.

It should be noted that monthly financial reports are not independently audited, but are subject to internal control and review processes.

ENVIRONMENTAL IMPLICATIONS

Nil

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

MILES CRAIGHEAD
MANAGER FINANCE

DIANA LEEDER
GENERAL MANAGER
CORPORATE SERVICES

For enquiries, please contact Miles Craighead on 89300523 or email:
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Attachment:

Attachment A: Monthly Financial Report - March 2015

Income Statement
For the Period Ended 31/03/2015



2013-14 Audited Actual \$'000		2014/15			YTD Actual \$'000	YTD %	Comment
		Original Budget \$'000	Amended Budget \$'000				
	Income from Continuing Operations						
59,293	Rates & Annual Charges	62,243	62,306	63,096	101%	Exceeds expectation	
23,072	User Charges, Fees & Other	24,932	21,692	17,546	81%	Exceeds expectation	
2,921	Interest & Investment Revenue	2,636	2,636	2,189	83%	Exceeds expectation	
4,887	Grants & Contributions - Operating	5,880	6,007	4,926	82%	Exceeds expectation	
90,173	Total Income from Continuing Operations	95,690	92,641	87,756	95%		
	Less Expenses from Continuing Operations						
26,749	Employee Costs	28,336	28,854	19,827	69%	No issues	
268	Borrowing Costs	256	256	100	39%	No issues	
48,215	Materials and Services	50,511	48,315	33,815	70%	No issues	
16,446	Depreciation and Amortisation	16,812	16,812	17,356	103%	Additional Exp	
91,678	Total Expenses from Continuing Operations	95,915	94,237	71,098	75%		
- 1,505	Operating Result - Continuing Operations	(226)	(1,595)	16,658			
10,954	Grants & Contributions - Capital	1,945	2,598	7,184	277%	Exceeds expectation	
(621)	Income (Loss) from Asset Disposal	-	-	(328)	1000%	Additional Exp	
8,828	Net Operating Result For the Year	1,720	1,002	23,515			

Income Statement

Outlines income and operating expenses. Excludes capital expenditure and instead recognises depreciation expense. The net operating surplus or deficit for the reporting period is a measure of Council's financial performance. This figure is determined by deducting total operating expenses including depreciation from total operating revenue.

Operating income Rates are recognised at the start of the year hence more than 100% achieved, noting that rate revenue has exceeded growth expectation, this will be addressed at 3rd qtr review. User charges, fees and other revenue are also tracking above expectation for Weighbridge charges (offset by higher expenditure). Interest revenue is exceeding target, but this trend will decrease with declining interest rates. Some additional interest will be adjusted at 3rd qtr review. Operational grant income is on track, with remaining balance comprising final FAA instalment and Mosquito control grant monies to be received in 4th qtr.

Operating expenses Employee costs are trending slightly below target at 69%, which is a combination of vacancies and timing of employee entitlements, this is partially offset by increases in temporary labour services (categorised in Materials & Services). Materials & Services are also below expectation at 70%, relating to Parks & Reserves, road maintenance (incorporating expected savings in budgeted street lighting which will be a 3rd qtr variation), in addition to Libraries reference materials and IT Business Continuity Plan.

Capital income Developer contributions have exceeded budgets and will be addressed in 3rd qtr review. Contributions comprise non cash road and infrastructure assets, receipt of development car parking shortfall contributions and Lee Point Rd contributions.

Manager Finance: there are no concerns in relation to the budgets. Cost for employees is at 69% budget plus material and services 70% whereas 75% of year has elapsed. This is indicative of possible year end savings and carry forwards. Depreciation expense (non cash) will exceed budget, a separate report has been presented to the Risk Management Audit Committee, thence to Corporate & Economic Development.

Municipal Plan Summary
For the Period Ended 31/03/2015



2013-14		2014/15			
Actual \$'000		Original Budget \$'000	Amended Budget \$'000	YTD Actual \$'000	YTD %
Funds From Operating Activities					
8,828	Net Operating Result From Above	1,720	1,002	23,515	
16,446	Add back depreciation (not cash)	16,812	16,812	17,356	
621	Add back loss on Asset Disposal	-	-	328	
(5,152)	Less Contributed assets (not cash)	-	-	3,316	
20,743	Net Funds Provided (or used in) Operating Activities	18,532	17,814	37,883	
Funds From Investing activities					
635	Sale of Infrastructure, Property, Plant & Equipment	671	671	533	79%
-	Sale of Land	-	1,140	1,149	101%
(16,607)	Purchase of Infrastructure, Property, Plant & Equipment	(19,857)	(34,701)	(16,256)	47%
(16,607)	Net Funds Provided (or used in) Investing Activities	(19,186)	(32,890)	(14,574)	
Funds From Financing Activities					
-	Proceeds from borrowings & advances	-	1,350	-	0%
(187)	Repayment of borrowings & advances	(199)	(198)	(97)	49%
(187)	Net Funds Provided (or used in) Financing Activities	(199)	1,152	(97)	
3,949	Net Increase (-Decrease) in Funds Before Transfers	(853)	(13,924)	23,212	
-	Transfers from (-to) Reserves	853	10,894	1,177	
436	Net Increase (-Decrease) in Funds After Transfers	-	(3,030)	24,388	

Municipal Plan Summary Comments

This statement outlines Councils' entire budget in accordance with the published municipal plan. It shows the effect on General Funds (original budget - break even/nil). It groups items into operating, investing and financing and has a very close relationship to cash flows, which is why it is presented in the same international format. It eliminates the depreciation calculation and discloses totals for asset sales and purchases as well as loan raising and repayments.

Manager Finance: There are no concerns in relation to the budgets. Noting capital expenditure is at 47% of total budget whereas 75% of the year has now elapsed. This may be indicative of savings or carry forwards at year end.

Statement of Financial Position
For the Period Ended 31/03/2015



<u>2013-14</u>		<u>2014/15</u>		
Actual		Original	Amended	YTD
\$'000		Budget	Budget	Actual
		\$'000	\$'000	\$'000
Current Assets				
20,464	Cash at Bank & Investments	18,643	17,434	35,925
22,547	Cash at Bank & Investments - externally restricted	22,182	19,691	25,722
26,633	Cash at Bank & Investments - internally restricted	14,793	18,595	22,282
7,187	Receivables	6,695	7,187	9,278
121	Inventories	150	121	116
340	Other	215	340	340
77,292		62,678	63,368	93,662
Non-Current Assets				
1,144,231	Infrastructure, Property, Plant and Equipment	910,141	1,160,309	1,144,435
1,144,231		850,539	1,160,309	1,144,435
1,221,523	TOTAL ASSETS	972,819	1,223,677	1,238,097
Current Liabilities				
10,386	Payables	6,881	10,386	3,996
199	Borrowings	260	199	199
13,483	Provisions & Other Liabilities	16,009	13,483	13,033
24,068		23,150	24,068	17,228
Non-Current Liabilities				
3,724	Borrowings	4,814	4,876	3,627
528	Provisions	710	528	528
4,252		5,524	5,404	4,155
28,320	TOTAL LIABILITIES	28,674	29,472	21,383
1,193,203	NET ASSETS	944,145	1,194,205	1,216,714
Equity				
823,978	Asset Revaluation Reserve	631,579	823,978	823,978
369,225	Retained Surplus	312,566	370,227	392,736
1,193,203	TOTAL EQUITY	944,145	1,194,205	1,216,714

Statement of Financial Position Comments:

The Statement of Financial Position outlines what Council owns (assets) and what it owes (liabilities) at a point in time. Council's net worth is determined by deducting total liabilities from total assets - the larger the net equity, the stronger the financial position.

Manager Finance; there are no concerns in relation to the original budgets at this stage. Note that the original budget is simply as published in the adopted Municipal Plan 2014/15. The amended budget column is based on the audited closing balances 30/6/2014 plus original budget plus Council approved amendment, the YTD Actual column is also based on audited actual closing balances 30/6/2014 plus actual movements since.

Report on Capital Expenditure/Income for the period ended 31/03/2015 (Dr+ Cr -)		\$000's	\$000's	\$000's	\$000's		\$000's		
<u>Master</u>	<u>Description</u>	<u>Original Budget 2014/15</u>	<u>Amended Budget 2014/15</u>	<u>YTD Actuals 31/03/2015</u>	<u>Budget Remaining 31/03/2015</u>	<u>% Spent YTD</u>	<u>Committed</u>	<u>Status</u>	<u>Comment</u>
Capital Expenditure									
05/110060	Chief Executive Office Capital Projects	0	30	25	5	83%	0	No issues	
Chief Executive Department Total		0	30	25	5	83%	0		
05/221060	Swimming Pools Capital Projects Expenditure	40	712	799	-87	112%	17	Poss extra costs	3rd quarter variation submitted
05/221061	Community Projects Capital Expenditure	104	190	102	89	53%	8	No issues	3rd quarter variation submitted
05/223060	Recreation Capital Projects	135	1,336	721	615	54%	422	No issues	Quotes being assessed
05/235060	Libraries Capital Expenditure	0	108	48	60	44%	29	No issues	RFID Casuarina Library - to be completed May
Community & Cultural Services Department Total		279	2,347	1,669	677	71%	476		
05/242060	Regulatory Services Capital Projects	20	20	0	20	0%	0	Delays	Budget is for Licence E Plate technology; currently exploring new technologies prior to trialling a system
05/332089	Darwin Entertainment Centre Capital Projects	276	402	37	365	9%	0	No issues	
05/335060	Fleet Management Capital Projects	2,370	2,463	1,034	1,429	42%	734	No issues	Waiting on vehicles to be supplied and received
05/431060	IT Capital Projects	286	483	32	451	7%	5	No issues	A possible 3rd quarter budget variation.
05/431061	IT NBN Local Gov't Pgm Capital Projects	0	50	0	50	0%	0	No issues	A possible 3rd quarter budget variation.
05/453065	Off Street Parking Capital Projects	360	474	479	-5	101%	44	Poss extra costs	
05/455060	Property Capital Projects	0	0	-17	17	1000%	0	No issues	3rd quarter variation submitted
05/432060	Records Capital Expenditure	75	75	0	75	0%	0	No issues	Initial project management and software implementation costs could be as high as 50%
Corporate Services Department Total		3,387	3,967	1,566	2,401	39%	784		
05/322060	Design Capital Projects	85	25	0	25	0%	0	No issues	Design underway
05/322062	Minor Capital Works Program	136	132	97	35	73%	6	No issues	
05/322063	Streetscape Development & Upgrade	522	890	99	791	11%	185	Delays	Majority of funding linked Esplanade resurfacing possible carryforward required
05/322064	Road Works Capital Projects Expenditure	0	40	0	40	0%	0	No issues	
05/322067	LATM Capital Projects Expenditure	352	528	11	517	2%	13	Poss less revenue	3rd quarter variation submitted. Black Spot and LATM funding from NTG not received. Budget to be reduced by \$176k
05/322068	Cyclepath Capital Projects	543	739	251	488	34%	0	Delays	Awaiting adoption of Bike Plan
05/322069	Black Spot Program	0	12	0	12	0%	0	No issues	
05/322070	Lee Point Road Upgrade	0	2,054	2,745	-692	134%	18	Poss extra costs	Lee Point Rd project completed, 3rd Qtr variation utilising Lee Point Rd Developer Contributions
05/331061	Footpaths Capital Projects	1,000	1,059	187	872	18%	137	No issues	Program underway
05/331062	Disability Access Capital Projects (W/O ONLY)	52	91	40	50	44%	0	Poss savings	
05/331064	Driveway Capital Projects	225	225	191	34	85%	22	No issues	
05/331065	Road Reseal & Rehabilitation Capital Projects	3,524	2,489	673	1,816	27%	1,487	No issues	Program underway will be delivered by June 30

Report on Capital Expenditure/Income for the period ended 31/03/2015 (Dr+ Cr -)		\$000's	\$000's	\$000's	\$000's		\$000's		
Master	Description	Original Budget 2014/15	Amended Budget 2014/15	YTD Actuals 31/03/2015	Budget Remaining 31/03/2015	% Spent YTD	Committed	Status	Comment
05/331066	Streetlighting Capital Projects	110	123	10	113	8%	0	Delays	Majority of funding linked esplanade resurfacing possible carryforward required
05/331067	Parks Lighting Capital Projects	104	104	15	89	14%	9	No issues	
05/331068	Kerbing Capital Projects	28	28	10	18	36%	0	No issues	
05/331069	Traffic Signals Capital Projects	103	187	56	131	30%	0	No issues	
05/332060	Building Maintenance Capital Projects	1,444	1,694	559	1,135	33%	304	No issues	Major works underway - Westlane Carpark fire service upgrade, back up power generators, solar power project and Nightcliff Community Hall aircon.
05/332063	Signage & Memorial Capital Projects	50	50	27	23	55%	12	No issues	Project underway
05/332083	Toilet Block Capital Projects	454	552	33	519	6%	99	No issues	Tender under assessment for CBD toilet
05/333060	Waste Management Capital Projects	625	6	6	0	100%	0	No issues	
05/334060	Stormwater Drainage Capital Projects	611	1,470	603	867	41%	523	No issues	
05/334065	Walkway Capital Projects	155	155	0	155	0%	0	No issues	Construction program is about to commence have been awaiting consultation process in accordance with policy
05/334068	Mosquito Control Capital Projects	121	150	63	87	42%	11	No issues	Waiting for areas to dry out before undertaking works
05/341061	Fencing Capital Projects	142	142	28	114	20%	79	No issues	Works programmed
05/341062	Parks & Reserves Revitalisation Capital Projects	241	370	132	239	36%	0	No issues	Quotes under assessment
05/341063	Parks Infrastructure Capital Projects	132	132	38	94	29%	72	No issues	Majority of works to occur end of year
05/341064	Parks & Reserves General Capital Projects	10	67	4	63	6%	4	Delays	Works programmed for August 2015 as negotiated with lease holder
05/341065	Parks Landscaping & Irrigation Capital Projects	398	398	220	179	55%	133	No issues	Slight delays to date scoping and documenting requirements for projects however progress will be swift within next quarter
05/322066	Roads to Recovery Capital Projects Expenditure	0	1,670	2	1,669	0%	21	No issues	Project staged across two financial years and expected to meet that. Detailed design underway. Project going to tender on 23 April 2015 and works commence May. 3rd Qtr Budget Variation submitted
05/332086	Open Spaces Capital Refurbishment Costs (W/O ONLY)	1,799	903	142	761	16%	41	No issues	Design received tender documents being prepared
05/341060	Parks Masterplan Capital Projects	0	160	19	141	12%	32	No issues	
05/311060	Infrastructure Capital Projects	3,000	3,042	90	2,952	3%	116	No issues	Designs finalised tenders prepared
05/322061	Planning & Design Urban Enhancement Capital Exp	92	92	0	92	0%	0	No issues	
05/332082	Investment Properties Capital Refurbish (W/O ONLY)	130	130	0	130	0%	0	No issues	Quotes obtained, project scheduled for finalisation April/May
05/333062	Shoal Bay Upgrade Works	0	7,000	6,646	354	95%	168	No issues	
05/332065	Nightcliff Foreshore Cafe Capital Expense	0	1,450	0	1,450	0%	0	Delays	3rd Qtr budget variation submitted. split over 2 years.
Infrastructure Total		16,190	28,358	12,995	15,362	46%	3,491		
Grand Total		19,857	34,701	16,256	18,445	47%	4,751		

Report on Capital Expenditure/Income for the period ended 31/03/2015 (Dr+ Cr -)		\$000's	\$000's	\$000's	\$000's		\$000's		
Master	Description	Original Budget 2014/15	Amended Budget 2014/15	YTD Actuals 31/03/2015	Budget Remaining 31/03/2015	% Spent YTD	Committed	Status	Comment
	% Achieved including Commitments			21,007		61%			
Capital Income									
05/321038	Developer Contributions - Car Parking Shortfall	0	0	-2,756	2,706	1000%	0	Add Revenue	3rd quarter variation submitted p
05/322031	Road Works Capital Projects Income	-183	-183	0	-183	0%	0	Poss less revenue	received from the Northern Territory Government (NTG) for the 2014/2015 LATM Program however this funding was not forthcoming. 3rd quarter budget variation submitted.
05/322035	Developer Contribution Income	0	-643	-4,408	3,765	685%	0	Add Revenue	3rd quarter variation submitted
05/334038	Mosquito Control Capital Income	-81	-81	0	-81	0%	0	No issues	Funding to be received in 4th quarter
05/341033	Parks & Reserves Capital Income	-10	-20	-20	0	100%	0	No issues	
05/322032	Urban Enhancement Capital Income	-1,670	-1,670	0	-1,670	0%	0	No issues	Project staged across two financial years and expected to meet that.
		-1,944	-2,598	-7,184	4,537	277%	0		

	\$000's	\$000's	\$000's
Statement of Income (+ Dr - Cr)	<u>Original Budget</u> <u>2014/15</u>	<u>Amended</u> <u>Budget 2014/15</u>	<u>YTD Actuals</u> <u>31/03/2015</u>
Chief Executive Department			
Income	-65	-65	-54
Expense	3,824	4,067	2,741
Chief Executive Department Total	3,760	4,003	2,687
Community & Cultural Services Department	0	0	
Income	-2,485	-2,563	-2,338
Expense	8,980	9,726	6,951
Community & Cultural Services Department Total	6,495	7,163	4,613
Corporate Services Department	0		
Income	-71,138	-71,080	-68,253
Expense	30,595	31,009	26,543
Corporate Services Department Total	-40,543	-40,072	-41,710
Infrastructure	0		
Income	-22,003	-18,933	-17,111
Expense	52,516	49,435	34,863
Infrastructure Total	30,514	30,501	17,752
Grand Total	225	1,595	-16,658

	\$000's	\$000's	\$000's	\$000's		\$000's		
Statement of Income (+ Dr - Cr)	<u>Original Budget</u> 2014/15	<u>Amended</u> <u>Budget</u> 2014/15	<u>YTD</u> <u>Actuals</u> 31/03/2015	<u>Budget</u> <u>Remaining</u> 31/03/2015	<u>% Spent</u> <u>YTD</u>	<u>Committed</u>	<u>Status</u>	<u>Comment</u>
Chief Executive Office								
Income								
Climate Change & Environment	-50	-50	-41	-9	81%	0	Add Revenue	Competitive Grants receive from Dept of Environment and Science week East Point Signs. 3rd quarter variation submitted
Strategy & Outcomes	-15	-15	-14	-1	94%	0	No issues	
Income Total	-65	-65	-54	1	84%	0		
Expense								
Chief Executive Officer Section	733	733	534	199	73%	1	No issues	
Climate Change & Environment	546	595	393	202	66%	14	Poss extra costs	3rd quarter variation submitted (Increase in Revenue offset by program expenditure)
Communications & Marketing	731	850	482	369	57%	38	No issues	
Governance Section	1,463	1,513	1,041	472	69%	22	No issues	
Strategy & Outcomes	351	376	291	85	77%	1	No issues	On track
Expense Total	3,824	4,067	2,741	1,326	67%	76		
Chief Executive Office Net Cost (-Surplus)	3,760	4,003	2,687	1,327		76		

	\$000's	\$000's	\$000's	\$000's		\$000's		
Statement of Income (+ Dr - Cr)	Original Budget 2014/15	Amended Budget 2014/15	YTD Actuals 31/03/2015	Budget Remaining 31/03/2015	% Spent YTD	Committed	Status	Comment
Community & Cultural Services								
Income								
Community & Cultural Services GM Section	-35	-40	-42	2	105%	0	No issues	
Community Development Section	0	-2	-5	4	351%	0	Add Revenue	Income contribution for International Women's Day 2015. 3rd quarter variation submitted
Customer Services	-57	-57	-38	-19	66%	0	Poss less revenue	Will monitor over coming month
Family & Children	-152	-152	-136	-16	89%	0	Poss extra revenue	Malak Community Centre projected income better than forecasted
Libraries	-1559	-1605	-1596	-9	99%	0	No issues	All on track
Recreation & Leisure	-682	-682	-493	-189	72%	0	Poss less revenue	3rd quarter variation submitted - less revenue due to closure of Nightcliff Pool
Sister Cities	0	-15	-18	3	121%	0	No issues	3rd quarter variation to be submitted for Halloween event fundraising
Youth Projects	0	-11	-9	-2	84%	0	No issues	
Income Total	-2,485	-2,563	-2,338	-225	91%	0		
Expense								
Community & Cultural Services GM Section	1094	1265	792	473	63%	17	No issues	
Community Development Section	955	1378	1055	323	77%	15	Poss extra costs	Offsetting expenditure for contribution to International Women's Day 2015, 3rd quarter budget variation submitted
Customer Services	560	579	448	131	77%	15	No issues	
Family & Children	366	366	276	90	75%	15	No issues	
Libraries	3460	3491	2618	873	75%	71	No issues	All on track
Recreation & Leisure	1854	1898	1324	574	70%	445	No issues	
Sister Cities	175	222	129	93	58%	5	Poss savings	Program currently under review
Youth Projects	516	528	309	219	59%	28	No issues	LAUNCH Youth Festival planned in April
Expense Total	8,980	9,726	6,951	2,775	71%	612		
Community & Cultural Services Net Cost (-Surplus)	6,495	7,163	4,613	2,550		612		

	\$000's	\$000's	\$000's	\$000's		\$000's		
Statement of Income (+ Dr - Cr)	<u>Original Budget 2014/15</u>	<u>Amended Budget 2014/15</u>	<u>YTD Actuals 31/03/2015</u>	<u>Budget Remaining 31/03/2015</u>	<u>% Spent YTD</u>	<u>Committed</u>	<u>Status</u>	<u>Comment</u>
Corporate Services								
Income								
Accounting	-4,071	-4,106	-3,317	-789	81%	0	Add Revenue	3rd quarter variation submitted - interest
Animals	-652	-652	-606	-46	93%	0	No issues	
Car Parking - Off Street	-2,701	-2,731	-2,112	-619	77%	0	No issues	
Car Parking - On Street	-2,710	-2,710	-1,965	-745	73%	0	No issues	On track
Corporate Services GM Section	-11	-11	-4	-7	37%	0	Poss less revenue	Relates to miscellaneous revenue that is hard to predict
Darwin Entertainment Centre	-700	-580	-580	0	100%	0	No issues	
People Culture Capability	-105	-105	-66	-39	63%	0	No issues	Workers Compensation Recoveries - timing
Fleet Management	-49	-49	-26	-22	54%	0	No issues	Fuel tax recovery, minor/should catch up before year end
Information Technology	0	-10	-44	35	452%	0	Poss extra revenue	Photocopying recoveries - 1st year of cost recovery
Infringements	-2,718	-2,718	-1,812	-906	67%	0	Poss less revenue	Fines income less than projected YTD for CBD and Offstreet parking
Property Management	-1,434	-1,422	-1,203	-220	85%	0	No issues	
Records Information Management	0	0	0	0	90%	0	No issues	
Revenue Services	-55,987	-55,987	-56,518	531	101%	0	Poss extra revenue	Recognition of additional general rates revenue due to growth. 3rd quarter variation submitted.
Income Total	-71,138	-71,080	-68,253	-2,827	96%	0		
Expense								
Accounting	1,651	1,651	1,089	562	66%	1	Poss savings	Reduced budget by \$10k on consultant fees. 3rd quarter variation submitted.
Animals	1,420	1,420	1,109	311	78%	11	No issues	
Business Services	253	253	198	55	78%	1	No issues	
Car Parking - Off Street	3,876	3,906	3,713	193	95%	84	No issues	
Car Parking - On Street	548	548	360	189	66%	140	No issues	
Contracts	259	259	184	75	71%	0	No issues	

Statement of Income (+ Dr - Cr)	Original Budget 2014/15	Amended Budget 2014/15	YTD Actuals 31/03/2015	Budget Remaining 31/03/2015	% Spent YTD	Committed	Status	Comment
Corporate Services								
Corporate Services GM Section	507	516	349	167	68%	3	No issues	Travel and conference expenditures to come out in the last two quarters
Darwin Entertainment Centre	1,576	1,456	1,418	38	97%	0	No issues	3rd quarter variation submitted
Depreciation Expense	16,812	16,812	17,356	-544	103%	0	Poss extra costs	3rd quarter variation submitted. Separate report to Risk Management Audit Committee
Employee Overheads	211	172	-246	418	-143%	0	No issues	
People Culture Capability	1,602	1,774	993	780	56%	77	Poss savings	3rd quarter variation submitted -Employee Relations Operational Costs & Recruitment Operational Costs Poss Savings; Apprentices & Trainees-Poss Savings,
Fleet Management	-1,785	-1,785	-1,374	-411	77%	58	No issues	
Information Technology	2,818	3,106	1,961	1,145	63%	12	No issues	Still awaiting invoices for software and photocopying
Infringements	2,637	2,637	1,986	651	75%	19	No issues	
Property Management	109	109	31	78	28%	1	Poss savings	Vacant position, possible savings. 3rd quarter budget variation to be submitted.
Records Information Management	616	616	428	187	70%	26	No issues	
Revenue Services	1,159	1,159	845	314	73%	0	No issues	
Risk Management Section	1,106	1,181	923	258	78%	15	No issues	Business Risk Management Operational Costs - additional audit costs are expected in May & June.
Costs Charged to Other Accounts	-4,781	-4,781	-4,781	0	100%	0	No issues	
Expense Total	30,595	31,009	26,543	4,466	86%	449		
Corporate Services Net Cost (-Surplus)	-40,543	-40,072	-41,711	1,639		449		

	\$000's	\$000's	\$000's	\$000's		\$000's		
Statement of Income (+ Dr - Cr)	<u>Original Budget</u>	<u>Amended</u>	<u>YTD Actuals</u>	<u>Budget</u>				
	<u>2014/15</u>	<u>Budget</u>	<u>31/03/2015</u>	<u>Remaining</u>	<u>% Spent YTD</u>	<u>Committed</u>	<u>Status</u>	<u>Comment</u>
Infrastructure								
Income								
Building Services	-9	-9	0	-9	1%	0	Poss less revenue	
Cemeteries Section	-59	-59	-32	-27	54%	0	Poss less revenue	Revenue is dependant on fees charged for services which has been reduced over the year
Development	-571	-842	-681	-110	81%	0	Add Revenue	Taken up in the 3rd Qtr Budget variation
Mosquito Control	-139	-139	0	-139	0%	0	Poss less revenue	Income is received to part pay for services requested by NTG. Less requests = less income but has no effect on budget as resources are only applied to requested work
Parks & reserves	-151	-151	-144	-8	95%	0	No issues	
Planning	0	0	-17	17	1000%	0	Add Revenue	3rd quarter variation submitted
Roads Maintenance	-1,712	-1,847	-1,386	-461	75%	0	No issues	
Waste Management	-19,362	-15,887	-14,852	-1,035	93%	0	Poss extra revenue	To be adjusted in the 4th Budget Variation possible additional income in Weighbridge charges due to higher actual tonnage going to the Weighbridge
Income Total	-22,003	-18,933	-17,111	-1,772	90%			
Expense								
Infrastructure GM	554	554	398	155	72%	10	No issues	
Asset Management Section	511	631	291	340	46%	134	No issues	Purchase order will soon to be raised for most of the remaining of the budget
Building Services	4,180	4,184	2,902	1,282	69%	337	Poss savings	3rd quarter variation submitted
Cleaning Services	2,809	2,797	2,065	732	74%	414	Poss extra costs	3rd quarter variation submitted
Design	592	592	499	94	84%	71	Poss extra costs	3rd quarter variation prepared
Development	369	382	269	113	71%	52	Poss savings	3rd quarter variation reducing cost based on the reduction on projected Recoverable works
Infrastructure Projects	825	874	452	422	52%	128	Poss savings	Staff vacancy within area
Mosquito Control	193	219	40	178	18%	6	No issues	Will be spent at the end of the financial year as most of the works occurs 4th qtr.
Operations Administration	837	837	645	192	77%	33	No issues	
Parks & reserves	14,705	14,698	9,884	4,813	67%	697	Poss savings	3rd quarter variation prepared
Pathways	876	876	657	220	75%	16	No issues	
Planning	399	409	332	77	81%	0	Poss savings	3rd quarter variation prepared
Roads Maintenance	8,003	8,137	4,366	3,771	54%	747	Poss savings	Street lighting under expenditure is the reason for the majority of underspend 3rd qtr budget variation submitted.
Stormwater Drainage	611	611	478	132	78%	100	Poss extra costs	3rd quarter variation prepared
Waste Management	17,053	13,635	11,585	2,050	85%	3,484	Poss extra costs	Possible extra cost partially offset by additional income in Weighbridge
Expense Total	52,516	49,435	34,863	14,572	71%	6,247		
Infrastructure Net Cost (-Surplus)	30,514	30,501	17,752	12,799		6,247		



CASH AND INVESTMENTS SUMMARY

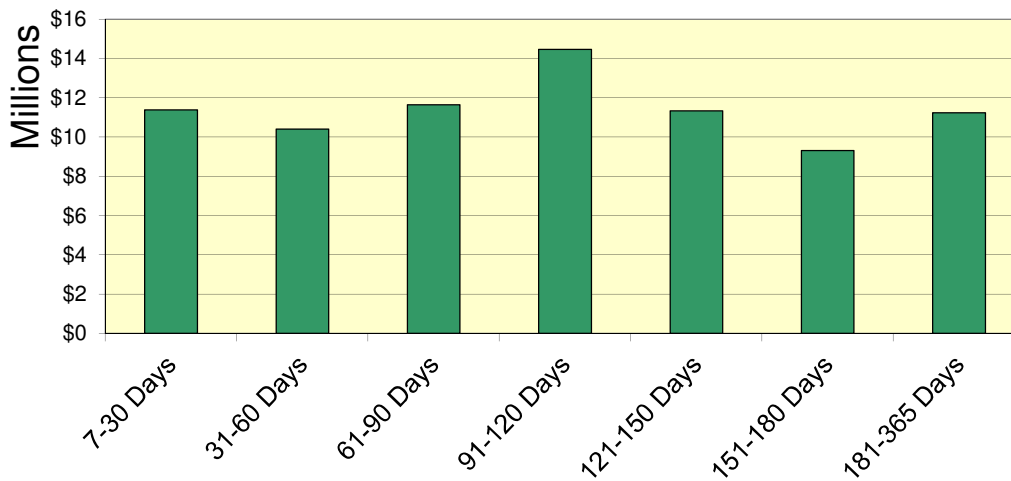
As at 31st March, 2015 Council's short term cash position was as follows:

1. General Fund

Cash at Bank	\$ 5,372,127.55
Short Term Investments	\$ 78,271,621.62
Total Funds	\$ 83,643,749.17

Council has an arrangement with its financial institution the Commonwealth Bank of Australia to offset Council's overdraft facility against pooled funds held in Council's Trust Account and General Account.

FUNDS INVESTED MATURITY PROFILE
As at 31 March 2015



As at 31 March 2015

2. Trust Account	\$	Institution	Value	Interest Rate	Maturity Date	Days to Maturity
Cash at Bank	\$625,755.52	COMMONWEALTH		n/a	n/a	n/a
Short Term Investments		n/a	\$0.00	n/a	n/a	n/a
Total Trust Funds	\$625,755.52					



INVESTMENTS REPORT TO COUNCIL AS AT 31 March 2015

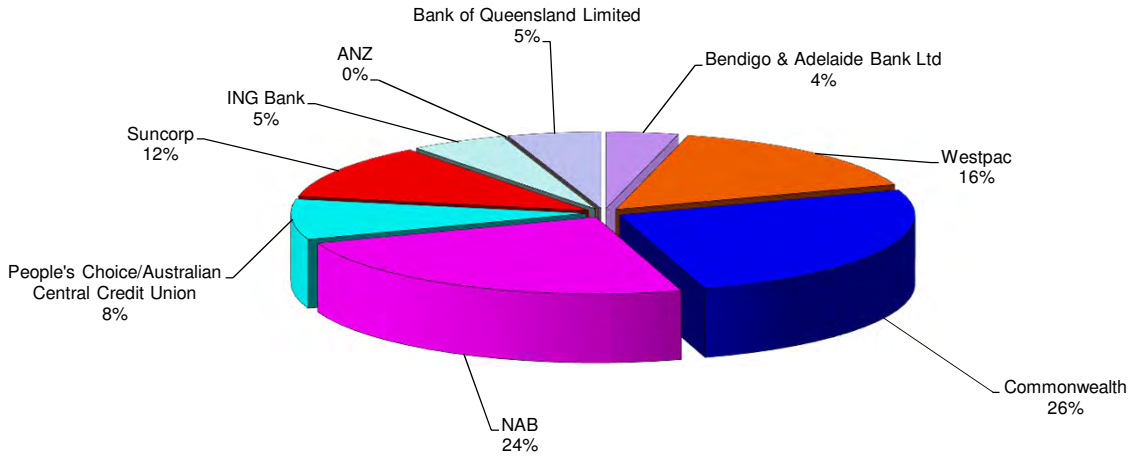
Investment Policy Limits

Short Term	Policy Max.	Actual Portfolio
A1+	100%	66%
A1	45%	12%
A2	25%	23%
Unrated*	10%	0%

Counterparty	Policy Min.	Policy Max.	Actual Portfolio
Major Banks	15%	100%	66%
Regional Banks	0%	45%	26%
Credit Unions/Building Societies/ Other ADI's	0%	45%	8%

Note: City of Darwin's investment policy limit with any one bank cannot exceed 30% of the entire investment portfolio.
 *unrated institutions must be an "ADI" with an asset base greater than \$1B.

