



**2018** ANNUAL  
REPORT

**GREAT COMMUNITY TRANSPORT**



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In 2017-18, Great Community Transport was funded to provide transport to people over 65 under the Commonwealth Home Support Program under contract with Transport for NSW.

We also received funding for health related transport from Nepean Blue Mountains Local Health District and NSW Health.

Great Community Transport is a registered provider under the National Disability Insurance Scheme -NDIS.

# CEO REPORT

I began last year's report talking about change. I'm writing this at 56 Cox Ave, 3 weeks after moving in to our new premises, so change carries on. We're settling in, getting used to how the space works and getting on with it. We are starting to settle into our work with NDIS, getting more contacts, finding ways to assist the participants as much as we can with their needs. More and more of our older clients are receiving home care packages and we are working with them and their package providers to meet their needs as well.

Our paid and volunteer drivers, bus assistants and receptionists have all done an amazing job this year in continuing to provide a great service to our clients, getting them to their appointments, shopping and leading social outings which, we hope, provide a great day out. I'm very keen to build our social programs, we'll be talking with clients early in 2019 about the programme, new options, our annual calendar and views on other sorts of travel needs we can assist with.

I'd also like to pay our respects to Maurice Dibbin, a long time volunteer driver who died recently. Our sincere condolences to his family, and to his friends at GCT. Over this year, as is often the case for an aged care service like ours, staff and volunteers have been saddened to hear of the deaths of our clients in Penrith and the Blue Mountains and we offer our condolences to friends and family.

We've been ably led this year by Chairperson Catherine Pruscino, following the resignation of Chair Meg Zvirbulis due to health needs. My thanks to Meg for her leadership and to the Board for their support and work in continuing to help GCT meet all of its governance, financial and other requirements and to think about the years ahead. The changes in regulations and requirements have asked a lot of Board members, with new transport regulations, as well as the new rules for NDIS and Aged Care.

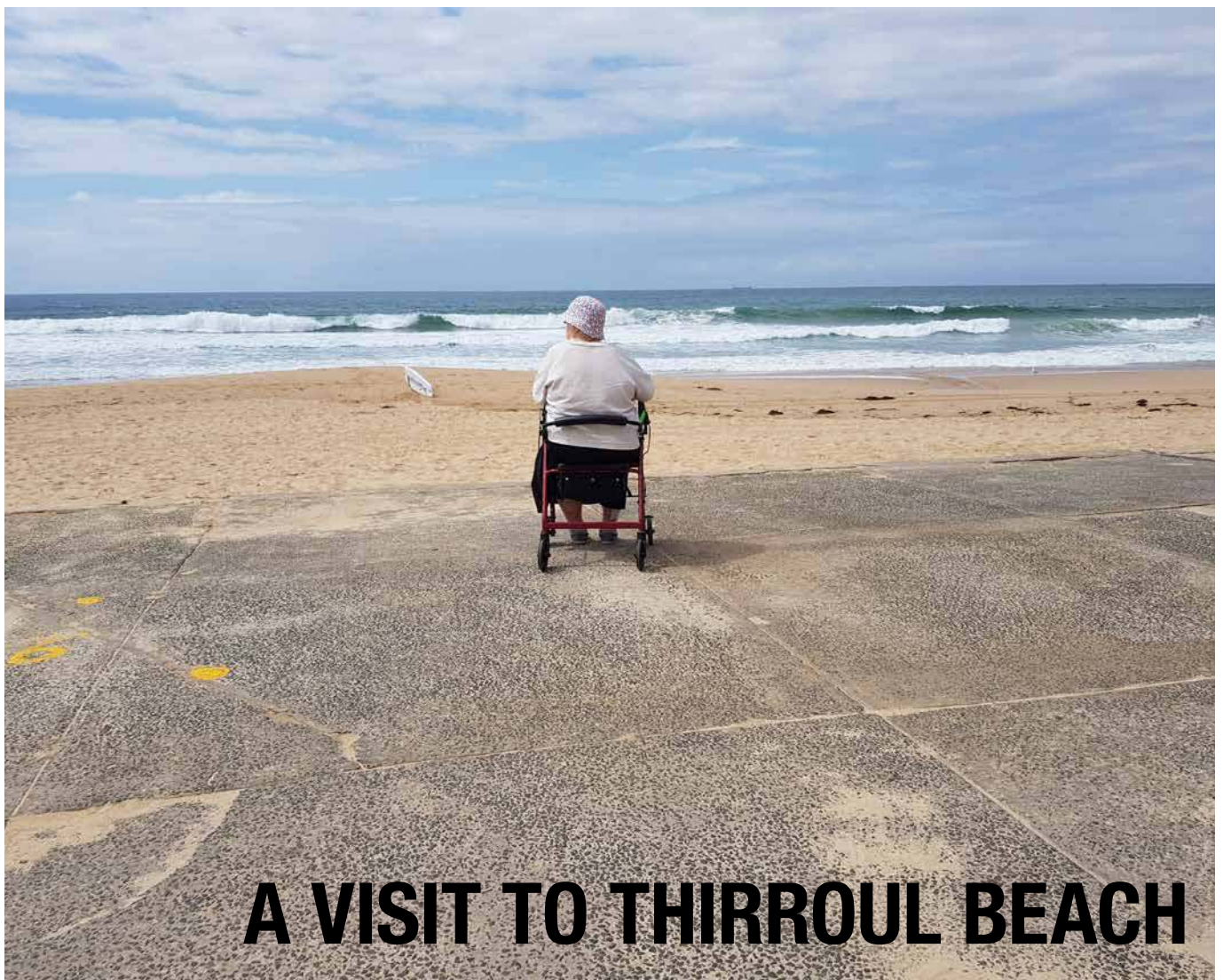
As we've mentioned previously, we're continuing to progress plans to join with Easy Go Connect community transport at Blacktown. We believe that as changes in funding and contracts continue, with major changes in 2020, our ability to continue to deliver current and future services depends on adapting and having the right scale to operate across the 3 LGAs. We expect to start implementing these changes from early 2019.

In closing, again it's important to acknowledge the support we receive from funders, from Penrith and Blue Mountains Council, from our State and Federal MPs and from CTO and Transport for NSW. Thanks to drivers, receptionists, cares and the office staff and Board who have stepped up this year to help us deliver our services. I'd particularly like to thank Helen Wilson, Finance Manager and Milad Jonaidi, Operations Manager for all the work they put into keeping the essential work of the organisation and its services. Michelle Atkins also deserves thanks for her support and energy to the board, volunteers and staff team.

Merry Xmas all and looking forward to travelling, talking and working with you over the coming year and to sharing Xmas festivities with you all.

