



18 June 2025

Vikrant Sharma
Secretary
Australian Rail, Tram and Bus Industry Union - Victorian Branch

Sent via email: vik.sharma@rtbuvic.com.au

CC: gkent@mgisq.com.au

Dear Vikrant Sharma

**Australian Rail, Tram and Bus Industry Union - Victorian Branch
Financial Report for the year ended 31 December 2024 – FR2024/230**

I acknowledge receipt of the financial report for the year ended 31 December 2024 for the Australian Rail, Tram and Bus Industry Union - Victorian Branch (the reporting unit). The documents were lodged with the Fair Work Commission (the Commission) on 11 June 2025.

The financial report has now been filed. You are not required to take any further action in respect of the report lodged.

The financial report was filed based on a primary review. This involved confirming that the financial reporting timelines required under sections 253, 265, 266 and 268 of the *Fair Work (Registered Organisations) Act 2009* (RO Act) have been satisfied, all documents required under section 268 of the RO Act were lodged and that various disclosure requirements under the Australian Accounting Standards, RO Act and reporting guidelines have been complied with. A primary review does not examine all disclosure requirements.

Please note that next year's financial report may be subject to an advanced compliance review.

Reporting Requirements

The Commission's website provides a number of factsheets in relation to the financial reporting process and associated timelines. The website also contains the section 253 reporting guidelines and a model set of financial statements.

The Commission recommends that reporting units use these model financial statements to assist in complying with the RO Act, the section 253 reporting guidelines and Australian Accounting Standards. Access to this information is available via [this link](#).

If you have any queries regarding this letter, please call 1300 341 665 or email regorgs@fwc.gov.au.

Yours sincerely

Fair Work Commission

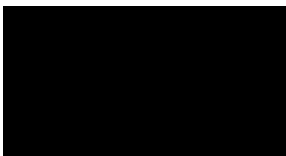


AUSTRALIAN RAIL, TRAM & BUS INDUSTRY UNION – VICTORIA BRANCH DESIGNATED OFFICER'S CERTIFICATE

Certificate for the year ended 31 December 2024

I Vikrant Sharma, being the Branch Secretary of the Australian, Rail Tram & Bus Industry Union – Victoria Branch certify:

- that the documents lodged herewith are copies of the full report for the Australian Rail, Tram & Bus Industry Union – Victoria Branch for the period ended 31 December 2024 referred to in s.268 of the *Fair Work (Registered Organisations) Act 2009*; and
- that the full report was provided to members of the reporting unit on 9 April 2025; and
- that the full report was presented to a meeting of the Committee of Management (Vic Branch Executive) of the reporting unit on 11 June 2025 in accordance with s. 266 of the *Fair Work (Registered Organisations) Act 2009*.



Vikrant Sharma
Branch Secretary

11 June 2025

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ABN: 19 122 611 478



AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

ABN 19 122 611 478

FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

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AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH
COMMITTEE OF MANAGEMENT'S OPERATING REPORT
FOR THE YEAR ENDED 31 DECEMBER 2024

Operating Report

The Committee of Management presents its report on the operations of the Australian Rail, Tram and Bus Industry Union – Victoria Branch (the Branch) for the financial year ended 31 December 2024.

Principal Activities

The Branch is an organisation of employees in the transport industry. Our primary objectives are to advise, represent and advocate for the interest of our members based on the directives given to the leadership from rank and file members.

There have been no changes in the principal activities of the Branch during the year.

Operating Result

The deficit for the financial year amounted to \$850,158. No provision for tax was necessary as the Branch is considered exempt.

Significant Changes in Financial Affairs

There were no significant changes to the financial affairs of the Branch during the year.

After Balance Date Events

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

Members Right to Resign

All members of the Australian Rail, Tram & Bus Industry Union (Victoria Branch) have the right to resign from the Union in accordance with *Rule 14, Resignation from Membership*, of the Rules of the Rail Tram and Bus Union and Chapter 6, Part 3 of the *Fair Work (Registered Organisations) Act 2009*.

This is by providing written notice addressed and delivered the Branch Secretary, including via email.

Number of Employees

The number of persons who were, at the end of the period to which the report relates, employees of the Branch, where the number of employees includes both full-time employees and part-time employees measured on a full-time equivalent basis is 22.07.

Number of Members

Total number of members at 31 December 2024: 8,160.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH**COMMITTEE OF MANAGEMENT'S OPERATING REPORT (CONTINUED)****FOR THE YEAR ENDED 31 DECEMBER 2024****Officer or Members who are superannuation Fund Trustees/ Directors of a Company that is a Superannuation fund Trustee**

No officers or members of the Branch hold a position of trustee or director of an entity, scheme or company as described in s.254 (2)(d) of the *Fair Work (Registered Organisations) Act 2009*, where a criterion of such entity is that the holder of such position must be a member or official of a registered organisation.

Members of the Committee of Management

The name of each person who has been a member of the Committee of Management of the Branch at any time during the reporting period, and the period for which he or she held such as position is as follows:

Name	Position	Period of Office
<i>Victorian Branch</i>		
Darren Lamont	Branch President	01/01/24 – 13/02/24
Victor Moore	Branch President	15/03/24 – 31/12/24
Angela Lardner	Branch Senior Vice-President	01/01/24 – 07/08/24
Steve McEvoy	Branch Senior Vice-President	13/09/24 – 31/12/24
Cate Rosser	Branch Junior Vice-President	01/01/24 – 16/08/24
Claire McKenna	Branch Junior Vice-President	13/09/24 – 31/12/24
Vik Sharma	Branch Secretary	01/01/24 – 31/12/24
Brian Penza	Assistant Branch Secretary	01/01/24 – 31/12/24
Byran Evans	Branch Divisional Organiser – Infrastructure/ Fleet Manufacture, Overhaul, Maintenance and Service Division	01/01/24 – 31/12/24
Sally Van Bragt	Branch Divisional; Organiser – Administrative, Supervisor, Technical and Professional/ Rail Operations Division	01/01/24 – 30/08/24
David Paton	Branch Divisional; Organiser – Administrative, Supervisor, Technical and Professional/ Rail Operations Division	13/09/24 – 31/12/24
<i>Rail Operations Division</i>		
Joseph Dennis	Branch Divisional President	01/01/24 – 31/12/24
Chris McMahon	Branch Divisional Vice-President	01/01/24 – 31/12/24
Darren Galea	Branch Divisional Secretary	01/01/24 – 31/12/24
<i>Infrastructure Division</i>		
Cathy Birch	Branch Divisional President	01/01/24 – 31/12/24
Jonathan Saw	Branch Divisional Secretary	01/01/24 – 31/12/24
<i>Administrative, Supervisory, Technical and Professional</i>		
Victor Moore	Branch Divisional President	01/01/24 – 31/12/24
John Nicolopoulos	Branch Divisional Secretary	01/01/24 – 31/12/24
<i>Fleet Manufacture, Overhaul, Maintenance & Service Division</i>		
Peter Veis	Branch Divisional President	01/01/24 – 31/12/24
Paul Jumpertz	Branch Divisional Secretary	01/01/24 – 31/12/24

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH
COMMITTEE OF MANAGEMENT'S OPERATING REPORT (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024

Members of the Committee of Management (Continued)

Name	Position	Period of Office
<i>Tram and Bus Division</i>		
Rupert Braganza	Branch Divisional President	01/01/24 – 31/12/24
John Antonopoulos	Branch Divisional Vice-President	01/01/24 – 31/12/24
Tarik Koc	Branch Divisional Secretary	01/01/24 – 31/12/24
Frank Pavic	Branch Divisional Assistant Secretary	01/01/24 – 31/12/24
<i>Locomotive Division</i>		
Wayne Hicks	Branch Divisional President	01/01/24 – 31/12/24
Catherine Noone	Branch Divisional Vice-President	01/01/24 – 31/12/24
Paris Jolly	Branch Divisional Secretary	01/01/24 – 31/12/24

Auditor's Independence Declaration

A copy of the auditor's independence declaration is set out on page 6.

This report is made in accordance with a resolution of the Committee of Management and is signed for and on behalf of the Committee of Management by:



Vik Sharma
Branch Secretary

9 April 2025

Melbourne



Victor Moore
Branch President

9 April 2025

Melbourne

**AUDITOR'S INDEPENDENCE DECLARATION
TO THE COMMITTEE OF MANAGEMENT OF THE
AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION – VICTORIA BRANCH**

As lead auditor for the audit of the Australian Rail, Tram and Bus Industry Union – Victoria Branch for the year ended 31 December 2024; I declare that, to the best of my knowledge and belief, there have been no contraventions of any applicable code of professional conduct in relation to the audit.

MGI Audit Pty Ltd

G I Kent

Director – Audit & Assurance

Brisbane

9 April 2025

Registration number (as registered by the General Manager under the RO Act): AA2017/2

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

COMMITTEE OF MANAGEMENT STATEMENT

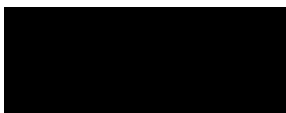
FOR THE YEAR ENDED 31 DECEMBER 2024

On 9 April 2025, the Committee of Management of the Branch passed the following resolution to the General Purpose Financial statements (GPFR) of the reporting unit for the financial year ended 31 December 2024.

The Committee of Management declares in relation to the GPFR that in its opinion:


- (a) the financial statements and notes comply with the Australian Accounting Standards;
- (b) the financial statements and notes comply with the reporting guidelines of the General Manager;
- (c) the financial statements and notes give a true and fair view of the financial performance, financial position and cash flows of the reporting unit for the financial year to which they relate;
- (d) there are reasonable grounds to believe that the reporting unit will be able to pay its debts as and when they become due and payable; and
- (e) during the financial year to which the GPFR relates and since the end of that year:
 - i. meetings of the Committee of Management were held in accordance with the rules of the organisation and
 - ii. the financial affairs of the reporting unit have been managed in accordance with the rules of the organisation;
 - iii. the financial records of the reporting unit have been kept and maintained in accordance with the *RO Act*;
 - iv. where the organisation consists of two or more reporting units, the financial records of the reporting unit have been kept, as far as practicable, in a consistent manner to each of the other reporting units of the organisation;
 - v. where information has been sought in any request of a member of the reporting unit or the General Manager duly made under section 272 of the *RO Act*, that information has been provided to the member or the General Manager; and
 - vi. where any order for inspection of financial records made by the Fair Work Commission under section 273 of the *RO Act* during the year, there has been compliance.

This declaration is made in accordance with a resolution of the Committee of Management.