INVESTMENT FUNDS DISTRIBUTION PER INSTITUTION



INVESTMENTS REPORT TO COUNCIL AS AT 31 MARCH 2015

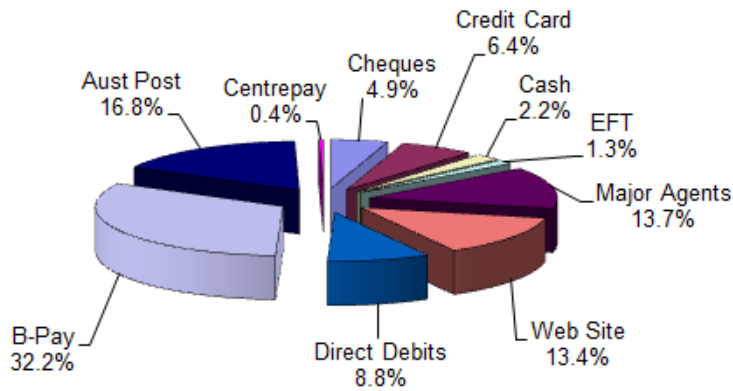
Investment Portfolio

CREDIT RATING	COUNTERPARTY	AMOUNT	INTEREST RATE	MATURITY DATE	DAYS TO MATURITY	WEIGHTED AVERAGE RATE	INSTITUTION TOTALS	% P/FOLIO PER COUNTER PARTY
LT / ST								
Major Banks Total @		\$ 51,287,209.83	65.52%	of portfolio				
Invested								
AA - / A1+	National Bank	\$ 1,000,000.00	3.57%	April 7, 2015	7	0.000456104	\$ 18,882,682.19	24.12%
AA - / A1+	National Bank	\$ 511,476.17	3.57%	April 21, 2015	21	0.000233286		
AA - / A1+	National Bank	\$ 1,079,985.30	3.57%	April 21, 2015	21	0.000492586		
AA - / A1+	National Bank	\$ 1,000,000.00	3.57%	June 9, 2015	70	0.000456104		
AA - / A1+	National Bank	\$ 1,105,514.17	3.57%	June 16, 2015	77	0.000504229		
AA - / A1+	National Bank	\$ 1,000,000.00	3.57%	June 16, 2015	77	0.000456104		
AA - / A1+	National Bank	\$ 1,000,000.00	3.57%	June 16, 2015	77	0.000456104		
AA - / A1+	National Bank	\$ 1,000,000.00	3.57%	June 23, 2015	84	0.000456104		
AA - / A1+	National Bank	\$ 1,000,000.00	3.13%	June 30, 2015	91	0.000399890		
AA - / A1+	National Bank	\$ 1,018,100.28	3.13%	June 30, 2015	91	0.000407128		
AA - / A1+	National Bank	\$ 1,017,212.33	3.13%	June 30, 2015	91	0.000406773		
AA - / A1+	National Bank	\$ 1,000,000.00	3.57%	July 7, 2015	98	0.000456104		
AA - / A1+	National Bank	\$ 1,049,473.99	3.57%	July 21, 2015	112	0.000478669		
AA - / A1+	National Bank	\$ 1,043,618.45	3.58%	July 28, 2015	119	0.000477332		
AA - / A1+	National Bank	\$ 1,038,867.52	3.57%	August 4, 2015	126	0.000473832		
AA - / A1+	National Bank	\$ 1,000,000.00	3.14%	October 6, 2015	189	0.000401167		
AA - / A1+	National Bank	\$ 2,000,000.00	3.01%	October 6, 2015	189	0.000769117		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.57%	April 14, 2015	14	0.000456104	\$ 20,075,153.16	25.65%
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.57%	April 21, 2015	21	0.000456104		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.57%	May 5, 2015	35	0.000456104		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.57%	May 19, 2015	49	0.000456104		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.57%	May 26, 2015	56	0.000456104		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.61%	August 11, 2015	133	0.000461214		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.61%	August 11, 2015	133	0.000461214		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.29%	August 11, 2015	133	0.000420331		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.61%	August 18, 2015	140	0.000461214		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.63%	August 18, 2015	140	0.000463770		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.29%	August 18, 2015	140	0.000420331		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.63%	August 25, 2015	147	0.000463770		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.51%	August 25, 2015	147	0.000448438		
AA - / A1+	Commonwealth Bank	\$ 1,017,850.96	3.37%	September 1, 2015	154	0.000438238		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.37%	September 8, 2015	161	0.000430552		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.37%	September 15, 2015	168	0.000430552		
AA - / A1+	Commonwealth Bank	\$ 1,018,692.88	3.17%	September 22, 2015	175	0.000412571		
AA - / A1+	Commonwealth Bank	\$ 1,019,224.11	3.20%	September 22, 2015	175	0.000416692		
AA - / A1+	Commonwealth Bank	\$ 1,000,000.00	3.17%	September 29, 2015	182	0.000405000		
AA - / A1+	Commonwealth Bank	\$ 1,019,385.21	3.11%	September 29, 2015	182	0.000405037		
AA - / A1+	Westpac	\$ 1,000,000.00	3.65%	April 7, 2015	7	0.000466325	\$ 12,329,374.48	15.75%
AA - / A1+	Westpac	\$ 1,000,000.00	3.65%	April 28, 2015	28	0.000466325		
AA - / A1+	Westpac	\$ 1,037,550.21	3.29%	May 12, 2015	42	0.000436115		
AA - / A1+	Westpac	\$ 1,000,000.00	3.66%	May 12, 2015	42	0.000467602		
AA - / A1+	Westpac	\$ 1,000,000.00	3.66%	May 19, 2015	49	0.000467602		
AA - / A1+	Westpac	\$ 1,038,210.26	3.60%	June 2, 2015	63	0.000477511		
AA - / A1+	Westpac	\$ 1,084,278.45	3.45%	June 9, 2015	70	0.000477920		
AA - / A1+	Westpac	\$ 1,042,137.22	3.45%	June 23, 2015	84	0.000459346		
AA - / A1+	Westpac	\$ 1,022,890.96	3.48%	June 30, 2015	91	0.000454783		
AA - / A1+	Westpac	\$ 1,024,256.44	3.48%	June 30, 2015	91	0.000455390		
AA - / A1+	Westpac	\$ 1,080,050.94	3.35%	September 1, 2015	154	0.000462258		
AA - / A1+	Westpac	\$ 1,000,000.00	2.85%	September 29, 2015	182	0.000364117		
Regional Banks Total @		\$ 20,331,499.86	25.98%	of portfolio				
Invested								
A - / A2	Bendigo Adelaide Bank	\$ 1,000,000.00	3.55%	June 23, 2015	84	0.000453549	\$ 3,085,859.01	3.94%
A - / A2	Bendigo Adelaide Bank	\$ 1,018,123.29	3.50%	July 28, 2015	119	0.000455265		
A - / A2	Bendigo Adelaide Bank	\$ 1,067,735.72	3.50%	August 4, 2015	126	0.000477450		
A - / A2	ING Bank	\$ 1,000,000.00	3.51%	April 21, 2015	21	0.000448438	\$ 4,138,367.51	5.29%
A - / A2	ING Bank	\$ 1,061,303.90	3.54%	May 26, 2015	56	0.000479997		
A - / A2	ING Bank	\$ 1,022,591.78	3.48%	May 26, 2015	56	0.000454650		
A - / A2	ING Bank	\$ 1,054,471.83	3.54%	June 2, 2015	63	0.000476907		
A+ / A1	Suncorp-Metway Limited	\$ 1,000,000.00	3.50%	April 28, 2015	28	0.000447161	\$ 9,107,273.34	11.64%
A+ / A1	Suncorp-Metway Limited	\$ 1,089,408.96	3.45%	June 9, 2015	70	0.000480182		
A+ / A1	Suncorp-Metway Limited	\$ 1,000,000.00	3.60%	July 7, 2015	98	0.000459937		
A+ / A1	Suncorp-Metway Limited	\$ 1,000,000.00	3.55%	July 14, 2015	105	0.000453549		
A+ / A1	Suncorp-Metway Limited	\$ 1,000,000.00	3.12%	September 22, 2015	175	0.000398612		
A+ / A1	Suncorp-Metway Limited	\$ 1,017,864.38	3.00%	October 6, 2015	189	0.000390128		
A+ / A1	Suncorp-Metway Limited	\$ 3,000,000.00	3.00%	October 13, 2015	196	0.001149842		
A - / A2	Bank of Queensland Limited	\$ 1,000,000.00	3.60%	July 14, 2015	105	0.000459937	\$ 4,000,000.00	5.11%
A - / A2	Bank of Queensland Limited	\$ 1,000,000.00	3.60%	July 21, 2015	112	0.000459937		
A - / A2	Bank of Queensland Limited	\$ 1,000,000.00	3.60%	July 28, 2015	119	0.000459937		
A - / A2	Bank of Queensland Limited	\$ 1,000,000.00	3.32%	September 15, 2015	168	0.000424164		
Credit Societies Total @		\$ 6,652,911.93	8.50%	of portfolio				
Invested								
BBB+ / A2	People's Choice Credit Union /	\$ 543,642.29	3.56%	April 7, 2015	7	0.000247263	\$ 6,652,911.93	8.50%
BBB+ / A2	People's Choice Credit Union /	\$ 1,035,871.45	3.58%	April 14, 2015	14	0.000473789		
BBB+ / A2	People's Choice Credit Union /	\$ 1,000,000.00	3.58%	April 28, 2015	28	0.000457382		
BBB+ / A2	People's Choice Credit Union /	\$ 1,036,720.83	3.55%	May 5, 2015	35	0.000470203		
BBB+ / A2	People's Choice Credit Union /	\$ 1,036,677.36	3.55%	May 12, 2015	42	0.000470184		
BBB+ / A2	People's Choice Credit Union /	\$ 1,000,000.00	3.55%	September 8, 2015	161	0.000453549		
BBB+ / A2	People's Choice Credit Union /	\$ 1,000,000.00	3.50%	August 25, 2015	147	0.000447161		
NT Government Total @		\$ -	0.00%	of portfolio				
Invested								
						3.39%	2.23%	
TOTAL FUNDS INVESTED		\$ 78,271,622	100.00%	Average Days to Maturity	97.00	Weighted Average	BBSW 90 Day Rate	100.00%
GENERAL BANK FUNDS		\$ 5,372,128						
TOTAL ALL FUNDS		\$ 83,643,749						
Total Budget Investment Earnings		\$ 2,345,947						
Year to Date Investment Earnings		\$ 1,992,666						
			Type of Investment	Amount	% Portfolio			
			Term Deposit	\$ 78,271,621.62	94%			
			Bank Bills	\$ -				
			Negotiable Certificate of Deposit	\$ -				
			CBA At Call	\$ 5,372,127.55	6%			
				\$ 83,643,749.17	100%			

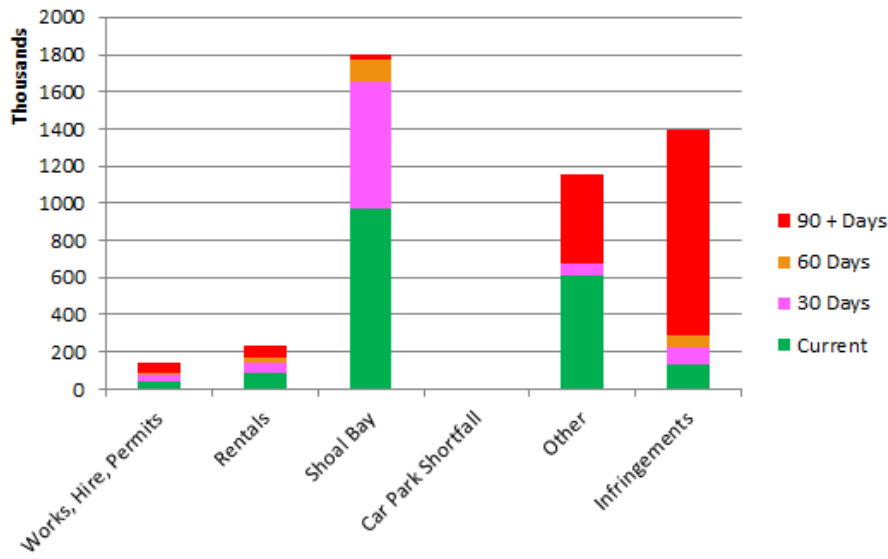


FINANCE DEPARTMENT
SERVICE LEVEL REPORT TO COUNCIL FOR
THE MONTH OF MARCH 2015

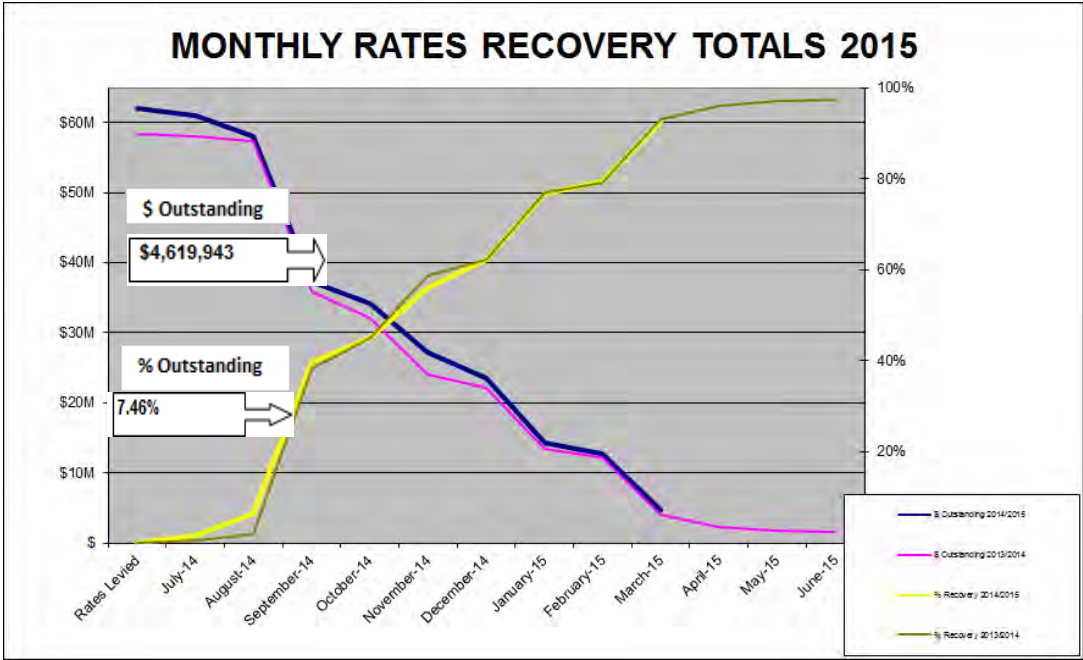
RATE RECEIPTS BY PAYMENT TYPE LAST 12 MONTHS



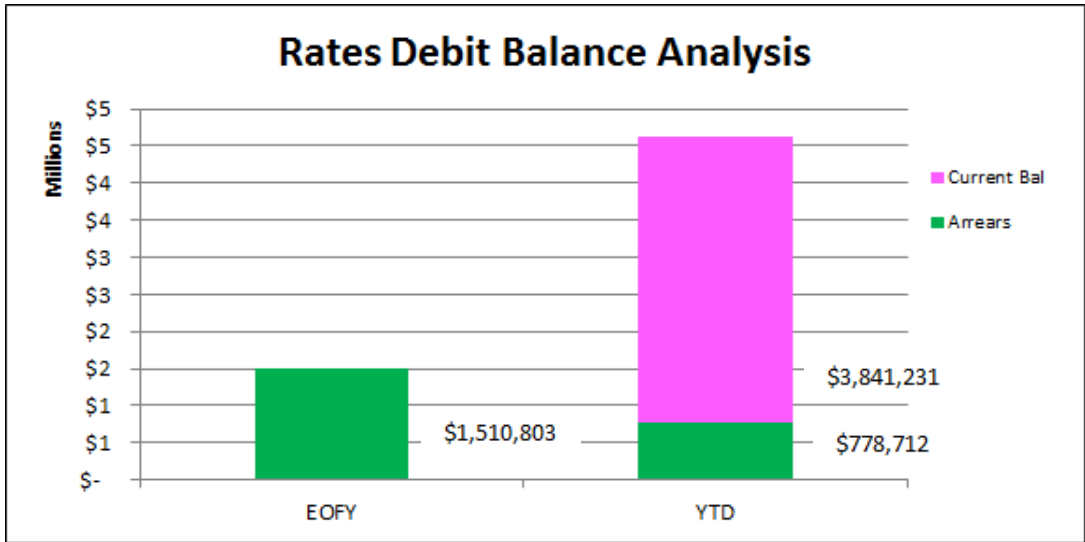
ACCOUNTS RECEIVABLE OUTSTANDING DEBTORS



Pursuant to Local Government (Accounting) Regulations Sec 18(2)(b) the chart labelled "Accounts Receivable Outstanding Debtors" represents sundry debts owed to Council on an "aged" basis.



The chart labelled "Monthly Rates Recovery Totals" represents the amounts currently outstanding in Rates to Council, rates are either due or overdue, as such no further "ageing" is possible.



2014-15 Reserves Summary

For the Year to Date

31 March 2015

Reserves - internally restricted			Reserves - legally restricted			Reserves - all		
Total - internally restricted			Total - legally restricted			Total - all		
	Budget	Actual		Budget	Actual		Budget	Actual
Opening Balance	26,632,302	26,632,302	Opening Balance	22,547,663	22,547,663	Opening Balance	49,179,965	49,179,965
Operating Transfers	2,855,326	1,244,225	Operating Transfers	3,562,639	7,556,902	Operating Transfers	6,417,965	8,801,128
Capital Transfers	-10,892,343	-5,594,780	Capital Transfers	-6,419,763	-4,383,052	Capital Transfers	-17,312,106	-9,977,832
Net transfers	-8,037,017	-4,350,555	Net transfers	-2,857,124	3,173,850	Net transfers	-10,894,141	-1,176,704
Closing Balance	18,595,285	22,281,747	Closing Balance	19,690,539	25,721,513	Closing Balance	38,285,824	48,003,261
Asset Replacement	Budget	Actual	CBD Carparking - Cont.	Budget	Actual			
Opening Balance	5,197,436	5,197,436	Opening Balance	8,388,077	8,388,077			
Operating Transfers	-421,000	-137,941	Operating Transfers	405,354	3,154,178			
Capital Transfers	-1,607,165	1,487,327	Capital Transfers	-	-			
Closing Balance	3,169,271	6,546,823	Closing Balance	8,793,431	11,542,255			
Carry Forward Cap Wks	Budget	Actual	CBD Carparking - Rate	Budget	Actual			
Opening Balance	5,247,709	5,247,709	Opening Balance	7,754,293	7,754,293			
Operating Transfers	-1,479,148	-1,479,148	Operating Transfers	1,204,857	1,323,228			
Capital Transfers	-3,768,561	-3,768,561	Capital Transfers	-	-			
Closing Balance	-	-	Closing Balance	8,959,150	9,077,521			
Coastal Foreshore Mgt	Budget	Actual	DEC Air-Conditioning	Budget	Actual			
Opening Balance	33,575	33,575	Opening Balance	324,000	324,000			
Operating Transfers	-	-	Operating Transfers	36,000	36,000			
Capital Transfers	-33,575	-33,575	Capital Transfers	-	-			
Closing Balance	-	-	Closing Balance	360,000	360,000			
Darwin Cemetery	Budget	Actual	Developer Cont's	Budget	Actual			
Opening Balance	76,608	76,608	Opening Balance	2,065,051	2,065,051			
Operating Transfers	-	-	Operating Transfers	189,109	209,834			
Capital Transfers	-50,000	-27,330	Capital Transfers	-1,910,320	-314,434			
Closing Balance	26,608	49,278	Closing Balance	343,840	1,960,451			
DEC Refurbishment	Budget	Actual	Highway/Commercial	Budget	Actual			
Opening Balance	633,078	633,078	Opening Balance	63,286	63,286			
Operating Transfers	-	-	Operating Transfers	3,137	2,261			
Capital Transfers	-	-	Capital Transfers	-	-			
Closing Balance	633,078	633,078	Closing Balance	66,423	65,547			
Disaster Contingency	Budget	Actual	Market Development	Budget	Actual			
Opening Balance	2,518,680	2,518,680	Opening Balance	196,428	196,428			
Operating Transfers	-	-	Operating Transfers	47,572	41,304			
Capital Transfers	-1,500,000	-1,118,820	Capital Transfers	-3,400	16,604			
Closing Balance	1,018,680	1,399,860	Closing Balance	240,600	254,336			
Election Expense	Budget	Actual	Other Carparking	Budget	Actual			
Opening Balance	126,688	126,688	Opening Balance	386,809	386,809			
Operating Transfers	17,012	20,773	Operating Transfers	14,570	13,822			
Capital Transfers	-	-	Capital Transfers	-66,500	-			
Closing Balance	143,700	147,461	Closing Balance	334,879	400,631			
Environmental	Budget	Actual	Unspent Grants	Budget	Actual			
Opening Balance	107,130	107,130	Opening Balance	1,199,922	1,199,922			
Operating Transfers	-20,675	-17,605	Operating Transfers	-142,691	-142,691			
Capital Transfers	-	-	Capital Transfers	-497,658	-497,658			
Closing Balance	86,455	89,525	Closing Balance	559,573	559,573			
Nightcliff Hall	Budget	Actual	Waste Management	Budget	Actual			
Opening Balance	60,494	60,494	Opening Balance	2,169,797	2,169,797			
Operating Transfers	12,942	11,177	Operating Transfers	1,804,731	2,918,966			
Capital Transfers	-73,203	-7,484	Capital Transfers	-3,941,885	-3,587,564			
Closing Balance	233	64,188	Closing Balance	32,643	1,501,199			
Off & On Street Parking	Budget	Actual						
Opening Balance	9,549,146	9,549,146						
Operating Transfers	2,479,148	1,006,534						
Capital Transfers	-1,867,615	-1,584,155						
Closing Balance	10,160,679	8,971,525						
Plant Replacement	Budget	Actual						
Opening Balance	1,728,434	1,728,434						
Operating Transfers	1,827,047	1,400,435						
Capital Transfers	-1,792,224	-501,922						
Closing Balance	1,763,257	2,626,947						
Public Art	Budget	Actual						
Opening Balance	380,970	380,970						
Operating Transfers	-	-						
Capital Transfers	-	-						
Closing Balance	380,970	380,970						
Purchase of Land	Budget	Actual						
Opening Balance	144,105	144,105						
Operating Transfers	-	-						
Capital Transfers	-	-						
Closing Balance	144,105	144,105						
Sale of Land	Budget	Actual						
Opening Balance	249,550	249,550						
Operating Transfers	440,000	440,000						
Capital Transfers	-	-						
Closing Balance	689,550	689,550						
Watering	Budget	Actual						
Opening Balance	578,699	578,699						
Operating Transfers	-	-						
Capital Transfers	-200,000	-40,261						
Closing Balance	378,699	538,438						

ENCL: CORPORATE & ECONOMIC DEVELOPMENT
 YES COMMITTEE/OPEN

AGENDA ITEM: 9.3

LISTING OF CHEQUES/EFT PAYMENTS - MARCH 2015

REPORT No.: 15A0056 MC:mp COMMON No.: 339125

DATE: 22/04/2015

Presenter: Manager Finance, Miles Craighead

Approved: General Manager Corporate Services, Diana Leeder

PURPOSE

The purpose of this report is to provide Council with a listing of all payments made during March 2015.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

5 Effective and Responsible Governance

Outcome

5.5 Responsible financial and asset management

Key Strategies

5.5.1 Manage Council's business based on a sustainable financial and asset management strategy

KEY ISSUES

The following amounts were paid during the month of March 2015:

Payment Fund/Type	Cheque/Batch Numbers		\$
	From	To	
General Fund			
Cheque Payments	916367	916399	18,142.91
Account Payable EFT	90872	90900	15,750,423.51
Payroll MOA EFT	PY01-18	PY01-19	912,825.50
Payroll MEA EFT	PY02-18	PY02-19	400,838.37
Payroll MOA EFT Off Cycle Run	PY03-05	PY03-05	3,166.35
Cancelled Payments			-1,109.90
Total			17,084,286.74

Attachment A provides a detailed list of payees and amounts supporting the total for Cheques / EFT / Payroll payments.

PAGE: 2
 REPORT NUMBER: 15A0056 MC:mp
 SUBJECT: LISTING OF CHEQUES/EFT PAYMENTS - MARCH 2015

RECOMMENDATION

THAT the Committee resolve under delegated authority:-

THAT Report Number 15A0056 MC:mp entitled Listing Of Cheques/EFT Payments - March 2015, be received and noted.

BACKGROUND

Nil

DISCUSSION

Nil

CONSULTATION PROCESS

Nil

BUDGET AND RESOURCE IMPLICATIONS

Nil

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Nil

ENVIRONMENTAL IMPLICATIONS

Nil

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We, the Author and Approving Officers, declare that we do not have a Conflict of Interest in relation to this matter.

MILES CRAIGHEAD
MANAGER FINANCE

DIANA LEEDER
GENERAL MANAGER
CORPORATE SERVICES

For enquiries, please contact Miles Craighead on 8930 0523 or email:
 m.craighead@darwin.nt.gov.au.

Attachments:

Attachment A: Listing of Cheques/EFT Payments – March 2015

PAYMENTS SUMMARY REPORT FOR MONTH ENDING 31 MARCH 2015

<u>Item</u>	<u>Payment Reference or</u>	<u>Date</u>	<u>Payee</u>	<u>Warrant Description</u>	<u>EFT/Cheque Value</u>	<u>Contract No.</u>
<u>General Cheques & EFT's Fund 5</u>						
<u>Payments > \$100,000</u>						
1	90900/2013-01	31/03/2015	SUNCORP METWAY LIMITED	INVESTMENT OF FUNDS	\$3,000,000.00	
2	90900/916-01	31/03/2015	NATIONAL AUSTRALIA BANK	INVESTMENT OF FUNDS	\$2,000,000.00	
3	90872/916-01	03/03/2015	NATIONAL AUSTRALIA BANK	INVESTMENT OF FUNDS	\$1,000,000.00	
4	90879/2013-01	10/03/2015	SUNCORP METWAY LIMITED	INVESTMENT OF FUNDS	\$1,000,000.00	
5	90879/916-01	10/03/2015	NATIONAL AUSTRALIA BANK	INVESTMENT OF FUNDS	\$1,000,000.00	
6	90886/5940-01	17/03/2015	COMMONWEALTH BANK AUSTRALIA	INVESTMENT OF FUNDS	\$1,000,000.00	
7	90900/867-01	31/03/2015	WESTPAC BANKING CORPORATION	INVESTMENT OF FUNDS	\$1,000,000.00	
8	90885/5837-01	12/03/2015	TERRITORIA CIVIL	CONSTRUCTION OF NORTH & SOUTH LEACHATE PONDS AND ASSOCIATED INFRASTRUCTURE	\$776,355.92	2014/150
9	90898/5837-01	26/03/2015	TERRITORIA CIVIL	OPERATION OF SHOAL BAY WASTE DISPOSAL SITE	\$495,379.19	2010/027
10	PY01-18	11/03/2015	PAYROLL MOA EMPLOYEES	PAYROLL	\$460,725.75	
11	PY01-19	25/03/2015	PAYROLL MOA EMPLOYEES	PAYROLL	\$452,099.75	
12	90896/2528-01	26/03/2015	CLEANAWAY LIMITED	COLLECTION OF DOMESTIC GARBAGE & RECYCLABLES	\$375,558.96	2007/060
13	90890/6522-01	19/03/2015	GOLDER ASSOCIATES PTY LTD	SHOAL BAY LEACHATE PROJECT TESTING, DISCUSSIONS, ASSESSMENTS AND ADVICE	\$287,099.83	
14	PY02-19	18/03/2015	PAYROLL MEA EMPLOYEES	PAYROLL	\$200,977.48	
15	PY02-18	04/03/2015	PAYROLL MEA EMPLOYEES	PAYROLL	\$199,860.89	
16	90895/906-01	26/03/2015	WOLPERS GRAHL PTY LTD	STORMWATER DRAINAGE UPGRADE AND MAINTENANCE	\$173,651.08	2014/097
17	90873/4-01	05/03/2015	AUSTRALIAN TAXATION OFFICE	PAYROLL DEDUCTION	\$167,579.00	
18	90887/4-01	19/03/2015	AUSTRALIAN TAXATION OFFICE	PAYROLL DEDUCTION	\$162,201.45	
19	90898/3664-01	26/03/2015	ASPHALT COMPANY AUSTRALIA PTY LTD	ASPHALT OVERLAY AND REPLACEMENT PROGRAM	\$127,452.55	2013/079
20	90898/5126-01	26/03/2015	PROGRAMMED PROPERTY SERVICES	MUNICIPAL MOWING SERVICES	\$123,033.66	2011/061
21	90898/4920-01	26/03/2015	DEMPSEY CONSOLIDATED PTY LTD	SWIMMING POOLS MANAGEMENT	\$113,626.34	2011/049
22	90898/6522-01	26/03/2015	GOLDER ASSOCIATES PTY LTD	SHOAL BAY LEACHATE PROJECT TESTING, DISCUSSIONS, ASSESSMENTS AND ADVICE	\$112,294.07	
23	90877/5987-01	05/03/2015	CSG COMMUNICATIONS PTY LTD	METER READINGS VARIOUS LOCATIONS	\$100,685.20	
<u>Payments \$99,999 - \$50,000</u>						
24	90897/418-01	26/03/2015	POWER AND WATER CORPORATION	PAWA SEWERAGE CHARGES MARCH 2015	\$91,863.25	
25	90877/6522-01	05/03/2015	GOLDER ASSOCIATES PTY LTD	SHOAL BAY LEACHATE PROJECT TESTING, DISCUSSIONS, ASSESSMENTS AND ADVICE	\$95,279.25	
26	90898/469-01	26/03/2015	GENERAL EXCAVATORS PTY LTD	MINOR CIVIL WORKS	\$89,221.56	
27	90898/2464-01	26/03/2015	TERRITORY DEBT COLLECTORS	PROVISION OF DEBT COLLECTION SERVICES	\$80,986.10	2014/023
28	90898/7075-01	26/03/2015	RAY LAURENCE CONSTRUCTIONS PTY LTD	STAGE 1 NIGHTCLIFF FORESHORE CAFÉ	\$75,625.00	2012/101
29	90898/2562-01	26/03/2015	THINK WATER	SUPPLY IRRIGATION PARTS AND MAINTENANCE	\$66,457.31	
30	90898/4285-01	26/03/2015	HAYS SPECIALIST RECRUITMENT PTY LTD	PROVISION OF TEMPORARY LABOUR SERVICE	\$57,944.82	2013/018D
31	90898/986-01	26/03/2015	MOUSELLIS & SONS PTY LTD	PROVISION OF ROAD SHOULDER MAINTENANCE AND PLANT HIRE	\$45,406.90	2013/065
32	90891/4-01	26/03/2015	AUSTRALIAN TAXATION OFFICE	PAYROLL DEDUCTION	\$53,495.95	
33	90880/4-01	12/03/2015	AUSTRALIAN TAXATION OFFICE	PAYROLL DEDUCTION	\$52,899.15	
34	90897/6694-01	26/03/2015	JACANA ENERGY	ELECTRICITY CHARGES	\$50,874.38	
<u>Payments \$49,999 - \$10,000</u>						
35	90898/6190-01	26/03/2015	SYNACO GLOBAL RECRUITMENT PTY LTD	PROVISION OF TEMPORARY LABOUR SERVICE	\$46,742.96	2013/018B
36	90898/2239-01	26/03/2015	G & T ELECTRICAL ENTERPRISES PTY LTD	PROVISION OF ELECTRICAL SERVICES	\$46,220.83	2012/064
37	90890/6561-01	19/03/2015	THE TRUSTEE FOR POUILLAS BROTHERS FAMILY TRUST	DRAINAGE WORKS VARIOUS LOCATIONS	\$45,620.00	
38	90898/2320-01	26/03/2015	P & K PLUMBING	PROVISION OF PLUMBING SERVICES	\$42,348.18	2014/052B
39	90890/2316-01	19/03/2015	SCHNEIDER ELECTRIC BUILDINGS AUSTRALIA	CoD BMS STRUXUREWARE UPGRADE	\$28,828.80	
40	90898/2316-01	26/03/2015	SCHNEIDER ELECTRIC BUILDINGS AUSTRALIA	CCTV MAINTENANCE	\$40,852.90	
41	90898/4354-01	26/03/2015	RURAL RUBBISH REMOVAL	SERVICE LITTER BINS DARWIN MUNICIPALITY	\$40,281.89	2013/55