**Rob Lake**  
Chief Executive Officer





## **A VISIT TO THIRROUL BEACH**

# CHAIRPERSONS REPORT

I am pleased to present my report to members as Chair of the Board for 2018. The responsibility of the Board is to set the organisation's strategic direction, manage compliance with the constitution and legal requirements, and to ensure that the organisation is solvent and financially stable. The Board is also there to provide guidance and support for the CEO in the execution of their duties. Effective Boards enjoy a strong relationship with the CEO and encourage conscientious debate about matters of strategic importance. I am pleased to lead GCT in just such an environment.

2018 has been another busy year for Great Community Transport, its clients, volunteers and Board members.

The government reforms of the past six years have required Community Transport organisations to prepare for an uncertain future. Preparation for the withdrawal of block funding to service providers and the reallocation of this funding to consumer directed care has seen GCT carefully consider how we will continue to support our community in a manner that provides for their needs and aligns with our mission and values.

We are continuing to adapt to ensure that the organisation remains sustainable through these changes and into the future; securing ways to provide quality services that meet individual client needs. Ultimately, to thrive we must be competitive by simultaneously being the relevant and affordable choice for our clients.

We have been working closely with the staff and Board of Easy Go Connect (EGC) in Blacktown to explore how our services may work together to build a more resilient and consumer-driven transport service. Careful review and detailed investigations reveal that there are encouraging opportunities to for GCT and EGC sustainably

grow together, and into the new year we will continue to examine what is in the best interest of our clients, staff and stakeholders on this front. .

I would like to acknowledge the outstanding commitment of all of our staff, those who are paid and those who volunteer. Earlier this year I had the pleasure of attending the Mozart in May concert held by the Leura Singers to support Great Community Transport. It was a wonderful performance followed by homemade afternoon tea in the hall. I must confess, that the highlight for me was the trip back to Penrith on the GCT bus. During the drive home, I met some of our clients and heard in their own words how they feel about our service and our staff. The ladies were candid about what they enjoy in social outings and shared their experiences about our services. Above all else, they spoke at length of how our carers and drivers are invaluable parts of our service. We are so fortunate to have such a dedicated and loyal group of people who support our clients and strengthen the community as a whole.

We know that our drivers and our carers are a magic team, and our clients agree. These people are often the face of our service, together they ensure our ability to meet the vital needs of our clients, working as ambassadors within our community.

Back in the office there is a significant amount of planning and coordinating that takes place everyday to ensure that our service operates professionally. Often this work is invisible to our partners and clients but it is the bedrock of our service. From the moment reception answers a phone call to the last client being delivered home on a Friday afternoon, there are many hundreds of hours each week invested by our Administration and Operations teams.

Over the past 12 months there have been numerous projects that illustrate how our staff have worked collaboratively to deliver positive outcomes for Great Community Transport, however there are two that I would like to specifically recognise.

The successful implementation of the Routematch software at GCT is a reflection of the commitment and dedication of our staff. The process to have Routematch operational has not been straightforward, and our staff are to be commended..

In October this year GCT finally has moved premises from 99 Cox Avenue to 56 Cox Avenue. While moving home is rarely straightforward, in John Steinbeck's words "The best-laid plans of mice and men often go awry." Finding a new home for GCT has been almost two years in the planning. Rob and the management team have shown great patience and persistence, often working through complexity, tight budgets and short timeframes to deliver a new home that will meet the growing needs for Great Community Transport over the coming years.

The past 12 months has also seen significant Board renewal. Unfortunately we have had to say goodbye and thank you to Mrs Meg Zvirbulis as Chair, Mr Ogi Cvijetic as Treasurer and Mr John Krisenthal as one of our longest serving members. The contribution of these three people has been fundamental to how GCT has been able to successfully navigate the more recent challenges to our block funding, investment strategy and service provision.

Under Meg's direction and with the expert guidance of David Puls of Becoming/Change, the Board accepted a new strategic plan. This three year strategic plan sets GCT's direction through into 2020. It is our intent that this updated strategic plan will support GCT to evolve from a serviced based business to one a solution based business,

a business that connects our community through transport. On behalf of the GCT Board I would like to thank Meg, Ogi and John for their involvement and leadership.

Going forward, GCT sought to strengthen the financial and strategic skills available to the Board, and we are delighted to introduce Morri Young as Treasurer, Mr John Watt and Alex Maitland. Bringing a portfolio of skills that will support the changing the needs of a community based transport service, I am delighted to have them join the Great Community Transport Board at this time.

Our Board is comprised of people from a range of backgrounds and experience and I thank them for their commitment to GCT and its clients. They voluntarily give their time to ensure that the organisation will support the community into the future.

Best regards

**Catharine Pruscino**  
Chairperson

# BOARD, STAFF AND VOLUNTEERS

## Board of Executives

Name	Position
Catharine Pruscino	Chairperson from April 2018
Kevin Richards	Vice Chairperson
Morri Young	Treasurer – From March 2018
Mark Flynn	Secretary
Glenn Fernandez	Board Member
John Krisenthal	Board Member - resigned April 2018
Meg Zvirbulis	Chairperson to April 2018
Ogi Cvijetic	Board member from March 2018, resigned July 2018
Alex Maitland	Board member, appointed October 2018
John Watt	Board member





## Office Team

Name	Position
Rob Lake	CEO
Milad Jonaïdi	Service Operations Manager
Andrew Mitchell	Dispatcher
Kerri Simpson	Scheduler
Linda Allen	Client Intake Officer
Helen Wilson	Finance and HR Manager
Susan Pearce	Accounts Clerk
Sara Dickie	Verification Officer
Michelle Atkins	Administrative Support & Document Control Officer
Trish Donnelly	Smart Link and Scheduling Backup
Matt Blamires	Scheduling and Dispatch Backup

## Driving Team

Nasser Atmar, Matt Blamires, Peter Blunden, Steve Cairns, Paul Cobden, Trish Donnelly, Stuart English, Steve Hrepka, Kim Jackson, Steve King, Gil Lighezzolo, Peter Lynch, Ian Naphali, Clive Nash, Peter Odell, Henry Ostrowski, Helen Pope, Barry Wadeley, Rod Watson, Roslyn Wollaston.

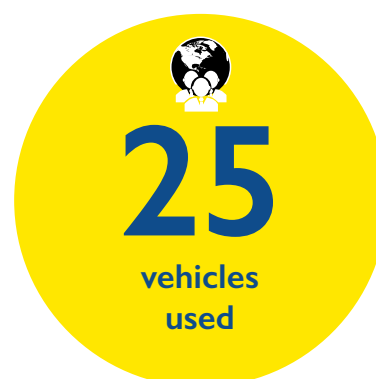


# OUR ORGANISATION

Great Community Transport provides transport for eligible disadvantaged people (the frail aged, people with disabilities and their carers) living in the Blue Mountains and Penrith local government areas.