/ Vik Sharma
Branch Secretary

9 April 2025



Victor Moore
Branch President

9 April 2025

Independent Audit Report to the Members of Australian Rail, Tram and Bus Industry Union – Victoria Branch

Report on the Audit of the Financial Report

Opinion

We have audited the financial report of the Australian Rail, Tram and Bus Industry Union – Victoria Branch (the Branch), which comprises the statement of financial position as at 31 December 2024, the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year ended, notes to the financial statements, including a summary of significant accounting policies; the Committee of Management Statement, the subsection 255(2A) report and the Officer Declaration Statement.

In our opinion, the accompanying financial report presents fairly, in all material aspects, the financial position of the Australian Rail, Tram and Bus Industry Union – Victoria Branch as at 31 December 2024, and its financial performance and its cash flows for the year ended on that date in accordance with:

- a) the Australian Accounting Standards; and
- b) any other requirements imposed by the Reporting Guidelines or Part 3 of Chapter 8 of the *Fair Work (Registered Organisations) Act 2009* (the RO Act).

We declare that management's use of the going concern basis in the preparation of the financial statements of the Branch is appropriate.

Basis for Opinion

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of our report. We are independent of the Branch 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.

Information Other than the Financial Report and Auditor's Report Thereon

The Committee of Management is responsible for the other information. The other information obtained at the date of this auditor's report is in the Operating 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 my 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 Committee of Management for the Financial Report

The Committee of Management of the Branch is responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards and the RO Act, and for such internal control as the Committee of Management determine is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the Committee of Management is responsible for assessing the Branch'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 Committee of Management either intend to liquidate the Branch or to cease operations, or have no realistic alternative but to do so.

Auditor's Responsibilities for the Audit of the Financial Report

Our objective is 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 my 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.

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

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

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

Declaration

I declare that I am an approved auditor, a member of Chartered Accountants Australia and New Zealand and hold a current Public Practice Certificate.

MGI Audit Pty Ltd



G I Kent

Director – Audit & Assurance

Brisbane

9 April 2025

Registration number (as registered by the General Manager under the RO Act): AA2017/2

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

**STATEMENT OF COMPREHENSIVE INCOME
FOR THE YEAR ENDED 31 DECEMBER 2024**

		2024	2023
	Notes	\$	\$
Revenue from contracts with customers	3		
Membership subscriptions		4,756,824	5,255,329
Levies	3A	1,064,806	1,068,215
Total revenue from contracts with customers		5,821,630	6,323,544
Other income			
Interest	3B	118,688	75,823
Rental income	3C	176,413	224,846
Other revenue	3D	53,830	92,862
Gain on sale of property, plant and equipment		-	909
Gain on revaluation of investment properties	6F	150,000	-
Total other income		498,931	394,440
Total revenue		6,320,561	6,717,984
Expenses			
Employee expenses	4A	(3,734,925)	(3,352,851)
Capitation fees	4B	(699,487)	(740,819)
Legal costs	4C	(481,907)	(774,323)
Depreciation and amortisation	4D	(258,074)	(211,831)
Affiliation fees	4E	(86,159)	(125,935)
Administration expenses	4F	(1,396,972)	(1,199,533)
Grants or donations	4G	(2,732)	(5,764)
Other expenses	4H	(467,463)	(557,094)
Audit fees	13	(43,000)	(46,250)
Total expenses		(7,170,719)	(7,014,400)
Deficit for the year		(850,158)	(296,416)
Other comprehensive income			
Revaluation of land and buildings (net of income tax)		(268,351)	-
Total comprehensive income for the year		(1,118,509)	(296,416)

The above statement should be read in conjunction with the notes.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

**STATEMENT OF FINANCIAL POSITION
AS AT 31 DECEMBER 2024**

	Notes	2024 \$	2023 \$
ASSETS			
Current Assets			
Cash and cash equivalents	5A	4,955,991	5,601,803
Trade and other receivables	5B	24,404	23,566
Other current assets	5C	627,783	741,810
Financial assets	5D	1,997,196	1,904,062
Total current assets		7,605,374	8,271,241
Non-Current Assets			
Financial assets	6A	529,983	497,216
Land and buildings	6B	6,232,401	6,670,771
Furniture, fixtures and fittings	6C	46,701	52,410
Motor vehicles	6D	195,088	202,036
Office equipment	6E	86,645	48,102
Investment properties	6F	4,700,000	4,550,000
Total non-current assets		11,790,818	12,020,535
Total assets		19,396,192	20,291,776
LIABILITIES			
Current Liabilities			
Trade payables	7A	163,620	240,106
Other payables	7B	89,710	99,480
Employee provisions	8A	1,205,408	979,744
Total current liabilities		1,458,738	1,319,330
Non-Current Liabilities			
Employee provisions	8A	157,965	74,448
Total non-current liabilities		157,965	74,448
Total liabilities		1,616,703	1,393,778
Net assets		17,779,489	18,897,998
EQUITY			
General funds	9A	13,521,106	14,270,727
Other funds	9B	1,066,342	1,166,879
Asset revaluation reserve	9C	3,192,041	3,460,392
Total equity		17,779,489	18,897,998

The above statement should be read in conjunction with the notes.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

**STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED 31 DECEMBER 2024**

	General Fund	Other Funds	Asset Revaluation Reserve	Total equity
	\$	\$	\$	\$
Balance as at 1 January 2023	14,138,764	1,595,258	3,460,392	19,194,414
Deficit for the year	(296,416)	-	-	(296,416)
Transfers to/ (from) other funds	428,379	(428,379)	-	-
Other comprehensive income	-	-	-	-
Closing balance as at 31 December 2023	14,270,727	1,166,879	3,460,392	18,897,998
Deficit for the year	(850,158)	-	-	(850,158)
Transfers to/ (from) other funds	100,537	(100,537)	-	-
Other comprehensive income	-	-	(268,351)	(268,351)
Closing balance as at 31 December 2024	13,521,106	1,066,342	3,192,041	17,779,489

The above statement should be read in conjunction with the notes.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

**STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 31 DECEMBER 2024**

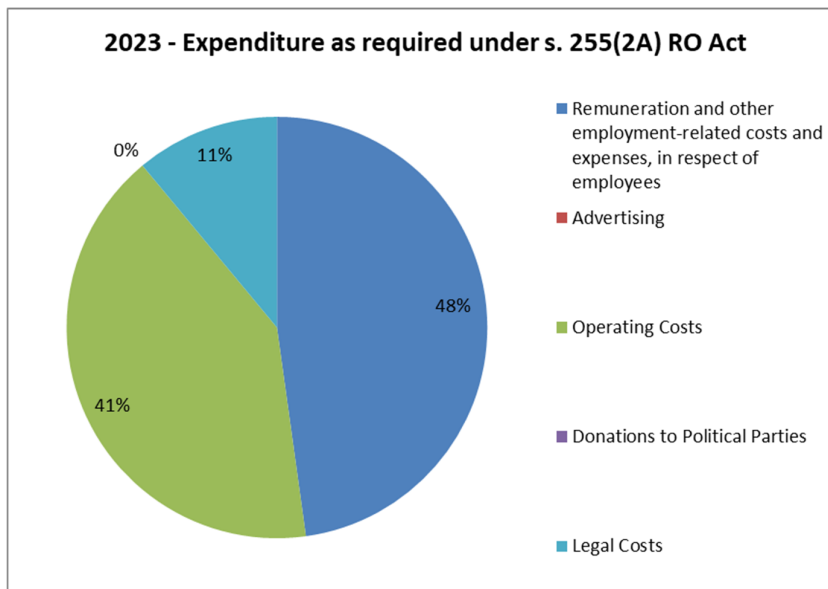
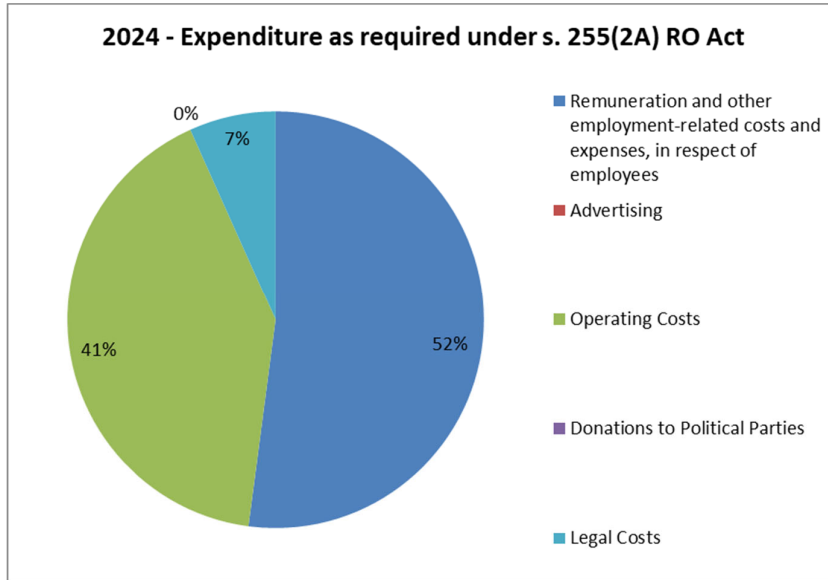
	Notes	2024 \$	2023 \$
OPERATING ACTIVITIES			
Cash received			
Receipts from other customers		6,619,725	7,297,910
Receipts from other reporting units	10B	31,625	2,334
Interest received		118,688	81,006
Cash used			
Payments to employees and suppliers		(6,315,948)	(7,525,675)
Payments to other reporting units	10B	(892,827)	(840,168)
Net cash used in operating activities	10A	(438,737)	(984,593)
INVESTING ACTIVITIES			
Proceeds from sale of property, plant and equipment		-	1,409
Payments for property, plant and equipment		(113,941)	(40,238)
Cash invested in long term deposits/ investments		(93,134)	(444,310)
Net cash used in investing activities		(207,075)	(483,139)
FINANCING ACTIVITIES			
		-	-
Net decrease in cash held		(645,812)	(1,467,732)
Cash & cash equivalents at the beginning of the reporting period		5,601,803	7,069,535
Cash & cash equivalents at the end of the reporting period	10A	4,955,991	5,601,803

The above statement should be read in conjunction with the notes.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

**REPORT REQUIRED UNDER SUBSECTION 255(2A) OF THE FAIR WORK (REGISTERED ORGANISATIONS) ACT 2009
FOR THE YEAR ENDED 31 DECEMBER 2024**

The Committee of Management presents the expenditure report as required under subsection 255(2A) on the Branch for the year ended 31 December 2024:



[Redacted Signature]

Vik Sharma
Branch Secretary

9 April 2025

Melbourne

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2024

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AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies

1.1 Basis of preparation of the financial statements

The financial statements are general purpose financial statements and have been prepared in accordance with Australian Accounting Standards and Interpretations issued by the Australian Accounting Standards Board (AASB) that apply for the reporting period, and the *Fair Work (Registered Organisation) Act 2009*. For the purpose of preparing the general purpose financial statements, the Australian Rail, Tram and Bus Industry Union – Victoria Branch (the Branch) is a not-for-profit entity.