42	90898/3916-01	26/03/2015	APARC PTY LTD	PARKING MACHINE MAINTENANCE	\$38,233.05	2010/101
43	90898/1465-01	26/03/2015	PARADISE LANDSCAPING	GROUNDS MAINTENANCE LYONS ESTATE	\$35,481.80	2012/063
44	90898/5289-01	26/03/2015	BMT WBM PTY LTD	COASTAL REMEDIAL WORKS	\$34,650.00	
45	90898/377-01	26/03/2015	CLAYTON UTZ	PROVISION OF LEGAL SERVICES	\$33,519.20	2012/001
46	90898/1573-01	26/03/2015	MABINDI PTY LTD	HIRE AND OPERATION OF ELEVATED WORK PLATFORM	\$30,973.48	2013/045
47	90883/6675-01	12/03/2015	QENERGY LIMITED	SUPPLY ELECTRICITY TO CIVIC CENTRE	\$30,301.86	2014/002
48	90877/543-01	05/03/2015	KPMG	INTERNAL AUDIT FEES	\$29,700.00	
49	90877/4341-01	05/03/2015	CHAINMESH SUPPLIES PTY LTD	FENCING REPAIRS	\$29,610.50	
50	90898/5064-01	26/03/2015	ARAFURA TREE SERVICES AND CONSULTING	PROVISION OF ARBORICULTURAL SERVICES	\$26,310.50	2011/054
51	90898/5082-01	26/03/2015	EZKO PROPERTY SERVICES	PROVISION OF CLEANING SERVICE	\$24,158.48	2011/057
52	90890/5197-01	19/03/2015	LOGICOIL	SUPPLY BULK FUEL	\$23,974.90	
53	90896/403-01	26/03/2015	INDUSTRIAL POWER SWEEPING SERVICES	PROVISION OF STREET SWEEPING SERVICE	\$22,971.73	2013/047
54	90885/3441-01	12/03/2015	SMEC AUSTRALIA PTY LTD	DESIGN & DOCUMENTATION SMITH STREET INTERSECTIONS	\$22,704.00	
55	90883/418-01	12/03/2015	POWER AND WATER CORPORATION	WATER CHARGES 2 MARCH 2015	\$21,638.48	
56	90883/3610-01	12/03/2015	OPTUS BILLING SERVICES PTY LTD	MOBILE PHONE CHARGES	\$21,144.97	
57	90898/3664-01	26/03/2015	ASPHALT COMPANY AUSTRALIA PTY LTD	SUPPLY HOTMIX ASPHALT	\$20,963.33	2014/043
58	90885/1675-01	12/03/2015	CLOUSTON ASSOCIATES	PROVISION OF DESIGN SERVICES	\$20,350.00	
59	90885/6604-01	12/03/2015	HUMAN SYNERGISTICS AUSTRALIA PTY LTD	LEADERSHIP DEVELOPMENT PROGRAM	\$20,162.50	
60	90898/336-01	26/03/2015	WATERDYNAMICS	SUPPLY IRRIGATION PARTS AND MAINTENANCE	\$19,876.84	
61	90896/4288-01	26/03/2015	SOUTHERN CROSS PROTECTION PTY LTD	PROVISION OF SECURITY SERVICES	\$19,057.73	2012/041
62	90877/4961-01	05/03/2015	REMOTE AREA TREE SERVICES PTY LTD	PROVISION OF ARBORICULTURAL SERVICES	\$18,542.76	2014/053
63	90896/2560-01	26/03/2015	AMCOM TELECOMMUNICATIONS	COMMUNICATIONS CHARGES APRIL 2015	\$17,681.38	
64	90877/5361-01	05/03/2015	PAUL MAHER SOLICITOR	PROVISION OF LEGAL SERVICES	\$17,270.00	
65	90889/832-01	19/03/2015	STERLING NT PTY LTD	LONG GRASS MOWING SERVICES	\$16,739.14	
66	90898/4961-01	26/03/2015	REMOTE AREA TREE SERVICES PTY LTD	PROVISION OF ARBORICULTURAL SERVICES	\$16,014.78	2014/053
67	90885/3426-01	12/03/2015	RENOFLO	CCTV SURVEY INSPECTION STORMWATER PIPES	\$15,793.80	
68	90898/501-01	26/03/2015	H B CONCRETE	SUPPLY AND DELIVERY OF READYMIX CONCRETE	\$15,592.03	2011/042
69	90883/6694-01	12/03/2015	JACANA ENERGY	ELECTRICITY CHARGES	\$15,076.32	
70	90898/5671-01	26/03/2015	MINTER ELLISON LAWYERS	PROVISION OF LEGAL SERVICES	\$15,068.34	2012/001
71	90898/4856-01	26/03/2015	NT RECYCLING SOLUTIONS	RESOURCE RECOVERY OPERATIONS AND MANAGEMENT AT SHOAL BAY WASTE DISPOSAL SITE	\$14,918.20	2010/026
72	90898/169-01	26/03/2015	AUSTRALIAN POSTAL CORPORATION	BULK POSTAGE FEBRUARY 2015	\$14,634.89	
73	90898/6287-01	26/03/2015	ACTIVE TREE SERVICES	PROVISION OF ARBORICULTURAL SERVICES	\$14,630.00	
74	90898/4569-01	26/03/2015	MIM INVESTMENTS (NT) PTY LTD	BUILDING REPAIRS AND MAINTENANCE	\$14,629.00	2012/044
75	90898/2935-01	26/03/2015	NATIONWIDE NEWS NT DIVISION	ADVERTISING SERVICES	\$14,018.08	
76	90885/4476-01	12/03/2015	MR F TAM	EXCAVATOR HIRE	\$13,760.00	
77	90890/2316-01	19/03/2015	SCHNEIDER ELECTRIC BUILDINGS AUSTRALIA	CIVIC CENTRE FUNCTION ROOM BMS	\$13,083.40	
78	90898/507-01	26/03/2015	HASTINGS DEERING (AUST) LTD	PLANT REPAIRS AND MAINTENANCE	\$12,938.53	
79	90898/4705-01	26/03/2015	GREENSPAN TECHNOLOGY PTY LTD	SUPPLY IRRIGATION PARTS AND MAINTENANCE	\$12,855.15	
80	90877/5255-01	05/03/2015	BELLRIDGE PTY LIMITED	IT SUBSCRIPTION MANAGE ENGINE SERVICE DESK	\$12,850.00	
81	90875/5354-01	05/03/2015	LORD MAYOR K FONG LIM	LORD MAYOR ALLOWANCE FEBRUARY 2015	\$12,743.62	
82	90884/832-01	12/03/2015	STERLING PROPERTY SERVICES PTY LTD	LONG GRASS MOWING SERVICES	\$12,362.63	
83	90898/695-01	26/03/2015	PROTECTOR ALSAFE PTY LTD	SAFETY WORKWEAR AND EQUIPMENT	\$12,334.30	
84	90898/6468-01	26/03/2015	AFL NORTHERN TERRITORY	SPONSORSHIP OF NT THUNDER 2015	\$12,000.00	
85	90877/3791-01	05/03/2015	LITCHFIELD GREEN WASTE RECYCLERS	MULCH GREENWASTE AT EAST POINT	\$11,880.00	
86	90898/4733-01	26/03/2015	SOUTHERN STARR FIRE PROTECTION	MONTHLY FIRE INSPECTIONS	\$11,778.47	
87	90890/7091-01	19/03/2015	MR J W ROPER	PROFESSIONAL SERVICES SHOAL BAY LEACHATE BASINS	\$11,646.25	
88	90898/5824-01	26/03/2015	SERVER ROOM SPECIALISTS	OPERATIONS CENTRE GENERATOR AND UPS WORKS	\$11,565.40	2012/089
89	90898/5453-01	26/03/2015	MARINER TRAVEL PTY LTD	PROVISION OF TRAVEL SERVICE	\$11,087.88	2012/024
90	90885/5827-01	12/03/2015	LEISURE ENGINEERING PTY LTD	NIGHTCLIFF POOL UPGRADE	\$11,000.00	
91	90898/2199-01	26/03/2015	VANDERFIELD MACHINERY	PLANT PARTS AND REPAIRS	\$10,556.31	
92	90898/4895-01	26/03/2015	WILSON SECURITY	PROVISION OF SECURITY SERVICE	\$10,328.77	2010/051

Payments < \$10,000

93	90885/802-01	12/03/2015	SHAMROCK CHEMICALS	SUPPLY JANITORIAL PRODUCTS	\$9,839.79	
94	90885/4872-01	12/03/2015	CORE TRAFFIC CONTROL PTY LTD	TRAFFIC MANAGEMENT VARIOUS LOCATIONS	\$9,790.28	
95	90898/4716-01	26/03/2015	BLIZZARD AIR & REFRIGERATION	INSTALL AIR CONDITIONING UNITS HOLTZE ST	\$9,613.01	
96	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD WORKSHOP	\$9,332.90	
97	90890/4822-01	19/03/2015	TRAFFICWERX NT PTY LTD	TRAFFIC MANAGEMENT VARIOUS LOCATIONS	\$9,223.50	
98	90898/986-01	26/03/2015	MOUSELLIS & SONS PTY LTD	CCTV STORMWATER DRAIN MAINTENANCE	\$8,841.56	

99	90898/713-01	26/03/2015	THE BIG MOWER	PLANT PARTS AND REPAIRS	\$8,728.16	
100	90898/1333-01	26/03/2015	M & G PAINTERS AND PARTNERS PTY LTD	PROVISION OF PAINTING SERVICES	\$8,690.00	2011/050
101	90898/2233-01	26/03/2015	MOBILE ELECTRICS	AIR CONDITIONING MAINTENANCE SERVICES	\$8,684.02	
102	90877/5819-01	05/03/2015	NEXTGEN NETWORKS PTY LTD	INTERNET CORPORATE FEE	\$8,628.40	
103	90898/647-01	26/03/2015	NORSIGN PTY LTD	SUPPLY OF ROAD SIGNS	\$8,325.49	2013/059
104	90890/1606-01	19/03/2015	CULLEN BAY MARINA MANAGEMENT	LANDSCAPING MAINTENANCE	\$8,312.56	
105	90877/4188-01	05/03/2015	AUSTRALIAN HOTELS ASSOCIATION NT BRANCH	SECURE TAXI RANK CONTRIBUTION 1.3.15 - 31.5.15	\$8,250.00	
106	90898/4952-01	26/03/2015	ENGSCRIBE PTY LTD	NIGHTCLIFF COMMUNITY CENTRE AIR CONDITIONING	\$8,231.85	
107	90898/2352-01	26/03/2015	PROGRAMMED INTEGRATED WORK FORCE	PROVISION OF TEMPORARY EMPLOYMENT SERVICES	\$8,078.64	2013/18
108	90890/5064-01	19/03/2015	ARAFURA TREE SERVICES AND CONSULTING	PROVISION OF ARBORICULTURAL SERVICES	\$8,056.25	
109	90890/5190-01	19/03/2015	VEG NORTH	WEED CONTROL AND MANAGEMENT	\$7,994.94	
110	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD INFORMATION TECHNOLOGY	\$7,973.42	
111	90898/3398-01	26/03/2015	TOX FREE AUSTRALIA PTY LTD	BIN CLEARANCE WESTLANE CARPARK, OPERATIONS CENTRE, ANIMAL POUND	\$7,642.04	
112	90885/5777-01	12/03/2015	GET SMART PROMOTIONAL PRODUCTS	SUPPLY BAMBOO FANS	\$7,623.00	
113	90898/7033-01	26/03/2015	SEMCORP NT	DARWIN ENTERTAINMENT CENTRE OFFICE REFURBISHMENT	\$7,230.00	
114	90898/6657-01	26/03/2015	NQ RESOURCE RECOVERY PTY LTD	PAINT AND CHEMICAL REMOVAL SHOAL BAY	\$6,968.39	
115	90876/859-01	05/03/2015	TELSTRA CORPORATION LIMITED	MAIN TELEPHONE ACCOUNT	\$6,867.96	
116	90898/5794-01	26/03/2015	FLOW SOLUTIONS DIVISION	REPAIR IRRIGATION PUMPS	\$6,865.38	
117	90898/4341-01	26/03/2015	CHAINMESH SUPPLIES PTY LTD	FENCING REPAIRS	\$6,800.00	
118	90898/6502-01	26/03/2015	OFF THE LEASH INCORPORATED	ADVERTISING SERVICES	\$6,612.76	
119	90897/859-01	26/03/2015	TELSTRA CORPORATION LIMITED	TELEPHONE CHARGES MARCH 2015	\$6,257.02	
120	00916386	19/03/2015	PATTEMORE CONSTRUCTIONS PTY LTD	REPLACEMENT DRIVEWAY CONTRIBUTION	\$6,056.16	
121	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD PEOPLE, CULTURE AND CAPABILITY	\$5,942.74	
122	90897/418-01	26/03/2015	POWER AND WATER CORPORATION	PAWA WATER CHARGES MARCH 2015	\$5,710.53	
123	90890/2566-01	19/03/2015	CARDNO (NT) PTY LTD	ESPLANADE RECONSTRUCTION	\$5,690.85	
124	90898/5896-01	26/03/2015	TALENT PROPELLER TRUST	ADVERTISING SERVICES	\$5,599.00	
125	90898/2549-01	26/03/2015	MAWPUMP DARWIN	SUPPLY SUBMERSIBLE PUMP	\$5,453.80	
126	90885/4914-01	12/03/2015	PILA GROUP PTY LTD	SUPPLY SEMI PERMANENT GOAL POSTS & NET	\$5,159.00	
127	90875/5332-01	05/03/2015	ALDERMAN R WANT DE ROWE	ALDERMAN PAYMENT FEBRUARY 2015	\$5,097.29	
128	90898/5298-01	26/03/2015	TRANSFURB	EXCESS INSURANCE PAYMENT	\$5,000.00	
129	90898/2566-01	26/03/2015	CARDNO (NT) PTY LTD	VIMY LANE UPGRADE	\$4,986.85	
130	90877/2320-01	05/03/2015	P & K PLUMBING	PROVISION OF PLUMBING SERVICES	\$4,864.83	2014/052B
131	90898/6653-01	26/03/2015	APPROVED PLUMBING SERVICE	PROVISION OF PLUMBING SERVICES	\$4,665.75	2014/052
132	90898/2215-01	26/03/2015	FENCE FACTORY	FENCING REPAIRS	\$4,660.00	
133	90885/3445-01	12/03/2015	DELL AUSTRALIA PTY LTD	SUPPLY 3 LATITUDE LAPTOPS	\$4,531.76	
134	90892/235-01	26/03/2015	CHILD SUPPORT AGENCY	PAYROLL DEDUCTION	\$4,462.92	
135	90898/7015-01	26/03/2015	HEDENIG CONSULTING	CONSTRUCTIVE CONVERSATIONS WORKSHOPS	\$4,400.00	
136	90898/1821-01	26/03/2015	LANE PRINT GROUP	PRINTING SERVICES	\$4,315.86	
137	90898/3943-01	26/03/2015	KONE ELEVATORS PTY LTD	ELEVATOR MAINTENANCE	\$4,282.25	
138	90898/6999-01	26/03/2015	TOP END GREENKEEPING PTY LTD	HERBICIDE TREATMENTS BAGOT OVAL	\$4,200.00	
139	90898/958-01	26/03/2015	TOP END LINE MARKERS	PROVISION OF LINE MARKING SERVICES	\$4,086.50	
140	90898/6820-01	26/03/2015	NT TOWING & RECOVERY	TOWING SERVICES	\$4,048.00	
141	90898/3329-01	26/03/2015	CAPTOVATE	WEB HOSTING & TECHNICAL SUPPORT	\$3,973.00	
142	90885/3260-01	12/03/2015	LARRAKIA NATION ABORIGINAL CORPORATION	WATER SAMPLING STORMWATER DRAINS	\$3,943.50	
143	90898/4044-01	26/03/2015	BURKERT FLUID CONTROL SYSTEMS	SUPPLY IRRIGATION PARTS AND MAINTENANCE	\$3,941.30	
144	90875/3244-01	05/03/2015	ALDERMAN A R MITCHELL	ALDERMAN PAYMENT FEBRUARY 2015	\$3,930.48	
145	90898/1535-01	26/03/2015	IRON MOUNTAIN AUSTRALIA PTY LTD	RECORDS MANAGEMENT FEBRUARY 15	\$3,886.74	
146	90875/5347-01	05/03/2015	ALDERMAN J M ANICTOMATIS	ALDERMAN PAYMENT FEBRUARY 2015	\$3,880.48	
147	90885/6379-01	12/03/2015	FLEET CHOICE NT	SALARY SACRIFICE PAYMENTS 9.3.15	\$3,866.95	
148	90898/6379-01	26/03/2015	FLEET CHOICE NT	SALARY SACRIFICE PAYMENTS 23.3.15	\$3,866.95	
149	90898/5532-01	26/03/2015	RGM MAINTENANCE DARWIN	PLANT PARTS AND REPAIRS	\$3,816.55	
150	90890/7041-01	19/03/2015	NORTHERN TESTING	POWER CORDS & APPLIANCE TEST & TAG OPERATIONS CENTRE	\$3,722.40	
151	90885/7032-01	12/03/2015	SUNDIALS AUSTRALIA	SUPPLY OF SUNDIAL & PLAQUES	\$3,700.00	
152	90877/2493-01	05/03/2015	SAI GLOBAL LTD	SUBSCRIPTION RENEWAL	\$3,578.64	
153	90898/668-01	26/03/2015	SBA DISTRIBUTORS PTY LTD	SUPPLY A4 COPY PAPER	\$3,516.77	
154	90890/5972-01	19/03/2015	THE SMITH FAMILY	YOUNG MOTHERS EDUCATION PROGRAM	\$3,500.00	
155	90898/5872-01	26/03/2015	ARNO'S TYRE SERVICE PTY LTD	TYRE FITTING AND MAINTENANCE SERVICE	\$3,484.80	
156	90875/4064-01	05/03/2015	ALDERMAN G J HASLETT	ALDERMAN PAYMENT FEBRUARY 2015	\$3,443.96	
157	90875/5331-01	05/03/2015	ALDERMAN G LAMBRINIDIS	ALDERMAN PAYMENT FEBRUARY 2015	\$3,443.96	

158	90890/2593-01	19/03/2015	ALL CAST (NT) DRAINAGE SYSTEMS PTY LTD	SUPPLY CONCRETE TABLES AND SEATS	\$3,405.60	
159	90898/2229-01	26/03/2015	TERRITORY ASSET MANAGEMENT	TRAFFIC DATA COLLECTION AND ANALYSIS	\$3,396.15	
160	90875/409-01	05/03/2015	ALDERMAN R K ELIX	ALDERMAN PAYMENT FEBRUARY 2015	\$3,372.80	
161	90898/286-01	26/03/2015	COONAWARRA PANEL WORKS	PLANT PARTS AND REPAIRS	\$3,368.08	
162	90877/1675-01	05/03/2015	CLOUSTON ASSOCIATES	PROVISION OF DESIGN SERVICES	\$3,300.00	
163	90885/7038-01	12/03/2015	VALUATIONS NT	RENTAL VALUATION LOT 5435 MITCHELL STREET	\$3,300.00	
164	90890/4603-01	19/03/2015	TONKIN CONSULTING	PROFESSIONAL SERVICES CHIN QUAN ROAD BARRIER REVIEW	\$3,300.00	
165	90898/705-01	26/03/2015	TERRITORY TELEVISION PTY LTD	ADVERTISING SERVICES	\$3,300.00	
166	90898/4731-01	26/03/2015	SOUTHERN CROSS AUSTEREO PTY LTD	ADVERTISING SERVICES	\$3,294.50	
167	90875/4684-01	05/03/2015	ALDERMAN R M KNOX	ALDERMAN PAYMENT FEBRUARY 2015	\$3,265.12	
168	90875/3243-01	05/03/2015	ALDERMAN H I GALTON	ALDERMAN PAYMENT FEBRUARY 2015	\$3,215.12	
169	90875/5344-01	05/03/2015	ALDERMAN K J WORDEN	ALDERMAN PAYMENT FEBRUARY 2015	\$3,215.12	
170	90875/6925-01	05/03/2015	ALDERMAN J A GLOVER	ALDERMAN PAYMENT FEBRUARY 2015	\$3,215.12	
171	90877/6182-01	05/03/2015	JR BUSINESS COMMUNICATIONS PTY LTD	SUPPLY AND INSTALL HANDSETS	\$3,194.40	
172	PY03-05	26/03/2015	PAYROLL MOA	PAYROLL	\$3,166.35	
173	90875/2365-01	05/03/2015	ALDERMAN G A LAMBERT	ALDERMAN PAYMENT FEBRUARY 2015	\$3,086.28	
174	90875/5349-01	05/03/2015	ALDERMAN S J NIBLOCK	ALDERMAN PAYMENT FEBRUARY 2015	\$3,086.28	
175	90877/140-01	05/03/2015	BARNYARD TRADING	SUPPLY TREE WEBBING AND PICK-UP STIX	\$3,052.57	
176	90877/715-01	05/03/2015	QUICKPRINT	PRINTING SERVICES	\$3,014.00	
177	90898/3445-01	26/03/2015	DELL AUSTRALIA PTY LTD	SUPPLY DELL VENUE 8 7840	\$2,997.50	
178	90898/5215-01	26/03/2015	POOL & SPA SUPERSTORE	SUPPLY & INSTALL NEW INLET COVERS	\$2,976.90	
179	90877/6657-01	05/03/2015	NQ RESOURCE RECOVERY PTY LTD	PAINT AND CHEMICAL REMOVAL SHOAL BAY	\$2,949.82	
180	90898/6976-01	26/03/2015	NT TYRE SERVICE STUART PARK	TYRE FITTING AND MAINTENANCE SERVICE	\$2,902.00	
181	90885/4716-01	12/03/2015	BLIZZARD AIR & REFRIGERATION	INSTALL AIR CONDITIONING UNIT CORRUGATED IRON	\$2,865.26	
182	90890/2654-01	19/03/2015	TERRITORY DOOR SERVICES	ROLLER DOOR SERVICE AND MAINTENANCE	\$2,772.19	
183	90898/406-01	26/03/2015	INTEGRATED SWITCHGEAR & SYSTEMS PTY LTD	SUPPLY ENCLOSURES	\$2,761.00	
184	90898/4975-01	26/03/2015	OFFICEWORKS AUSTRALIA PTY LTD	SUPPLY STATIONERY ITEMS AND EQUIPMENT	\$2,722.74	
185	90898/3787-01	26/03/2015	BEAUREPAIRES FOR TYRES	TYRE FITTING AND MAINTENANCE SERVICE	\$2,654.54	
186	90898/5361-01	26/03/2015	PAUL MAHER SOLICITOR	PROVISION OF LEGAL SERVICES	\$2,640.00	
187	90898/6656-01	26/03/2015	DARWIN & DISTRICT PLUMBING PTY LTD	PROVISION OF PLUMBING SERVICES	\$2,563.00	2014/052A
188	90885/2837-01	12/03/2015	MS C A VERNON	AUTHORITY CONSULTING SERVICES	\$2,541.00	
189	90893/6694-01	26/03/2015	JACANA ENERGY	PAYROLL DEDUCTION	\$2,510.00	
190	90885/6998-01	12/03/2015	STORYPROJECTS.COM.AU	COMMISSION PUBLIC ART PROJECT	\$2,500.00	
191	90898/6274-01	26/03/2015	MS K BROOKER	CONTRIBUTION FOR GRADUATE DIPLOMA IN INFORMATION SERVICES	\$2,500.00	
192	90898/3756-01	26/03/2015	KAREN SHELDON CATERING	CATERING SERVICES	\$2,495.00	
193	90898/3580-01	26/03/2015	TOLL PRIORITY	COURIER SERVICES	\$2,443.64	
194	90881/6694-01	12/03/2015	JACANA ENERGY	PAYROLL DEDUCTION	\$2,410.00	
195	90898/5145-01	26/03/2015	TERRITORY SURGICAL SUPPLIES	SUPPLY SHARPS CONTAINERS	\$2,403.00	
196	90898/5753-01	26/03/2015	QTURF MACHINERY PTY LTD	PLANT PARTS AND REPAIRS	\$2,388.43	
197	90890/6973-01	19/03/2015	WEX AUSTRALIA	SUPPLY FUEL	\$2,373.29	
198	90898/199-01	26/03/2015	IMAGE OFFSET PTY LTD	PRINTING SERVICES	\$2,343.00	
199	90885/1821-01	12/03/2015	LANE PRINT GROUP	ADJUSTMENT TO ORIGINAL INVOICE	\$2,328.48	
200	90898/5224-01	26/03/2015	C BAKER & J MANGOIG	PERFORMANCE FROM SERINA PECK	\$2,300.00	
201	90898/413-01	26/03/2015	HARVEY DISTRIBUTORS	SUPPLY JANITORIAL PRODUCTS	\$2,268.06	
202	90898/3962-01	26/03/2015	JOBFIT HEALTH GROUP	PROVISION OF MEDICAL SERVICES	\$2,214.20	
203	90898/654-01	26/03/2015	NORTHERN TERRITORY BROADCASTERS PTY LTD	ADVERTISING SERVICES	\$2,200.00	
204	90890/6976-01	19/03/2015	NT TYRE SERVICE STUART PARK	TYRE FITTING AND MAINTENANCE SERVICE	\$2,180.00	
205	90898/6351-01	26/03/2015	CHEMICAL ESSENTIALS PTY LTD	VETERINARY DISINFECTANT PRODUCTS	\$2,175.80	
206	90877/1573-01	05/03/2015	MABINDI PTY LTD	HIRE AND OPERATION OF ELEVATED WORK PLATFORM	\$2,143.04	2013/045
207	90890/277-01	19/03/2015	AREA9 IT SOLUTIONS	SUPPLY APPLE MACBOOK	\$2,122.42	
208	90898/6106-01	26/03/2015	SAFEMAN NT	SAFETY WORKWEAR AND EQUIPMENT	\$2,095.50	
209	90877/5177-01	05/03/2015	JOONDANNA INVESTMENTS PTY LTD	AIR CONDITIONING COSTS KARAMA LIBRARY JANUARY 2015	\$2,044.19	
210	90898/3848-01	26/03/2015	DARWIN AUTO ELECTRICS PTY LTD	PLANT PARTS AND REPAIRS	\$2,038.30	
211	90898/1361-01	26/03/2015	NT GENERAL STORE	SUPPLY EXTREME TOOL BAGS	\$2,010.00	
212	90885/2682-01	12/03/2015	SPROUT CREATIVE PTY LTD	SUPPLY PULL UP BANNER PLUS SKIN	\$2,008.60	
213	90898/498-01	26/03/2015	J BLACKWOOD & SON LTD	SUPPLY STORES TOOLS AND EQUIPMENT	\$2,007.97	
214	90877/88-01	05/03/2015	AUSTRALIAN LOCAL GOVERNMENT WOMENS ASSOCIATION	SILVER SPONSORSHIP INTERNATIONAL WOMEN'S DAY	\$2,000.00	
215	90890/6271-01	19/03/2015	CROSS CULTURAL CONSULTANTS	FACILITATION OF WORKSHOPS AMBON & ACHORAGE SCCC	\$2,000.00	
216	90898/4540-01	26/03/2015	ZONE 3 DARWIN	YOUTH TEAMWORK SESSIONS	\$2,000.00	

217	90898/2710-01	26/03/2015	FIGLEAF POOL PRODUCTS	SERVICE NIGHTCLIFF POOL FEBRUARY 2015	\$1,995.00
218	90898/4822-01	26/03/2015	TRAFFICWERX NT PTY LTD	TRAFFIC MANAGEMENT VARIOUS LOCATIONS	\$1,985.50
219	90898/4587-01	26/03/2015	VIBE HOTEL DARWIN WATERFRONT	DAY TRAINING PACKAGE	\$1,950.00
220	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD CEO	\$1,921.01
221	90877/1796-01	05/03/2015	RIDER LEVETT BUCKNALL NT PTY LTD	QUANTITY SURVEYING SERVICES LEACHATE BASINS	\$1,914.00
222	90898/6856-01	26/03/2015	ENVIRONMENTAL DEFENDERS OFFICE	DEVELOPMENT OF DATABASE	\$1,910.00
223	90877/1439-01	05/03/2015	SHADEWORKS HIRE	SUPPLY PAVILION & CHAIRS BOMBING OF DARWIN EVENT	\$1,851.00
224	90898/5349-01	26/03/2015	ALDERMAN S J NIBLOCK	REIMBURSE REGISTRATION PLANNING INSTITUTE OF AUSTRALIA	\$1,830.00
225	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD LIBRARIES	\$1,798.82
226	90898/425-01	26/03/2015	FALCON ENGINEERING PTY LTD	PLANT PARTS AND REPAIRS	\$1,760.00
227	90885/591-01	12/03/2015	PACKARD GOOSE PTY LTD	HIRE OF VACUUM PUMP TRUCK	\$1,725.00
228	90898/3517-01	26/03/2015	MICHELS WARREN MUNDAY	GENERAL COMMUNICATION FEES FEBRUARY 2015	\$1,718.75
229	90877/3643-01	05/03/2015	AUSURV PTY LTD	SHOAL BAY SURVEY PERIMETER OF STAGE 3	\$1,705.00
230	90898/197-01	26/03/2015	BUNNINGS BUILDING SUPPLIES PTY LTD	HARDWARE SUPPLIES	\$1,691.02
231	90898/1158-01	26/03/2015	GEMINEX NORTHERN TERRITORY	SUPPLY UNIFORMS	\$1,632.39
232	90885/2781-01	12/03/2015	DEPT OF CORPORATE AND INFORMATION SERVICES	WATER TESTING SWIMMING POOLS	\$1,625.37
233	90877/5113-01	05/03/2015	SMART DISTRIBUTION SERVICES	SUPPLY GRAFFITI REMOVER	\$1,617.00
234	90877/4296-01	05/03/2015	EARTHWORKS TRAINING & ASSESSMENT	WZ2 AND WZ3 REFRESHER TRAINING	\$1,600.00
235	90877/1821-01	05/03/2015	LANE PRINT GROUP	PRINTING AND DISTRIBUTION SERVICES	\$1,583.44
236	90877/3266-01	05/03/2015	ID CONSULTING PTY LTD	QUARTERLY SUBSCRIPTION FEBRUARY - APRIL 2015	\$1,567.50
237	90885/5990-01	12/03/2015	CROSS CULTURAL CONSULTANTS	CROSS CULTURAL TRAINING	\$1,567.50
238	90885/4995-01	12/03/2015	TERRITORY RURAL	SUPPLY HERBICIDES AND PESTICIDES	\$1,562.00
239	90890/6657-01	19/03/2015	NQ RESOURCE RECOVERY PTY LTD	PAINT AND CHEMICAL REMOVAL SHOAL BAY	\$1,557.93
240	90885/4920-01	12/03/2015	DEMPSEY CONSOLIDATED PTY LTD	CHEMICAL COSTS NIGHTCLIFF POOL	\$1,520.00
241	90877/6976-01	05/03/2015	NT TYRE SERVICE STUART PARK	TYRE FITTING AND MAINTENANCE SERVICE	\$1,501.00
242	90898/407-01	26/03/2015	REECE PTY LTD	LIBRARY RESOURCES	\$1,483.35
243	90898/3750-01	26/03/2015	DARWIN STEEL & PIPE SUPPLIES PTY LTD	STEEL SUPPLIES	\$1,472.24
244	90885/3032-01	12/03/2015	W & D M FONG NOMINEES PTY LTD	LEASE PAYMENT 7 PAVONIA WAY MARCH 2015	\$1,438.80
245	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD WORKSHOP	\$1,438.35
246	90885/7034-01	12/03/2015	EXTREME PRODUCTS PTY LTD	SUPPLY 3G RUGGEAR MOBILE PHONES	\$1,420.27
247	90898/2241-01	26/03/2015	HIDDEN VALLEY FORD	PLANT PARTS AND REPAIRS	\$1,418.42
248	90898/1819-01	26/03/2015	EMPLOYEE ASSISTANCE SERVICE	COUNSELLING SERVICES FEBRUARY 2015	\$1,410.01
249	90885/3780-01	12/03/2015	EPAC SALARY SOLUTIONS PTY LTD	SALARY SACRIFICE PAYMENTS 9.3.15	\$1,396.52
250	90898/3780-01	26/03/2015	EPAC SALARY SOLUTIONS PTY LTD	SALARY SACRIFICE PAYMENTS 23.3.15	\$1,396.52
251	90898/250-01	26/03/2015	COATES HIRE OPERATIONS PTY LTD	HIRE PORTABLE TOILETS BOMBING OF DARWIN EVENT	\$1,366.38
252	90898/4995-01	26/03/2015	TERRITORY RURAL	SUPPLY HERBICIDES AND PESTICIDES	\$1,352.34
253	90885/4785-01	12/03/2015	CLEAN AS	PROVISION OF CLEANING SERVICES	\$1,340.00
254	90898/2654-01	26/03/2015	TERRITORY DOOR SERVICES	ROLLER DOOR SERVICE AND MAINTENANCE	\$1,331.00
255	90885/6976-01	12/03/2015	NT TYRE SERVICE STUART PARK	TYRE FITTING AND MAINTENANCE SERVICE	\$1,330.00
256	90898/1207-01	26/03/2015	SHORELANDS PTY LTD	CRANE HIRE	\$1,328.25
257	90890/908-01	19/03/2015	WOOLWORTHS LIMITED	SUPPLY WATER FOR BOMBING OF DARWIN EVENT	\$1,325.89
258	90877/4549-01	05/03/2015	ABP PERMITS PTY LTD	ISSUE BUILDING PERMITS	\$1,320.00
259	00916379	12/03/2015	AMOUR LIMESTONE CREATIONS	REPAIR STONE PIER GARDENS OVAL	\$1,320.00
260	90890/42-01	19/03/2015	AMALGAMATED PEST CONTROL	INSECT AND PEST TREATMENT	\$1,303.50
261	90898/4257-01	26/03/2015	104.1 TERRITORY FM	ADVERTISING SERVICES	\$1,229.80
262	90877/2445-01	05/03/2015	UGL SERVICES PTY LTD	RENTAL LEANYER BOMBING RANGE	\$1,215.04
263	90890/7038-01	19/03/2015	VALUATIONS NT	RENTAL VALUATION LOT 3434 SMITH STREET	\$1,210.00
264	90890/6470-01	19/03/2015	MULTICULTURAL YOUTH NT	BUS FUEL ALLOWANCE FEBRUARY - JUNE 2015	\$1,200.00
265	90877/4603-01	05/03/2015	TONKIN CONSULTING	PROFESSIONAL FEES SUBDIVISION GUIDELINES	\$1,193.50
266	00916385	19/03/2015	HWL EBSWORTH LAWYERS	PROVISION OF LEGAL SERVICES	\$1,188.00
267	90890/3674-01	19/03/2015	MR B J SELLERS	PART PAYMENT DIPLOMA FEES	\$1,152.00
268	90890/4810-01	19/03/2015	MRS T SELLERS	PART PAYMENT DIPLOMA FEES	\$1,152.00
269	90885/254-01	12/03/2015	COLEMANS PRINTING PTY LTD	PRINTING SERVICES	\$1,137.62
270	90877/952-01	05/03/2015	ZIP PRINT	PRINTING SERVICES	\$1,100.00
271	90890/7095-01	19/03/2015	MS C M LONG	RATES REFUND	\$1,100.00
272	90898/3783-01	26/03/2015	WALLBRIDGE & GILBERT	CIVIL ENGINEER SERVICES	\$1,100.00
273	90882/967-01	12/03/2015	CITY OF DARWIN	PAYROLL DEDUCTION	\$1,088.17
274	90874/6694-01	05/03/2015	JACANA ENERGY	PAYROLL DEDUCTION	\$1,080.00
275	90888/6694-01	19/03/2015	JACANA ENERGY	PAYROLL DEDUCTION	\$1,070.00
276	90885/6820-01	12/03/2015	NT TOWING & RECOVERY	TOWING SERVICES	\$1,056.00