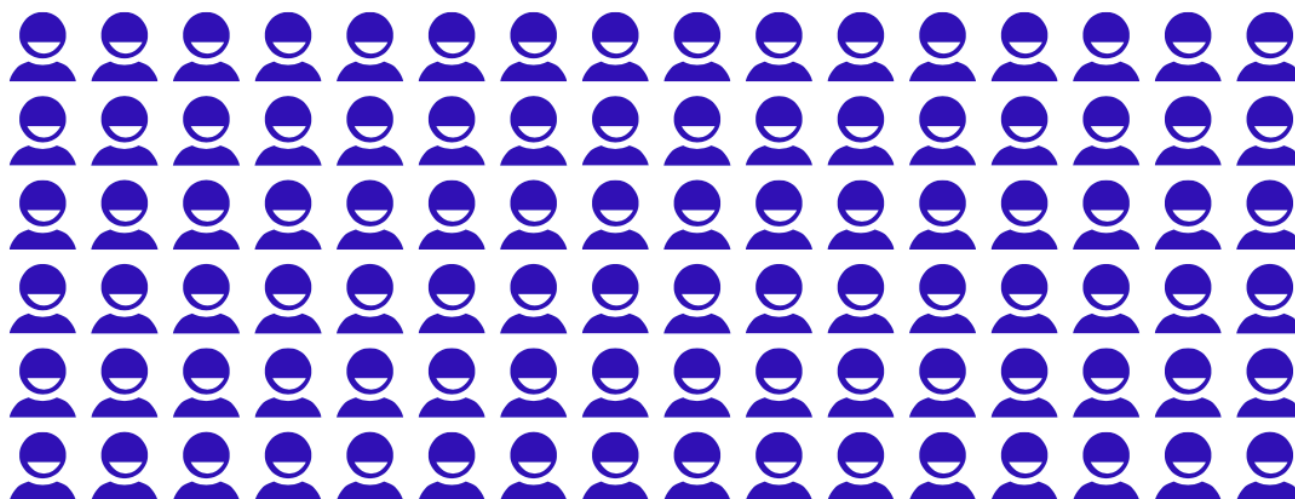
Mountains Community Transport was funded through the Home and Community Care Program (HACC) in 1986 to provide transport assistance for the frail aged, people with disabilities and their carers who lived in the Blue Mountains LGA. A year later Nepean Community Transport was funded to service the same people in the Penrith LGA.

On 1 July 2004 the two services were amalgamated to become GREAT Community Transport Inc. The service has since expanded and now provides assistance with shopping, medical and hospital transports, transport to centre based meals and social outings, all provided by paid and volunteer workers.





# OUR CLIENTS



GREAT Community Transport supported 1616 clients



68

Countries represented by our clients



39

Languages spoken by our clients

# OPERATIONS MANAGER REPORT

2017-18 was once again a busy year for GCT. We delivered over 42,000 trips to approximately 1,600 people. We travelled about 560,000kms which is around the world almost sixteen times.

There were a few changes last year which saw CCSP funding cease and those clients expected to transition to NDIS. We applied and registered to be an NDIS provider which saw a new gateway to providing services to those clients in a more commercial sense. But given the difficulties clients have experienced with the NDIS itself this has been a slow process as NDIS participants and the disability sector find their feet and goes through reform to keep up. We have done that rather well, partly due to the proactive approach of the new CEO Rob Lake who saw this as an opportunity to diversify and continue providing services to the community at the same time.

We added our first 2 Hybrid vehicles to the fleet last year. Both vehicles are Toyotas and besides a lower carbon footprint, they have proven to be very economical to run and appropriate for the clients' needs as well.

We also started the use of a fleet management company to oversee the fleet, evidence of its' benefits are still being evaluated and will be more visible as time goes by.



A social outing visit to Nurra  
sausage sizzle for lunch w  
of the reserve. Follow  
Chinese Gardens located  
was constructed with Liaoc  
a symbolic gesture of friends





agingy Reserve, Doonside. We had a bbq whilst sitting in the lovely bush surrounds followed by a walk around the Chang Lai Yuan Garden within Nurragingy Reserve. The garden was built by the Cheng Municipal Government in China, as a symbol of friendship between our sister city relationship.

Overall, the service has been running fairly smooth with not much out of the ordinary. We have been on our second year into running the CTABS system and whilst there have been recent technical issues relating to Routematch itself, they have been resolved and we have generally kept going well with the system and have championed the use of it in the period given. We continue to work with the company and feedback to improve the way booking calls are made to our clients and info is provided to help the drivers do their job.

The year has provided us with many challenges along the way but I can confidently say that the GCT staff in the office and the drivers on the road have done great and would like to recognise their contribution and thank them all for their hard work and resilience. I would also like to thank all the wonderful volunteers who dedicate their time and effort to ensure we keep delivering a quality service to our many clients and partners, on which the reputation of the organisation is built.

I would also like to thank our CEO Rob Lake for his support and guidance through this period and recognise the great work he has done in such a short time frame.

**Milad Jonaidi**  
**Operations Manager**

# TREASURERS REPORT

This is my first report as Treasurer for Great Community Transport, so I want to acknowledge the contribution of my predecessor, Ogi Cvijetic who was Treasurer from March 2017.

This report has been prepared from notes provided by Helen Wilson, GREAT's Finance and HR Manager. The Board and I are very grateful for the diligent contribution Helen has made over the year, especially with all the changes underway at GCT.

The financial year has been a challenging one for the organisation, as we have seen an overall reduction in income of \$45,000 from the previous year. Our income has reduced in part because of reductions in grant funding and reduced interest earned on investments.

Our income from NDIS funded travel has increased substantially since last year, and we expect this to continue to grow in the year ahead.

Smartlink Transport income is included in the financial report for the first time. For many years Smartlink was funded by a grant to cover wages costs however his grant ceased in 2017. GCT now covers the wages cost of Smartlink.

Our expenses are also reduced from last year, predominantly through savings made in advertising, bank charges, computer software and support, stationery, communication expenses, premises expenses (excluding rent), volunteer and board expenses.

Wages and salaries increased by more than CPI over the year and changes have been made to driver contracts and the removal of obsolete allowances to reduce the impact of wages on expenditure in the coming year.

As members will be aware, we have been engaged in relocating over the past 12 months, and this has had an impact on rent during the relocation. We expect this to reduce once the relocation has settled.

Due to the work of the Finance Manager, and also suggestions from the auditor, we have made adjustments to the recording of assets, liabilities and equity in the balance sheet to bring it in line with current audit standards.

It should be noted that our new auditors also made other adjustments to the 2017 financial report, which affected the result for 2018.

Overall the loss for the financial year is higher than expected, and reflects the challenges facing the organisation as it moves towards expanding its social enterprise activities in order to widen our sources of income, rather than remaining a grant-dependent charity.

Prudent financial management both in the past has allowed GCT to hold significant reserves, and the same management going forward will put GCT into a better position in the future.

I want to thank our CEO for his enthusiastic guidance of the organisation, and also my fellow Board members for their support of the financial plan for the future.