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

1.2 Comparative amounts

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

1.3 Significant accounting judgements and estimates

The following accounting assumptions or estimates have been identified that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next reporting period.

Key Estimates

Impairment – general

The Branch assesses impairment at each reporting period by evaluation of conditions and events specific to the Branch that may be indicative of impairment triggers. Recoverable amounts of relevant assets are assessed using value-in-use calculations which incorporate various key assumptions.

No impairment has been recognised in respect of the current year.

Key Judgements

Useful lives of plant and equipment

Plant and equipment are depreciated over the useful life of the asset and the depreciation rates are assessed when the asset are acquired or when there is a significant change that affects the remaining useful life of the asset.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.3 Significant accounting judgements and estimates (Continued)

Key Judgements (Continued)

Provision for impairment of receivables

The value of the provision for impairment of receivables is estimated by considering the ageing of receivables, communication with the debtors and prior history.

On-cost for employee entitlement provision

The Branch revised its estimate for on-costs for employee provision during the year to include superannuation, workers compensation and payroll tax.

1.4 New Australian Accounting Standards

Adoption of New Australian Accounting Standard requirements

The accounting policies adopted are consistent with those of the previous financial year.

Future Australian Accounting Standards Requirements

At the date of authorisation of these financial statements, no new Standards and amendments to existing Standards, and Interpretations have been published by the Australian Accounting Standards Board (AASB).

1.5 Revenue

The Branch enters into various arrangements where it receives consideration from another party. These arrangements include consideration in the form of membership subscriptions, capitation fees, levies, grants, and donations.

The timing of recognition of these amounts as either revenue or income depends on the rights and obligations in those arrangements.

Revenue from contracts with customers

Where the Branch has a contract with a customer, the Branch recognises revenue when or as it transfers control of goods or services to the customer. The Branch accounts for an arrangement as a contract with a customer if the following criteria are met:

- the arrangement is enforceable; and
- the arrangement contains promises (that are also known as performance obligations) to transfer goods or services to the customer (or to other parties on behalf of the customer) that are sufficiently specific so that it can be determined when the performance obligation has been satisfied.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.5 Revenue (continued)

Membership subscriptions

For membership subscription arrangements that meet the criteria to be contracts with customers, revenue is recognised when the promised goods or services transfer to the customer as a member of the Branch.

If there is only one distinct membership service promised in the arrangement, the Branch recognises revenue as the membership service is provided, which is typically based on the passage of time over the subscription period to reflect the Branch's promise to stand ready to provide assistance and support to the member as required.

If there is more than one distinct good or service promised in the membership subscription, the Branch allocates the transaction price to each performance obligation based on the relative standalone selling prices of each promised good or service. In performing this allocation, standalone selling prices are estimated if there is no observable evidence of the price that the Branch charges for that good or service in a standalone sale. When a performance obligation is satisfied, which is either when the customer obtains control of the good (for example, books or clothing) or as the service transfers to the customer (for example, member services or training course), the Branch recognises revenue at the amount of the transaction price that was allocated to that performance obligation.

For member subscriptions paid annually in advance, the Branch has elected to apply the practical expedient to not adjust the transaction price for the effects of a significant financing component because the period from when the customer pays and the good or services will transfer to the customer will be one year or less.

When a member subsequently purchases additional goods or services from the Branch at their standalone selling price, the Branch accounts for those sales as a separate contract with a customer.

Levies

Levies paid by a member (or other party) in an arrangement that meets the criteria to be a contract with a customer is recognised as revenue when or as the Branch transfers the promised goods or services to the customer.

In circumstances where the criteria for a contract with a customer are not met, the Branch will recognise levies as income upon receipt.

Income of the Branch as a Not-for-Profit Entity

Consideration is received by the Branch to enable the entity to further its objectives. The Branch recognises each of these amounts of consideration as income when the consideration is received (which is when the Branch obtains control of the cash) because, based on the rights and obligations in each arrangement:

- the arrangements do not meet the criteria to be contracts with customers because either the arrangement is unenforceable or lacks sufficiently specific promises to transfer goods or services to the customer; and
- the Branch's recognition of the cash contribution does not give to any related liabilities.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.5 Revenue (continued)

Income recognised from transfers

Where, as part of an enforceable agreement, the Branch receives consideration to acquire or construct a non-financial asset such as property, plant and equipment to an identified specification and for the Branch's own use, a liability is recognised for the obligation to acquire or construct the asset. Income is recognised as the obligation to acquire or construct the asset is satisfied, which is typically over time. The asset that is being acquired or constructed is recognised in accordance with the policy on property, plant and equipment.

Interest income

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

Rental income

Leases in which the Branch as a lessor, does not transfer substantially all the risks and rewards incidental to ownership of an asset are classified as operating leases. Rental income arising is accounted for on a straight-line basis over the relevant lease term. Initial direct costs incurred in negotiating and arranging an operating lease are added to the carrying amount of the leased asset and recognised over the lease term on the same basis as rental income. Contingent rents are recognised as revenue in the period in which they are earned.

1.6 Employee benefits

A liability is recognised for benefits accruing to employees in respect of wages and salaries, annual leave, long service leave and termination benefits when it is probable that settlement will be required and they are capable of being measured reliably.

Liabilities for short-term employee benefits (as defined in AASB 119 *Employee Benefits*) and termination benefits which are expected to be settled within twelve months of the end of reporting period are measured at their nominal amounts. The nominal amount is calculated with regard to the rates expected to be paid on settlement of the liability.

Other long-term employee benefits which are expected to be settled beyond twelve months are measured as the present value of the estimated future cash outflows to be made by the reporting unit in respect of services provided by employees up to reporting date.

Payments to defined contribution retirement benefit plans are recognised as an expense when employees have rendered service entitling them to the contributions.

Provision is made for separation and redundancy benefit payments. The reporting unit recognises a provision for termination as part of a broader restructuring when it has developed a detailed formal plan for the terminations and has informed those employees affected that it will carry out the terminations. A provision for voluntary termination is recognised when the employee has accepted the offer of termination.

Under the rules of the Union, those employees who have undertaken 7 or more years of continuous service are entitled to have their Long Service Leave balance paid upon termination (on a pro-rata basis). The Branch does not have an unconditional right to deferred settlement (for those employees with greater than 7 or more consecutive years of service), resulting in Long Service Leave entitlements to be reported at reporting date as current liabilities.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.7 Leases

Accounting Policy for Leases

For any contracts entered into the Branch considers whether a contract is or contains a lease. A lease is defined as 'a contract, or part of a contract, that conveys the right to use an asset (the underlying asset) for a period of time in exchange for consideration'.

To apply this definition the Branch assesses whether the contract meets three key evaluations which are whether:

- the contract contains an identified asset, which is either explicitly identified in the contract or implicitly specified by being identified at the time the asset is made available to the Branch;
- the Branch has the right to obtain substantially all of the economic benefits from use of the identified asset throughout the period of use, considering its rights within the defined scope of the contract;
- the Branch has the right to direct the use of the identified asset throughout the period of use.
- The Branch assess whether it has the right to direct 'how and for what purpose' the asset is used throughout the period of use.

Measurement and recognition of leases as a lessee

At lease commencement date, the Branch recognises a right-of-use asset and a lease liability on the balance sheet. The right-of-use asset is measured at cost, which is made up of the initial measurement of the lease liability, any initial direct costs incurred by the Branch, an estimate of any costs to dismantle and remove the asset at the end of the lease, and any lease payments made in advance of the lease commencement date (net of any incentives received).

The Branch depreciates the right-of-use assets on a straight-line basis from the lease commencement date to the earlier of the end of the useful life of the right-of-use asset or the end of the lease term. The Branch also assesses the right-of-use asset for impairment when such indicators exist. At the commencement date, the Branch measures the lease liability at the present value of the lease payments unpaid at that date, discounted using the interest rate implicit in the lease if that rate is readily available or the Branch's incremental borrowing rate.

Lease payments included in the measurement of the lease liability are made up of fixed payments (including in substance fixed), variable payments based on an index or rate, amounts expected to be payable under a residual value guarantee and payments arising from options reasonably certain to be exercised.

Subsequent to initial measurement, the liability will be reduced for payments made and increased for interest. It is remeasured to reflect any reassessment or modification, or if there are changes in in-substance fixed payments. When the lease liability is remeasured, the corresponding adjustment is reflected in the right-of-use asset, or profit and loss if the right-of-use asset is already reduced to zero.

The Branch has elected to account for short-term leases and leases of low-value assets using the practical expedients. Instead of recognising a right-of-use asset and lease liability, the payments in relation to these are recognised as an expense in profit or loss on a straight-line basis over the lease term. On the statement of financial position, right-of-use assets have been included in property, plant and equipment and lease liabilities have been included in trade and other payables.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.8 Cash

Cash is recognised at its nominal amount. Cash and cash equivalents includes cash on hand, deposits held at call with bank, other short-term highly liquid investments with original maturity of 3 months or less that are readily convertible to known amounts of cash and subject to insignificant risk of changes in value and bank overdrafts. Bank overdrafts are shown within short-term borrowings in current liabilities on the statement of financial position.

1.9 Financial instruments

Financial assets and financial liabilities are recognised when the Branch becomes a party to the contractual provisions of the instrument.

1.10 Financial assets

Contract assets and receivables

A contract asset is recognised when the Branch's right to consideration in exchange goods or services that has transferred to the customer when that right is conditioned on the Branch's future performance or some other condition.

A receivable is recognised if an amount of consideration that is unconditional is due from the customer (i.e., only the passage of time is required before payment of the consideration is due).

Contract assets and receivables are subject to impairment assessment. Refer to accounting policies on impairment of financial assets below.

Initial recognition and Measurement

Financial assets are classified, at initial recognition, and subsequently measured at amortised cost, fair value through other comprehensive income (OCI), or fair value through profit or loss.

The classification of financial assets at initial recognition depends on the financial asset's contractual cash flow characteristics and the Branch's business model for managing them. With the exception of trade receivables that do not contain a significant financing component, the Branch initially measures a financial asset at its fair value plus, in the case of a financial asset not at fair value through profit or loss, transaction costs.

In order for a financial asset to be classified and measured at amortised cost or fair value through OCI, it needs to give rise to cash flows that are 'solely payments of principal and interest' (SPPI) on the principal amount outstanding. This assessment is referred to as the SPPI test and is performed at an instrument level.