277	90898/2250-01	26/03/2015	WINNELLIE HYDRADULICS	PLANT PARTS AND REPAIRS	\$1,041.68	
278	90898/2589-01	26/03/2015	WINNELLIE CELLARS	CATERING ALCOHOL VETERANS DINNER	\$1,012.90	
279	90885/7092-01	12/03/2015	MRS C D A KERR	RATES REFUND	\$1,000.00	
280	90898/7111-01	26/03/2015	WILLIAM SINGE	DEPOSIT FOR PERFORMANCE DARWIN YOUTH FESTIVAL	\$1,000.00	
281	90898/5338-01	26/03/2015	EPRINT	PRINTING SERVICES	\$996.00	
282	90890/3445-01	19/03/2015	DELL AUSTRALIA PTY LTD	SUPPLY 3 X LOGITECH DESKTOP	\$976.92	
283	00916395	26/03/2015	MPZ BUILDERS PTY LTD	REIMBURSE ACCOUNT CREDIT BALANCE	\$973.61	
284	90877/4073-01	05/03/2015	HOLCO FINE MEATS	SUPPLY MEAT FOR CYCLONE STOCK	\$963.41	
285	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD OFFICE OF THE CEO	\$960.28	
286	90898/67-01	26/03/2015	ACCESS HARDWARE PTY LTD	SUPPLY CHAIN AND PADLOCK NIGHTCLIFF POOL	\$951.50	
287	90877/2682-01	05/03/2015	SPROUT CREATIVE PTY LTD	UPDATE ALDERMEN BANNER	\$950.40	
288	90877/491-01	05/03/2015	JAPE KONG SU NOMINEES PTY LTD	FURNITURE FOR NIGHTCLIFF LIBRARY	\$942.00	
289	90877/1946-01	05/03/2015	RAECO	LIBRARY RESOURCES	\$941.06	
290	90885/7058-01	12/03/2015	SIMPLEPAY SOLUTIONS PTY LTD	CREDIT CARD TRANSACTION FEE PARKING	\$938.74	
291	90877/4920-01	05/03/2015	DEMPSEY CONSOLIDATED PTY LTD	LIFEGUARD HIRE POOL TOY DECEMBER 2014	\$935.00	
292	90874/553-01	05/03/2015	LHMU - NT BRANCH	PAYROLL DEDUCTION	\$930.60	
293	90888/553-01	19/03/2015	LHMU - NT BRANCH	PAYROLL DEDUCTION	\$930.60	
294	90885/1898-01	12/03/2015	AUDIO TECHNOLOGY NT PTY LTD	AUDIO TECHNICIAN INTERNATIONAL WOMEN'S DAY	\$928.40	
295	90898/5844-01	26/03/2015	LED SIGNS PTY LIMITED	NEXT G DATA PLAN RENEWAL JULY 2014 - DECEMBER 2015	\$924.00	
296	90898/6945-01	26/03/2015	ISENTIA PTY LTD	MEDIA MONITORING	\$905.52	
297	00916368	05/03/2015	PETTY CASH	PETTY CASH REIMBURSEMENT CUSTOMER SERVICES	\$887.20	
298	90898/5396-01	26/03/2015	HYDROCHEM PTY LTD	WATER TREATMENT CASUARINA LIBRARY	\$883.30	
299	90898/4476-01	26/03/2015	MR F TAM	EXCAVATOR AND OPERATOR HIRE	\$880.00	
55	90883/418-01	12/03/2015	POWER AND WATER CORPORATION	SEWERAGE CHARGES 2 MARCH 2015	\$872.39	
300	90885/7089-01	12/03/2015	MS B R RANKMORE	RATES REFUND	\$870.84	
301	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD OFFICE OF THE CEO	\$855.53	
302	90898/2666-01	26/03/2015	ALL TOOLS NT	PLANT PARTS AND REPAIRS	\$850.00	
303	90898/2389-01	26/03/2015	WURTH AUSTRALIA	PLANT PARTS AND REPAIRS	\$847.34	
304	90877/254-01	05/03/2015	COLEMANS PRINTING PTY LTD	PRINTING SERVICES	\$847.00	
305	90890/3270-01	19/03/2015	ISS FACILITY SERVICES AUSTRALIA LIMITED	CLEANING SERVICES KARAMA LIBRARY	\$846.89	
306	90894/967-01	26/03/2015	CITY OF DARWIN	PAYROLL DEDUCTION	\$838.69	
307	90898/42-01	26/03/2015	AMALGAMATED PEST CONTROL	INSECT AND PEST TREATMENT	\$836.00	
308	00916372	12/03/2015	PETTY CASH	***** C A N C E L L E D *****	\$817.05	
309	00916377	12/03/2015	PETTY CASH	PETTY CASH REIMBURSEMENT CUSTOMER SERVICES	\$817.05	
310	90877/4924-01	05/03/2015	DREAMEDIA EVENTS PTY LTD	HIRE ADDITIONAL INFRASTRUCTURE BOMBING OF DARWIN EVENT	\$808.06	2014/017
311	90877/7082-01	05/03/2015	MRS P M SMITH	RATES REFUND	\$800.00	
312	90898/3563-01	26/03/2015	QBD THE BOOKSHOP	LIBRARY RESOURCES	\$798.90	
313	90890/380-01	19/03/2015	PHONOGRAPHIC PERFORMANCE COMPANY OF AUSTRALIA	LICENSING FOR PUBLIC PERFORMANCES	\$797.50	
314	90885/6356-01	12/03/2015	LUCID CONSULTING ENGINEERS (NT) PTY LTD	PROVISION OF ENGINEERING SERVICES	\$792.00	
315	90890/5361-01	19/03/2015	PAUL MAHER SOLICITOR	PROVISION OF LEGAL SERVICES	\$770.00	
316	90898/6100-01	26/03/2015	TROJON FENCING CONTRACTORS	SUPPLY & INSTALL FENCING	\$767.80	
317	90898/1031-01	26/03/2015	GARRARDS PTY LTD	SUPPLY HERBICIDES AND PESTICIDES	\$759.55	
318	90898/6006-01	26/03/2015	MARSHALL POWER AUSTRALIA LTD	SUPPLY EXIDE BATTERIES	\$753.70	
319	90898/612-01	26/03/2015	STAPLES AUSTRALIA	SUPPLY STATIONERY ITEMS	\$752.93	
320	90890/2215-01	19/03/2015	FENCE FACTORY	FENCING REPAIRS	\$745.00	
321	90890/2314-01	19/03/2015	THE EXHIBITIONIST	DESIGN 2015 AUSTRALIA DAY BOOKLET	\$742.50	
322	90898/2424-01	26/03/2015	ATOM	PLANT PARTS AND REPAIRS	\$740.65	
323	90898/48-01	26/03/2015	THE BOOKSHOP DARWIN	LIBRARY RESOURCES	\$728.18	
324	90885/42-01	12/03/2015	AMALGAMATED PEST CONTROL	INSECT AND PEST TREATMENT	\$726.00	
325	90885/3691-01	12/03/2015	DARWIN CONSULTANT PSYCHOLOGISTS	PSYCHOLOGICAL ASSESSMENT	\$721.60	
326	90877/3071-01	05/03/2015	AUSTRALIAN HUMAN RESOURCES INSTITUTE	MEMBERSHIP RENEWAL	\$720.00	
327	90877/5494-01	05/03/2015	M & D KING ASSET TRUST	SUPPLY VMS BOARDS	\$693.00	
328	90890/4163-01	19/03/2015	SIGN CITY	SUPPLY SIGNAGE FOR LAUNCH	\$693.00	
329	90898/6253-01	26/03/2015	WILD SOUNDS	PREPARATION FOR GIG GEAR TRAINING	\$690.00	
330	90898/1946-01	26/03/2015	RAECO	SUPPLY SLATWALL FOR LIBRARY	\$676.56	
331	90898/2812-01	26/03/2015	MOBILE LOCKSMITHS	KEY CUTTING AND LOCK SERVICE	\$665.50	
332	90898/1910-01	26/03/2015	ACE ARBOR SERVICES	LAWN MOWING SERVICES MALAK COMMUNITY CENTRE	\$653.40	
333	90898/4813-01	26/03/2015	AUSTEC IRRIGATION PTY LTD	SUPPLY IRRIGATION PARTS AND MAINTENANCE	\$650.61	
334	90890/3612-01	19/03/2015	JB HI-FI GROUP PTY LTD	LIBRARY RESOURCES	\$642.03	

335	90898/5506-01	26/03/2015	MURRAY PEST CONTROL	INSECT AND PEST TREATMENT	\$635.00	
336	90877/5079-01	05/03/2015	SIMON GEORGE & SONS PTY LTD	CATERING SERVICES	\$628.02	
337	90885/6657-01	12/03/2015	NQ RESOURCE RECOVERY PTY LTD	PAINT AND CHEMICAL REMOVAL SHOAL BAY	\$623.15	
338	90890/7094-01	19/03/2015	STARLIGHT CHILDREN'S FOUNDATION	REFUND SECURITY DEPOSIT NIGHTCLIFF COMMUNITY CENTRE	\$620.00	
339	90898/847-01	26/03/2015	NT RETAIL TECHNOLOGY	SUPPLY BARCODES	\$616.00	
340	90877/1170-01	05/03/2015	H D PUMPS	SUPPLY TRASH PUMP MECHANICAL SEAL KIT SHOAL BAY	\$611.00	
341	90898/4439-01	26/03/2015	ASIAN UNITED FOOD SERVICE	CATERING SERVICES	\$606.68	
342	90877/1772-01	05/03/2015	TERRITORY UNIFORMS	SUPPLY UNIFORMS	\$606.60	
343	90877/2654-01	05/03/2015	TERRITORY DOOR SERVICES	ROLLER DOOR SERVICE AND MAINTENANCE	\$605.00	
344	90890/6502-01	19/03/2015	OFF THE LEASH INCORPORATED	ADVERTISING MARCH 2015 EDITION	\$605.00	
345	90877/7088-01	05/03/2015	AUSTRALIAN LOCAL GOVERNMENT WOMENS ASSOCIATION	CONFERENCE REGISTRATION	\$599.95	
346	90885/4856-01	12/03/2015	NT RECYCLING SOLUTIONS	CHANGEOVER LOCKED SECURE BINS CIVIC CENTRE, OPERATIONS CENTRE, CASUARINA LIBRARY	\$596.61	
347	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD INFRASTRUCTURE	\$571.00	
348	90898/182-01	26/03/2015	BRIDGE TOYOTA	PLANT PARTS AND REPAIRS	\$570.10	
349	90881/125-01	12/03/2015	AUSTRALIAN SERVICES UNION	PAYROLL DEDUCTION	\$565.80	
350	90893/125-01	26/03/2015	AUSTRALIAN SERVICES UNION	PAYROLL DEDUCTION	\$565.80	
351	00916369	05/03/2015	GLYNIS LEE	REIMBURSE PRO-RATA COST OF FLIGHTS TO HAIKOU	\$562.00	
352	00916383	19/03/2015	PETTY CASH	PETTY CASH REIMBURSEMENT CASUARINA LIBRARY	\$561.55	
353	90898/1356-01	26/03/2015	GRACE REMOVALS GROUP	HIRE REMOVALISTS	\$561.00	
354	90898/5143-01	26/03/2015	HAPPY YESS COMMUNITY ARTS	CONTRIBUTION TO ALL AGES GIG	\$550.00	
355	90898/656-01	26/03/2015	NT ACRYLICS & PLASTICS	SUPPLY 1200MM DISC	\$550.00	
356	90877/6098-01	05/03/2015	K&B ADAMS PTY LTD	SUPPLY HERBICIDES AND PESTICIDES	\$546.81	
357	90898/6553-01	26/03/2015	NASKAM SECURITY SERVICES PTY LTD	QUARTERLY VIDEO MONITORING CASUARINA	\$544.50	
358	90877/4785-01	05/03/2015	CLEAN AS	CLEANING SERVICES NIGHTCLIFF COMMUNITY	\$540.00	
359	90898/4785-01	26/03/2015	CLEAN AS	CLEANING SERVICES NIGHTCLIFF COMMUNITY	\$540.00	
360	90898/6180-01	26/03/2015	SKILLED GROUP LIMITED	PROVISION OF TEMPORARY EMPLOYMENT SERVICES	\$537.23	2013/018C
361	90898/2189-01	26/03/2015	CUMMINS	PLANT PARTS AND REPAIRS	\$520.96	
362	90890/1772-01	19/03/2015	TERRITORY UNIFORMS	SUPPLY UNIFORMS	\$505.60	
363	00916387	19/03/2015	NATHANIEL KELLY	WELCOME TO DARWIN VIDEO PRODUCTION	\$500.00	
364	90890/7109-01	19/03/2015	MS J V BONSON	REFUND SECURITY DEPOSIT RAINTREE PARK	\$500.00	
365	90893/418-01	26/03/2015	POWER AND WATER CORPORATION	PAYROLL DEDUCTION	\$500.00	
366	90898/6865-01	26/03/2015	MELANOMA INSTITUTE AUSTRALIA	REFUND SECURITY DEPOSIT BICENTENNIAL PARK	\$500.00	
367	90898/7025-01	26/03/2015	INTERSPORT CASUARINA	SUPPLY MEN'S SAFETY SHOES	\$500.00	
368	90898/6203-01	26/03/2015	MR G D SMITH	TOWING SERVICES	\$495.00	
369	90898/153-01	26/03/2015	BIG W DEPARTMENT STORE	LIBRARY RESOURCES	\$491.60	
370	90898/3612-01	26/03/2015	JB HI-FI GROUP PTY LTD	LIBRARY RESOURCES	\$489.98	
371	90898/2929-01	26/03/2015	BOLINDA PUBLISHING PTY LTD	LIBRARY RESOURCES	\$489.50	
372	90890/5552-01	19/03/2015	GREEN BEING NT	HEALTHY DARWIN COOKING WORKSHOP	\$488.20	
373	90885/3225-01	12/03/2015	CASUARINA NEXTRA NEWS	SUPPLY NEWSPAPERS AND MAGAZINES	\$485.55	
374	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD LORD MAYOR	\$485.50	
375	90898/2907-01	26/03/2015	COMPLETE OFFICE SUPPLIES	SUPPLY STATIONERY ITEMS	\$484.41	
376	90890/4932-01	19/03/2015	NORTHERN ROCK PEST CONTROL PTY LTD	INSECT AND PEST TREATMENT	\$484.00	
377	90898/5154-01	26/03/2015	DATABANK TECHNOLOGIES	IT DATA STORAGE CHARGES FEBRUARY 2015	\$480.06	
378	90877/3962-01	05/03/2015	JOBFIT HEALTH GROUP	PROVISION OF MEDICAL SERVICES	\$478.50	
379	90898/91-01	26/03/2015	AUSTRALASIAN PERFORMING RIGHT ASSOCIATION	LICENCE RENEWAL DARWIN MALL BACKGROUND MUSIC	\$474.38	
380	90877/2392-01	05/03/2015	BUNZL LTD	SUPPLY JANITORIAL PRODUCTS	\$471.24	
381	90898/3412-01	26/03/2015	SECURE PAY PTY LTD	WEB PAYMENTS CHARGES	\$469.98	
382	90898/1177-01	26/03/2015	KONNECT	SUPPLY TOOLS AND FIXINGS	\$469.79	
383	00916391	26/03/2015	PETTY CASH	PETTY CASH REIMBURSEMENT OPERATIONS CENTRE	\$463.30	
384	00916390	26/03/2015	TELSTRA CORPORATION LIMITED	PAYROLL DEDUCTION	\$460.00	
385	90898/1409-01	26/03/2015	ENZED SERVICE CENTRE DARWIN	PLANT PARTS AND REPAIRS	\$458.90	
386	00916388	19/03/2015	CITY OF DARWIN	CASH ADVANCE ANIMAL HEALTH PROGRAM CATERING	\$456.00	
387	90877/2316-01	05/03/2015	SCHNEIDER ELECTRIC BUILDINGS AUSTRALIA	REPAIRS CARD READER CHINATOWN CARPARK	\$455.40	
388	00916392	26/03/2015	PETTY CASH	PETTY CASH REIMBURSEMENT CUSTOMER SERVICES	\$449.05	
389	90898/3904-01	26/03/2015	TOP END TURF	SUPPLY SIR WALTER TURF	\$448.00	
390	90898/34-01	26/03/2015	AIRPOWER PTY LTD	PLANT PARTS AND REPAIRS	\$445.64	
391	90885/250-01	12/03/2015	COATES HIRE OPERATIONS PTY LTD	HIRE FORKLIFT FOR SHOAL BAY WEIGHBRIDGE CALIBRATION	\$445.03	
392	90898/6648-01	26/03/2015	1300TEMPFENCE	TEMPORARY FENCE HIRE	\$443.41	

393	90877/1294-01	05/03/2015	JACOBS GROUP	PROFESSIONAL ENGINEERING SERVICES	\$440.00
394	90877/2354-01	05/03/2015	ANYWAIR ELECTRICS	UNDERGROUND SERVICE LOCATION	\$440.00
395	90898/2781-01	26/03/2015	DEPT OF CORPORATE AND INFORMATION SERVICES	WATER TESTING GARDENS GOLF LINKS & LAKE ALEXANDER	\$436.14
396	90898/5335-01	26/03/2015	MS R VAN DER POEL	CONTRIBUTION FOR ADVANCED DIPLOMA OF MANAGEMENT	\$435.00
397	90877/5083-01	05/03/2015	SOLARWISENSW	SERVICE OF POOL CLEANER	\$431.93
398	90898/859-01	26/03/2015	TELSTRA CORPORATION LIMITED	FREECALL AND SATELLITE PLAN FEES	\$430.86
399	90881/3103-01	12/03/2015	DARWIN COUNCIL SOCIAL CLUB	PAYROLL DEDUCTION	\$428.50
400	90885/1490-01	12/03/2015	DARWIN HUMAN RESOURCE & COMPUTER ACADEMY	VISIO INTRODUCTION	\$425.00
401	90893/3103-01	26/03/2015	DARWIN COUNCIL SOCIAL CLUB	PAYROLL DEDUCTION	\$425.00
402	90898/157-01	26/03/2015	HITACHI CONSTRUCTION MACHINERY	PLANT PARTS AND REPAIRS	\$418.35
403	90898/4549-01	26/03/2015	ABP PERMITS PTY LTD	INSPECTION REPORT MALAK CHILD CARE CENTRE	\$418.00
404	90898/178-01	26/03/2015	BP AUSTRALIA PTY LTD	FUEL ACCOUNT FEBRUARY 2015	\$417.70
405	90885/491-01	12/03/2015	JAPE KONG SU NOMINEES PTY LTD	SUPPLY OFFICE FURNITURE OPERATIONS CENTRE	\$414.00
406	00916371	12/03/2015	TELSTRA CORPORATION LIMITED	PAYROLL DEDUCTION	\$410.00
407	90898/7037-01	26/03/2015	DARWIN LARGE ANIMAL MOBILE VET SERVICE	VETERINARY SERVICES ANIMAL POUND	\$410.00
408	90896/166-01	26/03/2015	OTIS ELEVATOR COMPANY PTY LTD	ELEVATOR MAINTENANCE	\$405.04
409	90877/6105-01	05/03/2015	ALDERMENS COMMUNITY SUPPORT FUND	COMMUNITY SUPPORT FUND CONTRIBUTION FEBRUARY 2015	\$400.00
410	90881/418-01	12/03/2015	POWER AND WATER CORPORATION	PAYROLL DEDUCTION	\$400.00
411	90885/7093-01	12/03/2015	ROKA GRAPHICS PTY LTD	REIMBURSE ACCOUNT CREDIT BALANCE	\$400.00
412	90890/6459-01	19/03/2015	AMIABLE COMMUNICATIONS	YOUTH EVENT CO-ORDINATORS	\$400.00
413	90898/4877-01	26/03/2015	TOP END TRAINING	LIGHT RIGID ASSESSMENT	\$400.00
414	90877/42-01	05/03/2015	AMALGAMATED PEST CONTROL	INSECT AND PEST TREATMENT	\$396.00
415	90898/211-01	26/03/2015	BOC GASES AUSTRALIA LIMITED	CONTAINER SERVICE FEBRUARY 2015	\$388.73
416	90890/591-01	19/03/2015	PACKARD GOOSE PTY LTD	HIRE OF VACUUM PUMP TRUCK	\$385.00
417	00916382	19/03/2015	PETTY CASH	PETTY CASH REIMBURSEMENT CUSTOMER SERVICES	\$381.15
418	90877/1865-01	05/03/2015	SPOTLIGHT	SUPPLY MATERIALS FOR WELCOME TO DARWIN KIT	\$373.51
419	90877/2487-01	05/03/2015	SCHWARZE INDUSTRIES AUSTRALIA PTY LTD	PLANT PARTS AND REPAIRS	\$371.81
420	90877/5194-01	05/03/2015	MAJESTIX MEDIA	SERVICE PROJECTORS OPERATIONS CENTRE	\$363.00
421	90885/6960-01	12/03/2015	MIRROR MIRROR ON THE WALL	FACE PAINTING INTERNATIONAL WOMEN'S DAY EVENT	\$360.00
422	90890/2011-01	19/03/2015	VEDA ADVANTAGE INFORMATION SERVICES	COMPANY SEARCH CHARGES	\$359.76
423	90898/5323-01	26/03/2015	TIGERS DISCOUNT POTS	GARDENING SUPPLIES	\$356.00
424	90898/6479-01	26/03/2015	MS S CRAMER	ATTEND NATIONAL LOCAL GOVERNMENT CULTURAL FORUM	\$340.85
425	90877/380-01	05/03/2015	PHONOGRAPHIC PERFORMANCE COMPANY OF AUSTRALIA	LICENCE RENEWAL TO 29.2.16	\$336.60
426	90898/3327-01	26/03/2015	DEE BEE CATERING	CATERING SERVICES	\$330.00
427	90898/5280-01	26/03/2015	MRS N A JUNG	REIMBURSE KIDS RAINBOW CANDLE MAKING KIT	\$330.00
428	90898/6450-01	26/03/2015	TENDERLINK.COM	PUBLIC TENDER ADVERTISING	\$330.00
429	90898/6668-01	26/03/2015	STATEWIDE POOL SERVICES PTY LTD	CALL OUT NIGHTCLIFF POOL TO INVESTIGATE PUMP FAULT	\$330.00
430	90888/418-01	19/03/2015	POWER AND WATER CORPORATION	PAYROLL DEDUCTION	\$325.00
431	90898/6949-01	26/03/2015	CHRIST CHURCH CATHEDRAL	HIRE HARBOUR ROOM FOR LUNCHTIME CIRCUIT	\$325.00
432	90885/4803-01	12/03/2015	MRS A K GARDEN	LGMA MANAGEMENT CHALLENGE KATHERINE 16-19.3.15	\$315.10
433	90874/418-01	05/03/2015	POWER AND WATER CORPORATION	PAYROLL DEDUCTION	\$315.00
434	90877/6658-01	05/03/2015	MR J GREGORIO	REFUND SECURITY DEPOSIT MALAK COMMUNITY CENTRE	\$310.00
435	90877/6911-01	05/03/2015	MRS A M BLACKMORE	REFUND SECURITY DEPOSIT LYONS COMMUNITY CENTRE	\$310.00
436	90877/7021-01	05/03/2015	MS M H FERNANDEZ	REFUND SECURITY DEPOSIT MALAK COMMUNITY CENTRE	\$310.00
437	90877/7030-01	05/03/2015	MS P NGUYEN	REFUND SECURITY DEPOSIT LYONS COMMUNITY CENTRE	\$310.00
438	90877/7068-01	05/03/2015	B T ORTIZ	REFUND SECURITY DEPOSIT LYONS COMMUNITY CENTRE	\$310.00
439	90877/7073-01	05/03/2015	S JALLOH	REFUND SECURITY DEPOSIT LYONS COMMUNITY CENTRE	\$310.00
440	90890/7099-01	19/03/2015	MS I M LOPEZ	REFUND SECURITY DEPOSIT LYONS COMMUNITY CENTRE	\$310.00
441	00916398	26/03/2015	MRS A D SIMPKINS	REFUND SECURITY DEPOSIT LYONS COMMUNITY CENTRE	\$310.00
442	90898/7107-01	26/03/2015	MR L K CHEE	REFUND SECURITY DEPOSIT MALAK COMMUNITY CENTRE	\$310.00
443	90885/6844-01	12/03/2015	SLUMBERCORP NT	STORAGE CHARGES MARCH 2015	\$308.00
444	90885/153-01	12/03/2015	BIG W DEPARTMENT STORE	LIBRARY RESOURCES	\$307.00
445	90877/2316-01	05/03/2015	SCHNEIDER ELECTRIC BUILDINGS AUSTRALIA	REPAIRS CCTV CASUARINA LIBRARY	\$303.60
446	90877/6842-01	05/03/2015	MR J L TARCA	PERFORMANCE FOR FACING TRACY	\$300.00
447	90885/7037-01	12/03/2015	DARWIN LARGE ANIMAL MOBILE VET SERVICE	VETERINARY SERVICES	\$300.00
448	90898/5317-01	26/03/2015	BALANCE DIET CENTRE	SUPERMARKET TOUR HEALTHY DARWIN PROJECT	\$300.00
449	90885/5067-01	12/03/2015	EASYWEB DIGITAL	SUPPLY ROUTER FOR GUARDIAN SYSTEM	\$299.50
450	90898/4816-01	26/03/2015	MS C E DANDIE	REIMBURSE COST OF RECREATION CENTRE FURNITURE	\$299.00
451	90890/3756-01	19/03/2015	KAREN SHELDON CATERING	CATERING SERVICES	\$297.50

452	00916373	12/03/2015	PETTY CASH	***** C A N C E L L E D *****	\$292.85
453	00916378	12/03/2015	PETTY CASH	PETTY CASH REIMBURSEMENT CITY LIBRARY	\$292.85
454	90885/2314-01	12/03/2015	THE EXHIBITIONIST	POWER CHARGES FOR SANTA'S CAVE	\$291.80
455	90898/5649-01	26/03/2015	MR M A BRADBURY	ATTEND CISCO LIVE CONFERENCE 17-20.3.15	\$288.10
456	90877/7087-01	05/03/2015	MISS A L SWAIN	REIMBURSE SAFETY PRESCRIPTION GLASSES	\$280.20
457	90890/1439-01	19/03/2015	SHADEWORKS HIRE	SUPPLY SHADE & CHAIRS BOMBING OF DARWIN EVENT	\$275.15
458	90898/241-01	26/03/2015	CITY WRECKERS	TRANSPORT VEHICLE TO PICKLES AUCTION SITE	\$264.00
459	90898/6182-01	26/03/2015	JR BUSINESS COMMUNICATIONS PTY LTD	REPAIR PABX GROUP HUNT ISSUE	\$264.00
460	90898/825-01	26/03/2015	ST JOHN AMBULANCE AUSTRALIA NT	FIRST AID SUPPLIES FOR MOTOR VEHICLES	\$260.00
461	90890/2493-01	19/03/2015	SAI GLOBAL LTD	MEMBERSHIP FEE	\$259.45
462	90890/3503-01	19/03/2015	ROMA BAR CAFE	CATERING SERVICES	\$257.40
463	90898/6455-01	26/03/2015	MS S L GAMBLE	REIMBURSE FERRY TRANSPORT MARCH 2015	\$252.00
464	90877/531-01	05/03/2015	KARAMA NEWSAGENCY	SUPPLY NEWSPAPERS AND MAGAZINES	\$250.41
465	90898/4683-01	26/03/2015	NORTHERN COMMS	UNDERGROUND SERVICE LOCATION	\$250.00
466	90884/2231-01	12/03/2015	VEOLIA ENVIRONMENTAL SERVICES	RUBBISH BIN CLEARANCE WORKSHOP JANUARY 2015	\$243.82
467	90885/4932-01	12/03/2015	NORTHERN ROCK PEST CONTROL PTY LTD	INSECT AND PEST TREATMENT	\$242.00
468	90885/5003-01	12/03/2015	RISE GRAPHICS	SUPPLY SIGNAGE FOR CIVIC CENTRE	\$240.00
469	90898/7090-01	26/03/2015	A RAINBOW OF BALLOONS	BALLOON TWISTING CITY MALL	\$240.00
470	90885/3969-01	12/03/2015	MR D R NEALL	LGMA MANAGEMENT CHALLENGE KATHERINE 16-19.3.15	\$239.05
471	90885/5429-01	12/03/2015	MRS T J GIBSON	LGMA MANAGEMENT CHALLENGE KATHERINE 16-19.3.15	\$239.05
472	90885/6719-01	12/03/2015	MS P L HART	LGMA MANAGEMENT CHALLENGE KATHERINE 16-19.3.15	\$239.05
473	90885/7063-01	12/03/2015	MS M K McCOLM	LGMA MANAGEMENT CHALLENGE KATHERINE 16-19.3.15	\$239.05
474	90885/7064-01	12/03/2015	MISS S M RICARDO	LGMA MANAGEMENT CHALLENGE KATHERINE 16-19.3.15	\$239.05
475	90885/7065-01	12/03/2015	MS S COOK	LGMA MANAGEMENT CHALLENGE KATHERINE 16-19.3.15	\$239.05
476	90877/2781-01	05/03/2015	DEPT OF CORPORATE AND INFORMATION SERVICES	WATER TESTING LAKE ALEXANDER	\$238.82
477	90898/7102-01	26/03/2015	THE FLAT PACK MAN	ASSEMBLE DESKS AND DIVIDER SCREENS	\$231.00
478	90898/5259-01	26/03/2015	SPORTING VEHICLES NT	HIRE OF GOLF CARTS BOMBING OF DARWIN EVENT	\$225.00
479	90898/1549-01	26/03/2015	ASHDOWN INGRAM	PLANT PARTS AND REPAIRS	\$224.13
480	90877/4813-01	05/03/2015	AUSTEC IRRIGATION PTY LTD	SUPPLY IRRIGATION PARTS	\$222.00
481	90898/934-01	26/03/2015	DATA CENTRE SERVICES	DATA STORAGE JANUARY 2015	\$220.23
482	90889/46-01	19/03/2015	CALTEX AUSTRALIA PETROLEUM	FUEL ACCOUNT FEBRUARY 2015	\$220.12
483	90877/7038-01	05/03/2015	VALUATIONS NT	RENTAL VALUATION SKY CITY LAND LICENCE	\$220.00
484	90890/2354-01	19/03/2015	ANYWAIR ELECTRICS	UNDERGROUND SERVICE LOCATION	\$220.00
485	90898/7056-01	26/03/2015	ALAWA PRIMARY SCHOOL	HEALTHY DARWIN COOKING WORKSHOP VENUE HIRE	\$220.00
486	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD LORD MAYOR	\$217.00
487	90890/343-01	19/03/2015	DARWIN NEWSAGENCY	SUPPLY NEWSPAPERS AND MAGAZINES	\$210.85
488	90877/2215-01	05/03/2015	FENCE FACTORY	SUPPLY FENCING PRODUCTS	\$210.00
489	90898/756-01	26/03/2015	ROY GRIPSKE & SONS PTY LTD	PLANT PARTS AND REPAIRS	\$205.55
490	90890/351-01	19/03/2015	TOURISM TOP END	MANAGEMENT OF DARWIN MALL PERMITS	\$200.10
491	90877/4965-01	05/03/2015	ELIX SENIOR SUPERANNUATION FUND	R ELIX SUPERANNUATION CONTRIBUTION	\$200.00
492	90885/2444-01	12/03/2015	LIFE BE IN IT INC	HEALTHY DARWIN LUNCHTIME CIRCUIT	\$200.00
493	90885/6492-01	12/03/2015	MS J L DEARLING	HEALTHY MOVES FOR SENIORS CLASSES	\$200.00
494	90885/764-01	12/03/2015	RSPCA DARWIN REGIONAL BRANCH	REGISTRATION FOR MILLION PAWS WALK	\$200.00
495	90885/644-01	12/03/2015	NIGHTCLIFF NEWSAGENCY	SUPPLY NEWSPAPERS AND MAGAZINES	\$198.84
496	90890/3506-01	19/03/2015	JAYCAR ELECTRONICS	SUPPLY BATTERIES FOR SPEED CHECK SIGNS	\$197.80
497	90898/383-01	26/03/2015	INDEPENDENT GROCERS DARWIN	SUPPLY MINTIES FOR PUBLIC EVENTS	\$195.06
498	90877/825-01	05/03/2015	ST JOHN AMBULANCE AUSTRALIA NT	SUPPLY 3 VEHICLE FIRST AID KITS	\$195.00
499	00916393	26/03/2015	PETTY CASH	PETTY CASH REIMBURSEMENT KARAMA LIBRARY	\$188.65
500	90898/72-01	26/03/2015	ART DECOR PICTURE FRAMING	FRAMING OF 21ST COUNCIL PICTURE	\$185.00
501	90885/2392-01	12/03/2015	BUNZL LTD	SUPPLY JANITORIAL PRODUCTS	\$182.42
502	90877/343-01	05/03/2015	DARWIN NEWSAGENCY	SUPPLY NEWSPAPERS AND MAGAZINES	\$180.69
503	90885/343-01	12/03/2015	DARWIN NEWSAGENCY	SUPPLY NEWSPAPERS AND MAGAZINES	\$174.70
504	90898/343-01	26/03/2015	DARWIN NEWSAGENCY	SUPPLY NEWSPAPERS AND MAGAZINES	\$174.70
505	90898/3676-01	26/03/2015	DARWIN HONDA	PLANT PARTS AND REPAIRS	\$170.76
506	90877/3064-01	05/03/2015	SERVICE ON SECURITY SCREENS	SECURITY SCREEN MITCHELL STREET CHILD CARE CENTRE	\$165.00
507	90890/4683-01	19/03/2015	NORTHERN COMMS	UNDERGROUND SERVICE LOCATION	\$165.00
508	90898/6187-01	26/03/2015	AUSPICIOUS NOMINEES	SHARPEN WOOD CHIPPER BLADES	\$165.00
509	90877/1819-01	05/03/2015	EMPLOYEE ASSISTANCE SERVICE NT	RESILIANCE TRAINING WORKSHOP	\$164.00
510	90890/91-01	19/03/2015	AUSTRALASIAN PERFORMING RIGHT ASSOCIATION	LICENCE FEES DARWIN MALL	\$158.12
511	90885/632-01	12/03/2015	NAUTICAL SUPPLIES PTY LTD	SUPPLY MARINE MATERIALS	\$154.40