**Morri Young**  
Treasurer



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# Great Community Transport Inc

ABN 94 787 168 248

Financial Statements  
For the Year Ended 30 June 2018

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**Great Community Transport Inc**  
**Committee's Report**  
**For the Financial Year Ended 30 June 2018**

The committee members submit the financial statements for Great Community Transport Inc.

**Committee Members**

The Committee Members in office at any time during or since the end of the financial year are:

Committee Member	Position	Notes
Catharine Pruscino	Chair	Elected Member November 2017, Elected Chair April 2018
Kevin Richards	Vice Chair	Elected Vice Chair November 2017
Morri Young	Treasurer	Joined Committee November 2017, Elected Treasurer March 2018
Mark Flynn	Secretary	Elected Secretary November 2017
Glenn Fernandez	Member	Elected Member November 2017
John Watt	Member	Joined Committee November 2017
Meg Zvirbulis	Ex-Chair	Elected Chair November 2017, Resigned April 2018
Ogi Cvijetic	Ex-Treasurer	Elected Treasurer November 2017, Resigned July 2018
John Krisenthal	Ex-Member	Elected Member November 2017, Resigned April 2018

**Principal activities during the year**

During the year, the principal activities of the association was the provision of transport for disadvantaged people.

There have been no changes to the nature of this activity during the financial year.

**Operating result**

The loss of the association for the financial year amounted to \$273,374 (2017: profit of \$11,000).

Signed in accordance with a resolution of the Committee:



Catharine Pruscino  
Director  
20 September 2018  
Sydney, New South Wales

**Great Community Transport Inc**

**Auditor's Independence Declaration to the Committee of Great Community Transport Inc  
For the Financial Year Ended 30 June 2018**

In accordance with the requirements of section 60-40 of the *Australian Charities and Not-for-profits Commission Act 2012*, as lead auditor for the audit of Great Community Transport Inc for the year ended 30 June 2018, I declare that, to the best of my knowledge and belief, there have been:

- a) No contraventions of the auditor independence requirements of the *Australian Charities and Not-for-profits Commission Act 2012* in relation to the audit; and
- b) No contraventions of any applicable code of professional conduct in relation to the audit.

*SDJA*

**SDJA**

*Simon Joyce*

**Simon Joyce**

Director

20 September 2018

Sydney, New South Wales

Liability limited by a scheme approved under Professional Standards Legislation



**Great Community Transport Inc**  
**Statement of Profit or Loss and Other Comprehensive Income**  
**For Year Ended 30 June 2018**

	Notes	2018 \$	2017 \$
<b>Revenue</b>			
Revenue	4	1,931,686	2,041,752
Other income	4	14,902	23,508
<b>Total revenue</b>		<u>1,946,588</u>	<u>2,065,260</u>
<b>Expenses</b>			
Depreciation and amortisation		(80,042)	(89,450)
Employee benefits expense		(1,692,813)	(1,523,970)
Rent		(72,207)	(45,936)
Other transport-related expenses		(234,911)	(234,993)
Other expenses		(139,989)	(159,911)
<b>Total expenses</b>		<u>(2,219,962)</u>	<u>(2,054,260)</u>
<b>(Loss)/profit before income tax</b>		<u><b>(273,374)</b></u>	<u><b>11,000</b></u>
Income tax expense		-	-
<b>(Loss)/profit for the year</b>		<u><b>(273,374)</b></u>	<u><b>11,000</b></u>
<b>Other comprehensive income</b>			
Other comprehensive income		-	-
<b>Total comprehensive (loss)/income</b>		<u><b>(273,374)</b></u>	<u><b>11,000</b></u>

The accompanying notes form part of these financial statements.

**Great Community Transport Inc**  
**Statement of Financial Position**  
**As at 30 June 2018**

	Notes	2018 \$	2017 \$
<b>Assets</b>			
<b>Current</b>			
Cash and cash equivalents	5	836,307	908,772
Trade and other receivables	6	4,640	38,997
Other current assets	7	22,610	6,110
<b>Current assets</b>		<b>863,557</b>	<b>953,879</b>
<b>Non-current</b>			
Property, plant and equipment	8	937,316	1,017,360
<b>Non-current assets</b>		<b>937,316</b>	<b>1,017,360</b>
<b>Total assets</b>		<b>1,800,873</b>	<b>1,971,239</b>
<b>Liabilities</b>			
<b>Current</b>			
Trade and other payables	9	98,600	72,105
Employee benefits	10	89,181	111,541
Other liabilities	11	396,140	536,948
<b>Current liabilities</b>		<b>583,921</b>	<b>720,594</b>
<b>Non-current</b>			
Employee benefits	10	17,168	-
Other liabilities	11	228,824	6,311
<b>Non-current liabilities</b>		<b>245,992</b>	<b>6,311</b>
<b>Total liabilities</b>		<b>829,913</b>	<b>726,905</b>
<b>Net assets</b>		<b>970,960</b>	<b>1,244,334</b>
<b>Equity</b>			
Reserves	12	-	49,912
Retained earnings		970,960	1,194,422
<b>Total equity</b>		<b>970,960</b>	<b>1,244,334</b>

The accompanying notes form part of these financial statements.

Great Community Transport Inc  
Statement of Changes in Equity  
For the Year Ended 30 June 2018

	Notes	Asset Replacement Reserve	Reserve for Hire of Vehicles	Reserve for Legal Contingencies	Retained Earnings	Total Equity
		\$			\$	\$
Balance at 1 July 2016		317,029	6,172	43,740	1,064,133	1,431,074
Profit for the year		-	-	-	20,446	20,446
Other comprehensive income		-	-	-	-	-
Total comprehensive income		-	-	-	20,446	20,446
Increase in asset replacement reserve		57,309	-	-	-	57,309
Balance at 30 June 2017		374,338	6,172	43,740	1,084,579	1,508,829
Prior year errors	13	(374,338)	-	-	109,843	(264,495)
Restated balance at 30 June 2017		-	6,172	43,740	1,194,422	1,244,334
Balance at 1 July 2017		-	6,172	43,740	1,194,422	1,244,334
Loss for the year		-	-	-	(273,374)	(273,374)
Other comprehensive income		-	-	-	-	-
Total comprehensive income		-	-	-	(273,374)	(273,374)
Transfer to retained earnings		-	(6,172)	(43,740)	49,912	-
Balance at 30 June 2018		-	-	-	970,960	970,960

The accompanying notes form part of these financial statements.



**Great Community Transport Inc**  
**Statement of Cash Flows**  
**For Year Ended 30 June 2018**

	Notes	2018 \$	2017 \$
<b>Cash flows from operating activities</b>			
Receipts from customers and government funding		1,976,163	2,031,504
Payments to suppliers and employees		(2,055,981)	(2,282,806)
Interest received		7,353	11,501
<b>Net cash used in operating activities</b>		<b>(72,465)</b>	<b>(239,801)</b>
<b>Cash flows from investing activities</b>			
Purchase of property, plant and equipment		-	-
Proceeds from disposal of property, plant and equipment		-	3,585
<b>Net cash provided by investing activities</b>		<b>-</b>	<b>3,585</b>
Net change in cash and cash equivalents		<b>(72,465)</b>	<b>(236,216)</b>
Cash and cash equivalents at beginning of financial year		908,772	1,144,988
<b>Cash and cash equivalents at end of financial year</b>	<b>5</b>	<b>836,307</b>	<b>908,772</b>

The accompanying notes form part of these financial statements.