The Branch's business model for managing financial assets refers to how it manages its financial assets in order to generate cash flows. The business model determines whether cash flows will result from collecting contractual cash flows, selling the financial assets, or both.

Purchases or sales of financial assets that require delivery of assets within a time frame established by regulation or convention in the market place (regular way trades) are recognised on the trade date, i.e., the date that the Branch commits to purchase or sell the asset.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.10 Financial assets (continued)

Subsequent measurement

For purposes of subsequent measurement, financial assets are classified in five categories:

- (Other) financial assets at amortised cost
- (Other) financial assets at fair value through other comprehensive income
- Investments in equity instruments designated at fair value through other comprehensive income
- (Other) financial assets at fair value through profit or loss
- (Other) financial assets designated at fair value through profit or loss

Financial assets at amortised cost

The reporting unit measures financial assets at amortised cost if both of the following conditions are met:

- The financial asset is held within a business model with the objective to hold financial assets in order to collect contractual cash flows and
- The contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding

Financial assets at amortised cost are subsequently measured using the effective interest (EIR) method and are subject to impairment. Gains and losses are recognised in profit or loss when the asset is derecognised, modified or impaired.

The Branch's financial assets at amortised cost includes trade receivables and loans to related parties.

Financial assets at fair value through profit or loss (including designated)

Financial assets at fair value through profit or loss include financial assets held for trading, financial assets designated upon initial recognition at fair value through profit or loss, or financial assets mandatorily required to be measured at fair value. Financial assets are classified as held for trading if they are acquired for the purpose of selling or repurchasing in the near term. Derivatives, including separated embedded derivatives, are also classified as held for trading unless they are designated as effective hedging instruments. Financial assets with cash flows that are not solely payments of principal and interest are classified and measured at fair value through profit or loss, irrespective of the business model.

Financial assets at fair value through profit or loss (including designated)

Notwithstanding the criteria for debt instruments to be classified at amortised cost or at fair value through OCI, as described above, debt instruments may be designated at fair value through profit or loss on initial recognition if doing so eliminates, or significantly reduces, an accounting mismatch.

Financial assets at fair value through profit or loss are carried in the statement of financial position at fair value with net changes in fair value recognised in profit or loss.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.10 Financial assets (continued)

Derecognition

A financial asset is derecognised when:

- The rights to receive cash flows from the asset have expired or
- The Branch has transferred its rights to receive cash flows from the asset or has assumed an obligation to pay the received cash flows in full without material delay to a third party under a 'pass-through' arrangement; and either:
 - a) The Branch has transferred substantially all the risks and rewards of the asset, or
 - b) the Branch has neither transferred nor retained substantially all the risks and rewards of the asset, but has transferred control of the asset.

When the Branch has transferred its rights to receive cash flows from an asset or has entered into a pass-through arrangement, it evaluates if, and to what extent, it has retained the risks and rewards of ownership.

When it has neither transferred nor retained substantially all of the risks and rewards of the asset, nor transferred control of the asset, the Branch continues to recognise the transferred asset to the extent of its continuing involvement together with associated liability.

Offsetting

Financial assets and financial liabilities are offset and the net amount is reported in the statement of financial position if there is a currently enforceable legal right to offset the recognised amounts and there is an intention to settle on a net basis, to realise the assets and settle the liabilities simultaneously.

Expected credit losses

Receivables for goods and services, which have 30-day terms, are recognised at the nominal amounts due less any loss allowance due to expected credit losses at each reporting date. A provision matrix that is based on historical credit loss experience, adjusted for forward-looking factors specific to the debtors and the economic environment has been established.

(i) Trade receivables

For trade receivables that do not have a significant financing component, the Branch applies a simplified approach in calculating expected credit losses (ECLs) which requires lifetime expected credit losses to be recognised from initial recognition of the receivables.

Therefore, the Branch does not track changes in credit risk, but instead recognises a loss allowance based on lifetime ECLs at each reporting date. The Branch has established a provision matrix that is based on its historical credit loss experience, adjusted for forward-looking factors specific to the debtors and the economic environment.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.10 Financial assets (continued)

(ii) Debt instruments other than trade receivables

For all debt instruments other than trade receivables and debt instruments not held at fair value through profit or loss, the Branch recognises an allowance for expected credit losses using the general approach. ECLs are based on the difference between the contractual cash flows due in accordance with the contract and all the cash flows that the Branch expects to receive, discounted at an approximation of the original effective interest rate.

ECLs are recognised in two stages:

- Where there has not been a significant increase in credit risk since initial recognition, ECLs are provided for credit losses from possible default events within the next 12-months (a 12-month ECL).
- Where there has been a significant increase in credit risk since initial recognition, a loss allowance is required for credit losses expected over the remaining life of the debt, irrespective of the timing of the default (a lifetime ECL).

The Branch considers a financial asset in default when contractual payments are 60 days past due. However, in certain cases, the Branch may also consider a financial asset to be in default when internal or external information indicates that the Branch is unlikely to receive the outstanding contractual amounts in full. A financial asset is written off when there is no reasonable expectation of recovering the contractual cash flows.

1.11 Financial Liabilities

Initial recognition and measurement

Financial liabilities are classified, at initial recognition, at amortised cost unless or at fair value through profit or loss. All financial liabilities are recognised initially at fair value and, in the case of financial liabilities at amortised cost, net of directly attributable transaction costs.

The Branch's financial liabilities include trade and other payables.

Subsequent Measurement

Financial liabilities at fair value through profit or loss (including designated)

Financial liabilities at fair value through profit or loss include financial liabilities held for trading and financial liabilities designated upon initial recognition as at fair value through profit or loss.

Gains or losses on liabilities held for trading are recognised in profit or loss.

Financial liabilities designated upon initial recognition at fair value through profit or loss are designated at the initial date of recognition, and only if the criteria in AASB 9 are satisfied.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.11 Financial Liabilities (Continued)

Financial liabilities at amortised cost

After initial recognition, trade payables and interest-bearing loans and borrowings are subsequently measured at amortised cost using the EIR method. Gains and losses are recognised in profit or loss when the liabilities are derecognised as well as through the EIR amortisation process.

Amortised cost is calculated by taking into account any discount or premium on acquisition and fees or costs that are an integral part of the EIR. The EIR amortisation is included as finance costs in profit or loss.

Derecognition

A financial liability is derecognised when the obligation under the liability is discharged or cancelled or expires. When an existing financial liability is replaced by another from the same lender on substantially different terms, or the terms of an existing liability are substantially modified, such an exchange or modification is treated as the derecognition of the original liability and the recognition of a new liability. The difference in the respective carrying amounts is recognised in profit or loss.

1.12 Contingent Liabilities and Contingent Assets

Contingent liabilities and contingent assets are not recognised in the Statement of Financial Position but are reported in the relevant notes. They may arise from uncertainty as to the existence of a liability or asset or represent an existing liability or asset in respect of which the amount cannot be reliably measured. Contingent assets are disclosed when settlement is probable but not virtually certain, and contingent liabilities are disclosed when settlement is greater than remote.

1.13 Liabilities relating to contracts with customers

Contract liabilities

A contract liability is recognised if a payment is received or a payment is due (whichever is earlier) from a customer before the Branch transfers the related goods or services. Contract liabilities include deferred income. Contract liabilities are recognised as revenue when the Branch performs under the contract (i.e., transfers control of the related goods or services to the customer).

Refund liabilities

A refund liability is recognised for the obligation to refund some or all of the consideration received (or receivable) from a customer. The Branch refund liabilities arise from customers' right of return. The liability is measured at the amount the Branch ultimately expects it will have to return to the customer. The Branch updates its estimates of refund liabilities (and the corresponding change in the transaction price) at the end of each reporting period.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.14 Plant and Equipment

Asset Recognition Threshold

Purchases of land, buildings, plant and equipment and motor vehicles are recognised initially at cost in the Statement of Financial Position. The initial cost of an asset includes an estimate of the cost of dismantling and removing the item and restoring the site on which it is located.

Property

Freehold land and buildings are carried at their fair value (being the amount for which an asset could be exchanged between knowledgeable, willing parties in an arm's length transaction), based on periodic, but at least triennial, valuations by external independent valuers, less accumulated depreciation for buildings.

Increases in the carrying amount arising on revaluation of land and buildings are credited to a revaluation surplus in equity. Decreases that offset previous increases of the same asset are recognised against revaluation surplus directly in equity; all other decreases are recognised in profit or loss.

Any accumulated depreciation at the date of revaluation is eliminated against the gross carrying amount of the asset and the net amount is restated to the revalued amount of the asset.

Plant and equipment

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

The carrying amount of plant and equipment is reviewed annually by the Branch Executive to ensure it is not in excess of the recoverable amount from those assets. The recoverable amount is assessed on the basis of the expected net cash flows, which will be received from the assets employment and subsequent disposal. The expected net cash flows have been discounted to present values in determining recoverable amounts.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with that item will flow to the Branch and the costs of the item can be measured reliably. All other repairs and maintenance are charged to the statement of comprehensive income during the financial period in which they are incurred.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.14 Plant and Equipment (Continued)

Depreciation

Depreciable plant and equipment assets are written-off to their estimated residual values over their estimated useful life using, in all cases, the straight line method of depreciation. Depreciation rates (useful lives), residual values and methods are reviewed at each reporting date and necessary adjustments are recognised in the current, or current and future reporting periods, as appropriate.

Depreciation rates applying to each class of depreciable asset are based on the following useful lives:

	2024	2023
Buildings	40 years	40 Years
Furniture and fittings	3- 13 years	3- 13 years
Office equipment	2.5 -3 years	2.5 -3 years
Motor vehicles	6.5 years	6.5 years

Derecognition

An item of plant and equipment is derecognised upon disposal or when no future economic benefits are expected from its use or disposal. Any gain or loss arising on the disposal or retirement of an item of property, plant and equipment is determined as the difference between the sales proceeds and the carrying amount of the asset and is recognised in the profit and loss.

1.15 Investment properties

Investment properties are properties held to earn rentals and/or for capital appreciation (including property under construction for such purposes). Investment properties are measured initially at its cost, including transaction costs. Subsequent to initial recognition, investment properties are measured at fair value. Gains and losses arising from changes in the fair value of investment properties are included in profit and loss in the period in which they arise.

An investment property is derecognised upon disposal or when the investment property is permanently withdrawn from use and no future economic benefits are expected from the disposal. Any gain or loss arising on derecognition of the property (calculated as the difference between the net disposal proceeds and the carrying amount of the asset) is included in profit or loss in the period in which the property is derecognised.