512	90885/3374-01	12/03/2015	TAX ED PTY LTD	FBT SEMINAR 2015	\$154.00
513	90885/825-01	12/03/2015	ST JOHN AMBULANCE AUSTRALIA NT	ST JOHN VOLUNTEERS BOMBING OF DARWIN EVENT	\$150.00
514	90890/6898-01	19/03/2015	AUSTRALIAN SCHOOL OF MEDITATION AND YOGA	HATHA YOGA CLASSES	\$150.00
515	90898/4986-01	26/03/2015	AUSTRALIA AND CHINA FRIENDSHIP SOCIETY	TRADITIONAL DANCE PERFORMANCE HARMONY DAY	\$150.00
516	90898/6683-01	26/03/2015	MR D COLLINS	LAUNCH PAD ARTWORK	\$150.00
517	90898/679-01	26/03/2015	CITY OF PALMERSTON	RATES REFUND	\$150.00
518	90898/7113-01	26/03/2015	MR A ROBINSON-STRANGE	PHOTOGRAPHY SERVICES	\$150.00
519	90877/3179-01	05/03/2015	CAFE 21 TRUST	CATERING SERVICES	\$149.40
520	90898/699-01	26/03/2015	TERRITORY PARTY HIRE	HIRE EVENT EQUIPMENT	\$148.92
521	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD INFRASTRUCTURE	\$147.00
522	00916399	26/03/2015	ST MARYS FOOTBALL CLUB	REFUND SECURITY DEPOSIT JINGILI AND MOIL OVALS	\$140.00
523	90898/1771-01	26/03/2015	ACTION PRINT PTY LTD	BUSINESS CARDS	\$140.00
524	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD INFORMATION TECHNOLOGY	\$143.97
525	90885/6362-01	12/03/2015	MR T K QUALL	SUPERVISION OF WORKS MINDIL BEACH	\$135.00
526	90885/1281-01	12/03/2015	DEPT OF LANDS AND PLANNING - LAND INFO CENTRE	LAND TITLE SEARCHES	\$132.00
527	90885/2105-01	12/03/2015	JAC TRADERS PTY LTD	EMBROIDERY SERVICES	\$132.00
528	90885/4684-01	12/03/2015	ALDERMAN R M KNOX	REIMBURSE ALGWA REGISTRATION & BREAKFAST	\$130.30
529	90898/310-01	26/03/2015	DARWIN BOLT SUPPLIES	PLANT PARTS AND REPAIRS	\$127.05
530	90890/5773-01	19/03/2015	INTERNODE	BROADBAND NBNTPL PLATINUM CHARGES	\$124.95
531	90881/3160-01	12/03/2015	LITCHFIELD COUNCIL	PAYROLL DEDUCTION	\$121.00
532	90893/3160-01	26/03/2015	LITCHFIELD COUNCIL	PAYROLL DEDUCTION	\$121.00
533	90874/3103-01	05/03/2015	DARWIN COUNCIL SOCIAL CLUB	PAYROLL DEDUCTION	\$120.00
534	90888/3103-01	19/03/2015	DARWIN COUNCIL SOCIAL CLUB	PAYROLL DEDUCTION	\$120.00
535	90898/2427-01	26/03/2015	RHINO INDUSTRIAL PTY LTD	PLANT PARTS AND REPAIRS	\$118.58
536	90874/679-01	05/03/2015	CITY OF PALMERSTON	PAYROLL DEDUCTION	\$110.00
537	90888/679-01	19/03/2015	CITY OF PALMERSTON	PAYROLL DEDUCTION	\$110.00
538	90898/279-01	26/03/2015	ASSOCIATED MASONRY SUPPLIES	PLANT PARTS AND REPAIRS	\$106.70
539	90885/3961-01	12/03/2015	INTELLITRAC	STREET SWEEPER TRACKING JANUARY 2015	\$105.60
540	90890/3961-01	19/03/2015	INTELLITRAC	STREET SWEEPER TRACKING FEBRUARY 2015	\$105.60
541	90877/1555-01	05/03/2015	PALM SPRINGS DISTRIBUTORS	SUPPLY BOTTLED SPRING WATER CONTAINERS	\$105.00
542	90890/7104-01	19/03/2015	MRS M S JONES	RATES REFUND	\$104.62
543	90898/4504-01	26/03/2015	DON KYATT SPARE PARTS NT PTY LTD	PLANT PARTS AND REPAIRS	\$103.62
544	90877/4394-01	05/03/2015	K MCCARTHY	MUSICAL PERFORMANCE CITY LIBRARY	\$100.00
545	90877/6278-01	05/03/2015	SCOTT MURPHY	MUSICAL PERFORMANCE CASUARINA LIBRARY	\$100.00
546	90877/6705-01	05/03/2015	MS A L KENT	RESEARCH CONSULTANCY YOUTH STRATEGY	\$100.00
547	90877/7067-01	05/03/2015	L BLAKEMORE	REFUND SECURITY DEPOSIT BICENTENNIAL PARK	\$100.00
548	00916374	12/03/2015	CITY OF DARWIN	REIMBURSE TEMPORARY MEMBERSHIP FLOAT	\$100.00
549	90885/4607-01	12/03/2015	MR D GARNHAM	MUSICAL PERFORMANCE CASUARINA LIBRARY	\$100.00
550	90885/6472-01	12/03/2015	MR C POWLING	MUSICAL PERFORMANCE CASUARINA LIBRARY	\$100.00
551	90890/4607-01	19/03/2015	MR D GARNHAM	MUSICAL PERFORMANCE CITY LIBRARY	\$100.00
552	90890/6278-01	19/03/2015	SCOTT MURPHY	MUSICAL PERFORMANCE CASUARINA LIBRARY	\$100.00
553	00916396	26/03/2015	CITY OF DARWIN	REIMBURSE TEMPORARY MEMBERSHIP FLOAT	\$100.00
554	00916397	26/03/2015	CITY OF DARWIN	REIMBURSE TEMPORARY MEMBERSHIP FLOAT	\$100.00
555	90898/4394-01	26/03/2015	K MCCARTHY	MUSICAL PERFORMANCE CITY LIBRARY	\$100.00
556	90898/7115-01	26/03/2015	MR F MOMUAT	REFUND SECURITY DEPOSIT EAST POINT RESERVE	\$100.00
557	90881/553-01	12/03/2015	LHMU - NT BRANCH	PAYROLL DEDUCTION	\$99.00
558	90893/553-01	26/03/2015	LHMU - NT BRANCH	PAYROLL DEDUCTION	\$99.00
559	90898/908-01	26/03/2015	WOOLWORTHS LIMITED	WEIGHBRIDGE SUPPLIES	\$98.43
560	90890/6422-01	19/03/2015	MS C TAYLOR	REIMBURSE PUBLIC TRANSPORT	\$98.00
561	90877/6189-01	05/03/2015	DARWIN PODIATRY CLINIC	PODIATRY SERVICES	\$95.00
562	90890/1555-01	19/03/2015	PALM SPRINGS DISTRIBUTORS	SUPPLY BOTTLED SPRING WATER CONTAINERS	\$94.50
563	90885/5139-01	12/03/2015	COLD ROCK ICE CREAMERY	CATERING SERVICES	\$93.00
564	90898/3503-01	26/03/2015	ROMA BAR CAFE	CATERING SERVICES	\$92.95
565	90898/37-01	26/03/2015	ALL PETS VET HOSPITAL	VETERINARY SERVICES	\$89.10
566	90885/5069-01	12/03/2015	MS M A DONOHUE	REIMBURSE PUBLIC TRANSPORT	\$86.00
567	90898/1786-01	26/03/2015	BORAL PLASTERBOARD	SUPPLY CEILING TILES CIVIC CENTRE	\$85.54
568	90890/6814-01	19/03/2015	CULTURAL DEVELOPMENT NETWORK	NATIONAL LOCAL GOVERNMENT CULTURAL FORUM	\$85.00
569	90885/2423-01	12/03/2015	PRECISION ENGRAVING	UPDATE ELECTED MEMBERS PLAQUE	\$84.00
570	00916394	26/03/2015	TERRITORY LANDSCAPES	REIMBURSE ACCOUNT CREDIT BALANCE	\$82.99
571	90877/436-01	05/03/2015	CHUBB FIRE & SECURITY PTY LTD	ALARM RESPONSE NIGHTCLIFF LIBRARY	\$82.50

572	90898/2417-01	26/03/2015	MRS K A CONWAY	ATTEND PUBLIC LIBRARIES NT MEETING KATHERINE	\$81.50
573	90885/7013-01	12/03/2015	MR M E LAUBE	REIMBURSE ACCOUNT CREDIT BALANCE	\$81.00
574	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD LIBRARIES	\$80.94
575	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD FINANCE	\$80.00
576	90889/2231-01	19/03/2015	VEOLIA ENVIRONMENTAL SERVICES	RUBBISH BIN CLEARANCES	\$79.20
577	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD CEO	\$75.10
578	90890/7098-01	19/03/2015	CLONTARF FOUNDATION	REFUND SECURITY DEPOSIT GARDENS OVAL	\$70.00
579	90898/315-01	26/03/2015	DARWIN BUSINESS MACHINES PTY LTD	SUPPLY CASH REGISTER ROLLS	\$69.90
580	90877/6128-01	05/03/2015	MR R DYRTING	REIMBURSE PUBLIC TRANSPORT	\$69.00
581	90898/1013-01	26/03/2015	CABCHARGE AUSTRALIA PTY LTD	TAXI FARES LIBRARIES	\$67.10
582	90898/993-01	26/03/2015	WINDSCREEN TERRITORY	PLANT PARTS AND REPAIRS	\$66.00
583	90885/3612-01	12/03/2015	JB HI-FI GROUP PTY LTD	LIBRARY RESOURCES	\$64.95
584	90890/4398-01	19/03/2015	ABORIGINAL AREAS PROTECTION AUTHORITY	APPLICATION FEE MINDIL BEACH DUNE FENCING	\$63.00
585	90877/3173-01	05/03/2015	DARWIN METAL INDUSTRIES	SUPPLY GALVANISED COVERS	\$60.50
586	90890/6027-01	19/03/2015	WORKPRO	NATIONAL POLICE CHECKS	\$60.50
587	90898/2423-01	26/03/2015	PRECISION ENGRAVING	SUPPLY NAME BADGES	\$60.00
588	90877/3612-01	05/03/2015	JB HI-FI GROUP PTY LTD	SUPPLY PROJECTOR CABLE	\$59.00
589	90885/1066-01	12/03/2015	ALLORA GARDENS NURSERY	SUPPLY HAY BALES	\$55.00
590	90877/3563-01	05/03/2015	QBD THE BOOKSHOP	LIBRARY RESOURCES	\$53.85
591	00916367	05/03/2015	TELSTRA CORPORATION LIMITED	PAYROLL DEDUCTION	\$50.00
592	00916389	19/03/2015	TELSTRA CORPORATION LIMITED	PAYROLL DEDUCTION	\$50.00
593	00916384	19/03/2015	GENEVIEVE KEOGH	REFUND DUPLICATE ANIMAL REGISTRATION	\$46.00
594	90898/2895-01	26/03/2015	ENTITY 1 PTY LTD	RENEWAL OF DOMAIN 2 YEARS TOPROC WEBSITE	\$45.10
595	90898/2717-01	26/03/2015	REWARD DISTRIBUTION	SUPPLY FORKS & TEA TOWELS	\$44.83
596	90898/1555-01	26/03/2015	PALM SPRINGS DISTRIBUTORS	SUPPLY BOTTLED SPRING WATER CONTAINERS	\$42.00
597	90898/3914-01	26/03/2015	NT AUTOMOTIVE GROUP	PLANT PARTS AND REPAIRS	\$40.13
598	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD ANNUAL FEE	\$40.00
599	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD ANNUAL FEE	\$40.00
600	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD ANNUAL FEE	\$40.00
601	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD ANNUAL FEE	\$40.00
602	00916375	12/03/2015	NEAL ADAMS	REFUND INFRINGEMENT NOTICE	\$40.00
603	90898/6996-01	26/03/2015	MS J WONG	REIMBURSE PUBLIC TRANSPORT	\$40.00
604	00916370	05/03/2015	JPF & DL WHITFIELD	REIMBURSE COSTS OF NEW LETTER BOX	\$39.95
605	90898/744-01	26/03/2015	REPCO AUTO PARTS	PLANT PARTS AND REPAIRS	\$38.41
606	90898/1486-01	26/03/2015	A NOBLE & SON LTD	PLANT PARTS AND REPAIRS	\$33.53
607	90898/3021-01	26/03/2015	CITY TYRE SERVICE	TYRE FITTING AND MAINTENANCE SERVICE	\$30.00
608	90898/1170-01	26/03/2015	H D PUMPS	PLANT PARTS AND REPAIRS	\$28.20
609	90877/3143-01	05/03/2015	DARWIN FRESHAIR	SENTINEL REFILLS WESTLANE CARPARK	\$28.15
610	90885/157-01	12/03/2015	HITACHI CONSTRUCTION MACHINERY	PLANT PARTS AND REPAIRS	\$27.06
611	90881/597-01	12/03/2015	MERCANTILE MUTUAL LIFE	PAYROLL DEDUCTION	\$25.00
612	90893/597-01	26/03/2015	MERCANTILE MUTUAL LIFE	PAYROLL DEDUCTION	\$25.00
613	90874/600-01	05/03/2015	AUSTRALIAN MANUFACTURING WORKERS UNION	PAYROLL DEDUCTION	\$24.40
614	90881/600-01	12/03/2015	AUSTRALIAN MANUFACTURING WORKERS UNION	PAYROLL DEDUCTION	\$24.40
615	90888/600-01	19/03/2015	AUSTRALIAN MANUFACTURING WORKERS UNION	PAYROLL DEDUCTION	\$24.40
616	90893/600-01	26/03/2015	AUSTRALIAN MANUFACTURING WORKERS UNION	PAYROLL DEDUCTION	\$24.40
617	90890/153-01	19/03/2015	BIG W DEPARTMENT STORE	LIBRARY RESOURCES	\$22.80
618	90898/3344-01	26/03/2015	UES PTY LTD	PLANT PARTS AND REPAIRS	\$22.27
619	90885/1555-01	12/03/2015	PALM SPRINGS DISTRIBUTORS	SUPPLY BOTTLED SPRING WATER CONTAINERS	\$21.00
620	90890/7096-01	19/03/2015	MRS S S MCDOWALL	REIMBURSE PUBLIC TRANSPORT	\$20.00
621	90899/967-01	31/03/2015	CITY OF DARWIN	CORPORATE CREDIT CARD PEOPLE. CULTURE AND CAPABILITY	\$8.95
622	00916376	12/03/2015	SHEREE HANSEN	REFUND PRO-RATA ANIMAL REGISTRATION	\$7.50
623	90890/679-01	19/03/2015	CITY OF PALMERSTON	RATES REFUND	\$1.67

Total \$17,085,396.64
Less: Value of CANCELLED Cheques included in Total \$1,109.90
Total for Fund 5 \$17,084,286.74

Trust Cheques

Total \$0.00
Less: Value of CANCELLED Cheques included in Total \$0.00
Total for Fund 6 \$0.00

ENCL: CORPORATE & ECONOMIC DEVELOPMENT
 YES COMMITTEE/OPEN

AGENDA ITEM: 9.4

DEPRECIATION EXPENSE 2015

REPORT No.: 15A0060 MC:mp COMMON No.: 2999553

DATE: 22/04/2015

Presenter: Manager Finance, Miles Craighead

Approved: General Manager Corporate Services, Diana Leeder

PURPOSE

The purpose of this report is to inform the Committee in relation to the projected depreciation expense 2014/15.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

5 Effective and Responsible Governance

Outcome

5.5 Responsible financial and asset management

Key Strategies

5.5.1 Manage Council's business based on a sustainable financial and asset management strategy

KEY ISSUES

- Actual depreciation expense 2014/15 is expected to significantly exceed original budget.
- The original budget was based on the projected depreciation expense 2013/14 (in accord with the adopted budget parameters).
- The factors influencing actual depreciation expense this financial year are complex and include; revaluation of infrastructure assets as at 30 June 2014, a review of components (mainly roads), reviews of useful/remaining lives and significant recognition of asset additions including past years works in progress etc.
- Some of the increase is a one off effect and does not recur.

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 SUBJECT: DEPRECIATION EXPENSE 2015

RECOMMENDATIONS

THAT the Committee resolve under delegated authority:-

THAT Report Number 15A0060 MC:mp entitled Depreciation Expense 2015, be received and noted.

BACKGROUND

Chief Officers Group, 2 December 2013

Accounting for Infrastructure Assets and Revaluation

Report No. 13A0203 (02/12/2013) Common No. 2649595.

- A. *THAT Report Number 13A0203 MC:ns entitled Accounting for Infrastructure Assets and Revaluation, be received and noted.*
- B. *THAT the proposals to account for infrastructure assets be endorsed in principle subject to further updates/advice including costs before a final commitment is made and as the project progresses.*
- C. *THAT the proposed revaluation project timetable be endorsed.*

Corporate & Economic Development Committee, 19 February 2014

DECISION NO.21\1805 (19/02/14)

Revaluation Exercise for Roads and other Infrastructure Assets as at 30 June 2014

Report No. 14A0011 MC:ns (19/02/14) Common No. 2649595

THAT the Committee resolve under delegated authority:-

THAT Report Number 14A0011 MC:ns entitled Revaluation Exercise for Roads and other Infrastructure Assets as at 30 June 2014, be received and noted.

Both the above reports discussed in detail the need to ensure the infrastructure revaluation as at 30 June 2014 was prepared to facilitate improvements to Council's practices in relation to accounting for infrastructural assets. In particular the recognition of horizontal and vertical components for roads where the useful lives are significantly different including:

- Identification of horizontal sections
- Formation, earthworks or cutting
- Road base or pavement
- Running/wearing surface

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It should be noted that none of this is considered to alter the Council's policies in relation to accounting for assets and depreciation. The work carried out has been a revaluation, an in depth review of relevant components and the associated useful lives. Thus it is an improvement and enhancement of the components and associated depreciation expense.

The revaluation increased infrastructure assets "fair value" by:

Revaluation (refer to note 14 to the Financial statements for the year ended 2014)				
	Fair value	Less Reval.	Fair value	
	Inc reval		Exc reval	% inc
Roads & pathways	521,112	175,106	346,006	50.61%
Stormwater drainage	320,821	8,659	312,162	2.77%
Other infrastructure	28,638	8,634	20,004	43.16%
Total infrastructure	870,571	192,399	678,172	28.37%

Risk Management & Audit Committee, 27 March 2015

Depreciation Expense

Report No. 15A0034 DL:mp (27/03/15) Common No. 2999553

THAT the Committee resolve under delegated authority:-

- A. *THAT Report Number 15A0034 DL:mp entitled Depreciation Expense 2015, be received and noted.*
- B. *THAT a report be prepared on Depreciation Expense 2015 for the Corporate & Economic Development Committee.*

DISCUSSION

Actual depreciation 2014/15 is projected to significantly exceed budget as indicated in the following table:

<u>2014/15</u>	<u>2014/15</u>
<u>Depreciation Expense</u>	<u>\$</u>
One off depreciation adjustments	1.7M
Plus annual depreciation	20.8M
Total projected depreciation	22.5M
Original budget	16.8M

Up to 31 January 2015 the depreciation expense recognised in monthly financial reports presented to Council was based on the original budget but with an explanatory note.

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The original budgeted depreciation expense in turn, was based on previous years actual costs/trends due to the difficulty of making a reliable prediction given the complex and unknown factors such as the implications of revaluations, additions, disposals, reviews of components and remaining lives etc. However Finance did suggest around the time of the commencement of revaluation that on balance there were likely to be significant increases.

Within Local Government there are some different approaches including those which rely on a condition curve approach where depreciation recognised initially is less and then accelerates towards the end of the asset life. This is a complex area and was considered by the cross department revaluation team which ultimately preferred straight line depreciation as it was more transparent, could be easily managed internally and also considered a reasonable reflection of the decline in asset value over its life.

The decisions and recommendations regarding useful asset lives and residual values were not within the expertise of Finance staff and thus came from recommendations by the Consultants in consultation with Infrastructure staff.

The degree of confidence with the calculated infrastructure depreciation annual recurring expense 2014/15 is high. Based on the agreed assumptions and parameters Finance has processed the data independently through the integrated Civica assets accounting register to arrive at the same infrastructure depreciation expense figures for 2014/15 as the predictions supplied by the appointed valuers and advisers (APV).

The degree of confidence with the one off implications (additional \$1.7M) is lower and may require refinement.

Attachment A to this report illustrates some of the detailed changes to take place in useful lives and depreciation rates as a result of the review in conjunction with the revaluation. These will be reflected at a summarised level in Note 1 in the audited Financial Statements 2014/15.

Attachment B to this report is the independent report on the revaluation of assets for the City of Darwin 2015 (prepared by APV).

CONSULTATION PROCESS

Chief Officers Group, Corporate Economic Development Committee, Risk Management and Audit Committee, Infrastructure Staff, External Audit and Assets Accountant have been consulted at various times through the process of the 30 June 2014 infrastructure revaluation and decisions leading to the depreciation calculations.

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POLICY IMPLICATIONS

There are no proposed accounting policy changes from the point of view of the Financial Statement preparation. The policy continues to be one of identifying components and related useful lives.

BUDGET AND RESOURCE IMPLICATIONS

An additional depreciation expense of indicatively up to \$5.7M (above original budget) does not affect the Council's cash or fund flow budget. However it does require recognising a deterioration in Income Statement result by an indicative \$5.7M (from original budget).

This additional expense is being factored into the 3rd quarter budget review.

In the meantime appropriate notes were built into the monthly financial reporting and the 2nd quarter budget review.

Referring to the Long Term Financial Plan 2014-24 the depreciation expense of \$20.6M in there for the current year (base) is far more reflective and allows for substantially all of these factors excluding the one off affect.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

The actions taken to improve the infrastructure asset accounting (mainly roads) are considered necessary and not simply a case of "best practice". It is considered that Council would be risking audit qualification to not continually review, update and maintain its asset accounting in accordance with current generally accepted accounting practice

ENVIRONMENTAL IMPLICATIONS

Nil

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COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

MILES CRAIGHEAD
MANAGER FINANCE

DIANA LEEDER
GENERAL MANAGER
CORPORATE SERVICES

For enquiries, please contact Miles Craighead on 89300523 or email:
m.craighead@darwin.nt.gov.au.

Attachments:

Attachment A: Summary of Useful lives and Residual Values

Attachment B: Valuation of City of Darwin (Infrastructure) 30 June 2014 (APV)

Summary of Useful Lives and Residual Values						
Asset Category	Components	Type	Useful lives 2015	Residual values 2015	Useful lives 2014	Residual values 2014
Sealed roads						
	FORMATION		NA	100%	75	0%
	PAVEMENT		86	30%	75	0%
	SURFACE					
		Asphalt -STD	25	0%	75	0%
		Brick Pavers	18	0%	75	0%
		Chip Seal	18	25%	75	0%
		Fibredec	20	0%	75	0%
		Gravel	15	0%	75	0%
		Liquid Road	18	0%	75	0%
Kerb & Channels						
	LEFT KERB		80	40%	80	0%
	RIGHT KERB		80	40%	80	0%
Carparks						
	FORMATION		NA	100%	70	0%
	PAVEMENT		86	30%	70	0%
	SURFACE					
		Asphalt	25	0%	70	0%
		Chip Seal	18	0%	70	0%
		Concrete	50	0%	70	0%
		Gravel	30	0%	70	0%
Footpaths						
		Asphalt	30	0%	30-50	0%
		Chip Seal	30	0%	30-50	0%
		Concrete	50	0%	30-50	0%
		Gravel	30	0%	30-50	0%
		Pavers	20	0%	30-50	0%
		XAG	50	0%	30-50	0%
Roundabouts						
		Other (traffic islands, roundabouts, etc.)	50	0%	50	0%
Shared Paths						
		Asphalt	30	0%	30-50	0%
		Chip Seal	30	0%	30-50	0%
		Concrete	50	0%	30-50	0%
		Pavers	20	0%	30-50	0%
		XAG	50	0%	30-50	0%
Walkways						
		Asphalt	30	0%	30-50	0%
		Chip Seal	30	0%	30-50	0%
		Concrete	50	0%	30-50	0%
		Gravel	30	0%	30-50	0%
		Pavers	20	0%	30-50	0%
		XAG	50	0%	30-50	0%
		Grass	80	0%	30-50	0%
		No surface	80	0%	30-50	0%
Driveways						
		Stone	30	0%	50	0%
		Tiles	15	0%	50	0%
		Asphalt	30	0%	50	0%
		Chip Seal	30	0%	50	0%
		Concrete	50	0%	50	0%
		Pavers	20	0%	50	0%
		XAG	50	0%	50	0%
		Gravel	30	0%	50	0%
Stormwater Drains			80	0%	80	0%
Stormwater Pits			80	0%	80	0%
Open Line Drains			60	0%	50	0%
Traffic Signals			35	0%	35	0%
Subsoil Drainage			80	0%	30	0%



Valuation

of

City of Darwin

Infrastructure Assets
Roads, Stormwater & Other
Assets

Revaluation of Non
Current Assets in
Accordance with
Australian Accounting
Standards

30 June 2014

Reference: 11914

Final Report: 30 June 2014

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Date:	Prepared by:	Approved by:
30 June 2014	B McLaren / D Edgerton	Alfio Ponticello

Introduction



This valuation was completed by APV Valuers & Asset Management under instruction from City of Darwin. We have no financial interest (past, present or prospective) in the assets covered in this document and this valuation is free of any bias.

The valuation was undertaken on the following basis:

Asset class	Basis of valuation	Effective date of valuation
Roads & Pathways Stormwater drainage Other Infrastructure assets (traffic signals, car parks	Fair Value	30 June 2014

Assets Not Included within the Valuation Scope

There are a number of asset classes which are not included within this financial reporting valuation. These are as follows:

- Portable and attractive assets
- Landscaping (soft)
- Second or other additional driveways constructed on individual premises

Inspection and provision of this valuation is in advance of the valuation date and therefore it is assumed that there is no material change in asset values within the intervening period. If material changes to assets occur before 30 June 2014, we reserve the right to revise the valuation accordingly. Changes may include:

- Recognition of new assets or deletions (sold / demolished / written off) since inspection
- Recognition of major capital works completed since inspection
- Recognition of impairment issues within existing assets since inspection

Instructions

In accordance with the instructions issued by the City of Darwin we have inspected the Roads, Storm Water & Other infrastructure assets situated within City of Darwin boundaries to carry out a revaluation of the non-current assets for financial reporting purposes in accordance with the Australian Accounting Standards. These included (where appropriate) –

- AASB 13 Fair Value Measurement
- AASB 116 Property Plant and Equipment
- AASB 5 Assets Held for Sale
- AASB 136 Impairment

The valuation was conducted in accordance with specific instructions provided by council. These included using the straight-line method of depreciation and adopting Residual Values (where indicated) for all calculations.

This assessment is solely for the use of the City of Darwin and cannot be relied on by any other party for any purpose whatsoever without our express written permission. No responsibility whatsoever will be accepted for photocopied signatures.

Definitions

In accordance with AASB 13 Fair Value Measurement the following definition has been applied for Fair Value. It should be noted that as a consequence of the adoption of AASB 13 Fair Value Measurement the previous definition in all other accounting standards has been changed to reflect the new definition.

The price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date.

Fair value is a market-based measurement, not an entity-specific measurement. For some assets and liabilities, observable market transactions or market information might be available. For other assets and liabilities, observable market transactions and market information might not be available. However, the objective of a fair value measurement in both cases is the same – to estimate the price at which an orderly transaction to sell the asset or to transfer the liability would take place between market participants at the measurement date under current market conditions (i.e. an exit price at the measurement date from the perspective of a market participant that holds the asset or owes the liability).

Except in the circumstance of an asset held for sale (valued in accordance with AASB 5 Assets Held for Sale), the balance of the portfolio is valued in accordance with AASB 116 Property Plant and Equipment at Fair Value.

Special Factors

The Valuers declare that they have no pecuniary interest past, present or prospective in the subject assets and this valuation is free of any bias.

Asset Recognition Thresholds

After discussions with the City of Darwin asset recognition thresholds have been adopted for each asset class at the following levels;

Table 1 - Asset Recognition Thresholds

Asset class	Level
Roads & Pathways Stormwater drainage Other Infrastructure assets (traffic signals, car parks)	\$5000

Certificate of Value

LOCATION: City of Darwin

ASSET DESCRIPTION: The whole of the within described infrastructure assets

DATE OF INSPECTION: 8 May 2014

DATE OF VALUATION: 30 June 2014

VALUATION:

In our opinion the respective fair values of the assets covered by this valuation report are assessed as follows. Depending on the nature of the asset and valuation approach adopted, the Gross is disclosed either at Replacement Cost (RC) or Market Value (MV):

Asset	Gross (RC or MV)	Accumulated Depreciation	Fair Value
Road	356,441,609	87,710,670	268,730,939
Kerb and Channel	71,221,732	13,431,283	57,790,449
Car Park	23,929,950	6,957,562	16,972,388
Footpath	44,965,830	9,660,615	35,305,214
Roundabout	722,304	288,173	434,131
Shared	13,370,583	4,025,546	9,345,037
Walkways	4,737,079	1,746,025	2,991,054
Stormwater Drain	282,582,125	131,739,494	150,842,631
Stormwater Pit	30,902,661	18,270,485	12,632,176
Driveway	29,652,533	5,073,666	24,578,867
Open Drain	5,734,089	1,870,309	3,863,780
Traffic Signal	4,708,500	2,454,100	2,254,400
Subsoil Drainage	1,601,877	116,241	1,485,636
Total	\$870,570,870	\$283,344,168	\$587,226,702

These may be apportioned in accordance with the attached schedule of values.

Signed for and on behalf of APV Valuers & Asset Management



Bryce McLaren

30/06/2014

AASB 13 Fair Value Disclosures

AASB 13 Fair Value Measurement introduces a range of –

- New concepts
- New processes
- New disclosure requirements

The new concepts include maximising the use of relevant observable inputs and minimise the use of unobservable inputs. There are three levels -

- **Level 1:** are quoted prices (unadjusted) in active markets for identical assets or liabilities that the entity can access at the measurement date.
- **Level 2:** are other than quoted prices included within Level 1 that are observable for the asset or liability, either directly or indirectly.
- **Level 3:** are unobservable inputs for the asset or liability.

While superficially the changes from the pre-AASB 13 version of AASB 116 appear minor, the impact of the changes results in the need for some subtle changes in the valuation process and the presentation of data. These changes include –

- the process to develop the valuations
- the creation of different asset classes (Asset Hierarchy: based on level of valuation input and nature of the assets and associated valuation techniques and inputs) for the purpose of AASB 13 disclosures
- additional information required to enable entities to fulfil new disclosure requirements.

As a consequence of the new requirements of AASB 13 Fair Value Measurement, the APV methodology and outputs of the valuation have been enhanced. This includes –

- Valuation Report incorporating –
 - Analysis of the valuation results
 - Detailed methodology and description about the valuation processes used
 - Detailed description of valuation inputs and techniques
 - Narrative description of the sensitivity of the fair value measurement to changes in unobservable inputs
 - Quantitative information about the significant unobservable inputs
 - Details around the selection of highest and best use where it is deemed to be different than its current use.

- Excel spreadsheets setting out –
 - Significant valuation inputs and techniques
 - Level of Valuation Input reported for each asset
 - Asset Class for each asset to enable new disclosures per AASB13
- Draft Disclosure Notes
 - Suggests disclosures to be incorporated into the financial statements
 - Designed to satisfy the requirements of AASB 13 Fair Value
- Suggested Policy
 - Covering key areas of the AASB 13 Fair Value Measurement
 - Designed to simplify the valuation process and associated disclosure requirements

Suggested Policy Note

The policy of the entity is to recognise transfers into and transfers out of the fair value hierarchy levels as at the end of the reporting period.

Specific Information

The following information sets out a range of information required to be incorporated into the disclosure notes. They include –

- Details around the selection of highest and best use where it is deemed to be different than its current use.
- Suggested description of the valuation techniques and inputs
- Sensitivity of the fair value measurement to changes in unobservable inputs
- Suggested description of the valuation processes

Highest and Best Use

There were no assets valued where it was assumed that the highest and best use was other than its current use.

Valuation Techniques and Inputs

The following table summarises in a tabular format the valuation inputs and techniques used to determine the Fair value for each asset class.

Table 2 – Valuation Inputs and Techniques

Asset	Level of Valuation Input	Valuation Technique	Gross (RC or MV)	Accumulated Depreciation	Fair Value	Depreciaton Expense
Road	3	Cost Approach	356,441,609	87,710,670	268,730,939	7,299,175
Kerb and Channel	3	Cost Approach	71,221,732	13,431,283	57,790,449	534,163
Car Park	3	Cost Approach	23,929,950	6,957,562	16,972,388	556,060
Footpath	3	Cost Approach	44,965,830	9,660,615	35,305,214	994,350
Roundabout	3	Cost Approach	722,304	288,173	434,131	14,446
Shared	3	Cost Approach	13,370,583	4,025,546	9,345,037	390,283
Walkways	3	Cost Approach	4,737,079	1,746,025	2,991,054	155,051
Stormwater Drain	3	Cost Approach	282,582,125	131,739,494	150,842,631	3,532,277
Stormwater Pit	3	Cost Approach	30,902,661	18,270,485	12,632,176	386,283
Driveway	3	Cost Approach	29,652,533	5,073,666	24,578,867	694,623
Open Drain	3	Cost Approach	5,734,089	1,870,309	3,863,780	95,223
Traffic Signal	3	Cost Approach	4,708,500	2,454,100	2,254,400	134,529
Subsoil Drainage	3	Cost Approach	1,601,877	116,241	1,485,636	20,023
Total			\$870,570,870	\$283,344,168	\$587,226,702	\$14,806,485

The following provides some suggested disclosures. They will require tailoring by City of Darwin council as appropriate.