**Great Community Transport Inc**  
**Notes to the Financial Statements**  
**For the Financial Year Ended 30 June 2018**

**1. General information**

The financial report covers Great Community Transport Inc as an individual entity. Great Community Transport Inc is a not-for-profit association, incorporated and domiciled in Australia.

Principal place of business is 99 Cox Avenue, Kingswood NSW.

The financial report was authorised for issue by the Committee on 20 September 2018.

With the exception of minor reclassifications, comparatives are consistent with prior years, unless otherwise stated.

**2. Changes in accounting policies**

**New and revised standards that are effective for these financial statements**

A number of new and revised standards became effective for the first time to annual periods beginning on or after 1 July 2017. The adoption of these amendments has not had a material impact on the entity.

**Accounting Standards issued but not yet effective and not adopted early by the entity**

A number of new and revised standards have been issued but are not yet effective and have not been adopted early by the entity. The Committee is currently assessing the impact such standards will have on the entity.

**3. Summary of accounting policies**

**Financial reporting framework**

The general purpose financial statements of the entity have been prepared in accordance with the requirements of the Australian Charities and Not-for-profits Commission Act 2012 and the Associations Incorporation Act 2009.

**Statement of compliance**

The general purpose financial statements of the entity have been prepared in accordance with Australian Accounting Standards – Reduced Disclosure Requirements and other authoritative pronouncements of the Australian Accounting Standards Board.

**Basis of preparation**

The financial statements have been prepared on an accruals basis and are based on historical costs modified by the revaluation of selected non-current assets and financial instruments for which the fair value basis of accounting has been applied.

The financial statements are presented in Australian Dollars (\$AUD), which is also the functional currency of the entity.

The significant accounting policies that have been used in the preparation of these financial statements are summarised below.

**Great Community Transport Inc**  
**Notes to the Financial Statements**  
**For the Financial Year Ended 30 June 2018**

**Revenue**

Revenue comprises revenue from the government grants, client contributions, fundraising activities and interest income. Revenue from major services is shown in Note 4.

Revenue is measured by reference to the fair value of consideration received or receivable by the entity for services provided, excluding sales taxes, rebates, and trade discounts.

Revenue is recognised when the amount of revenue can be measured reliably, collection is probable, the costs incurred or to be incurred can be measured reliably, and when the criteria for each of the entity's different activities have been met. Details of the activity-specific recognition criteria are described below.

Government grants

A number of the entity's programs are supported by grants received from government bodies.

If conditions are attached to a grant, which must be satisfied before the entity is eligible to receive the contribution, recognition of the grant as revenue is deferred until those conditions are satisfied.

Where a grant is received on the condition that specified services are delivered to the grantor, this is considered a reciprocal transaction. Revenue is recognised as services are performed and at year end a liability is recognised until the service is delivered.

Revenue from a non-reciprocal grant that is not subject to conditions is recognised when the entity obtains control of the funds, economic benefits are probable and the amount can be measured reliably.

Where a grant may be required to be repaid if certain conditions are not satisfied, a liability is recognised at year end to the extent that conditions remain unsatisfied.

Where the entity receives a non-reciprocal contribution of an asset from a government or other party for no or nominal consideration, the asset is recognised at fair value and a corresponding amount of revenue is recognised.

Client contributions

Fees charged for care or services provided to clients are recognised when the service is provided.

Donations and bequests

Donations collected, including cash and goods for resale, are recognised as revenue when the entity gains control, economic benefits are probable and the amount of the donation can be measured reliably. Bequests are recognised when the legacy is received. Revenue from legacies comprising bequests of shares or other property are recognised at fair value, being the market value of the shares or property at the date the entity becomes legally entitled to the shares or property.

Interest income

Interest income is recognised on an accrual basis using the effective interest method.



**Great Community Transport Inc**  
**Notes to the Financial Statements**  
**For the Financial Year Ended 30 June 2018**

**Operating expenses**

Operating expenses are recognised in profit or loss upon utilisation of the service or at the date of their origin.

**Income taxes**

No provision for income tax has been raised as the entity is exempt from income tax under the Australian Charities and Not-for-profits Commission Act 2012.

**Cash and cash equivalents**

Cash and cash equivalents comprises cash on hand, demand deposits and short-term investments which are readily convertible to known amounts of cash and which are subject to an insignificant risk of change in value.

**Trade and other receivables**

Trade receivables are initially recognised at fair value and subsequently measured at amortised cost using the effective interest method, less any provision for impairment. Trade receivables are generally due for settlement within 30 days.

**Property, plant and equipment**

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

Plant and equipment

Plant and equipment is stated at historical cost less accumulated depreciation and impairment. Historical cost includes expenditure that is directly attributable to the acquisition of the items.

Depreciation

Property, plant and equipment, is depreciated on a straight-line basis over the assets useful life to the entity, commencing when the asset is ready for use.

The depreciation rates used for each class of depreciable asset are shown below:

<b>Fixed asset class</b>	<b>Depreciation rate</b>
Plant and Equipment	7.5% - 20%

At the end of each annual reporting period, the depreciation method, useful life and residual value of each asset is reviewed. Any revisions are accounted for prospectively as a change in estimate.

**Impairment of non-financial assets**

At the end of each reporting period the entity determines whether there is an evidence of an impairment indicator for non-financial assets.

Where an indicator exists and regardless for indefinite life intangible assets and intangible assets not yet available for use, the recoverable amount of the asset is estimated.

Where assets do not operate independently of other assets, the recoverable amount of the relevant cash generating unit (CGU) is estimated.

**Great Community Transport Inc**  
**Notes to the Financial Statements**  
**For the Financial Year Ended 30 June 2018**

The recoverable amount of an asset or CGU is the higher of the fair value less costs of disposal and the value in use. Value in use is the present value of the future cash flows expected to be derived from an asset or cash generating unit.

Where the recoverable amount is less than the carrying amount, an impairment loss is recognised in profit or loss.

Reversal indicators are considered in subsequent periods for all assets which have suffered an impairment loss.

**Financial instruments**

Financial instruments are recognised initially using trade date accounting, i.e. on the date that the entity becomes party to the contractual provisions of the instrument.

On initial recognition, all financial instruments are measured at fair value plus transaction costs (except for instruments measured at fair value through profit or loss where transaction costs are expensed as incurred).