1.16 Impairment of non-financial assets

All assets are assessed for impairment at the end of each reporting period to the extent that there is an impairment trigger. Where indications of impairment exist, the asset's recoverable amount is estimated, and an impairment adjustment made if the asset's recoverable amount is less than its carrying amount.

The recoverable amount of an asset is the higher of its fair value less costs of disposal and its value in use. Value in use is the present value of the future cash flows expected to be derived from the asset. Where the future economic benefit of an asset is not primarily dependent on the asset's ability to generate future cash flows, and the asset would be replaced if the Branch were deprived of the asset, its value in use is taken to be its depreciated replacement cost.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.17 Taxation

The Branch is exempt from income tax under section 50.1 of the *Income Tax Assessment Act 1997* however still has obligation for Fringe Benefits Tax (FBT) and the Goods and Services Tax (GST).

Revenues, expenses and assets are recognised net of GST except:

- where the amount of GST incurred is not recoverable from the Australian Taxation Office; and
- for receivables and payables.

The net amount of GST recoverable from, or payable to, the taxation authority is included as part of receivables or payables.

Cash flows are included in the statement of cash flows on a gross basis. The GST component of cash flows arising from investing and financing activities which is recoverable from, or payable to, the Australian Taxation Office is classified within operating cash flows.

1.18 Fair value measurement

The Branch measures financial instruments, such as, financial assets as at fair value through the profit and loss, available for sale financial assets, and non-financial assets such as land and buildings and investment properties, at fair value at each balance sheet date. Also, fair values of financial instruments measured at amortised cost are disclosed in Note 15.

Fair value is 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 fair value measurement is based on the presumption that the transaction to sell the asset or transfer the liability takes place either:

- In the principal market for the asset or liability, or
- In the absence of a principal market, in the most advantageous market for the asset or liability

The principal or the most advantageous market must be accessible by the Branch. The fair value of an asset or a liability is measured using the assumptions that market participants would use when pricing the asset or liability, assuming that market participants act in their economic best interest.

A fair value measurement of a non-financial asset takes into account a market participant's ability to generate economic benefits by using the asset in its highest and best use or by selling it to another market participant that would use the asset in its highest and best use.

The Branch uses valuation techniques that are appropriate in the circumstances and for which sufficient data are available to measure fair value, maximising the use of relevant observable inputs and minimising the use of unobservable inputs.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 1 Summary of significant accounting policies (Continued)

1.18 Fair value measurement (continued)

All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within the fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

- Level 1—Quoted (unadjusted) market prices in active markets for identical assets or liabilities
- Level 2—Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable
- Level 3—Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable

For assets and liabilities that are recognised in the financial statements on a recurring basis, the Branch determines whether transfers have occurred between Levels in the hierarchy by re-assessing categorisation (based on the lowest level input that is significant to the fair value measurement as a whole) at the end of each reporting period.

External valuers are involved for valuation of significant assets, such as land and buildings and investment properties. Selection criteria include market knowledge, reputation, independence and whether professional standards are maintained. For the purpose of fair value disclosures, the Branch has determined classes of assets and liabilities on the basis of the nature, characteristics and risks of the asset or liability and the level of the fair value hierarchy.

Note 2 Events after the reporting period

There have been no matters or circumstances that have occurred after 31 December 2024, and/or prior to the signing of the financial statements, that would affect the ongoing structure and financial activities of the Branch.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$

Note 3 Revenue and income

Disaggregation of revenue from contracts with customers

A disaggregation of the Branch's revenue by type of arrangements is provided on the face of the Statement of comprehensive income. The table below also sets out a disaggregation of revenue by type of customer.

Type of customer

Members	5,821,630	6,323,544
Total revenue from contracts with customers	5,821,630	6,323,544

Note 3A: Levies

Legal and building levies	1,064,806	1,068,215
Total Levies	1,064,806	1,068,215

Legal Levy Purpose

Levies are collected during the financial year relate to funds set aside for the legal representation of members of the Branch in the event of industrial/ legal matters.

Building Fund Levy Purpose

Levies are collected from members to assist with the upkeep and maintenance of the Branch's buildings.

Note 3B: Interest

Deposits	118,688	75,823
Total interest	118,688	75,823

Note 3C: Rental income

Kings Way	145,379	173,574
Rosebud	31,034	51,272
Total rental income	176,413	224,846

Note 3D: Other revenue

Advertising and sponsorship	830	53,447
Unrealised gain on revaluation of share portfolio	32,767	29,687
Merchandise sales	20,233	7,088
Other income	-	2,640
Total Other revenue	53,830	92,862

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$
Note 4 Expenses		
Note 4A: Employee expenses		
Holders of office:		
Wages and salaries	1,334,243	1,290,943
Superannuation	159,043	149,252
Leave and other entitlements	243,162	204,446
Subtotal employee expenses holders of office	1,736,448	1,644,641
Employees other than office holders:		
Wages and salaries	1,596,268	1,342,598
Superannuation	183,933	167,370
Leave and other entitlements	218,276	198,242
Subtotal employee expenses employees other than office holders	1,998,477	1,708,210
Total employee expenses	3,734,925	3,352,851
Note 4B: Sustentation fees		
Australian Rail, Tram and Bus Industry Union	699,487	740,819
Total sustentation fees	699,487	740,819
Note 4C: Legal costs		
Litigation	125,231	157,623
Other legal matters	356,676	616,700
Total legal costs	481,907	774,323
Note 4D: Depreciation and amortisation		
Depreciation		
Buildings	170,019	129,229
Furniture, fixtures and fittings	5,709	6,328
Motor vehicles	57,008	51,036
Office equipment	25,338	25,238
Total depreciation	258,074	211,831
Amortisation expense	-	-
Total depreciation and amortisation	258,074	211,831

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024**

	2024	2023
	\$	\$
Note 4 Expenses (Continued)		
Note 4E: Affiliation fees		
Australian Labor Party (Victoria Branch)	50,023	43,983
Victoria Trades Hall Council	27,600	26,318
Australian Council of Trade Unions (paid to RTBU National Office)	-	48,280
Gippsland Trades and Labour Council	1,374	-
Geelong Trades Hall Council	2,078	1,180
Bendigo Trades Hall Council	1,651	1,632
Ballart Regional Trades & Labour Council	1,369	1,320
Goulburn Valley Trades & Labour Council	564	532
Australia Asia Workers Links	1,500	1,500
Union Shopper	-	1,190
Total affiliation fees	86,159	125,935
Note 4F: Administration expense		
Conference and meeting expenses	18,278	39,686
Contractors/ consultants	253,933	95,236
Property expenses	191,122	127,139
Office expenses	475,006	292,178
Information technology expenses	143,243	171,851
Other	315,390	473,443
Total administration expense	1,396,972	1,199,533
Note 4G: Grants or donations		
Donations:		
Total paid that were \$1,000 or less	2,732	3,264
Total paid that exceeded \$1,000	-	2,500
Total grants or donations	2,732	5,764
Note 4H: Other expenses		
Bank fees and charges	37,388	44,914
Commissions paid	55,227	48,749
Fringe benefits tax	18,290	35,146
Motor vehicle costs	133,737	160,383
Payroll tax	175,104	172,303
Merchandise purchases	47,717	95,599
Total other expenses	467,463	557,094

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$
Note 5 Current assets		
Note 5A: Cash and cash equivalents		
Cash on hand	371	272
Cash at bank	4,955,620	5,601,531
Total cash and cash equivalents	4,955,991	5,601,803
Note 5B: Trade and other receivables		
Other trade receivables	24,404	23,566
Less: Provision for doubtful debtors	-	-
Total other receivables	24,404	23,566
Total trade and other receivables (net)	24,404	23,566
Note 5C: Other current assets		
Prepayments	627,783	741,810
Total other current assets	627,783	741,810
Note 5D: Financial assets		
Term deposits	1,997,196	1,904,062
Total financial assets	1,997,196	1,904,062

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$

Note 6 Non-current assets

Note 6A: Financial assets

Managed investments	529,983	497,216
Total financial assets	529,983	497,216

Note 6B: Land and Buildings

Land and Buildings:

at valuation – Level 2, 365 Queen Street, Melbourne	3,100,000	3,550,000
at valuation – Level 6, 1 Elizabeth Street, Melbourne	1,550,000	1,550,000
at valuation – Level 1, 222 Kings Way, South Melbourne	1,700,000	1,700,000
accumulated depreciation	(117,599)	(129,229)
Total land and buildings	6,232,401	6,670,771

Reconciliation of Opening and Closing Balances of Land and Buildings

As at 1 January		
Gross book value	6,800,000	5,100,000
Accumulated depreciation and impairment	(129,229)	-
Net book value 1 January	6,670,771	5,100,000
Additions:		
By purchase	-	-
By revaluation	(268,351)	-
By transfer from investment properties	-	1,700,000 ¹
Depreciation expense	(170,019)	(129,229)
Disposals:		
By sale	-	-
Net book value 31 December	6,232,401	6,670,771
Net book value as of 31 December represented by:		
Gross book value	6,350,000	6,800,000
Accumulated depreciation and impairment	(117,599)	(129,229)
Net book value 31 December	6,232,401	6,670,771

¹ The Committee of Management have determined that as the building at Level 1, 222 Kings Way, South Melbourne is being used for administrative purposes, that it is appropriate to classify this asset as land and buildings as per the requirements of AASB 116 – Property, Plant and Equipment.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

Note 6B: Land and Buildings (Continued)

Valuation Details

Level 2, 365 Queen Street, Melbourne

On 26 March 2025 (effective 31 December 2024), the land and buildings at Level 2, 365 Queen Street, Melbourne was valued by Mr Charles Nguyen AAPI CPV (Licence No 62686) of All Suburb Valuers Pty Ltd (Vic.). The land and buildings valuation was based on a highest and best use, which was determined as office building administrative purposes (the assets current use).

Fair value is the amount for which the assets could be exchanged between a knowledgeable willing buyer and a knowledgeable willing seller in an arm's length transaction as at the valuation date. Fair value is determined by direct reference to recent market transactions on arm's length terms for land and buildings comparable in size and location to those held by the Branch and to market based yields for comparable properties.

Key assumptions utilised in the valuation were:

- Capitalisation rate 5.5%
- Reflective rate/ lettable m2 $\$5,300\text{m}^2 - 6,750\text{m}^2$
- Estimated market rental $\$310/\text{m}^2$
- Lettable area 525m^2

Level 6, 1 Elizabeth Street, Melbourne

On 31 March 2023, the land and buildings at Level 6, 1 Elizabeth Street, Melbourne was valued by Mr Charles Nguyen AAPI CPV (Licence No 62686) of All Suburb Valuers Pty Ltd (Vic.). The land and buildings valuation was based on a highest and best use, which was determined as office building administrative purposes (the assets current use).