Valuation techniques used to derive fair values

(i) Recurring fair value measurements

The following methods are used to determine the fair value measurements.

Road Network and Stormwater Infrastructure

All road network infrastructure assets were valued using level 3 valuation inputs using the cost approach.

The approach estimated the replacement cost for each asset by componentising the assets into significant parts with different useful lives and taking into account a range of factors. While the unit rates based on square metres or similar capacity could be supported from market evidence (level 2) other inputs (such as estimates of residual value, useful life, pattern of consumption and asset condition) required extensive professional judgement and impacted significantly on the final determination of fair value. As such these assets were classified as having been valued using level 3 valuation inputs. The observable market evidence used to support the unit rates included evidence from actual construction contracts, comparison to rates adopted by reference councils and against industry construction cost guides.

During the year there were a number of new projects completed where the actual cost was recorded and the impact of depreciation at year end was negligible. While these could be classified as valued at level 2 given the low proportion of the total portfolio that these represented and the likelihood that in future valuations they would most likely be valued at level 3 we have adopted a policy that all road network infrastructure assets are deemed to be valued at level 3.

The quantitative disclosures of the remaining service potential relating to each corresponding condition score for each of the patterns of consumption utilised in this valuation are as follows:

% RSP of Depreciable Amount		
Consumption Score	Description	Straight-Line
0	New or very good condition – very high level of remaining service potential.	100%
1	Not new but in very good condition with no indicators of any future obsolescence and providing a high level of remaining service potential.	85%
2	Aged and in good condition, providing an adequate level of remaining service potential. No signs of immediate or short term obsolescence.	50%
3	Providing an adequate level of remaining service potential but there are some concerns over the asset's ability to continue to provide an adequate level of service in the short to medium term. May be signs of obsolescence in short to mid-term.	25%
4	Indicators showing the need to renew, upgrade or scrap in near future. Should be reflected by inclusion in the Capital Works Plan to renew or replace in short-term. Very low level of remaining service potential.	10%
5	At intervention point. No longer providing an acceptable level of service. If remedial action is not taken immediately the asset will need to be closed or decommissioned.	0%
6	Theoretical end of life.	

Fair Value Sensitivity to Unobservable Inputs

The following table provides a summary of the unobservable inputs and an assessment of the sensitivity of these to the fair value measurement.

Table 2 - Fair Value Sensitivity to Unobservable Inputs

Asset	Unobservable Inputs	Sensitivity to Unobservable Market Inputs (%)		Amount of Potential Impact	
		Lower	Upper	Lower	Upper
Road and Stormwater Infrastructure (Cost approach)					
	Condition of the asset where based on condition as supplied by client	(4.00)%	4.00%	-\$23,489,068	\$23,489,068
	Relationship between asset consumption rating scale and the level of consumed service potential.	(4.00)%	4.00%	-\$23,489,068	\$23,489,068

Suggested description of valuation processes

The following provides some suggested disclosures. They will require tailoring by council as appropriate.

Valuation processes

The council engages external, independent and qualified Valuers to determine the fair value of the entities land, buildings, infrastructure and major plant on a regular basis. An annual assessment is undertaken to determine whether the carrying amount of the assets is materially different from the fair value. If any variation is considered material a revaluation is undertaken either by comprehensive revaluation or by applying an interim revaluation using appropriate indices.

Changes in level 2 and 3 fair values are analysed at the end of each reporting period and discussed between the Finance Manager, CEO, valuation team, Council and Audit Committee. As part of this process the team presents a report that explains the reasons for the fair value movements.

As at 30 June 2014 a comprehensive revaluation was undertaken for all asset classes subject to revaluation by APV Valuers and Asset Management.

The main level 3 inputs used are derived and evaluated as follows –

Asset Condition – The nature of road network infrastructure is that there are a very large number of assets which comprise the network and as a result it is not physically possible to inspect every asset for the purposes of completing a valuation. As a consequence reliance is placed on the accuracy of data held in the asset management system and its associated internal controls. This includes regular planned inspections and updates to the system following maintenance activities and renewal treatments. Likewise, especially for storm water network infrastructure, a large portion of the portfolio is located underground and may only be inspected on an irregular basis.

To provide assurance over the accuracy of this information and taking into account the cost-benefit of undertaking physical inspections the valuation relies upon a sampling approach (APV conducted a 10% sample of each asset type) where the data held in the system is verified by a physical inspection. While the sampling approach, combined with internal controls associated with the asset management system, provides a high level of comfort over the

condition data held in the asset management system it does not provide a guarantee that all the data is correct and the condition as recorded is valid as at the date of valuation.

- **Relationship between asset consumption rating scale and the level of consumed service potential** – Under the cost approach the estimated cost to replace the asset is calculated and then adjusted to take account of an accumulated depreciation. In order to achieve this, the Valuer determines an asset consumption rating scale for each asset type based on the inter-relationship between a range of factors. These factors and their relationship to the fair value require professional judgment and include asset condition, legal and commercial obsolescence and the determination of key depreciation related assumptions such as residual value, useful life and pattern of consumption of the future economic benefit.

The consumption rating scales were based initially on the past experience of the valuation firm and industry guides and were then updated to take into account the experience and understanding of council's own engineers, asset management and finance staff. The results of the valuation were further evaluated by confirmation against council's own understanding of the assets and the level of remaining service potential.

Valuation Results

General

Darwin is Australia's most northern city boarding on the East Timor sea. The city is often referred to as Australia's gateway to Asia. The city has a diverse community with large defence force base, LNG and mining services driving the economy. Darwin port and Darwin -Adelaide rail link make an important contribution to growth of the city. The council services a population of 77,000 people over half of greater Darwin total population. The council covers the early infrastructure of roads and storm water in Darwin development.

Analysis of Results

Fair Value as % of Gross (or Nominal) Replacement Cost

The results have been analysed in the following (Table 4) and confirm that the valuation results are reasonable and within our expectations. This is based on –

- The result reflect the ground stability and weather conditions as well as the council maintenance programme and councils maintenance program of the storm water network through the cleaning storm water facilities prior to the monsoon season. These conditions are quite different from those experienced by councils on the east coast.
- The results are comparable with the adjoining council (Palmerston Council) and also with other councils throughout Australia that APV has provided the valuation for. The results are comparable in terms of condition, remaining service potential, unit rates and the underlying assumptions. This is to be expected as most councils tend to maintain their assets in a reasonably good condition in order to satisfy the level of expectation (service level) demanded by the residents.

Table 3 - Analysis of Fair Value to Gross

Asset Class	Gross (RC or MV)	Fair Value	WDV as % Gross
Road	\$356,441,609	\$268,730,939	75.4%
Kerb and Channel	\$71,221,732	\$57,790,449	81.1%
Car Park	\$23,929,950	\$16,972,388	70.9%
Footpath	\$44,965,830	\$35,305,214	78.5%
Roundabout	\$722,304	\$434,131	60.1%
Shared	\$13,370,583	\$9,345,037	69.9%
Walkways	\$4,737,079	\$2,991,054	63.1%
Stormwater Drain	\$282,582,125	\$150,842,631	53.4%
Stormwater Pit	\$30,902,661	\$12,632,176	40.9%
Driveway	\$29,652,533	\$24,578,867	82.9%
Open Drain	\$5,734,089	\$3,863,780	67.4%
Traffic Signal	\$4,708,500	\$2,254,400	47.9%
Subsoil Drainage	\$1,601,877	\$1,485,636	92.7%
Total	\$870,570,870	\$587,226,702	67.5%

Comparison to Previous Valuation

It should be noted that the previous valuation was not provided by APV. While we have attempted to make comparison of the APV financial reporting valuation figures to existing asset register book values there are a number of key factors which do not allow a reasonable comparison or explain the reason for variation between the two. These include lack of understanding of the valuation methodology and access to the work papers (including assumptions and algorithms) used to determine the previous values. Any explanation between the two values would require additional discussions directly with the previous valuer.

The following table provides a summary of changes between the values reported in the previous financial statements and this valuation. The results have been analysed and confirm that the valuation results are reasonable and within our expectations. This is based on –

- The change in Gross would generally appear reasonable and the increase in Fair Value is also consistent with the first time application of residual values.
- The result reflect the current replacement value of the asset
- The assets condition has been taken into consideration

Table 4: Analysis to previous values

Asset	Gross (RC or MV)			Fair Value		
	2013	2014	Var (%)	2013	2014	Var (%)
Road	\$277,732,318	\$356,441,609	28.3%	\$138,967,372	\$268,730,939	93.4%
Kerb and Channel	\$63,408,669	\$71,221,732	12.3%	\$33,019,295	\$57,790,449	75.0%
Car Park	\$12,281,654	\$23,929,950	94.8%	\$10,198,945	\$16,972,388	66.4%
Footpath	\$34,748,272	\$44,965,830	29.4%	\$26,895,456	\$35,305,214	31.3%
Roundabout	\$1,043,685	\$722,304	-30.8%	\$726,272	\$434,131	-40.2%
Shared	\$9,469,195	\$13,370,583	41.2%	\$5,290,642	\$9,345,037	76.6%
Walkways	\$3,034,474	\$4,737,079	56.1%	\$1,944,709	\$2,991,054	53.8%
Stormwater Drain	\$280,089,741	\$282,582,125	0.9%	\$148,907,426	\$150,842,631	1.3%
Stormwater Pit	\$22,682,533	\$30,902,661	36.2%	\$12,648,656	\$12,632,176	-0.1%
Driveway	\$24,760,959	\$29,652,533	19.8%	\$21,040,262	\$24,578,867	16.8%
Open Drains	\$5,511,638	\$5,734,089	4.0%	\$1,481,479	\$3,863,780	160.8%
Traffic Signal	\$1,592,779	\$4,708,500	195.6%	\$599,442	\$2,254,400	276.1%
Subsoil Drainage	\$1,105,522	\$1,601,877	44.9%	\$930,472	\$1,485,636	59.7%
TOTAL	\$737,461,438	\$870,570,870	18.0%	\$402,650,426	\$587,226,702	45.8%

Asset	Depreciation Expense Estimate					
	2013	2014 Est	Var (%)	2014 Est	2015 est	Var (%)
Road	\$3,419,586	\$4,100,816	19.9%	\$4,100,816	\$7,299,175	78.0%
Kerb and Channel	\$661,727	\$794,072	20.0%	\$794,072	\$534,163	-32.7%
Car Park	\$146,350	\$175,620	20.0%	\$175,620	\$556,060	216.6%
Footpath	\$687,135	\$824,541	20.0%	\$824,541	\$994,350	20.6%
Roundabout	\$17,395	\$20,874	20.0%	\$20,874	\$14,446	-30.8%
Shared	\$183,086	\$220,665	20.5%	\$220,665	\$390,283	76.9%
Walkways	\$74,030	\$89,226	20.5%	\$89,226	\$155,051	73.8%
Stormwater Drain	\$2,918,805	\$3,539,417	21.3%	\$3,539,417	\$3,532,277	-0.2%
Stormwater Pit	\$241,857	\$290,240	20.0%	\$290,240	\$386,283	33.1%
Driveway	\$530,234	\$636,259	20.0%	\$636,259	\$694,623	9.2%
Open Drains	\$94,135	\$112,962	20.0%	\$112,962	\$95,223	-15.7%
Traffic Signal	\$33,332	\$39,995	20.0%	\$39,995	\$134,529	236.4%
Subsoil Drainage	\$30,709	\$33,780	10.0%	\$33,780	\$20,023	-40.7%
TOTAL	\$9,038,381	\$10,878,467	20.4%	\$10,878,467	\$14,806,485	36.1%

Valuation Methodology

Basis of Valuation

The valuation has been provided for financial reporting purposes and conducted in accordance with the prescribed requirements including the various relevant Australian Accounting Standards.

- AASB 13 Fair Value Measurement
- AASB 116 Property Plant and Equipment
- AASB 5 Assets Held for Sale
- AASB117 Leases
- AASB 136 Impairment

AASB 13 Fair Value

This new standard introduces the new definition for Fair Value and is defined as follows:

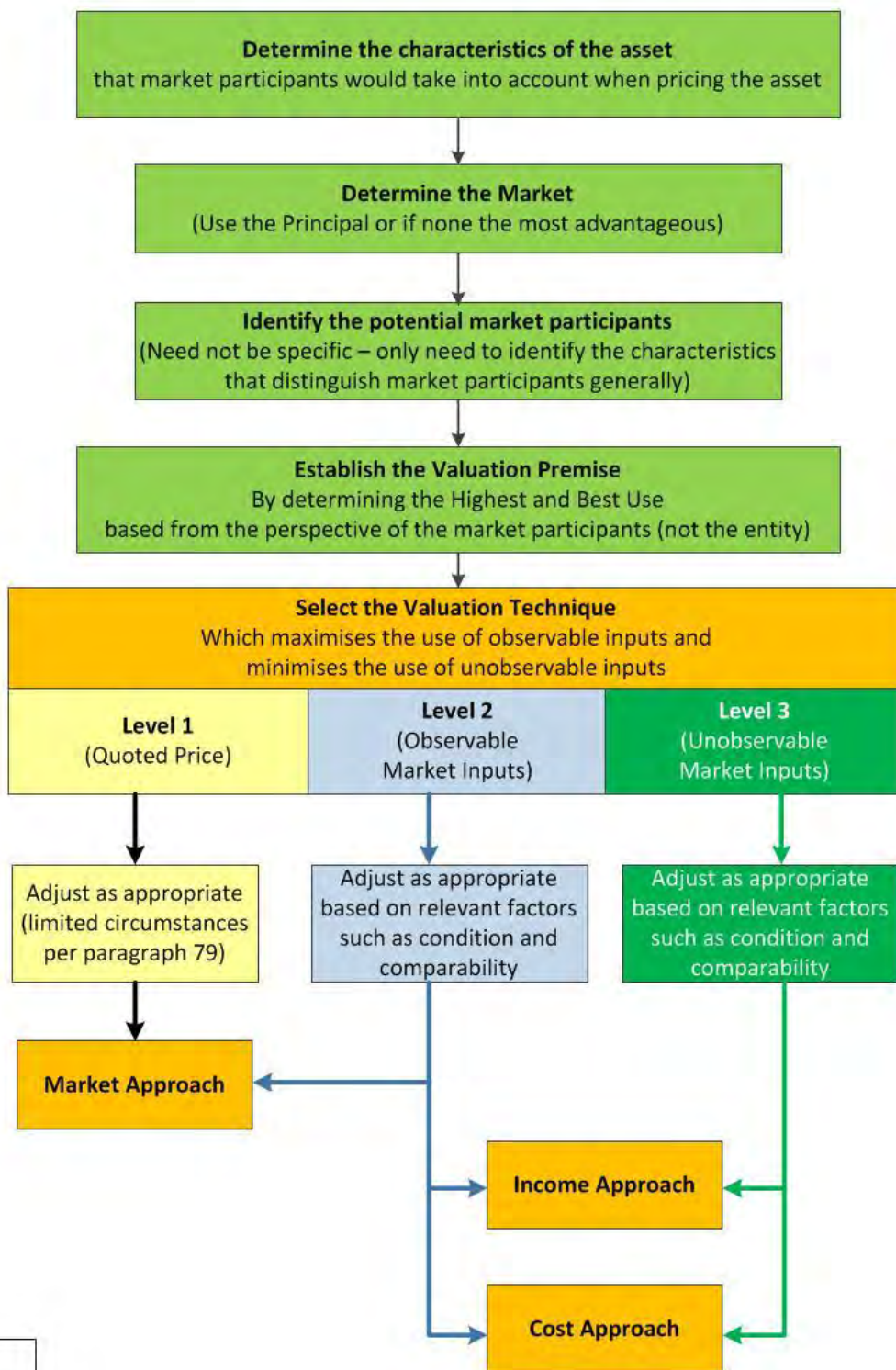
"The price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date"

The valuation has been undertaken taking into account the requirements of AASB 13 Fair Value Measurement. This included establishing the nature of the asset, characteristics important to market participants, the appropriate market and the valuation premise. Having maximized the level of valuation input the appropriate valuation technique was adopted to determine Fair Value.

The following approaches were deemed appropriate –

- Specialised assets including infrastructure assets (cost approach)

The following decision trees set out the process for determining Fair Value under AASB 13 and the key standards applied for this valuation.

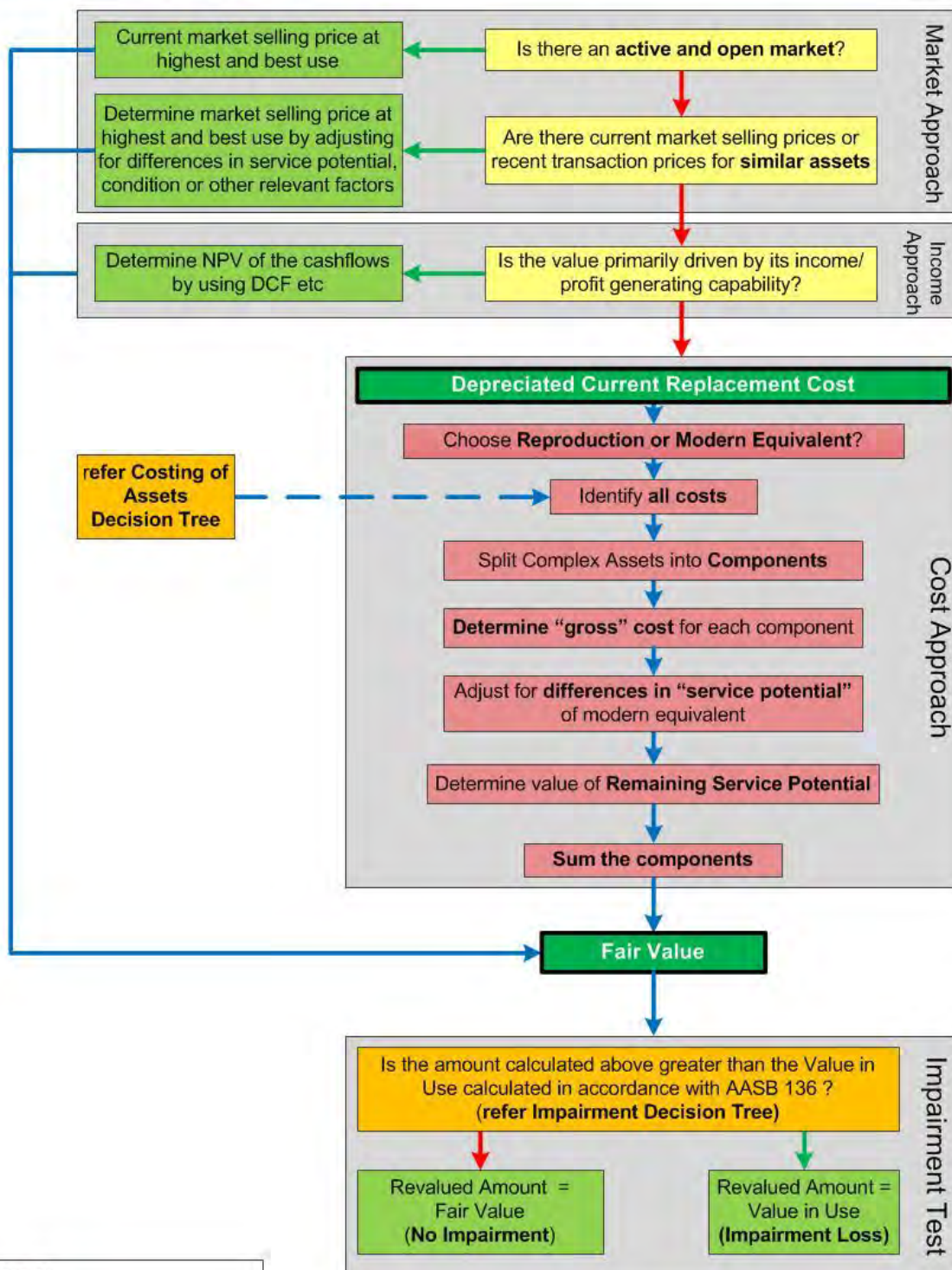


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AASB 116 "Property Plant and Equipment" Fair Value Decision Tree

As at 31 Dec 2012



LEGEND

- Yes ← (green arrow)
- No ← (red arrow)
- Input ← (blue arrow)

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Valuation Techniques

The following valuation basis has been adopted for the various assets owned by the City of Darwin. APV's valuation spread sheets indicates the basis adopted for the valuation of each asset.

Cost Approach

As this method is based on determining the Depreciated Replacement Cost the valuation methodology is intrinsically linked to the concept of Depreciation as defined in the Australian Accounting Standards. Fair Value measures the relative level of remaining service potential embodied within the asset whereas depreciation expense measures the rate of consumption of the service potential.

In accordance with the depreciation requirements of AASB 116, "complex assets" are componentised and depreciated separately. All assets above the revaluation threshold are componentised.

To determine the Depreciated Replacement Cost we applied the following process –

- Determine the Replacement Cost (Gross)
- Determine the Depreciable Amount by assessing the Residual Value
- Assessing the level of remaining service potential of the Depreciable Amount using a Consumption Rating Scoring matrix. This provides an objective scoring method that considers both the holistic factors (functionality, capacity, utilisation, obsolescence, etc) and component specific factors (such as physical condition and maintenance history).

The process used by APV has been developed over many years taking into account our extensive knowledge and experience of valuation as well as accounting and auditing. The process essentially involves dissecting the asset lifecycle into a range of phases and using a stepped approach to determine the rate of depreciation. It can be diagrammatically represented as follows.

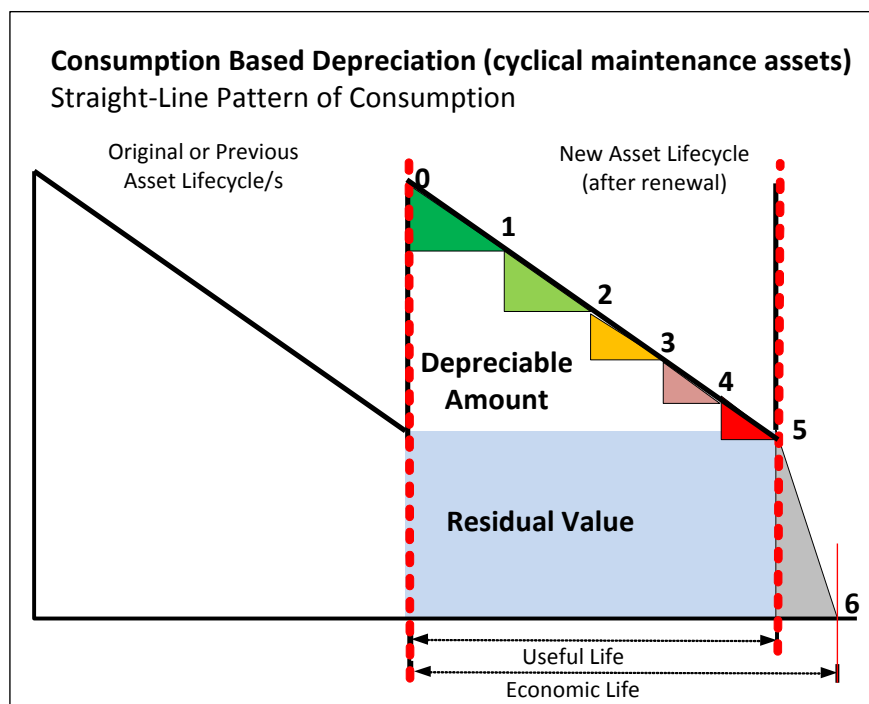


Figure 1: Consumption Based Depreciation Model

The Consumption Based Depreciation methodology used by APV significantly improves the accuracy and objectivity of valuations by placing less (or no reliance) on factors that are highly subjective and by adopting asset management concepts more closely reflects the reality of where the assets are within their asset lifecycle.

Components

Infrastructure assets valued using the cost approach have been componentised as per Table 6: Components. These components have been determined based on the relative materiality of the cost and that each typically reflects a different useful life or pattern of consumption. The components also include a number of small services. While not necessarily material they have been separated out due to the need to provide information into the asset management planning process.

Table 5: Components

Asset class	Component
Sealed roads	Seal Pavement Formation
Culverts	RCBC RCP
Kerb and channel	Left kerb Right kerb Traffic islands Roundabout
Footpaths and cycleway	Concrete Bitumen Pavers

Valuation Inputs

The key valuation inputs used to determine the Depreciated Replacement Cost were –

- Gross Replacement Cost (based on actual dimensions and unit rates derived from market evidence)
- Residual Value (based on consideration of likely future asset management treatment)
- Pattern of Consumption (straight-line as instructed by council)
- Consumption score (based on physical characteristics as well as potential impact of changes in functionality, capacity, obsolescence and legal and other limits)

Please note that under the Consumption Based Depreciation model Useful Life is not used as an input in the calculation of the Fair Value (Depreciated Replacement Cost). This is because the calculation is based on condition and other relevant factors. Typically age has little if no impact on the level of remaining service potential.

Unit Rates

The following unit rates were adopted in determining the Gross Replacement Cost.

Sealed Road Rates				
Hierarchy	Component	Type	Rate	Unit
2 Sub Arterial	Formation	STD	11.77	sqm
3 Primary	Formation	STD	10.93	sqm
4 Secondary	Formation	STD	10.27	sqm
5 Local	Formation	STD	9.59	sqm
6 Industrial Collector	Formation	STD	10.27	sqm
7 Industrial Local	Formation	STD	9.59	sqm
8 Unclassified CBD	Formation	STD	10.27	sqm
9 Tourist	Formation	STD	10.27	sqm
2 Sub Arterial	Pavement	STD	56.90	sqm
3 Primary	Pavement	STD	51.91	sqm
4 Secondary	Pavement	STD	48.77	sqm
5 Local	Pavement	STD	44.40	sqm
6 Industrial Collector	Pavement	STD	48.77	sqm
7 Industrial Local	Pavement	STD	44.40	sqm
8 Unclassified CBD	Pavement	STD	48.77	sqm
9 Tourist	Pavement	STD	48.77	sqm
2 Sub Arterial	Surface	Asphalt	36.70	sqm
3 Primary	Surface	Asphalt	35.31	sqm
4 Secondary	Surface	Asphalt	33.09	sqm
5 Local	Surface	Asphalt	31.41	sqm
6 Industrial Collector	Surface	Asphalt	33.09	sqm
7 Industrial Local	Surface	Asphalt	31.41	sqm
8 Unclassified CBD	Surface	Asphalt	33.09	sqm
9 Tourist	Surface	Asphalt	33.09	sqm
5 Local	Surface	Brick Pavers	119.47	sqm
2 Sub Arterial	Surface	Chip Seal	39.00	sqm
3 Primary	Surface	Chip Seal	39.00	sqm
4 Secondary	Surface	Chip Seal	39.00	sqm
5 Local	Surface	Chip Seal	39.00	sqm
6 Industrial Collector	Surface	Chip Seal	39.00	sqm
7 Industrial Local	Surface	Chip Seal	39.00	sqm
8 Unclassified CBD	Surface	Chip Seal	39.00	sqm
9 Tourist	Surface	Chip Seal	39.00	sqm
3 Primary	Surface	Fibredec	39.19	sqm
4 Secondary	Surface	Fibredec	37.10	sqm
8 Unclassified CBD	Surface	Fibredec	36.10	sqm
7 Industrial Local	Surface	Gravel	19.16	sqm
4 Secondary	Surface	Liquid Road	7.00	sqm
8 Unclassified CBD	Surface	Liquid Road	7.00	sqm

Kerb and Channel Rates				
Hierarchy	Component	Type	Rate	Unit
URBAN STREETS	Kerb	KG	87.77	m
URBAN STREETS	Kerb	LB	87.77	m
URBAN STREETS	Kerb	KO	61.30	m
URBAN STREETS	Kerb	CO	87.77	m
URBAN STREETS	Kerb	SL	87.77	m
URBAN STREETS	Kerb	SG	87.77	m
URBAN STREETS	Kerb	SO	61.30	m
URBAN STREETS	Kerb	KB	87.77	m
URBAN STREETS	Kerb	FL	61.30	m
Car Park Rates				
Hierarchy	Component	Type	Rate	Unit
On	Formation	STD	9.59	sqm
Off	Formation	STD	10.26	sqm
On	Pavement	STD	44.40	sqm
Off	Pavement	STD	47.51	sqm
On	Surface	ASPHALT	31.41	sqm
On	Surface	CHIPSEAL7	7.00	sqm
On	Surface	CONCRETE	157.43	sqm
On	Surface	GRAVEL	19.16	sqm
Off	Surface	ASPHALT	33.61	sqm
Off	Surface	CHIPSEAL7	7.49	sqm
Off	Surface	CONCRETE	168.45	sqm
Off	Surface	GRAVEL	20.50	sqm
Foot Paths				
Hierarchy	Component	Type	Rate	Unit
Std	Surface	Concrete	70.00	sqm
Pedestrian	Surface	Concrete	83.37	sqm
Pedestrian	Surface	ASPHALT	59.73	sqm
Pedestrian	Surface	XAG	109.58	sqm
Pedestrian	Surface	PAVERS	137.25	sqm
Pedestrian	Surface	CHIPSEAL	52.63	sqm
Pedestrian	Surface	Gravel	22.10	sqm

Roundabouts				
Hierarchy	Component	Type	Rate	Unit
Roundabouts	Surface	CONCRETE	117.00	sqm
Roundabouts	Surface	XAG	169.00	sqm
Roundabouts	Surface	ASPHALT	65.00	sqm
Roundabouts	Surface	CHIPSEAL	45.50	sqm
Roundabouts	Surface	PAVERS	169.00	sqm
Roundabouts	Surface	ASPHALT	65.00	sqm
Roundabouts	Surface	GRAVEL	32.50	sqm
Roundabouts	Surface	TILES	195.00	sqm
Roundabouts	Surface	STONE	195.00	sqm
Roundabouts	Surface	Landscape	-	sqm
Roundabouts	Surface	Turfstone	92.30	sqm
Roundabouts	Kerbing	KO	82.41	m
Roundabouts	Kerbing	CO	125.33	m
Roundabouts	Kerbing	SL	125.33	m
Roundabouts	Kerbing	SG	125.33	m
Roundabouts	Kerbing	SO	82.41	m
Roundabouts	Kerbing	KB	125.33	m
Roundabouts	Kerbing	FL	82.41	m
Open Drains				
Hierarchy	Component	Type	Rate	Unit
Open Drains	Excavation		25.40	cum
Open Drains	Floor	Concrete	102.00	sqm
Open Drains	Floor	Crush Rock	37.00	sqm
Open Drains	Floor	Natural	-	
Open Drains	Wall	Concrete	119.00	sqm
Open Drains	Wall	Stone Pitch	83.60	sqm
Open Drains	Wall	Crush Rock	83.60	sqm
Open Drains	Wall	Wire Mattress	60.00	sqm
Subsoil Drainage				
Hierarchy	Component	Type	Rate	Unit
Standard	Stormwater	Aggregate pipe-90	69.61	m
Standard	Stormwater	PVC pipe-90	69.61	m

Residual Value

Under AASB 116 **Residual Value** is defined as -

the estimated amount that an entity would currently obtain from disposal of the asset, after deducting the estimated costs of disposal, if the asset were already of the age and in the condition expected at the end of its useful life.

This results in an assessment of the Residual Value when the asset may be either renewed (resulting in a new asset and therefore disposal of the existing asset) or a decision is made to decommission the asset. This follows the asset management approach as demonstrated in Figure 1: Consumption Based Depreciation model.

The residual value is based on an assessment of the costs that would be involved to restore the asset back to “as new” if it were ever to reach the “unacceptable level of service” phase due to physical deterioration.

For example, when a pipe reaches a point in its lifecycle that it must be repaired, the entity commonly has two choices. They can dig the pipe up and replace it or, they might use a sleeve to reline it. If the cost of the re-sleeving is 60% of the gross Replacement Cost and it restores the service potential back to 100% then it can be argued that the residual value (represented by the existing hole and old pipe) represents a Residual Value of 40%.

Pattern of Consumption

In accordance with paragraph 60 of AASB 116 Property Plant & Equipment, depreciation is based on the most appropriate pattern of consumption. The straight-line pattern was used for all valuations as instructed by council.

Consumption Score

In order to assess the level of remaining service potential the following Consumption Scoring system was applied.

Table 6: Consumption Scoring Scale

Phase Points	Description
0 H - 0M	New or very good condition – very high level of remaining service potential.
1H – 1M	Not new but in very good condition with no indicators of any future obsolescence and providing a high level of remaining service potential.
2H – 2M	Aged and in good condition, providing an adequate level of remaining service potential. No signs of immediate or short term obsolescence.
3H – 3M	Providing an adequate level of remaining service potential but there are some concerns over the asset’s ability to continue to provide an adequate level of service in the short to medium term. May be signs of obsolescence in short to mid-term.
4H – 4M	Indicators showing the need to renew, upgrade or scrap in near future. Should be reflected by inclusion in the Capital Works Plan to renew or replace in short-term. Very low level of remaining service potential.
5H – 5M	At intervention point. No longer providing an acceptable level of service. If remedial action is not taken immediately the asset will need to be closed or decommissioned.
6 - End of Life	Theoretical end of life.

NB: The “H” denotes the top rating of range and the “M” denotes the midpoint of the range

It should be noted that this scale is not a Condition Score. The scoring process included consideration of a range of factors in addition to physical condition. They included -

Table 7: Key Assessment Factors

Holistic Level	Component Level
Functionality	Physical Condition
Capacity	Breakage & Repair History
Utilization	
Safety	
Obsolescence	
Equitable Access	

Sometimes assets reach a stage where decisions are made to decommission or write-off the asset. In these instances the assets would have previously been fully written-down to the residual value. The APV consumption based methodology recognises that the assets are to be fully written-down to nil. In these rare instances the process requires the estimation of “number of years to decommissioning”. The “consumption” score of the asset is used to calculate the Fair Value and this figure is then divided by the Remaining Useful Life to determine the depreciation expense.