Financial Assets

Financial assets are divided into the following categories which are described in detail below:

- loans and receivables;
- financial assets at fair value through profit or loss;
- available-for-sale financial assets; and
- held-to-maturity investments.

Financial assets are assigned to the different categories on initial recognition, depending on the characteristics of the instrument and its purpose. A financial instrument's category is relevant to the way it is measured and whether any resulting income and expenses are recognised in profit or loss or in other comprehensive income.

All income and expenses relating to financial assets are recognised in the statement of profit or loss and other comprehensive income in the 'finance income' or 'finance costs' line item respectively.

Loans and receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market. They arise principally through the provision of goods and services to customers but also incorporate other types of contractual monetary assets.

After initial recognition these are measured at amortised cost using the effective interest method, less provision for impairment. Any change in their value is recognised in profit or loss.

The entity's trade and other receivables fall into this category of financial instruments.

Significant receivables are considered for impairment on an individual asset basis when they are past due at the reporting date or when objective evidence is received that a specific counterparty will default.



**Great Community Transport Inc**  
**Notes to the Financial Statements**  
**For the Financial Year Ended 30 June 2018**

The amount of the impairment is the difference between the net carrying amount and the present value of the future expected cash flows associated with the impaired receivable.

In some circumstances, the entity renegotiates repayment terms with customers which may lead to changes in the timing of the payments, the entity does not necessarily consider the balance to be impaired, however assessment is made on a case-by-case basis.

Financial assets at fair value through profit or loss

Financial assets at fair value through profit or loss include financial assets:

- acquired principally for the purpose of selling in the near future
- designated by the entity to be carried at fair value through profit or loss upon initial recognition or
- which are derivatives not qualifying for hedge accounting.

Assets included within this category are carried in the statement of financial position at fair value with changes in fair value recognised in finance income or expenses in profit or loss.

Any gain or loss arising from derivative financial instruments is based on changes in fair value, which is determined by direct reference to active market transactions or using a valuation technique where no active market exists.

Held-to-maturity investments

Held-to-maturity investments are non-derivative financial assets with fixed or determinable payments and fixed maturity. Investments are classified as held-to-maturity if it is the intention of the entity's management to hold them until maturity.

Held-to-maturity investments are subsequently measured at amortised cost using the effective interest method, with revenue recognised on an effective yield basis. In addition, if there is objective evidence that the investment has been impaired, the financial asset is measured at the present value of estimated cash flows. Any changes to the carrying amount of the investment are recognised in profit or loss.

Financial liabilities

Financial liabilities are classified as either financial liabilities 'at fair value through profit or loss' or other financial liabilities depending on the purpose for which the liability was acquired.

The entity's financial liabilities include borrowings, trade and other payables (including finance lease liabilities), which are measured at amortised cost using the effective interest rate method.

Impairment of financial assets

At the end of the reporting period the entity assesses whether there is any objective evidence that a financial asset or group of financial assets is impaired.

Financial assets at amortised cost

If there is objective evidence that an impairment loss on financial assets carried at amortised cost has been incurred, the amount of the loss is measured as the difference between the asset's carrying amount and the present value of the estimated future cash flows discounted at the financial assets original effective interest rate.



**Great Community Transport Inc**  
**Notes to the Financial Statements**  
**For the Financial Year Ended 30 June 2018**

Impairment on loans and receivables is reduced through the use of an allowance accounts, all other impairment losses on financial assets at amortised cost are taken directly to the asset.

Subsequent recoveries of amounts previously written off are credited against other expenses in profit or loss.

**Available-for-sale financial assets**

A significant or prolonged decline in value of an available-for-sale asset below its cost is objective evidence of impairment, in this case, the cumulative loss that has been recognised in other comprehensive income is reclassified from equity to profit or loss as a reclassification adjustment. Any subsequent increase in the value of the asset is taken directly to other comprehensive income.

**Trade and other payables**

These amounts represent liabilities for goods and services provided to the entity prior to the end of the financial year and which are unpaid. Due to the short-term nature they are measured at amortised cost and are not discounted. The amounts are unsecured and are not usually paid within 30 days of recognition.

**Deferred income**

The liability for deferred income is the unutilised amounts of grants received on the condition that specified services are delivered or conditions are fulfilled. The services are usually provided or the conditions usually fulfilled within twelve (12) months of receipt of the grant. Where the amount received is in respect of services to be provided over a period that exceeds twelve (12) months after the reporting date or the conditions will only be satisfied more than twelve (12) months after the reporting date, the liability is discounted and presented as noncurrent.

**Goods and services tax (GST)**

Revenue, expenses and assets are recognised net of the amount of goods and services tax (GST), except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payable are stated inclusive of GST.

The net amount of GST recoverable from, or payable to, the ATO is included as part of receivables or payables in the statement of financial position.

Cash flows in the statement of cash flows are included on a gross basis and the GST component of cash flows arising from investing and financing activities which is recoverable from, or payable to, the taxation authority is classified as operating cash flows.

**Employee benefits**

Provision is made for entity's liability for employee benefits arising from services rendered by employees to the end of the reporting period. Employee benefits that are expected to be wholly settled within one year have been measured at the amounts expected to be paid when the liability is settled.

**Great Community Transport Inc**  
**Notes to the Financial Statements**  
**For the Financial Year Ended 30 June 2018**

Employee benefits expected to be settled more than one year after the end of the reporting period have been measured at the present value of the estimated future cash outflows to be made for those benefits.

**Significant management judgement in applying accounting policies**

When preparing the financial statements, the Committee undertakes a number of judgements, estimates and assumptions about the recognition and measurement of assets, liabilities, income and expenses.

Estimation uncertainty

Information about estimates and assumptions that have the most significant effect on recognition and measurement of assets, liabilities, income and expenses is provided below. Actual results may be substantially different.

Useful lives of depreciable assets

The Committee reviews its estimate of the useful lives of depreciable assets at each reporting date, based on the expected utility of the assets. Uncertainties in these estimates relate to technical obsolescence that may change the utility of certain software and IT equipment.

Impairment

In assessing impairment, the Committee estimates the recoverable amount of each asset or cash-generating units, based on expected future cash flows and uses an interest rate to discount them.

Estimation uncertainty relates to assumptions about future operating results and the determination of a suitable discount rate.

Fair value of financial instruments

The entity has certain financial assets and liabilities which are measured at fair value. Where fair value has not able to be determined based on quoted price, a valuation model has been used. The inputs to these models are observable, where possible, however these techniques involve significant estimates and therefore fair value of the instruments could be affected by changes in these assumptions and inputs.

Long service leave

The liability for long service leave is recognised and measured at the present value of the estimated cash flows to be made in respect of all employees at the reporting date.