Fair value is the amount for which the assets could be exchanged between a knowledgeable willing buyer and a knowledgeable willing seller in an arm's length transaction as at the valuation date. Fair value is determined by direct reference to recent market transactions on arm's length terms for land and buildings comparable in size and location to those held by the Branch and to market based yields for comparable properties.

Key assumptions utilised in the valuation were:

- Capitalisation rate 4.5%
- Reflective rate/ lettable m2 $\$9,400\text{m}^2$
- Estimated market rental $\$400/\text{m}^2$
- Lettable area 170m^2

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 6B: Land and Buildings (Continued)

Valuation Details (Continued)

Level 1, 222 Kings Way, South Melbourne

On 31 March 2023, the land and buildings at Level 1, 222 Kings Way, South Melbourne was valued by Mr Charles Nguyen AAPI CPV (Licence No 62686) of All Suburb Valuers Pty Ltd (Vic.). The land and buildings valuation was based on a highest and best use, which was determined as office building held out for long-term lease (not the assets current use, as it is being used for administrative purposes).

Fair value is the amount for which the assets could be exchanged between a knowledgeable willing buyer and a knowledgeable willing seller in an arm's length transaction as at the valuation date. Fair value is determined by direct reference to recent market transactions on arm's length terms for land and buildings comparable in size and location to those held by the Branch and to market based yields for comparable properties.

- | | |
|--------------------------------|-----------------------|
| • Capitalisation rate | 6.0% |
| • Reflective rate/ lettable m2 | \$5,000m ² |
| • Estimated market rental | \$275/ m ² |
| • Lettable area | 355m ² |

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$
Note 6C: Furniture, fixtures and Fittings		
Furniture, fixtures and fittings:		
at cost	346,150	346,150
accumulated depreciation	(299,449)	(293,740)
Total Furniture, fixtures and fittings	46,701	52,410

Reconciliation of Opening and Closing Balances of Furniture, fixtures and Fittings

As at 1 January		
Gross book value	346,150	346,150
Accumulated depreciation and impairment	(293,740)	(287,412)
Net book value 1 January	52,410	58,738
Additions:		
By purchase	-	-
Depreciation expense	(5,709)	(6,328)
Disposals:		
By sale	-	-
Net book value 31 December	46,701	52,410
Net book value as of 31 December represented by:		
Gross book value	346,150	346,150
Accumulated depreciation and impairment	(299,449)	(293,740)
Net book value 31 December	46,701	52,410

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$
Note 6D: Motor vehicles		
Motor Vehicles:		
at cost	356,419	306,360
accumulated depreciation	(161,331)	(104,324)
Total Motor vehicles	195,088	202,036

Reconciliation of Opening and Closing Balances of Motor Vehicles

As at 1 January		
Gross book value	306,360	315,123
Accumulated depreciation and impairment	(104,324)	(89,507)
Net book value 1 January	202,036	225,616
Additions:		
By purchase	50,060	27,456
Depreciation expense	(57,008)	(51,036)
Disposals:		
By sale	-	-
Net book value 31 December	195,088	202,036
Net book value as of 31 December represented by:		
Gross book value	356,419	306,360
Accumulated depreciation and impairment	(161,331)	(104,324)
Net book value 31 December	195,088	202,036

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$
Note 6E: Office equipment		
Office equipment:		
at cost	257,613	194,181
accumulated depreciation	(170,968)	(146,079)
Total Office equipment	86,645	48,102

Reconciliation of Opening and Closing Balances of Office Equipment

As at 1 January		
Gross book value	194,181	181,900
Accumulated depreciation and impairment	(146,079)	(120,842)
Net book value 1 January	48,102	61,058
Additions:		
By purchase	63,881	12,782
Depreciation expense	(25,338)	(25,738)
Disposals:		
By sale	-	-
Net book value 31 December	86,645	48,102
Net book value as of 31 December represented by:		
Gross book value	257,613	194,181
Accumulated depreciation and impairment	(170,968)	(146,079)
Net book value 31 December	86,645	48,102

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$
Note 6F: Investment properties		
Investment properties:		
at valuation – Level 14, 222 Kings Way, South Melbourne	2,000,000	2,000,000
at valuation – 781 Nepean Road, Rosebud	2,700,000	2,550,000
Total investment properties	4,700,000	4,550,000

Reconciliation of Opening and Closing Balances of Investment Properties

As at 1 January		
Gross book value	4,550,000	6,250,000
Accumulated depreciation and impairment	-	-
Net book value 1 January	4,550,000	6,250,000
Additions:		
By purchase	-	-
By revaluation	150,000	-
Depreciation expense	-	-
Disposals:		
By sale	-	-
By transfer to land and buildings	-	(1,700,000)
Net book value 31 December	4,700,000	4,550,000
Net book value as of 31 December represented by:		
Gross book value	4,700,000	4,550,000
Accumulated depreciation and impairment	-	-
Net book value 31 December	4,700,000	4,550,000

Valuation Details

Level 1, 222 Kings Way, South Melbourne

On 31 March 2023, the land and buildings at Level 1, 222 Kings Way, South Melbourne was valued by Mr Charles Nguyen AAPI CPV (Licence No 62686) of All Suburb Valuers Pty Ltd (Vic.).

Fair value is the amount for which the assets could be exchanged between a knowledgeable willing buyer and a knowledgeable willing seller in an arm's length transaction as at the valuation date. Fair value is determined by direct reference to recent market transactions on arm's length terms for land and buildings comparable in size and location to those held by the Branch and to market based yields for comparable properties.

- Capitalisation rate 6.0%
- Reflective rate/ lettable m2 \$5,000m²
- Estimated market rental \$275/ m²
- Lettable area 355m²

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

Note 6F: Investment properties (Continued)

Valuation Details

Level 14, 222 Kings Way, South Melbourne

On 31 March 2023, the land and buildings at Level 14, 222 Kings Way, South Melbourne was valued by Mr Charles Nguyen AAPI CPV (Licence No 62686) of All Suburb Valuers Pty Ltd (Vic.). The land and buildings valuation was based on a highest and best use, which was determined as office building held out for long-term lease (the assets current use).

Fair value is the amount for which the assets could be exchanged between a knowledgeable willing buyer and a knowledgeable willing seller in an arm's length transaction as at the valuation date. Fair value is determined by direct reference to recent market transactions on arm's length terms for land and buildings comparable in size and location to those held by the Branch and to market based yields for comparable properties.

Key assumptions utilised in the valuation were:

- Capitalisation rate 6.0%
- Reflective rate/ lettable m² \$5,500m²
- Estimated market rental \$340/ m²
- Lettable area 355m²

781 Nepean Road, Rosebud

On 20 March 2024, the land and buildings at 781 Nepean Road, Rosebud was valued by Mr Charles Nguyen AAPI CPV (Licence No 62686) of All Suburb Valuers Pty Ltd (Vic.). The land and buildings valuation was based on a highest and best use, which was determined as holiday unit complex used for short-term rentals (the assets current use).

Fair value is the amount for which the assets could be exchanged between a knowledgeable willing buyer and a knowledgeable willing seller in an arm's length transaction as at the valuation date. Fair value is determined by direct reference to recent market transactions on arm's length terms for land and buildings comparable in size and location to those held by the Branch and to market based yields for comparable properties.

Key assumptions utilised in the valuation were:

- Reflective rate/ lettable m² \$1,375m²
- Total site area 1,970m²

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$

Note 7 Current liabilities

Note 7A: Trade payables

Trade creditors and accrued expenses	97,197	114,891
Subtotal trade payables	97,197	114,891

Payables to other reporting units

RTBU – National Office	66,423	125,215
Subtotal payables to other reporting units	66,423	125,215

Total trade payables	163,620	240,106
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Settlement is usually made within 30 days.

Note 7B: Other payables

Legal costs		
Litigation	5,577	-
Superannuation	19,120	2,063
ATO liability (GST + PAYG)	42,980	97,417
Other	22,033	-
Total other payables	89,710	99,480

Total other payables are expected to be settled in:

No more than 12 months	89,710	99,480
More than 12 months	-	-
Total other payables	89,710	99,480

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$
Note 8 Provisions		
Note 8A: Employee provisions		
Office Holders:		
Annual leave and RDO	539,953	381,397
Long service leave	184,103	143,634
Subtotal employee provisions—office holders	724,056	525,031
Employees other than office holders:		
Annual leave and RDO	447,816	397,618
Long service leave	191,501	131,543
Subtotal employee provisions—employees other than office holders	639,317	529,161
Total employee provisions	1,363,373	1,054,192
Current	1,205,408	979,744
Non-Current	157,965	74,448
Total employee provisions	1,363,373	1,054,192
Note 9 Equity		
Note 9A: General funds		
General funds		
Balance at start of the year	14,270,727	14,138,764
Surplus/ (deficit) for the year	(850,158)	(296,416)
Transfers to/ (from) the fund	100,537	428,379
Balance at end of the year	13,521,106	14,270,727
Asset revaluation reserve		
Balance at start of the year	3,460,392	3,460,392
Revaluation adjustment	(268,351)	-
Balance at end of the year	3,192,041	3,460,392
Total general funds	16,713,147	17,731,119

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$

Note 9 Equity (Continued)

Note 9B: Levy contribution funds

The following bank accounts are held in relation to levy funds received from members and reporting within cash and cash equivalents:

Victoria Branch – Building Fund bank account	397,361	393,595
Loco – Legal Fund bank account	668,420	772,723
Tram and Bus – Building Fund bank account	561	561
Total levy contribution funds	1,066,342	1,166,879

Victoria Branch – Building Fund bank account²

Balance at start of the year	393,595	388,706
Transfers to/ (from) the fund	3,766	4,889
Balance at end of the year	397,361	393,595

Loco – Legal Fund bank account³

Balance at start of the year	772,723	662,432
Transfers to/ (from) the fund	(104,303)	110,291
Balance at end of the year	668,420	772,723

Tram and Bus – Building Fund bank account⁴

Balance at start of the year	561	544,120
Transfers to/ (from) the fund	-	(543,559)
Balance at end of the year	561	561

Note 9C: Asset revaluation reserve

The asset revaluation reserve records the revelation of land and buildings held by the Branch.

² This fund is held for the purpose of investing in current and future property of the RTBU – Victoria Branch.

³ This fund is used for taking legal action in support of Locomotive Division members.