The following consumption score shows the relative value of the “residual value”

Table 8: Consumption Scores for Obsolescence

Score	% of RV
5H	100%
5M	66.7%
6H	33.3%
6M	0%

Depreciation Methodology

The project specifications required the provision of certain information which would be required for the calculation of depreciation expense. The methodology has been developed fully in accordance with the requirements of AASB 116 “Property Plant and Equipment” and appropriate State based requirements.

In relation to the calculation of depreciation expense, AASB 116 requires –

Paragraph 6 (definitions) –

Depreciable amount is the cost of an asset, or other amount substituted for cost, less its residual value.

Depreciation is the systematic allocation of the depreciable amount of an asset over its useful life.

Useful life is:

- (a) the period over which an asset is expected to be available for use by an entity;
- or
- (b) the number of production or similar units expected to be obtained from the asset by an entity.

- 43. Each part of an item of property, plant and equipment with a cost that is significant in relation to the total cost of the item shall be depreciated separately.
- 50. The depreciable amount of an asset shall be allocated on a systematic basis over its useful life.
- 60. The depreciation method used shall reflect the pattern in which the asset's future economic benefits are expected to be consumed by the entity.

In determining the estimated rate of depreciation and the estimate of Depreciation Expense for each component consideration was given to –

- Useful Life
- Residual Value
- Pattern of Consumption
- Current stage of the asset lifecycle (rated based on the Consumption Scores)

A depreciation rate (expressed as a percentage of the Depreciable Amount) was determined based on the assessed Pattern of Consumption and Consumption Score.

This rate was then applied against the Depreciable Amount. The result of this approach is that where the pattern of consumption applied was straight-line, the depreciation rate applied was consistent irrespective of the assessed consumption rating of the component.

In the rare circumstances of assets deemed no longer required for use and identified as being obsolete, depreciation expense was based on the assessed value divided by the estimated time to demolition.

Valuation Processes

General

APV has undertaken the financial reporting valuation for City of Darwin in accordance with the Australian Accounting Standards. The valuation reporting has involved the confirmation of completeness of asset registers, physical inspection of the assets and capturing data such as the asset age, type, condition and then compiling information and assessing the value of the assets. Throughout this process, APV ensured quality management procedures were implemented to achieve the most accurate asset valuation reporting.

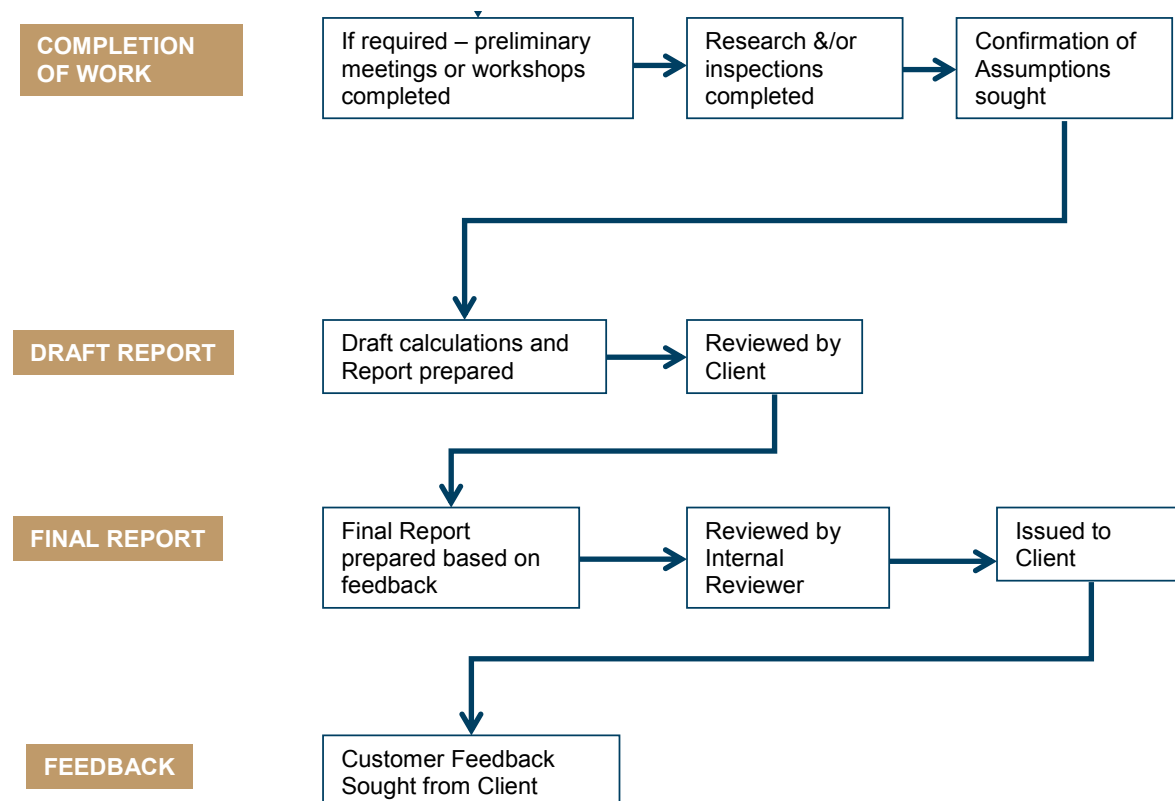
Project Staff

The following table sets out the officers used to undertake the valuation along with details of their experience and qualification.

PERSONNEL	QUALIFICATIONS	ROLE & EXPERIENCE
MANAGEMENT		
Mr Alf Ponticello Managing Director Project Manager Registered Valuer	Registered Valuer: NSW: VAL14829 QLD: 1816 Bachelor of Business (RP. Val & Administration)	Experience :Senior Valuer – Over 22 years experience in carrying out Local Government and Public Body valuations
Mr David Edgerton Director Methodology	Asset Accounting, Asset Management & Methodology. Bachelor of Commerce Fellow CPA Australia Member – IPWEA CPA Australia’s Representative – AAMCoG	Experience: Author: CPA Australia’s “Guide to public sector physical asset valuation and depreciation under accrual based accounting standards” Contributing Author – IPWEA NAMS Australian Financial Management Guidelines Author – CPA Australia’s national Asset Accounting and Asset Management in the Public Sector program. Over 20 years with Qld Audit Office including Manager of Local Government and Contract Auditors Section
INFRASTRUCTURE, PLANT & EQUIPMENT VALUERS		
Mr Bryce McLaren Role: On Site Inspections	Technical Trade Qualifications Certificates in Pumping Technology, Pneumatics, Hydraulics, Electrical Design, Steam & Gas	Valuer – Plant, Equipment & Infrastructure Assets. 30+yrs experience in Civil & Mechanical Projects including Project management

Quality Management

Quality management processes involved taking a number of steps to ensure asset information was accurate and complete, and that provided information could be relied upon with confidence. The process followed by APV incorporated the following steps.



In undertaking the Financial Reporting Valuation for City of Darwin, APV were provided with the following asset information from City of Darwin:

- Financial Asset Register
- Various asset management spreadsheets
- Details of additions, disposals

APV liaised with City of Darwin to confirm that the above provided documents were accurate to the best of their knowledge. Based on that confirmation, APV has undertaken a number of processes to validate the accuracy of information of each of the documents as follows:

Financial Asset Register

- APV staff reviewed the financial register and queried certain assets before undertaking inspections
- APV staff were either accompanied by City of Darwin staff during inspections or the details of unlisted potential assets were discussed with City of Darwin staff to correctly identify assets. This ensured that assets contained within the register were crosschecked against their description, location and ownership detail
- Any additional assets that were found during the site inspections were captured and if they were confirmed to be City of Darwin assets, then they were included with the valuation.

Meetings and Discussions

APV and City of Darwin have partaken in regular discussions regarding valuation methodology, assumptions, completeness of asset data and information provided to APV. APV staff have further communicated with personnel within specific City of Darwin departments to further clarify information specific to a particular asset.

These discussions have been quite extensive and included conference calls on numerous occasions which were subsequently supported by minutes. Typically these included discussions on support for unit rates, appropriateness of assumptions, formulas and information to be included in the report.

Confirmation of Assumptions

APV standard assumptions were sent to City of Darwin for validation and approval allowing for City of Darwin input where changes reflect the particular nature of the City of Darwin assets. Validation of changed assumptions is the responsibility of the council. In this instance, council have modified the APV standard assumptions. Assumptions are attached to this report.

Valuation of a Complete and Accurate Asset Register

APV have undertaken the previously described quality management processes to ensure all assets for the relevant asset classes have been captured and included with the financial reporting valuation. To provide assurance over the completeness and accuracy of the asset listing a number of processes were employed. These included –

- Seeking an understanding of the processes employed by City of Darwin to ensure the asset listing provided to APV was complete and accurate. These included -
 - Updating of maintenance records and the asset register where faults are reported or maintenance/capex work undertaken
 - Reconciliations between the Asset Register and Asset Management Systems (including GIS systems)
 - Reconciliations to ensure all new capital acquisitions are recorded on a timely basis in the Asset Management system
 - Reconciliations and process to ensure all contributed assets are recorded in the asset register on a timely basis
- APV selecting a number of random locations and by using either NearMaps or while undertaking the physical inspections that all assets in that location were recorded in the asset listing.

Sources of Data

By nature the valuation process requires the capture of a range of data, research regarding a range of assumptions and the exercise of significant professional judgement. Each valuation is slightly different to others depending upon the quality of the asset register and data (including asset management data) provided by the entity, geographical or environmental factors, and depth of market to support market based assumptions.

In determining the valuations data was sourced from the following –

Indicators of Obsolescence or other high level factors

APV's proposal stipulated that council is responsible for ensuring all relevant information is provided to the valuer and that being external party to the council the valuer is not in a position to know or understand all council policies, politics or intimate details of the future strategic direction of the council. The proposal requests a range of information including and details of -

- Obsolescence and impairment
- Processes used to validate the completeness and accuracy of the asset register
- Confirmation of Methodology and Data

During the valuation the valuer requested both verbal and where possible documentation regarding these aspects. Where assets were identified as possibly being subject to obsolescence further enquiries were made with council to ascertain the level and likelihood of such events. Where relevant: appropriate comments were recorded in the valuation spreadsheet against the relevant asset.

Replacement cost (including indices) where cost approach was used

We use a range of sources (in order of priority) including–

- Actual construction or purchase prices for recent projects paid by the specific entity. This may include further enquires with the supplier to ensure we have adjusted for any recent price movements. Depending on the complexity of the project it may also involve disaggregating the overall cost into greater detail.
- Appropriate APV database where we record details of actual cost from recent projects that we source directly from our clients. Preference is provided to nearby locations.
- Rawlinson's Construction Guide or similar guides (such as Cordells)

- Development of costs using first principles, to assist in this process we have developed a number of models for specific asset types (such as fencing)
- Benchmarking against other valuations

As per AASB 13 allowance was then made to adjust for condition and comparability.

Condition assessment and confirmation of attributes

The physical inspection of the asset is a critical aspect of the process. Apart from confirming condition the process also involves validation of key attributes such as material type, dimensions, etc.

For assets valued using the cost approach (except where noted below) all were physically inspected. This included validation of physical dimensions and characteristics.

Sampling approach –

- A sampling approach was used for lateral assets which were able to be visually inspected (such as roads, footpaths, etc). For assets not inspected reliance on condition was placed on information provided by council staff and reliance was placed on the GIS and other asset management systems in relation to key attributes. The sample size was 10%

Assets Not Inspected -

- Some assets (such as underground pipes and pits) were unable to be inspected due to their nature and the cost involved in undertaking extensive engineering assessments
- Where available, reliance was placed on condition assessment and attribute data maintained within the council's asset management and GIS systems. As this data is used on a day-to-day basis to manage these assets it was considered to be the most reliable (and available) source of information.

Where such data was not readily available we developed a range of assumptions based on the expected physical condition and attributes given the age of the asset and typical design characteristics. These assumptions were reviewed and confirmed as reasonable by council staff.

Relationship between consumption score and level of consumed service potential

The depreciation methodology employed is detailed above. Essentially it includes development of a consumption profile. The consumption profile provides an objective mechanism to translate the

assessed consumption score to an estimate of the depreciated replacement costs taking into account the typical asset lifecycle phases and estimated pattern of consumption of the future economic benefit. The consumption profile is based on the relationship between the percentage of remaining useful life (%RUL) and percentage of remaining service potential (%RSP). As such they involve a level of professional judgement and represent unobservable market evidence (level 3 inputs).

The straight-line pattern was used for all valuations as instructed by council.

Limitations

- **The warranty of the valuation fully complying with the accounting standards** is limited to the quality and extent of information supplied by the entity as requested in the proposal. This may include information such as the existence of assets, location, condition, potential obsolescence and confirmation of relevant assumptions relied upon by APV for the purposes of completing the valuation.
- **The valuation was prepared on the basis that full disclosure** of all information and facts which may affect the valuation was made to us by all parties. We cannot accept any liability or responsibility whatsoever for the valuation unless full disclosure has been made.
- In accordance with our standard practice, the **valuation will be solely used by the party to whom it is addressed**. Reliance on it by a third party (other than for external audit purposes) cannot be regarded as reasonable, and no responsibility to any third party is or will be accepted for the whole or any part of its contents. No responsibility whatsoever will be accepted for photocopies of the whole or any part of the valuation or for photocopied signatures.
- Other than for the purposes of financial statement disclosure, neither the whole nor any part of the valuation nor any reference thereto may be included in any document, circular or statement without our written approval of the form and context in which it will appear.
- **Physical inspections were undertaken to the extent required to enable APV to assess the level of remaining service potential**. As a consequence, inspections did not include (unless specifically detailed in the scope of works):
 - soil analysis or geological studies
 - testing for substances such as asbestos, chemical or toxic wastes, or other potentially hazardous materials which could adversely affect the value of the asset. The value as assessed by us is on the assumption that there is no material within the property that would cause a loss in value. No responsibility is accepted or assumed with regard to the existence or otherwise of any such conditions, and the recipient of this report is advised that the valuers are not qualified to detect such substances. We would require separate instructions together with appropriate engineering advice to enable us to identify the existence and extent of such substances, quantify the impact on values or estimate the remedial cost.
 - structural surveys of improvements or examinations for timber infestation.

- Where inspections were not undertaken by APV (such as where reliance was placed on a sampling approach) **reliance was placed on either condition data supplied by the entity and/or the extrapolation of results from actual inspections.**
- **Market Movement: This valuation is current as at the date of valuation only.** The value assessed herein may change significantly and unexpectedly over a relatively short period (including as a result of general market movements or factors specific to the particular property). We do not accept liability for losses arising from such subsequent changes in value. Without limiting the generality of the above comment we do not assume any responsibility or accept any liability where this valuation is relied upon after the expiration of three months from the date of valuation.

Schedule of Values

- Roads, etc
- Valuation Assumptions

ENCL: CORPORATE & ECONOMIC DEVELOPMENT
 YES COMMITTEE/OPEN

AGENDA ITEM: 9.5

EVALUATION OF RISK MANAGEMENT & AUDIT COMMITTEE PERFORMANCE

REPORT No.: 15A0026 TS:mp

COMMON No.: 3021961

DATE: 22/04/2015

Presenter: Team Coordinator Risk, Audit & Safety, Tony Simons

Approved: General Manager Corporate Services, Diana Leeder

PURPOSE

The purpose of this report is to recommend to the Corporate & Economic Development Committee (CEDC) the preferred method of conducting the annual evaluation of the performance of the Risk Management & Audit Committee (RMAC).

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

5 Effective and Responsible Governance

Outcome

5.3 Good governance

Key Strategies

5.3.3 Understand and manage Council's risk exposure

KEY ISSUES

- RMAC has previously conducted reviews of its performance and reported outcomes to Council
- Previous evaluations have used an evaluation tool comprising some fifty various questions which were scored by the members of RMAC, the members of the Chief officers Group and senior officers who regularly interact with RMAC
- The last evaluation was conducted in July 2014 and was of little value given the low response rate from participants

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REPORT NUMBER: 15A0026 TS:mp
SUBJECT: EVALUATION OF RISK MANAGEMENT & AUDIT COMMITTEE PERFORMANCE

RECOMMENDATIONS

THAT the Committee resolve under delegated authority:-

- A. THAT Report Number 15A0026 TS:mp entitled Evaluation of Risk Management & Audit Committee Performance, be received and noted.
- B. THAT the annual Risk Management & Audit Committee evaluation be conducted by the members of Corporate & Economic Development Committee, other Elected Members who represent Council as members of the Risk Management & Audit Committee and the Senior Council Officers who regularly attend Risk Management & Audit Committee meetings using the survey tool **Attachment A** to Report Number 15A0026 TS:mp

BACKGROUND

The Committee has conducted evaluations of its performance in 2012 and 2014.

These evaluations used a questionnaire template adapted from similar templates provided through Deloitte and the Institute of Internal Auditors Australia.

The two previous evaluations were circulated to, and scored by, Elected Members, the members of RMAC, the members of the Chief Officers Group and selected senior officers who regularly interact with RMAC.

The 2012 survey had a 50% response rate from participants.

The survey conducted in 2014 attracted only four responses with a number of surveyed participants responding that they had insufficient knowledge of RMAC workings to be able to meaningfully address the survey questions.

The survey looks at a number of elements of RMAC performance, including :-

- The composition and quality of membership
- RMAC members' understanding of Council business
- Understanding RMAC processes and procedures
- Oversight of financial processes and internal controls
- Oversight of audit activity
- Ethics and compliance

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 REPORT NUMBER: 15A0026 TS:mp
 SUBJECT: EVALUATION OF RISK MANAGEMENT & AUDIT COMMITTEE PERFORMANCE

The 2012 survey showed that only three of the fifty performance measures returned less than acceptable scores.

- RMAC provides for ongoing education programs to enhance members' knowledge skills base
- New members to RMAC are provided with a comprehensive induction and orientation program to ensure they are fully aware of their roles and responsibilities
- A succession plan is in place for the RMAC chairman and members

Corrective actions for these measures have been implemented, with the exception of succession planning for the chairman of the Committee.

DISCUSSION

It is recommended and accepted practice to undertake evaluations of the performance of internal audit committees.

Elected members need to be assured that the Committee is not only achieving its objectives but is an effective tool in the overall context of Council's governance framework.

If a parallel is drawn with the governance requirements of publicly listed companies, a company's audit committee will report to the board of directors, who in turn are responsible for determining whether audit committees perform to their satisfaction.

Given that the Elected Members are effectively the "board of directors" for Council, it necessarily follows that they should be the ones who evaluate the performance of RMAC in meeting the needs of the Elected Members.

In recognising the low rate of return on previous surveys, and especially the rate of "insufficient knowledge of RMAC workings" responses, it is recommended that the survey audience be contracted to include only those Elected Members who currently serve on RMAC, along with the Chair of RMAC and the senior Council officers who regularly attend RMAC meetings.

The number of questions in the survey has been reduced and the coverage of questions now specifically addresses two key result areas :-

- Performance against the RMAC terms of reference
- Performance against accepted corporate governance elements

CONSULTATION PROCESS

Nil

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REPORT NUMBER: 15A0026 TS:mp
SUBJECT: EVALUATION OF RISK MANAGEMENT & AUDIT COMMITTEE PERFORMANCE

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

Nil

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Nil

ENVIRONMENTAL IMPLICATIONS

Nil

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

TONY SIMONS
TEAM COORDINATOR RISK,
AUDIT & SAFETY

DIANA LEEDER
GENERAL MANAGER
CORPORATE SERVICES

For enquiries, please contact Tony Simons on 8930 0573 or email:
t.simons@darwin.nt.gov.au.

Attachments:

Attachment A: RMAC Evaluation Questionnaire



**CITY OF DARWIN
RISK MANAGEMENT & AUDIT COMMITTEE
2015 PERFORMANCE EVALUATION**

KEY RESPONSIBILITIES of the COMMITTEE

1.	The Committee monitors strategic and operational risk management and the adequacy of the internal control policies, practices and procedures established to manage identified risk.	0	1	2	3	4	5
2.	The Committee oversees the internal audit function including development of audit programs with reference to the Council's risk assessment, the conduct of internal audits by appropriately qualified personnel, the monitoring of audit outcomes and the implementation of recommendations.	0	1	2	3	4	5
3.	The Committee reviews the quality of annual financial statements and other public accountability documents (such as annual reports) prior to their adoption by the Council.	0	1	2	3	4	5
4.	The Committee reviews management's responses to external and internal audit recommendations and monitors implementation of the agreed recommendations.	0	1	2	3	4	5
5.	The Committee meets with the external and internal auditors at least once each year to receive direct feedback about any key risk and compliance issues, and to provide feedback about the auditor's performance.	0	1	2	3	4	5
6.	The Committee advises Council about the appointment of external auditors.	0	1	2	3	4	5
7.	The Committee assesses the adequacy of audit scope and coverage.	0	1	2	3	4	5

COMMITTEE GOVERNANCE

8.	RMAC operates under an approved terms of reference and those terms are reviewed regularly to ensure responsibilities and objectives are adequately described	0	1	2	3	4	5
9.	RMAC members clearly understand their roles and responsibilities as set out in the terms of reference	0	1	2	3	4	5
10.	New members are provided with a comprehensive induction and orientation program to ensure they are fully aware of their roles and responsibilities	0	1	2	3	4	5
11.	The Committee chairman demonstrates effective leadership	0	1	2	3	4	5
12.	RMAC has a scheduled calendar of meetings that ensures sufficient time and resources are available to meet its responsibilities under its charter	0	1	2	3	4	5
13.	The frequency of committee meetings and time allocated for meetings allows the committee to fulfil its duties dealing with significant audit issues effectively	0	1	2	3	4	5

14. Committee agendas, minutes and supporting documentation are circulated in advance of meetings with sufficient time for members to study and comprehend information to be addressed	0	1	2	3	4	5
15. The committee maintains comprehensive minutes of its meetings	0	1	2	3	4	5
16. RMAC findings are reported at Council meetings	0	1	2	3	4	5
17. A register of attendance of committee members is maintained and reported annually to Council	0	1	2	3	4	5
18. Annual performance evaluation is undertaken of the audit committee and results reported to the elected members at Council meetings	0	1	2	3	4	5
19. Members' session fees are approved by Council	0	1	2	3	4	5
20. Members of the committee adhere to independence and conflict of interest requirements	0	1	2	3	4	5

**ENCL: CORPORATE & ECONOMIC DEVELOPMENT
NO COMMITTEE/OPEN**

AGENDA ITEM: 9.6

PAYMENT OF SITTING FEES FOR RISK MANAGEMENT & AUDIT COMMITTEE

REPORT No.: 15A0061 TS:mp

COMMON No.: 1624782

DATE: 22/04/2015

Presenter: Team Coordinator Risk, Audit & Safety, Tony Simons

Approved: General Manager Corporate Services, Diana Leeder

PURPOSE

The purpose of this report is to recommend to the Corporate & Economic Development Committee that it approve the changes to sitting fees paid to independent members of Council's Risk Management and Audit Committee (RMAC).

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

5 Effective and Responsible Governance

Outcome

5.3 Good governance

Key Strategies

5.3.3 Understand and manage Council's risk exposure

KEY ISSUES

- RMAC comprises two elected members of Council and two independent members, one of whom is the Chairperson
- Remuneration is made to the independent members using the applicable rates as set out in the NT Government schedule of statutory bodies maintained by the Department of the Chief Minister
- RMAC is classed as a Statutory Body Class C1 (Advisory & Review Bodies)

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 REPORT NUMBER: 15A0061 TS:mp
 SUBJECT: PAYMENT OF SITTING FEES FOR RISK MANAGEMENT & AUDIT COMMITTEE

RECOMMENDATIONS

THAT the Committee resolve under delegated authority:-

- A. THAT Report Number 15A0061 TS:mp entitled Payment Of Sitting Fees For Risk Management & Audit Committee, be received and noted.
- B. THAT remuneration for the external members of Council's Risk Management & Audit Committee (RMAC) be increased in line with the current rates as set out in the NT Government Statutory Bodies Class C1 (Advisory & Review Bodies) to take effect immediately

BACKGROUND

Council adopted the current rate of sitting fees at its First Ordinary Council meeting on 15 November 2011.

DECISION NO.20\4586. (15/11/11)

Review of Risk Management & Audit Committee Members Remuneration

Report No. 11A0194 (04/11/11) Common No. 1624782

- A. *THAT Report Number 11A0194 entitled, Audit Committee – Review of Remuneration of Risk Management & Audit Committee Members, be received and noted.*
- B. *THAT meeting fees for independent members of the Risk Management & Audit Committee be based on the NT Government Statutory Bodies Class C1, Advisory and Review Bodies – Critical Issues which is currently set at:*
 - *\$880.00 per meeting for the Chairperson; and*
 - *\$660.00 per meeting for the Committee Members*
- C. *THAT the meeting fees for independent members of the Risk Management & Audit Committee be reviewed every two (2) years.*

DISCUSSION

The current rate of fees is \$880 per session for the Chairperson and \$660 for the other independent committee member.

NT Government revised the sitting fees for members of advisory and review bodies effective from 1 August 2014.

The new rates are \$959 for Chairpersons and \$719 for other members.

It is recommended that the new rates be applied commencing immediately.

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REPORT NUMBER: 15A0061 TS:mp
SUBJECT: PAYMENT OF SITTING FEES FOR RISK MANAGEMENT & AUDIT COMMITTEE

CONSULTATION PROCESS

In preparing this report, the following City of Darwin officers were consulted:

- Chief Executive Officer, Brendan Dowd

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

Increase in sitting fees is not material and the increases will be absorbed within the overall Risk Audit & Safety section's budget.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Nil

ENVIRONMENTAL IMPLICATIONS

Nil

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

TONY SIMONS
TEAM COORDINATOR RISK,
AUDIT & SAFETY

DIANA LEEDER
GENERAL MANAGER
CORPORATE SERVICES

For enquiries, please contact Tony Simons on 8930 0573 or email:
t.simons@darwin.nt.gov.au.

ENCL: CORPORATE & ECONOMIC DEVELOPMENT
 YES COMMITTEE/OPEN

AGENDA ITEM: 9.7

**REGISTER OF INVITATIONS ACCEPTED AND DECLINED BY THE LORD MAYOR FROM
 JANUARY - MARCH 2015**

REPORT No.: 15TC0030 MB:sv COMMON No.: 1381402

DATE: 22/04/2015

Presenter: Executive Assistant to the Lord Mayor , Sally Vasey

Approved: Executive Manager, Mark Blackburn

PURPOSE

The purpose of this report is to present the register of invitations accepted and declined by the Lord Mayor from January - March 2015.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the ‘Evolving Darwin Towards 2020 Strategic Plan’:-

KEY ISSUES

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012-2016 as outlined in the “Evolving Darwin Towards 2020 Strategic Plan”:-

Goal

5 Effective and Responsible Governance

Outcome

5.3 Good governance

Key Strategies

5.3.1 Demonstrate good corporate practice and ethical behaviour

RECOMMENDATIONS

THAT the Committee resolve under delegated authority:-

THAT Report Number 15TC0030 MB:sv entitled Register of Invitations Accepted and Declined by the Lord Mayor from January - March 2015, be received and noted.

PAGE: 2
REPORT NUMBER: 15TC0030 MB:sv
SUBJECT: REGISTER OF INVITATIONS ACCEPTED AND DECLINED BY THE LORD
MAYOR FROM JANUARY - MARCH 2015

BACKGROUND

Nil

DISCUSSION

Nil

CONSULTATION PROCESS

Nil

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

Nil

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Nil

ENVIRONMENTAL IMPLICATIONS

Nil

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

SALLY VASEY
EXECUTIVE ASSISTANT TO THE
LORD MAYOR

MARK BLACKBURN
EXECUTIVE MANAGER

For enquiries, please contact Sally Vasey on 89300517 or email:
s.vasey@darwin.nt.gov.au.

**Attachments: Attachment A - Invitations Accepted and Declined by the Lord Mayor
from January - March 2015.**

Invitations Accepted by Lord Mayor or Representative during January 2015					
Date	Time	Invitee/Company	Function	Venue	Attended By
20/01/2015	9:00am	Tennis NT	Australian Open	Hisense Arena Melbourne	Lord Mayor Katrina Fong Lim
24/01/2015	6:30pm	Daryl Manzie HR, Chairman of the Australia Day Council	Australia Day Ball 2015	Darwin Convention Centre	Lord Mayor Katrina Fong Lim
26/01/2015	5:00pm	Ron Mitchell, Program Manager Multicultural Association NT	4th Annual OzFusion Community Event	Kalymnian Community Hall Marrara	Lord Mayor Katrina Fong Lim
28/01/2015	1:00pm	Robyn Batten Executive Director and Mark Diamon Director Australian Regional and Remote Community Services (ARRCS)	ARRCS Sharing and Consultation Meeting	Darwin Memorial Uniting Church 78 Smith Street Darwin	Lord Mayor Katrina Fong Lim
30/01/2015	5:00pm	Len Greenwood, Secretary/Treasurer Lodge Foelsche, No 211	Foelsche Memorial Service for the Late Inspector Paul Foelsche the First NT Police Inspector who died on 31st January 1914	Pioneer Cemetery Goyder Road	Lord Mayor Katrina Fong Lim
Invitations Declined by Lord Mayor or Representative during January 2015					
Date	Time	Invitee/Company	Function	Venue	Reason
22/01/2015	9:00am	The President, Mr Steve Healy and the CEO Mr Craig Tiley along with the Board and Directors of Tennis Australia	Viewing Australian Open 2015 from the President's Reserve Thursday 22nd Day Sessions	Rod Laver Arena Melbourne	Lord Mayor Katrina Fong Lim unable to attend to to travel arrangements being finalised to leave Melbourne on 21st January 2015.
26/01/2015	3:00pm	His Worship The Mayor of Palmerston Mr Ian Abbott	Flag Raising and Citizenship Ceremony	Recreation Centre Palmerston	Lord Mayor Katrina Fong Lim unable to attend due to prior commitment for Australia Day
26/01/2015	5:00pm	His Worship The Mayor of Palmerston Mr Ian Abbott	2015 Australia Day Ambassador's Reception	Council Chambers, Chung Wah Terrace Palmerston	Lord Mayor Katrina Fong Lim unable to attend due to prior commitment for Australia Day

Invitations Accepted by Lord Mayor or Representative during February 2015					
Date	Time	Invitee/Company	Function	Venue	Attended By
03/02/2015	12:30pm	The Chief Minister of the Northern Territory The Honourable Adam Giles MLA	Reception in Honour of the Arrival of the Albert Borella Victoria Cross	Main Hall Parliament House	Lord Mayor Katrina Fong Lim
05/02/2015	12:00pm	Law Society of the Northern Territory	Opening of the Legal Year Celebratory Lunch	Nitmilulk Room Parliament House	Lord Mayor Katrina Fong Lim
05/02/2015	5:00pm	National Trust of Australia NT	National Trust Goyder Day	Park near the Deckchair Cinema	Lord Mayor Katrina Fong Lim
05/02/2014	7:00pm	Alicia Emery, Travelling Film Festival	Opening Night of the Travelling Film Festival	Darwin Birch, Carroll & Coyle	Lord Mayor Katrina Fong Lim
07/02/2015	6:30pm	Greek Community Event	Welcome to Darwin	Greek School Chapman Road Nightcliff	Lord Mayor Katrina Fong Lim
11/02/2015	5:30pm	Commander of Northern Command Commodore Brenton Smyth RAN, President of the Mess Committee and Defence Reserves Support Territory	2015 Larrakeyah Officers' Mess Welcome Function & Defence Reserves Support Employer Support Awards 2014	Larrakeyah Barracks	Lord Mayor Katrina Fong Lim
11/02/2015	6:00pm	The Honourable Peter Styles MLA Minister for Business	Reception for the Australia Institute of Management	Members and Guests Lounge Level 4 Parliament House	Deputy Lord Mayor Rebecca Want de Rowe
13/02/2015	5:30pm	The Honourable Robyn Lambley MLA Minister for Education	Northern Territory Board of Studies 2014 Student Awards Presentation Ceremony	Main Hall Parliament House	Lord Mayor Katrina Fong Lim
17/02/2015	9:15am	The Speaker of the Legislative Assembly of the Northern Territory The Honourable Kezia Purick MLA	Opening of the First Sitting of Parliament for 2015	Parliament	Lord Mayor Katrina Fong Lim
18/02/2015	9:30am	Courtney Morgan, St Mary's Primary School	Speaking to Year 5/6 Classes at St Mary's Primary School	St Mary's Primary School	Lord Mayor Katrina Fong Lim
19/02/2015	8:30am	Australian American Association Northern Territory	USS Peary Memorial Service	USS Peary Gun Site	Lord Mayor Katrina Fong Lim

19/02/2015	11:00am	The Chief Minister of the Northern Territory The Honourable Adam Giles MLA	Reception to commemorate the 73rd Anniversary of the Bombing of Darwin	Parliament House	Lord Mayor Katrina Fong Lim
19/02/2015	5:00pm	The Honourable Daryl manzie Chair of the Australia Day Council NT	Drinks and Canapes to Celebrate Australia Day 2015	Australia Day Council NT Level 2 NAB Building 71 Smith Street Darwin	Lord Mayor Katrina Fong Lim
20/02/2015	10:00am	Coomalie Council	Adelaide River Ecumenical Service for the 73rd Anniversary of the Bombing of Darwin	Adelaide River War Graves	Lord Mayor Katrina Fong Lim
20/02/2015	3:00pm	Nell Stonham and the Parap Family Centre Management Committee	Present Plaque to long term Educator of Parap Family Centre	Parap Family Centre	Lord Mayor Katrina Fong Lim
20/02/2015	6:00pm	The President of the RSL Sub Branch Mr Don Milford BEM	Launch of RSL WW1 Book by the National President	RSL House Cavenagh Street Darwin	Lord Mayor Katrina Fong Lim
21/02/2015	3:00pm	Mr Donald McGauchie AO Chairman of Australian Agricultural Company Limited	Official opening of AACo's Livingstone Beef Facility by The Hon Tony Abbott MP	2660 Stuart Highway Livingstone Northern Territory	Lord Mayor Katrina Fong Lim
21/02/2015	6:30pm	Chung Wah Society	Chung Wah Chinese New Year Banquet	Darwin Turf Club	Lord Mayor Katrina Fong Lim
22/02/2015	10:00am	Girl Guides NT	Thinking Day	Woorabinda, Howard Springs	Lord Mayor Katrina Fong Lim
25/02/2015	9:00am	Jan Mo, Deputy Director International Office Charles Darwin University (CDU)	Welcome the International Students to the Casuarina Campus	CDU , International Office	Lord Mayor Katrina Fong Lim
25/02/2015	5:30pm	The Honourable John Elferink MLA Minister for Education	Reception to Welcome the 2015 International Students	Main Hall Parliament House	Lord Mayor Katrina Fong Lim