**Great Community Transport Inc**  
**Notes to the Financial Statements**  
**For Year Ended 30 June 2018**

	<b>2018</b>	<b>2017</b>
	<b>\$</b>	<b>\$</b>
<b>4. Revenue</b>		
Grant income	1,618,985	1,663,548
Passenger contributions and hire and booking fees	312,701	378,204
	<b>1,931,686</b>	<b>2,041,752</b>
<b>Other income</b>		
Interest	7,353	11,501
Profit on disposal of asset	-	3,585
Other revenue	7,549	8,422
	<b>14,902</b>	<b>23,508</b>
<b>5. Cash and cash equivalents</b>		
Cash on hand	7,713	4,211
Cash at bank	228,594	904,561
Short term deposits	600,000	-
	<b>836,307</b>	<b>908,772</b>
<b>6. Trade and other receivables</b>		
Current trade receivables	4,640	38,997
	<b>4,640</b>	<b>38,997</b>
<b>7. Other assets</b>		
Deposits paid	22,610	6,110
	<b>22,610</b>	<b>6,110</b>
<b>8. Property, plant and equipment</b>		
Office and other equipment at cost	19,744	295,006
Office and other equipment accumulated depreciation	(15,325)	(287,276)
	<b>4,419</b>	<b>7,730</b>
Vehicles at cost	1,309,188	1,309,188
Vehicles accumulated depreciation	(376,291)	(299,558)
	<b>932,897</b>	<b>1,009,630</b>
	<b>937,316</b>	<b>1,017,360</b>



**Great Community Transport Inc**  
**Notes to the Financial Statements**  
**For Year Ended 30 June 2018**

	Office and Other Equipment \$	Vehicles \$	Total \$
Net carrying amount 1 July 2017	7,730	1,009,630	1,017,360
Additions	-	-	-
Disposals	-	-	-
Depreciation	(3,311)	(76,733)	(80,044)
Net carrying amount 30 June 2018	4,419	932,897	937,316

	2018 \$	2017 \$
<b>9. Trade and other payables</b>		
Current trade creditors	2,270	18,484
Accrued expenses	59,099	19,794
Net GST payable	37,231	33,827
	<b>98,600</b>	<b>72,105</b>

<b>10. Employee benefits</b>		
<b>Current</b>		
Annual leave	45,244	48,175
Current long service leave	43,937	63,366
	<b>89,181</b>	<b>111,541</b>

<b>Non-current</b>		
Non-current long service leave	17,168	-
	<b>17,168</b>	<b>-</b>

<b>11. Other liabilities</b>		
<b>Current</b>		
Deferred income	32,039	34,610
Prototype MV	128,000	128,000
Current asset replacement reserve	236,101	374,338
	<b>396,140</b>	<b>536,948</b>
<b>Non-current</b>		
Perpetual volunteer award	6,101	6,311
Non-current asset replacement reserve	222,723	-
	<b>228,824</b>	<b>6,311</b>

**Great Community Transport Inc**  
**Notes to the Financial Statements**  
**For Year Ended 30 June 2018**

	2018 \$	2017 \$
<b>12. Reserves</b>		
Reserve for hire of vehicles	-	6,172
Reserve for legal contingencies	-	43,740
	<u>-</u>	<u>49,912</u>

**13. Retrospective Restatement**

The following errors pertaining to prior years were noted in the current year:

- a) Revenue and expenses associated with Smartlink operations were not accounted for correctly.
- b) Accrual accounting was not adopted.
- c) Conditional grant funding had been recognised as revenue and set aside as a reserve rather than recognised as a liability.
- d) An unconditional grant had not been recognised as revenue.
- e) Annual leave provision had been overstated.

The aggregate effect of the errors on the annual financial statements for the financial year ended 30 June 2017 is as follows:

	Previously Stated	30 June 2017 Adjustments	Restated
Total revenue	2,115,514	(50,254)	2,065,260
Total expenses	(2,095,068)	40,808	(2,054,260)
Profit	<u>20,446</u>	<u>(9,446)</u>	<u>11,000</u>
 Total assets	 1,962,508	 8,731	 1,971,239
Total liabilities	(453,679)	(273,226)	(726,905)
Net assets	<u>1,508,829</u>	<u>(264,495)</u>	<u>1,244,334</u>
 Retained earnings	 1,084,579	 109,843	 1,194,422
Reserves	424,250	(374,338)	49,912
Equity	<u>1,508,829</u>	<u>(264,495)</u>	<u>1,244,334</u>

**14. Leases**

Operating leases are in place for rental premises occupied by the entity. Minimum lease payments are as follows:

	2018 \$	2017 \$
Within 1 year	110,787	110,787
1 to 5 years	189,388	60,033
	<u>300,175</u>	<u>170,820</u>

**Great Community Transport Inc**  
**Notes to the Financial Statements**  
**For Year Ended 30 June 2018**

**15. Economic dependency**

The entity considers that it is economically dependent on revenue received from the contract with Transport for NSW. For the year ended 30 June 2018, 83% of total revenue (2017: 81%) related to this contract. Whilst the current contract is due to expire 30 June 2020, the Committee is confident that this will be renewed in the near future.

**16. Contingent liabilities**

There are no contingent liabilities that have been incurred by the entity as at reporting date.

**17. Subsequent events**

No adjusting or significant non-adjusting events have occurred between the reporting date and the date of authorisation.



**Great Community Transport Inc**  
**Responsible Entities Declaration**  
**For the Financial Year Ended 30 June 2018**

The Responsible Entities declare that in the Responsible Entities' opinion:

- a) the financial statements and notes are in accordance with the *Australian Charities and Not-for-profits Commission Act 2012* and the *Associations Incorporation Act 2009*, including:
  - i) giving a true and fair view of the registered entity's financial position as at 30 June 2018 and of its performance for the year ended on that date; and
  - ii) complying with Australian Accounting Standards – Reduced Disclosure Requirements, the *Australian Charities and Not-for-profits Commission Regulation 2013* and the *Associations Incorporation Regulation 2016*; and
- b) there are reasonable grounds to believe that the registered entity is able to pay all of its debts, as and when they become due and payable.

Signed in accordance with subsection 60.15(2) of the *Australian Charities and Not-for-profit Commission Regulation 2013* and a resolution of the Committee:



Catharine Pruscino  
Director  
20 September 2018  
Sydney, New South Wales

**Great Community Transport Inc**  
**Independent Auditor's Report to the Members of Great Community Transport Inc**  
**For the Financial Year Ended 30 June 2018**

**Qualified Opinion**

We have audited the financial report of Great Community Transport Inc (the registered entity), which comprises the statement of financial position as at 30 June 2018, the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies, and the responsible entities' declaration.

In our opinion, except for the possible effects of the matters described in the *Basis for Qualified Opinion* section of our report, the financial report of Great Community Transport Inc has been prepared in accordance with Division 60 of the *Australian Charities and Not-for-profits Commission Act 2012 (ACNC Act)* and the *Associations Incorporation Act 2009*, including:

- (a) giving a true and fair view of the registered entity's financial position as at 30 June 2018 and of its financial performance for the year then ended; and
- (b) complying with Australian Accounting Standards – Reduced Disclosure Requirements, Division 60 of the *Australian Charities and Not-for-profits Commission Regulation 2013* and the *Associations Incorporation Regulation 2016*.