⁴ This fund is held for the purpose of investing in current and future property of the RTBU – Victoria Branch.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION – VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$

Note 10 Cash flow

Note 10A: Cash flow reconciliation

Reconciliation of cash and cash equivalents as per Statement of Financial

Position to Cash Flow Statement:

Cash and cash equivalents as per:

Cash flow statement	4,955,991	5,601,803
Statement of financial position	4,955,991	5,601,803
Difference	-	-

Reconciliation of deficit to net cash from operating activities:

Deficit for the year	(850,158)	(296,416)
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Adjustments for non-cash items

Depreciation/ amortisation	258,074	211,831
Unrealised gain on revaluation of investments	(32,767)	(29,687)
Unrealised gain on revaluation of investment properties	(150,000)	-
Gain on disposal of property, plant and equipment	-	(909)

Changes in assets/ liabilities

(Increase)/ decrease in net receivables	(838)	30,282
(Increase)/ decrease in other current assets	114,027	(697,235)
Increase/ (decrease) in trade and other payables	(86,256)	(148,741)
Increase/ (decrease) in provisions	309,181	(53,718)
Net cash used in operating activities	(438,737)	(984,593)

Note 10B: Cash flow information

Cash inflows to other reporting units

RTBU – National Office	249	2,334
RTBU – QLD Branch	30,676	-
RTBU – WA Branch	700	-
Total cash inflows	31,625	2,334

Cash outflows to other reporting units

RTBU – National Office	(750,495)	(840,168)
RTBU – QLD Branch	(2,600)	-
Total cash outflows	(753,095)	(840,168)

Note: Cash flow information to/ from other reporting units disclosed include 10% GST on applicable transactions.

Note 10C: Non-cash transactions

There have been no non-cash financing or investing activities during the year (2023: Nil).

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION – VICTORIA BRANCH

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024**

Note 11 Contingent liabilities, assets and commitments

Note 11A: Commitments and contingencies

Capital commitments

At 31 December 2024 the Branch did not have any capital commitments (2023: Nil).

Other contingent assets or liabilities (i.e. legal claims)

The Committee of Management is not aware of any other contingent assets or liabilities that are likely to have a material effect on the results of the Branch.

Leasing Commitments

Non-cancellable property leases rentals are receivable as follows:

	2024	2023
	\$	\$
Receivable – Minimum lease receipts		
not later than 12 months	141,991	89,986
between 12 months and 5 years	544,121	-
greater than 5 years	-	-
Minimum lease receipts	686,112	89,986

The Branch leases out (either in part of whole) the following buildings:

1. Level 14, 222 Kings Way, South Melbourne

Note 12 Related Party Disclosures

Note 12A: Related Party Transactions for the Reporting Period

Holders of office and related reporting units

For financial reporting purposes, under the *Fair Work (Registered Organisations) Act 2009*, the Australian Rail, Tram and Bus Industry Union is divided into the following separate reporting units (and deemed related parties):

RTBU – National Office (incorporating TAS Branch)
RTBU – QLD Branch
RTBU – NSW Branch
RTBU – SA/ NT Branch
RTBU – WA Branch

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)****FOR THE YEAR ENDED 31 DECEMBER 2024****Note 12 Related Party Disclosures (Continued)****Note 12A: Related Party Transactions for the Reporting Period****Holders of office and related reporting units (Continued)**

	2024	2023
	\$	\$

The following table provides the total amount of transactions that have been entered into with related parties for the relevant year.

Revenues received from RTBU – National Office includes the following:

Travel costs reimbursement	249	2,299
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Expenses paid to RTBU – National Office includes the following:

Sustentation fees	699,487	740,819
ACTU affiliation fees	-	48,280
Travel costs reimbursement	-	1,188
Legal fees reimbursement	51,008	-

Amounts owed to RTBU – National Office includes the following:

Sustentation fees	66,423	125,215
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Revenues received from RTBU – QLD Branch includes the following:

Insurance reimbursement	30,677	-
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Expenses paid to RTBU – QLD Branch includes the following:

Office supplies reimbursement	2,600	-
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Revenues received from RTBU – WA Branch includes the following:

Merchandise	636	-
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Terms and conditions of transactions with related parties

The sales to and purchases from related parties are made on terms equivalent to those that prevail in arm's length transactions. Outstanding balances for sales and purchases at the year-end are unsecured and interest free and settlement occurs in cash. There have been no guarantees provided or received for any related party receivables or payables. For the year ended 31 December 2024, the Branch has not recorded any impairment of receivables relating to amounts owed by related parties and declared person or body (2023: Nil). This assessment is undertaken each financial year through examining the financial position of the related party and the market in which the related party operates.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

Note 12 Related Party Disclosures (Continued)

Note 12A: Related Party Transactions for the Reporting Period Holders of office and related reporting units (Continued)

Key Management Personnel

Key management personnel comprise those individuals who have the authority and responsibility for planning, directing and controlling the activities of the Branch. The Union's Rules have determined key management personnel throughout the year comprised of:

- Darren Lamont (01/01/24 – 13/02/24)
- Steve McEvoy (13/09/24 – 31/12/24)
- Claire McKenna (13/09/24 – 31/12/24)
- Brian Penza
- Sally Van Bragt (01/01/24 -30/08/24)
- Joseph Dennis
- Darren Galea
- Jonathan Saw
- John Nicolopoulos
- Paul Jumpertz
- John Antonopoulos
- Frank Pavic
- Catherine Noone
- Angela Lardner (01/01/24 – 07/08/24)
- Cate Rosser (01/01/24 – 16/08/24)
- Vik Sharma
- Bryan Evans
- David Paton (13/09/24 – 31/12/24)
- Chris McMahon
- Cathy Birch
- Victor Moore
- Peter Veis
- Robert Braganza
- Tarik Koc
- Wayne Hicks
- Paris Jolly

Note 12B: Key Management Personnel Remuneration for the Reporting Period

Short-term employee benefits

Salary (including annual leave taken)	1,536,231	1,459,121
Other	-	-
Total short-term employee benefits	1,536,231	1,459,121

Post-employment benefits:

Superannuation	159,043	149,252
Total post-employment benefits	159,043	149,252

Other long-term benefits:

Long-service leave	41,174	36,268
Total other long-term benefits	41,174	36,268

Termination benefits

	-	-
Total	1,736,448	1,644,641

No other transactions occurred during the year with elected officers, close family members or other related parties than those related to their membership or employment and on terms no more favourable than those applicable to any other member of employee.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	\$	\$
Note 13 Remuneration of Auditors		
Value of the services provided		
Financial statement audit services	38,000	36,000
Other services	5,000	10,250
Total remuneration of auditors	43,000	46,250

Note 14 Financial Instruments

Financial Risk Management Policy

The Committee of Management monitors the Branch's financial risk management policies and exposure and approves financial transactions entered into. It also reviews the effectiveness of internal controls relating to the counterparty credit risk, liquidity risk, market risk and interest rate risk. The Branch Committee of Management meets on a regular basis to review the financial exposure of the Branch.

(a) Credit Risk

Exposure to credit risk relating to financial assets arises from the potential non-performance by counterparties of contract obligations that could lead to a financial loss of the Branch. The Branch does not have any material credit risk exposures as its major source of revenue is the receipt of membership income across a diversified membership base.

The maximum exposures to credit risk by class of recognised financial assets at the end of the reporting period is equivalent to the carrying value and classification of those financial assets (net of provisions) as presented in the statement of financial position.

The Branch has no significant concentration of credit risk with respect to any single counterparty or group of counterparties. The class of assets described as Trade and Other Receivables is considered to be the main source of credit risk related to the Branch.

On a geographical basis, the Branch's trade and other receivables are all based in Australia.

The following table details the Branch's trade and other receivables exposed to credit risk. Amounts are considered 'past due' when the debt has not been settled, within the terms and conditions agreed between the Branch and the customer or counterparty to the transaction. Receivables that are past due are assessed for impairment by ascertaining solvency of the debtors and are provided for where there are specific circumstances indicating that the debt may not be fully repaid to the Branch.

The balance of receivables that remain within initial trade terms (as detailed in the table) are considered to be of high credit quality.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 14 Financial Instruments (Continued)

Ageing of financial assets that were past due but not impaired for 2024

	Within trading terms	0 to 30 days	31 to 60 days	61 to 90 days	90+ days	Total
	\$	\$	\$	\$	\$	\$
Receivables from other reporting units	-	-	-	-	-	-
Trade and other receivables	-	838	-	-	23,566	24,404
Total	-	838	-	-	23,566	24,404

Ageing of financial assets that were past due but not impaired for 2023

	Within trading terms	0 to 30 days	31 to 60 days	61 to 90 days	90+ days	Total
	\$	\$	\$	\$	\$	\$
Receivables from other reporting units	-	-	-	-	-	-
Trade and other receivables	-	-	-	-	23,566	23,566
Total	-	-	-	-	23,566	23,566

The Branch has no significant concentrations of credit risk exposure to any single counterparty or group of counterparties.

Credit risk related to balances with banks and other financial institutions is managed by the Committee of Management in accordance with approved policy. Such policy requires that surplus funds are only invested with counterparties with a strong reputation and backed by the Commonwealth Government's bank guarantee. At 31 December 2024, all funds were held by financial institutions backed by the Commonwealth Government's bank guarantee.

Collateral held as security

The Branch does not hold collateral with respect to its receivables at 31 December 2024 (2023: Nil).

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 14 Financial Instruments (Continued)

(b) Liquidity Risk

Liquidity risk arises from the possibility that the Branch might encounter difficulty in settling its debts or otherwise meeting its obligations in relation to financial liabilities. The Branch manages this risk through the following mechanisms:

- preparing forward looking cash flow estimates;
- maintaining a reputable credit profile;
- managing credit risk related to financial assets;
- only investing surplus cash with major financial institutions; and
- comparing the maturity profile of financial liabilities with the realisation profile of financial assets.

The tables below reflect an undiscounted contractual maturity analysis for non-derivative financial liabilities. The Branch does not hold directly any derivative financial liabilities.

Cash flows realised from financial assets reflect management's expectation as to the timing of realisation. Actual timing may therefore differ from that disclosed. The timing of cash flows presented in the table to settle financial liabilities reflects the earliest contractual settlement dates

Financial Instrument Composition and Maturity Analysis

	Within 1 Year		1 to 5 Years		Over 5 Years		Total	
	2024	2023	2024	2023	2024	2023	2024	2023
	\$	\$	\$	\$	\$	\$	\$	\$
Financial liabilities due for payment								
Trade payables	(163,620)	(240,106)	-	-	-	-	(163,620)	(240,106)
Other payables	(89,710)	(99,480)	-	-	-	-	(89,710)	(99,480)
Total expected outflows	(253,330)	(339,586)	-	-	-	-	(253,330)	(339,586)
Financial assets – cash flow receivable								
Cash and cash equivalents	4,955,991	5,601,802	-	-	-	-	4,955,991	5,601,802
Trade and other receivables	24,404	23,566	-	-	-	-	24,404	23,566
Financial assets	1,997,196	1,904,062	-	-	529,983	497,216	2,527,179	2,401,278
Total anticipated inflows	6,977,591	7,529,430	-	-	529,983	497,216	7,507,574	8,026,646
Net inflow on financial instruments	6,724,261	7,189,844	-	-	529,983	497,216	7,254,244	7,687,060

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION – VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 14 Financial Instruments (Continued)

(c) Market Risk

i. Interest rate risk

Exposure to interest rate risk arises on financial assets and financial liabilities recognised at the end of the reporting period whereby a future change in interest rates will affect future cash flows or the fair value of fixed rate financial instruments. The Branch is also exposed to earnings volatility on floating rate instruments.