26/02/2015		Karen Schillermeer, Browns Mart	Officially launch our SHIMMER season of new, local theatre PLUS the launch of our Brown's Mart ED (Education) program; announcement of the NT AIRPORTS BUILD UP grant recipients by Ian Kew.	Browns Mart Theatre	Lord Mayor Katrina Fong Lim
27/02/2015	6:15am	Host Commander 1 st Brigade Brigadier Michael Ryan, AM	Army Birthday Cocktail Party	Robertson Barracks Officers Mess	Lord Mayor Katrina Fong Lim
Invitations Declined by Lord Mayor or Representative during February 2015					
Date	Time	Invitee/Company	Function	Venue	Reason
03/02/2015	5:30pm	The Chief Minister of the Northern Territory The Honourable Adam Giles MLA	Reception in honour of the Albert Borella Victoria Cross	Main Hall Parliament House	Lord Mayor Katrina Fong Lim and Representative unable to attend due to Council Workshop that evening.
05/02/2015	5:15pm	Darwin City and Waterfront Retailers Association	First Committee Meeting for 2015	Paspalis Centre Point	Lord Mayor Katrina Fong Lim unable to attend due to prior commitment
13/02/2015		Mary Anne Butler Playwright	Celebrity Karaoke night at Browns Mart Theatre on February 13, 2015	Browns Mart Theatre	Lord Mayor unable to attend due to prior commitment
20/02/2015	8:30am	The Chief Minister of the Northern Territory The Honourable Adam Giles MLA	Witness the Commencement of the Borella Ride	Nyinkka Nyunyu Cultural Centre Tennant Creek	Lord Mayor Katrina Fong Lim unable due to commitments in Darwin
20/02/2015	6:30pm	Michael Kuhn Church of Jesus Christ of Latter-day Saints	Screening of Feature Documentary Meet The Mormons	The Church of Jesus Christ Latter-day Saints Sabin Road and Trower Road Millner	Lord Mayor Katrina Fong Lim unable to attend due to prior commitment.
20/02/2015	7:30pm	Mohammed Raziuddin, Secretary Islamic Society of Darwin	Multi-Faith Session Religions for Peace & Harmony	Charles Darwin University Blue 1.1.1	Lord Mayor unable to attend due to alternative commitment

23/02/2015	6:00pm	The Chief Minister of the Northern Territory The Honourable Adam Giles MLA	Reception to Celebrate the Chinese New Year of the Goat	Main Hall Parliament House	Lord Mayor Katrina Fong Lim unable due to Council Workshop being held the same evening
26/02/2015	5:00pm	The Mall Retailers Association	Retailers Social Event at The Pearl, The Mall	The Mall	Lord Mayor Katrina Fong Lim unable to attend due to prior commitment. Deputy Lord Mayor unable to attend due to illness
27/02/2015	6:30pm	SKYCITY General Manager Callum Mallett	Chinese New Year - Year of the Goat	SKYCITY Beachside Pavilion	Lord Mayor Katrina Fong Lim unable to attend due to prior commitment. Invitation non transferrable.
27/02/2015	6:00pm	Commander 1 st Brigade Brigadier Michael Ryan, AM	Army Birthday Cocktail Party	Robertson Barracks Officers Mess	Lord Mayor Katrina Fong Lim

Invitations Accepted by Lord Mayor or Representative during March 2015

Date	Time	Invitee/Company	Function	Venue	Attended By
01/03/2015	4:00pm	Shu Qin Li, Australia China Friendship Society (ACFS)	ACFS Chinese New Year Celebration	Charles Darwin University (CDU) Building Pink 7.1.Co1 Library	Lord Mayor Katrina Fong Lim
04/03/2015	9:00am	Michael Bridge Chairman of Tourism NT	Join VIP Guests Disembarking the L'Austral and Members of the Tourism NT Board	Penthouse Mantra Pandanas	Lord Mayor Katrina Fong Lim
06/03/2015	9:00am	Mick Ryan Brigadier Commander 1st Brigade	International Women's Day Event	Robertson Barracks	Lord Mayor Katrina Fong Lim
07/03/2015	9:30am	David King MR 15, Community Development Officer Defence Community Organisation	Welcome to the Top End	Darwin Convention Centre	Lord Mayor Katrina Fong Lim
08/03/2015	11:30am	Ron Mitchell Multicultural Council NT	International Women's Day Multicultural Lunch	Chambers Crescent Theatre Malak	Lord Mayor Katrina Fong Lim
10/03/2015	9:00am	MB Ryan Brigadier Commander 1st Brigade Robertson Barracks	1st Brigade International Woman's Day Event	Robertson Barracks	Lord Mayor Katrina Fong Lim
11/03/2015	6:00pm	Australian Japanese Community Darwin	Japanese Earthquake Memorial	Darwin Waterfront Lagoon	Deputy Lord Mayor Rebecca Want de Rowe

13/03/2015	4:30pm	Pearl Ogden	Launch of Pearl Ogden's Book	Kennon Estate Winnellie	Lord Mayor Katrina Fong Lim
14/03/2015	12:30pm	The Consul General of the S.R. Vietnam Mr Le Viet Duyen and Mrs Huynh Thi Mai Dzung	Celebrate the New Year with Vietnamese Community	Chow Restaurant 19 Kitchener Drive Waterfront Darwin	Lord Mayor Katrina Fong Lim
14/03/2015	7:30pm	Darwin Symphony Orchestra	Poppies - Commemorating the 100 year Anniversary of the ANZAC Landing at Gallipoli	Darwin Convention Centre	Lord Mayor Katrina Fong Lim and Alderman Allan Mitchell
17/03/2015	7:30am	Shenanigans	St Patricks Day Traditional Irish Breakfast	Shenanigans Restaurant	Lord Mayor Katrina Fong Lim
21/03/2015	10:00am	Commander 1st Brigade Brigadier Michael Ryan, AM	National Commemoration for the End of OPERATION SLIPPER	Darwin City	Lord Mayor Katrina Fong Lim
22/03/2014	9:00am	David Mead, Swimming NT	Present Medallions at Vorgee Championships	Casuarina Pool	Lord Mayor Katrina Fong Lim
22/03/2015	4:00pm	Leonie Warburton, Melanoma March Darwin Committee	Melanoma March	Bicentennial Park	Lord Mayor Katrina Fong Lim
22/03/2015	7:00pm	Ganesh Akhikari Chairperson Nepalese Association of the Northern Territory Inc	Nepalese New Year 2072 Celebration	Marrara Indoor Stadium	Lord Mayor Katrina Fong Lim
28/03/2015	6:30pm	Principal and Staff of St Johns College	Year 12 Presentation Ball	SKYCITY Beachside Pavilion	Deputy Lord Mayor Rebecca Want de Rowe
29/03/2015	11:00am	The President and the Committee of the Governing Council of the Greek Orthodox Church	25th of March Greek National Day & Wreath Laying Ceremony	St Nicholas Greek Orthodox Church, 92 Cavanagh Street	Lord Mayor Katrina Fong Lim
29/03/2015	2:00pm	Annie Villesceche Chair Bicycle NT	Launch "Short trips are Bikeabale" TVC	Nightcliff Pool	Lord Mayor Katrina Fong Lim
Invitations Declined by Lord Mayor or Representative during March 2015					
Date	Time	Invitee/Company	Function	Venue	Reason
03/03/2015	5:30pm	The Chief Minister of the Northern Territory The Honourable Adam Giles MLA	Witness the arrival of The Borella Ride	Darwin Wharf Precinct Function Centre Stokes Hill Wharf Darwin	Lord Mayor Katrina Fong Lim unable to attend due to Council Workshop

06/03/2015	9:00am	Paul Gibbs, Area Manager Defence Community Organisation Northern Territory	Welcome to the Top End	Darwin Convention Centre	Lord Mayor and Representative unable to attend due prior commitment
06/03/2015	12:30pm	Vicki-Leigh Lettice McDonalds	Ronald McDonald House Fundraiser Long Lunch	SKYCITY Darwin	Lord Mayor Katrina Fong Lim unable to attend due to prior commitment
07/03/2015	9:00am	Annette Mertin, NT Police Fire and Emergency Services	Pink Stumps Day	Marrara Cricket Complex	Lord Mayor unable to attend due to prior commitment
07/03/2015	6:00pm	Amanda Gunn, Darwin President	Welcome Dinner Project, Joining the Dots	Melaleuca Refugee Centre	Lord Mayor unable to attend due to prior commitment
06-08/03/2015	6:00pm	Ian Harkness Executive Officer Northern Territory Hockey Association	Hockey Marathon Fund Raiser	Marrara Hockey Centre	Lord Mayor unable to attend due to prior commitment
16/03/2015	6:00pm	The Honourable Peter Styles MLA Minsiter for Multicultural Affairs	Reception for St Patrick's Day	Nitmiluk Lounge Level 4 Parliament House	Lord Mayor and Representative unable to attend due to Council Workshop
18/03/2015	6:00pm	Browns Mart Theatre	Opening Night Broken	Browns Mart	Acting Lord Mayor unable to attend due to prior commitment
23/03/2015	5:30pm	Guide Dogs SA/NT Chairman Joe Thorp and the Board	Cocktail Function	The Atrium on the Avenue, 12 Salonika Street Parap	Acting Lord Mayor Rebecca Want de Rowe unable to attend due to illness
30/03/2014	6:00pm	Judith Crompton Chief Commercial Officer Virgin Australia	Cocktail Reception to Celebrate the Opening of the New Virgin Australia Lounge, Darwin Airport	Virgin Lounge Australia Darwin Airport	Lord Mayor Katrina Fong Lim unable to attend due to Council Workshop
30/03/2015	30/03/2015	His Highness Sheikh Mohammed Bin Rashid Al Maktoum, UAE Vice President, Prime Minister and Ruler of Dubai	5th Annual Investment Meeting	Dubai International Convention and Exhibition Building	Lord Mayor Katrina Fong Lim unable to attend due to prior commitments in Darwin
31/03/2015	7:00pm	Senior ADF Officer RAAF Darwin, Wing Commander Wesley Perret ADC	94th Anniversary of the Royal Australian Air force	RAAF Base Darwin	Lord Mayor Katrina Fong Lim and Representatives unable to attend due to Council Meeting

Numbers of other Commitments for the Lord Mayor and her Representative for January - March 2015

53	Internal Meetings
44	External Meetings
13	Council Meetings and Workshops
7	Council Committee Meetings
9	City of Darwin Community Events attended
3	Events Hosted including Citizenship Ceremonies
1	Visiting Dignitaries & Courtesy Visits
1	Federal/Territory/Local Government Committee Meetings
0	Talk@TheTop - Community Engagement
36	Media Commitments
1	Conferences attended by Lord Mayor

ENCL: CORPORATE & ECONOMIC DEVELOPMENT
 YES COMMITTEE/OPEN

AGENDA ITEM: 9.8

REGISTER OF ELECTED MEMBERS PROFESSIONAL DEVELOPMENT FOR 2014/2015

REPORT No.: 15TC0029 MB:sv COMMON No.: 315321

DATE: 22/04/2015

Presenter: Executive Assistant to the Lord Mayor, Sally Vasey

Approved: Executive Manager, Mark Blackburn

PURPOSE

The purpose of this report is to present the Register of Professional Development Expenditure for 2014/2015.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

5 Effective and Responsible Governance

Outcome

5.3 Good governance

Key Strategies

5.3.1 Demonstrate good corporate practice and ethical behaviour

KEY ISSUES

The attachment provides the details of the Register of Professional Development Expenditure for 2014/2015.

RECOMMENDATIONS

THAT the Committee resolve under delegated authority:-

THAT Report Number 15TC0029 MB:sv entitled Register of Elected Members Professional Development for 2014/2015, be received and noted.

BACKGROUND

Nil

DISCUSSION

Nil

PAGE: 2
REPORT NUMBER: 15TC0029 MB:sv
SUBJECT: REGISTER OF ELECTED MEMBERS PROFESSIONAL DEVELOPMENT
FOR 2014/2015

CONSULTATION PROCESS

In preparing this report, the following City of Darwin officers were consulted:

- Executive Manager
- Financial Accountant

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

The Elected Members Professional Development Allowances were established in the Municipal Plan 2014/2015 as part of the budget deliberations.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Nil

ENVIRONMENTAL IMPLICATIONS

Nil

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

SALLY VASEY
EXECUTIVE ASSISTANT TO THE
LORD MAYOR

MARK BLACKBURN
EXECUTIVE MANAGER

For enquiries, please contact Sally Vasey on 89300517 or email:
s.vasey@darwin.nt.gov.au.

Attachments:

Attachment A - Register of Professional Development Expenditure for 2014/2015

Report Professional Development - Elected Members 2014/2015

Each Members of the Council may access up to \$3554.04 (as per the Local Government Act) to attend an appropriate and relevant conference or training course. This will cover travel, conference fees, meals and accommodation.

Name	<i>Expenditure</i>	Balance Remaining
Ald Anictomatis 24608	\$3,408.64	\$145.40
Ald Galton 22545	\$1,493.49	\$2,060.55
Ald Elix 22543	\$0.00	\$3,554.04
Lord Mayor Fong Lim 24618	\$1,619.59	\$1,934.45
Ald Haslett 24614	\$1,736.72	\$1,817.32
Ald Knox 22544	\$2,975.30	\$578.74
Ald Lambert 22546	\$0.00	\$3,554.04
Ald Lambrinidis 24612	\$0.00	\$3,554.04
Ald Mitchell 22549	\$598.99	\$2,955.05
Ald Niblock 24610	\$2,807.27	\$746.77
Ald Want de Rowe 24611	\$1,756.37	\$1,797.67
Ald Worden 24609	\$2,960.46	\$593.58
Ald Glover 31011	\$0.00	\$3,554.04

* Alderman Glover committed to Australian Institute of Company Director Course

OPEN SECTION

CORP04/5

Corporate & Economic Development Committee Meeting – Wednesday, 22 April 2015

10. INFORMATION ITEMS

10.1 Draft Minutes - Risk Management & Audit Committee 27 March 2015 Document No. 3074647 (27/03/2015) Common No. 2948316

*The draft minutes from the Risk Management & Audit Committee held on 27 March 2015, are **Attachment A**.*

FRIDAY, 27 MARCH 2015

With the consent of the Committee on Friday 27 March 2015, (Decision 21\3171) all Decisions and Supporting Documents were moved from the Confidential Section of Council's Minutes into the Open Section.

CITY OF DARWIN

MINUTES OF THE RISK MANAGEMENT & AUDIT COMMITTEE HELD IN MEETING ROOM 1, CIVIC CENTRE, HARRY CHAN AVENUE ON FRIDAY, 27 MARCH 2015 COMMENCING AT 9.00 AM.

PRESENT: Mr Iain Summers (Chairman); Member R M Knox; Member S J Niblock; Mr Craig Spencer.

OFFICERS: Chief Executive Officer, Mr Brendan Dowd; General Manager Corporate Services, Dr Diana Leeder; Executive Manager, Mr M Blackburn; Team Coordinator Risk Audit & Safety, Mr Tony Simons; Manager Climate Change & Environment, Ms S Gamble; Records Manager, Mr K Sohl; Finance Manager, Mr Miles Craighead; Committee Administrator, Mrs P Hart.

APOLOGY: Member R K Elix.



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Risk Management & Audit Committee Meeting – Friday, 27 March 2015

1. MEETING DECLARED OPEN

The Chairman declared the meeting open at 9.04 am.

2. APOLOGIES AND LEAVE OF ABSENCE

2.1 Apologies

Nil

2.2 Leave of Absence Granted

(Knox/Niblock)

THAT it be noted Member R K Elix is an apology due to a Leave of Absence previously granted on 24 February 2015, for the period 24 March 2015 to 30 March 2015.

DECISION NO.21\3151

(27/03/15)

Carried

2.3 Leave of Absence Requested

Nil

3. DECLARATION OF INTEREST OF MEMBERS AND STAFF

3.1 Declaration of Interest by Members

Nil

3.2 Declaration of Interest by Staff

Nil

Risk Management & Audit Committee Meeting – Friday, 27 March 2015

4. CONFIDENTIAL ITEMS

4.1 Closure to the Public for Confidential Items

Common No. 1944604

(Niblock/Knox)

COMMITTEE'S DECISION

THAT pursuant to Section 65(2) of the Local Government Act and Regulation 8 of the Local Government (Administration) Regulations the meeting be closed to the public to consider the following Items:-

<u>Item</u>	<u>Regulation</u>	<u>Reason</u>
7.1	8(c)(iv)	information that would, if publicly disclosed, be likely to prejudice the interests of the council or some other person
9.1-9.14	8(c)(iv)	information that would, if publicly disclosed, be likely to prejudice the interests of the council or some other person

DECISION NO.21\3152

(27/03/15)

Carried

5. CONFIRMATION OF MINUTES PERTAINING TO THE PREVIOUS RISK MANAGEMENT & AUDIT COMMITTEE MEETING

5.1 Risk Management & Audit Committee Meeting held on Friday, 7 March 2014

(Summers/Niblock)

COMMITTEE'S DECISION

THAT the minutes of the previous Confidential Risk Management & Audit Committee Meeting held on Friday, 07 March 2014, tabled by the Chairman, be received and confirmed as a true and correct record of the proceedings of that meeting.

DECISION NO.21\3153

(27/03/15)

Carried

5.2 Risk Management & Audit Committee Meeting held on Friday, 31 October 2014

(Niblock/Knox)

COMMITTEE'S DECISION

THAT the minutes of the previous Open Risk Management & Audit Committee Meeting held on Friday, 31 October 2014, tabled by the Chairman, be received and confirmed as a true and correct record of the proceedings of that meeting.

DECISION NO.21\3154

(27/03/15)

Carried

Risk Management & Audit Committee Meeting – Friday, 27 March 2015

6. BUSINESS ARISING FROM THE MINUTES PERTAINING TO THE PREVIOUS RISK MANAGEMENT & AUDIT COMMITTEE MEETING

6.1 Business Arising

The Committee was advised that the committee evaluation process is on track to be presented to the May 2015 Risk Management & Audit Committee Meeting.

7. INFORMATION ITEMS

7.1 Review of Outstanding Audit Issues Register Common No. 422690

(Knox/Niblock)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:-

- A. THAT the Outstanding Audit Issues Register as at 12 March 2015, be received and noted.
- B. THAT the revised due date for Outstanding Audit Issue No. 140 be May 2015.

DECISION NO.21\3155

(27/03/15)

Carried

ACTION: EA TO GM CORP

8. ACTION ITEMS

Nil

9. OFFICERS REPORTS

9.1 Progress of Control Self-Assessment Report No. 15A0021 TS:mp (27/03/15) Common No. 1536877

(Niblock/Knox)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

THAT Report Number 15A0021 TS:mp entitled Progress of Control Self-Assessment, be received and noted.

DECISION NO.21\3156

(27/03/15)

Carried

Risk Management & Audit Committee Meeting – Friday, 27 March 2015

9.2 Progress of Risk Management Framework

Report No. 15A0020 TS:mp (27/03/15) Common No. 2363571

(Knox/Niblock)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

THAT Report Number 15A0020 TS:mp entitled Progress of Risk Management Framework, be received and noted.

DECISION NO.21\3157

(27/03/15)

Carried

9.3 Audit Closing Report 2014 - Management Response

Report No. 15A0039 MC:mp (27/03/15) Common No. 2251082

(Niblock/Knox)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

A. THAT Report Number 15A0039 MC:mp entitled Audit Closing Report 2014 - Management Response, be received and noted.

B. THAT the Committee note the proposal that the current format of the "Management Discussion and Analysis" be replaced with an executive summary that might include frequently asked questions.

DECISION NO.21\3158

(27/03/15)

Carried

ACTION: MANAGER FINANCE

9.4 Audited Financial Statements for the Year Ended 30 June 2013 - Outstanding Issues

Report No. 15A0043 MC:mp (27/03/15) Common No. 2527584

(Knox/Niblock)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

A. THAT Report Number 15A0043 MC:mp entitled Audited Financial Statements for the Year Ended 30 June 2013 - Outstanding Issues, be received and noted.

B. THAT Outstanding Audit Issue 141 be amended to the status of complete.

DECISION NO.21\3159

(27/03/15)

Carried

ACTION: EA TO GM CORP
NOTE: MANAGER FINANCE, GM CORP

Risk Management & Audit Committee Meeting – Friday, 27 March 2015

9.5 Progress Report On Outstanding Audit Issue 142

Report No. 15A0038 LC:mp (27/03/15) Common No. 1536877

(Niblock/Knox)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

- A. THAT Report Number 15A0038 LC:mp entitled Progress Report on Outstanding Audit Issue 142, be received and noted.
- B. THAT Outstanding Audit Issue 142 be transferred to the completed audit issues register.

DECISION NO.21\3160

(27/03/15)

Carried

ACTION: EA TO GM CORP

NOTE: MANAGER BUSINESS SERVICES, GM CORP

9.6 Depreciation Expense 2015

Report No. 15A0034 DL:mp (27/03/15) Common No. 2999553

(Niblock/Knox)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

- A. THAT Report Number 15A0034 DL:mp entitled Depreciation Expense 2015, be received and that the Committee noted the effect that the revaluations will have on the depreciation charge in 2014/15.
- B. THAT the Committee note that a report will be prepared on Depreciation Expense 2015 for the Corporate & Economic Development Committee.

DECISION NO.21\3161

(27/03/15)

Carried

ACTION: MANAGER FINANCE

NOTE: GM CORP

Mr Craig Spencer joined the meeting at 10.27 am.

Risk Management & Audit Committee Meeting – Friday, 27 March 2015

9.7 Assessment of Asset Management Processes - Deloitte 2014

Report No. 15A0040 MC:mp (27/03/15) Common No. 1713107

(Niblock/Knox)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

- A. THAT Report Number 15A0040 MC:mp entitled Assessment of Asset Management Processes - Deloitte 2014, be received and noted.
- B. THAT Management agreed recommendations not yet completed be added to the Outstanding Audit Issues Register (with the exception of the table on minor matters).
- C. THAT the following Outstanding Audit Issues be removed from the register as they are covered by the more up to date Deloitte assessment of asset management processes which will provide an improved focus:
 - a. Outstanding Audit Issue 116 "Asset Management & Financial Sustainability Review" (stemming from Access Economics and Jeff Roorda & Associates reviews).
 - b. Outstanding Audit Issue 137 Asset Management Plan – originally part of Outstanding Audit Issue 116.
- D. THAT a presentation on the Asset Finda system and its relationship with Map Info and Authority come to the Committee in May 2015.

DECISION NO.21\3162

(27/03/15)

Carried

ACTION: EA TO GM CORP, MANAGER FINANCE

9.8 Outstanding Audit Issue 122 - Review of Fraud Management Arrangements

Report No. 15A0041 MC:mp (27/03/15) Common No. 2862013

(Niblock/Spencer)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

- A. THAT Report Number 15A0041 MC:mp entitled Outstanding Audit Issue 122 - Review of Fraud Management Arrangements, be received and noted.
- B. THAT the Outstanding Audit Issues Register be amended to have a completion date of 31 October 2015 for Outstanding Audit Issue 122 – Review of Fraud Management Arrangements item 2.2.5 (1.2.4).

DECISION NO.21\3163

(27/03/15)

Carried

ACTION: MANAGER FINANCE, EA TO GM CORP

Risk Management & Audit Committee Meeting – Friday, 27 March 2015

9.9 Report on Records Management Review

Report No. 15A0031 KS:mp (27/03/15) Common No. 3027964

Records Manager Mr K Sohl was in attendance from 10.53 am.

(Knox/Spencer)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

- A. THAT Report Number 15A0031 KS:mp entitled Report on Records Management Review, be received and noted.
- B. THAT the Committee note that the actions relate more specifically to operational issues and business re-engineering for the Records Management Unit and not relate to internal control issues per se.
- C. THAT the implementation of actions be managed through the Chief Officers' Group, the General Manager Corporate Services and the Records Manager.
- D. THAT any risk and control issues identified during the implementation, the review of the Records Management Unit and the implementation of the new version of Council's Corporate Information System ECM be added to the Corporate Services operational risk assessment and be presented to the committee as part of the continuing review of risk management processes.
- E. THAT Outstanding Audit Issue 142 (Corporate Information A, B and C) be transferred to the completed audit register.
- F. THAT the implementation timeline of the identified projects to deal with the internal audit issues be presented to the May 2015 meeting.

DECISION NO.21\3164

(27/03/15)

Carried

ACTION: MANAGER RECORDS, EA TO GM CORP
NOTE: GM CORP

Risk Management & Audit Committee Meeting – Friday, 27 March 2015

9.10 Outstanding Audit Issue No. 143 - Environmental Management System Assessment

Report No. 14TS0257 SG:nj (27/03/15) Common No. 1713107

Manager Climate Change & Environment Ms S Gamble was in attendance from 11.01 am.

(Knox/Niblock)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

- A. THAT Report Number 14TS0257 SG:nj entitled Outstanding Audit Issue No. 143 – Environmental Management System Assessment, be received and noted.
- B. THAT Outstanding Audit Issue No. 143, Sections 3.1, 3.2, 3.9 and 3.10 be moved to the Completed Audit Issues Register.
- C. THAT the Outstanding Audit Issue Register be amended to have a completion date of July 2015 for Outstanding Audit Issue No. 143, Section 3.3 and 3.4.

DECISION NO.21\3165

(27/03/15)

Carried

ACTION: EA TO GM CORP

NOTE: MANAGER CLIMATE CHANGE & ENVIRONMENT

9.11 Progress Report on the Internal Audit Plan

Report No. 15A0019 TS:mp (27/03/15) Common No. 1536877

(Spencer/Knox)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

- A. THAT Report Number 15A0019 TS:mp entitled Progress Report on the Internal Audit Plan, be received and noted.
- B. THAT **Attachment B** to Report Number 15A0019 TS:mp, the amended Internal Audit Plan for 2014/15, be approved except that the Fleet & Fuel Rebate internal audit should be removed as it does not have a clear link to the risk registers; and noting that the Credit Card Management Audit has been removed as all items have been addressed in a recent procurement audit.
- C. THAT the committee invites Management to propose an alternate risk register based internal audit topic.

DECISION NO.21\3166

(27/03/15)

Carried

ACTION: TEAM COORDINATOR RISK AUDIT & SAFETY

Risk Management & Audit Committee Meeting – Friday, 27 March 2015

9.12 Internal Audit - Council Decisions

Report No. 15TC0020 MB:mp (27/03/15) Common No. 3035180

Executive Manager Mr M Blackburn was in attendance from 11.26 am.

(Niblock/Spencer)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

- A. THAT Report Number 15TC0020 MB:as entitled, Internal Audit - Council Decisions be received and noted.
- B. THAT the Risk Management and Audit Committee note the management response to the summary of opportunities to improve control design and framework, and compliance matters as listed in **Attachment B** to Report Number 15TC0020 MB:as entitled, Internal Audit - Council Decisions.
- C. THAT items 1 – 3 inclusive be managed through the upgrade of ECM.
- D. THAT items 4, 6 and 7 not be transferred to the Outstanding Audit Issues Register as they either of a minor nature or have been implemented.
- E. THAT item 5 be transferred to the Outstanding Audit Issues Register.

DECISION NO.21\3167

(27/03/15)

Carried

ACTION: EA TO GM CORP
NOTE: EXECUTIVE MANAGER

9.13 Internal Audit - Elected Members Allowances

Report No. 15TC0021 MB:as (27/03/15) Common No. 1555141

(Knox/Spencer)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:

- A. THAT Report Number 15TC0021 MB:as entitled, Internal Audit - Elected Members Allowances, be received and noted.
- B. THAT the Risk Management and Audit Committee note the management response to the summary of opportunities to improve control design and framework, and compliance matters as listed in **Attachment B** to Report Number 15TC0021 MB:as entitled, Internal Audit – Elected Members Allowances.
- C. THAT items 1, 3 and 4 not be transferred to the Outstanding Audit Issues Register as they are of minor nature.

DECISION NO.21\3168

(27/03/15)

Carried

ACTION: EA TO GM CORP
NOTE: EXECUTIVE MANAGER

Risk Management & Audit Committee Meeting – Friday, 27 March 2015

9.14 Outstanding Audit Issue No. 139 - Assessment of Procurement Processes

Report No. 15A0042 MC:mp (27/03/15) Common No. 1536877

(Niblock/Spencer)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority:-

- A. THAT Report Number 15A0042 MC:mp entitled Outstanding Audit Issue No. 139 - Assessment of Procurement Processes, be received and noted.
- B. THAT Outstanding Audit Issue No. 139, items 3.3.6 a-b relating to small suppliers and events planning be transferred to the completed audit issues register as it is already recorded in operating procedures.
- C. THAT Outstanding Audit Issue No. 139 item 3.4.2 a, credit card policy/procedure improvements be amended to completed status.

DECISION NO.21\3169

(27/03/15)

Carried

ACTION: EA TO GM CORP
NOTE: MANAGER FINANCE

10. GENERAL BUSINESS

10.1 Risk Management & Audit Committee Operation

Common No. 2989430

(Summers/Niblock)

THAT the Risk Management & Audit Committee will operate consistent with all other Council committees and that the Terms of Reference be updated to reflect this.

DECISION NO.21\3170

(27/03/15)

Carried

ACTION: EA TO GM CORP, CA

11. MOVING OF CONFIDENTIAL DECISIONS & SUPPORTING DOCUMENTS AFTER DISCUSSION

(Spencer/Knox)

THAT all decisions and supporting documents from this, the Risk Management & Audit Committee held on Friday, 27 March 2015, be moved into Open.

DECISION NO.21\3171

(27/03/15)

Carried

Risk Management & Audit Committee Meeting – Friday, 27 March 2015

12. CLOSURE OF MEETING

The meeting closed at 12.09 pm.

**MR IAIN SUMMERS
(CHAIRMAN) – RISK
MANAGEMENT &
AUDIT COMMITTEE
MEETING – FRIDAY,
27 MARCH 2015**

Confirmed On: *Friday, 29 May 2015*

Chairman: _____

OPEN SECTION

CORP04/6

Corporate & Economic Development Committee Meeting – Wednesday, 22 April 2015

10. INFORMATION ITEMS

10.2 Darwin City Waterfront Retailers Association - Progress Report Document No. 3073393 (22/04/2015) Common No. 2854897

*The Darwin City Waterfront Retailers Association Progress Report is **Attachment B**.*



Progress Report

Outgoing costs – October 14 to March 15	
Totals	
Advertising	
- NT News	\$5,206.09
- Facebook	
Retail Networking Nights	\$587.00
General Administration	
- PO Box	
- Phone	
- Website development	\$1,219.77
- Business cards	
- Stationery	
Meeting costs	
- Room hire	\$234.47
Activity costs	
- Membership drives	
- Christmas campaign	\$15,400.00
- Sunday trading campaign	
- Cruise ship campaign	
Total	\$22,647.33

Targets Achieved

Achieved increase of 30+ memberships throughout Darwin City and waterfront with a variety of retail stores joining, providing a diverse range of input at meetings.

Christmas Photo booth campaign together with City of Darwin at the Lord Mayor’s tree lighting and professional photos in Santa’s cave were both successfully executed with positive feedback with locals and interstate visitors received.

Sunday trading campaign includes a window sticker and tent card that are supplied to members. While most retail stores have yet to commence Sunday trading for 2015, the dry season looks to increase the amount of stickers seen throughout the city and waterfront. Advertising over the Christmas period was executed through NT News with feedback received from members being positive.

Cruise ship campaign included a short video with a range of retailers promoting a special deal for cruise ship passengers and locals promoted via social media. DCWRA branded balloons were distributed to members and throughout the city and waterfront, creating activity and colour in conjunction with Tourism NT's marketing.

Following on from cruise ship week, the association has continued to distribute balloons each time a cruise ship arrives. Actively discussing destinations and recommending stores to passengers as they're greeted at the waterfront entrance.

DCWRA has held 2 successful retailers networking events, inviting over 40+ retailers to learn what the association is about and the direction in which we are heading for 2015. These events have created a good hype amongst retailers and several membership enquiries are always received.

DCWRA has successfully built solid relationships with NT News, Darwin Waterfront Corporation and Tourism NT to ensure maximum coverage and support is received on all event's / campaigns rolled out by the Association as well as in return to support their activities.

Association administration support

General administration support has been working with accountants to bring all the associations accounts to order for audit and tax return purposes. Ensuring that all requirements are adhered to as per the grants requirements.

DCWRA Committee vacancies have been filled with a strong and diverse range of decision makers in these roles. Meetings are run formally ensuring the association complies with its constitution as well as increasing the number of meetings with strategic planning meetings.

The Association committee received invitations to the Small Business Association conference and Gala dinner with both the President and Vice President attending.

What to achieve in 3 months

Recently the committee met for its strategic planning meeting. The events calendar was discussed at length and finalised that night. All events and campaigns were agreed on with what's planned for 2015 and how DCWRA plan to activate the city and waterfront retailers.

Together with City of Darwin, Tourism NT and Waterfront Corporation, DCWRA is working at supporting all city and waterfront activities as well as discuss any extra support or promotion that could be supplied.

Forming solid relationships with our members we aim to achieve an increase in memberships totalling 100 retailers.

OPEN SECTION

CORP04/7

Corporate & Economic Development Committee Meeting – Wednesday, 22 April 2015

11. GENERAL BUSINESS