**Basis for Qualified Opinion**

We were appointed as auditor of the entity on 22 February 2018 and were unable to obtain and sufficient and appropriate audit evidence in relation to opening balances for the financial year ended 30 June 2018. Since opening balances enter into the determination of the financial performance, we were unable to determine whether adjustments might have been necessary in respect of the income or expenses for the year reported in the statement of profit or loss and other comprehensive income or cash flows reported in the statement of cash flows. As such, our opinion is qualified with respect to opening balances for the financial year ended 30 June 2018 and the statement of profit or loss and other comprehensive income and statement of cash flows for the financial year ended 30 June 2018.

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

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

**Great Community Transport Inc****Independent Auditor's Report to the Members of Great Community Transport Inc****For the Financial Year Ended 30 June 2018****Information Other than the Financial Report and Auditor's Report Thereon**

The responsible entities are responsible for the other information. The other information is the committee's report accompanying the financial report.

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

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

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

**Responsibilities of Responsible Entities for the Financial Report**

The responsible entities of the registered entity are responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards – Reduced Disclosure Requirements, the *ACNC Act* and the *Associations Incorporation Act 2009*, and for such internal control as the responsible entities determine is necessary to enable the preparation of the financial report that is free from material misstatement, whether due to fraud or error.

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

The responsible entities are responsible for overseeing the registered entity's financial reporting process.

**Auditor's Responsibilities for the Audit of the Financial Report**

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



**Great Community Transport Inc**

**Independent Auditor's Report to the Members of Great Community Transport Inc  
For the Financial Year Ended 30 June 2018**

A further description of our responsibilities for audit of the financial report is located at the Auditing and Assurance Standards Board website at: <http://www.auasb.gov.au/Home.aspx>. This description forms part of our auditor's report.

*SDJA*

SDJA

*Simon Joyce*

Simon Joyce

Director

20 September 2018

Sydney, New South Wales

# VOLUNTEER ROLE OF HONOUR

Volunteer	Position	Started
Alan Townsend	Driver	30/1/15
Anne Veloso	Receptionist	26/5/15
Bert Bouman	Driver	20/5/11
Brian Rees	Driver	22/7/14
Carol Askar	Carer	13/8/03
Cathy Brown	Receptionist/ Driver	6/2/15
Cheryle Williams	Carer	20/3/13
Daphne Ward	Driver	30/1/07
David Taylor	Driver	18/11/10
Debra Van Der Wielen	Receptionist	5/12/13
Denis Smith	Driver	14/2/02
Dian Walker	Carer	30/10/08
Dianne Notton	Carer	29/10/15
Elaine Carroll	Carer	24/6/17
Elaine Gibbons	Receptionist	3/6/14
Erica Morris	Carer	29/10/96
Geoff Hatswell	Driver	19/8/13
George Knuyver	Carer	1/3/17
Glenda Burns	Carer	13/5/09
Irene Ti	Receptionist	14/7/15
Jackie Daschke	Receptionist	21/9/15
Jen Chambers	Carer	26/2/14
Jenny Dillon	Carer	13/2/15
Jenny Foster	Driver	19/2/10
Joan Carr	Driver	29/6/15
Joan Egan	Carer	3/3/04
John Bates	Driver	9/4/14
John Holdsworth	Driver	13/6/14
John Isles	Driver	28/3/12
Joy Goodchild	Receptionist	1/3/17
Julie Murray	Driver	18/8/15
June Stewart	Carer	24/2/10
Kay Hudson	Receptionist	20/4/16
Kevin Chidgey	Driver	1/8/11
Lenore Price	Receptionist	8/2/14
Linda McGee	Receptionist	6/9/13
Lorraine McDonald	Carer	21/2/06
Lyn Higgins	Driver	2/2/11
Lynette Crossingham	Carer	22/2/12

Volunteer	Position	Started
Lynne Foley-Brown	Receptionist	21/5/14
Lynne Gilchrist	Carer	9/5/12
Margot Shinn	Receptionist	28/11/13
Marie Kucelj	Receptionist	27/3/18
Maurice Dibbin	Driver	09/19/2012
Michael Hopkins	Carer	7/3/17
Neil Greenaway	Carer	10/11/11
Neville Taylor	Driver	13/1/06
Nick de Brett	Carer	29/10/12
Pam Smith	Carer	16/1/06
Pam Wyard	Carer	11/2/16
Paul Elliott	Driver	18/2/15
Phillip Lopes	Vehicle Care	13/2/15
Richard Nelson	Carer	17/10/14
Richard Talbot	Driver	20/1/14
Robert Chruszcz	Driver	24/6/09
Robert Harris	Driver	3/6/13
Robert Lewis	Driver	1/2/11
Robyn Hayes	Carer	8/8/12
Robynne Cole	Carer	1/11/12
Ross Pierce	Driver	4/4/13
Ruth Bramble	Carer	30/3/11
Sandra Strachan	Carer	1/3/17
Sara Matthews	Driver	12/3/14
Sharon Van Keppel	Carer	13/2/15
Stephen Thornley	Driver	23/3/11
Sue Beevers	Carer	10/6/14
Sue Gedzyk	Driver/Receptionist	27/3/18
Sue Gedzyk	Driver/Receptionist	9/4/18
Sue Grimble	Receptionist	24/3/14
Sylvia Seers	Carer	10/6/05
Terrance Gilligan	Driver	27/1/10
Terry Hamlyn	Driver	26/10/10
Wendy Blanchard	Carer	13/10/09
Xanthi Dafnis	Receptionist	9/2/16
Zena Beardsmore	Carer	13/6/14



# WITH THANKS

## JEAN HALE VOLUNTEER OF THE YEAR AWARDS 2017

Our Jean Hale Volunteer of the Year Award was presented by Meg Zvirbulis, Board Chairperson to Linda Allen. Linda joined Great Community Transport as a volunteer receptionist in 2014. In 2017, Linda joined the GCT team as our Client Liaison Officer. Congratulations to all nominees.

We are very grateful to have so many wonderful volunteers.

To all our wonderful supporters, staff, volunteers and friends for your kindness, support and generosity.

GREAT Community Transport could not exist without assistance from both private business and government sources.

To all those special companies, organisations and individuals who provide us with support, a BIG thank you.

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## IN APPRECIATION OF THEIR DONATIONS

- Windsor Toyota
- Bunnings
- Leura Singers
- Lions Club Penrith
- Hazelbrook Croquet Club
- Penrith MP Stuart Ayres
- Blue Mountains MP Trish Doyle
- Federal member for Macquarie Sue Templeman
- Federal Member for Lindsay Emma Husar
- Mayor of Penrith, Clr John Thain
- Mayor of Blue Mountains, Clr Mark Greenhill