Interest rate risk is managed using a mix of fixed and floating financial instruments. The effective interest rate expenditure to interest rate financial instruments are as follows:

	Weighted Average Effective Interest Rate			
	2024	2023	2024	2023
	%	%	\$	\$
Floating rate instruments				
Cash and cash equivalents	0.56	0.43	4,955,991	5,601,803
Term deposits	4.85	4.70	1,997,196	1,904,062

The Branch has performed a sensitivity analysis relating to its exposure to interest rate risk at balance date. This sensitivity analysis demonstrates the effect on the current year results and equity which could result from a change in this risk.

Sensitivity Analysis

The following table illustrates sensitivities to the Branch's exposures to changes in interest rates and equity prices. The table indicates the impact of how profit and equity values reported at the end of the reporting period would have been affected by changes in the relevant risk variable that management considers to be reasonably possible.

These sensitivities assume that the movement in a particular variable is independent of other variables.

	Profit \$	Equity \$
Year ended 31 December 2024		
+1% in interest rates	69,212	69,212
-1% in interest rates	(36,564)	(36,564)
Year ended 31 December 2023		
+1% in interest rates	74,914	74,914
-1% in interest rates	(35,709)	(35,709)

No sensitivity analysis has been performed on foreign exchange risk as the Branch has no material direct exposures to currency risk. There have been no changes in any of the assumptions used to prepare the above sensitivity analysis from the prior year.

There have been no changes in any of the assumptions used to prepare the above sensitivity analysis from the prior year

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 14 Financial Instruments (Continued)

(c) Market Risk (continued)

- ii. Foreign exchange risk
The Branch is not exposed to direct fluctuations in foreign currencies.
- iii. Price risk
The Branch is not exposed to any material commodity price risk.

Note 15 Fair Value Measurements

Fair Values

Fair value estimation

The fair values of financial assets and liabilities are presented in the following table and can be compared to their carrying values as presented in the statement of financial position. Fair value is the amount at which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties at an arm's length transaction.

Fair value may be based on information that is estimated or subject to judgment, where changes in assumptions may have a material impact on the amounts estimated. Areas of judgement and the assumptions have been detailed below. Where possible, valuation information used to calculate fair values is extracted from the market, with more reliable information available from markets that are actively traded.

In this regard, fair values for listed securities are obtained from quoted market bid prices. Where securities are unlisted and no market quotes are available, fair value is obtained using discounted cash flow analysis and other valuation techniques commonly used by market participants.

Differences between fair values and carrying amounts of financial instruments with fixed interest rates are due to the change in discount rates being applied by the market since their initial recognition by the Branch. Most of these instruments, which are carried at amortised cost (i.e. accounts receivable), are to be held until maturity and therefore the fair value figures calculated bear little relevance to the Branch.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 15 Fair Value Measurements (Continued)

The following table contains the carrying amounts and related fair values for the Branch's financial assets and liabilities:

	Footnote	2024		2023	
		Carrying value	Fair value	Carrying value	Fair value
		\$	\$	\$	\$
Financial assets					
Cash and cash equivalents	(i)	4,955,991	4,955,991	5,601,803	5,601,803
Accounts receivable and other debtors	(i)	24,404	24,404	23,566	23,566
Other financial assets	(i)	1,997,196	1,997,196	1,904,062	1,904,062
Financial assets	(i)	529,983	529,983	497,216	497,216
Total financial assets		7,507,574	7,507,574	8,026,647	8,026,647
Financial liabilities					
Trade payables	(i)	163,620	163,620	240,106	240,106
Other payables	(i)	89,710	89,710	99,480	99,480
Total financial liabilities		253,330	253,330	339,586	339,586

The fair values disclosed in the above table have been determined based on the following methodologies:

- (i) Cash and cash equivalents, accounts receivable and other debtors and accounts payable and other payables are short-term instruments in nature whose carrying value is equivalent to fair value. Trade and other payables exclude amounts provided for annual leave, which is outside the scope of AASB 139.

Fair Value Hierarchy

AASB 13: Fair Value Measurement requires the disclosure of fair value information by level of the fair value hierarchy, which categories fair value measurement into one of the three possible levels based on the lowest level that an input that is significant to the measurement can be categorised into as follows:

Level 1

Measurements based on quoted prices (unadjusted) in active markets for identical assets or liabilities that the entity can access at the measurement date.

Level 2

Measurements based on inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly or indirectly.

Level 3

Measurements based on unobservable inputs for the asset or liability.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2024

Note 15 Fair Value Measurements (Continued)

Fair Value Hierarchy (Continued)

The fair values of assets and liabilities that are not traded in an active market are determined using one or more valuation techniques. These valuation techniques maximise, to the extent possible, the use of observable market data. If all significant inputs required to measure fair value are observable, the asset or liability is included in Level 2. If one or more significant inputs are not based on observable market data, the asset or liability is included in Level 3.

The following tables provide an analysis of financial and non-financial assets and liabilities that are measured at fair value, by fair value hierarchy.

Fair value hierarchy – 31 December 2024

	Note	Date of Valuation	Level 1	Level 2	Level 3
			\$	\$	\$
Assets measured at fair value					
Managed investments	6A	31 Dec 2024	529,983	-	-
Land and Buildings – Level 2, 365 Queen Street, Melbourne	6B	25 March 2025*	-	3,100,000	-
Land and Buildings – Level 6, 1 Elizabeth Street, Melbourne	6B	31 March 2023	-	1,550,000	-
Investment properties – Level 1, 222 Kings Way, South Melbourne	6B	31 March 2023	-	1,700,000	-
Investment properties – Level 14, 222 Kings Way, South Melbourne	6F	31 March 2023	-	2,000,000	-
Investment properties – 781 Nepean Road, Rosebud	6F	20 March 2024	-	2,700,000	-
Total			529,983	11,050,000	-

* Valuation conducted on 25 March 2025 has been deemed by the Committee of Management as effective 31 December 2024 for the purposes of financial reporting.

The Branch does not have any other assets or liabilities that are recorded using a fair value technique.

Fair value hierarchy – 31 December 2023

	Note	Date of Valuation	Level 1	Level 2	Level 3
			\$	\$	\$
Assets measured at fair value					
Managed investments	6A	31 Dec 2023	497,216	-	-
Land and Buildings – Level 2, 365 Queen Street, Melbourne	6B	31 March 2023	-	3,550,000	-
Land and Buildings – Level 6, 1 Elizabeth Street, Melbourne	6B	31 March 2023	-	1,550,000	-
Investment properties – Level 1, 222 Kings Way, South Melbourne	6B	31 March 2023	-	1,700,000	-
Investment properties – Level 14, 222 Kings Way, South Melbourne	6F	31 March 2023	-	2,000,000	-
Investment properties – 781 Nepean Road, Rosebud	6F	29 April 2022	-	2,550,000	-
Total			497,216	11,350,000	-

The Branch does not have any other assets or liabilities that are recorded using a fair value technique.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

Note 16 Section 272 Fair Work (Registered Organisations) Act 2009

In accordance with the requirements of the *Fair Work (Registered Organisations) Act 2009*, the attention of members is drawn to the provisions of subsections (1) to (3) of section 272, which reads as follows:

Information to be provided to members or General Manager:

- (1) A member of a reporting unit, or the General Manager, may apply to the reporting unit for specified prescribed information in relation to the reporting unit to be made available to the person making the application.
- (2) The application must be in writing and must specify the period within which, and the manner in which, the information is to be made available. The period must not be less than 14 days after the application is given to the reporting unit.
- (3) A reporting unit must comply with an application made under subsection (1).

Note 17 Branch Details

The registered office of the Branch is:

RTBU – Victoria Branch
Level 2, 365 Queen Street
MELBOURNE VIC 3000

Note 18 Segment Information

The Branch operates solely in one reporting business segment being the provision of trade union services.

The Branch operates from one reportable geographical segment being the state of Victoria.

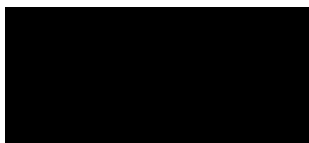
AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - VICTORIA BRANCH

OFFICER DECLARATION STATEMENT

I Vik Sharma, being the Branch Secretary of the Australian Rail, Tram and Bus Industry Union – Victoria Branch declare that the following did not occur during the reporting period ended 31 December 2024:

The reporting unit did not:

- Agree to receive financial support from another reporting unit to continue as a going concern (refer to agreement regarding financial support not dollar amounts)
- Agree to provide financial support to another reporting unit to ensure they continued as a going concern (refer to agreement regarding financial support not dollar amounts)
- Acquired an asset or liability due to an amalgamation Under Part 2 of Chapter 3 of the RO Act, a restructure of the branches of an organisation, a determination of revocation by the General Manager, Fair Work Commission
- Receive capitation fees from another reporting unit
- Receive donations or grants
- Receive revenue from undertaking recovery of wages activity
- Incur fees as consideration for employers making payroll deductions of membership subscriptions
- Pay compulsory levies
- Pay a grant that was \$1,000 or less
- Pay a grant that exceeds \$1,000
- Pay a donation that exceeds \$1,000
- Pay separation and redundancy to holders of office
- Pay other employee expenses to holders of office
- Pay separation and redundancy to employees (other than holders of office)
- Pay other employee expenses to employees (other than holders of office)
- Pay to a person fees or allowances to attend conferences or meetings as a representative of the reporting unit
- Pay a penalty imposed under the RO Act or the *Fair Work Act 2009*
- Have a receivable with another reporting unit(s)
- Have a payable to an employer for that employer making payroll deductions of membership subscriptions
- Have a payable in respect of legal costs relating to other legal matters
- Have a separation and redundancy provision in respect of holders of office
- Have other employee provisions in respect of holders of office
- Have a separation and redundancy provision in respect of holders of office (other than holders of office)
- Have other employee provisions in respect of holders of office (other than holders of office)
- Have another entity administer the financial affairs of the reporting unit
- Make a payment to a former related party of the reporting unit



Vik Sharma
Branch Secretary

9 April 2025