TRANSPORT AUTHORITY

ANNUAL REPORT

1st APRIL 2022 to 31st MARCH, 2023

ANNUAL REPORT

1st APRIL, 2022 to 31st MARCH, 2023

1.0 Letter Of Transmittal

Transport Authority
Constitution River Terminal Building,
Constitutional River Terminal,
Nursery Drive,
St. Michael

September 30, 2023

Dear Minister,

In accordance with Section 20 of the Transport Authority Act, Cap 295A, of the Laws of Barbados, the Board of Directors is honoured to submit to you the Transport Authority's audited Financial Statements for the financial year ended 31st March, 2023, accompanied by the Operational Report for the same period.

Yours faithfully,

………………………………...........……

Marie Theodore
Chairman

The Hon. Santia Bradshaw, M.P.,
Deputy Prime Minister
Minister of Transport, Works and Water Resources,
Pine East-West Boulevard
The Pine
St. Michael

2.0 Overview of the 2022/2023 Year

The 2022 - 2023 financial year will be noted as a year of modest progress for the Transport Authority. In the pursuit of the core objectives of the entity and in compliance with its mandate as outlined in the Transport Authority's Act, Cap 295A of the Laws of Barbados, the Authority in association with their key stakeholders signed a Memorandum of Understanding, a Compact for the future of Transportation in Barbados. The plans contained therein will be implemented in the upcoming years.

The next significant highlight for the Authority was the amendment to Transport Authority's Act. It is envisaged that the amendments will provide greater enforcement powers to the Authority. Furthermore, the anticipated approval of the Transport Authority's Regulations, will enhance the Authority's functions of regulating the public service vehicle sector. The Authority's Board of Directors was focused on enhancing the Authority's regulatory aspects and developed templates for the effective management of the Public Service Vehicles (PSVs) including the creation of a training programme for all PSV operators. The programme is set to be introduced within the next financial year in conjunction with major stakeholders in the industry

The Board of Directors of the Authority continued their strategic focus on enhancing the regulatory aspects of the Authority and developed templates for the effective management of the Public Service Vehicles (PSVs) with the creation of a training programme for all PSV operators. The same to be introduced within the next financial year in conjunction with major stakeholders in the industry.

In alignment with mandate of the Government of Barbados (GoB), the Authority has been resolute in its responsibility with the preparatory documents for the Barbados Mass Transit Authority (BMTA). This will align the transformative, process of Government's Statutory Owned Enterprises (SOE's) with the amalgamation of the Transport Board and the Transport Authority.

The BMTA's creation will provide a more rigid and structured regulatory framework for public transportation..

The Authority understands the importance of regulating the public service vehicles. As the Authority cannot operate in vacuum, meetings were held with senior members of the Police Service to understand their perspectives and to assist in the regulation of the sector. However, due to the limited human resources capabilities of both the Police Service and the inspectorate division of the Barbados Licensing Authority, progress has been slower than predicted.

The Authority continued to be challenged with limitations in the administrative department. Increased expectations and demands for permits and transfers affected our ability to process applications in comparison to the pre-Covid period. This resulted in delays in the process, review, interview, transfer and the issuance of permits.

The digitisation of Authority records commenced in the year under review, and along with the electronic application process, is anticipated to significantly enhance the processes and allow for efficiencies within the organisation.

As an entity, we are of the distinct view that to improve the quality of public transportation in Barbados, the standards provisioned for in the Transport Authority's Regulations must be enacted without further delay. The Board continues to be concerned about the delay on the implementation of these Regulations.

Transport Authority intends to remain steadfast and true to the mandate prescribed. Cognizant that changes are required in the sector, the Authority continues to collaborate with all transportation stakeholders to emphasize the importance of their contributions.

3.0 Overview of the Transport Authority

Role of the Transport Authority

The Transport Authority was established in 2008 under the provisions of the Transport Authority Act 2007-28. The functions of the Transport Authority are inter alia to:

(a) Undertake the planning of a public transport system
(b) Monitor and regulate the operations of the public Transport system
(c) Publishcurrentinformationonpublictransportservices;
(d) Issue, cancel and suspend licenses of drivers and conductors of motor omnibuses and route taxis;
(e) Issue, suspend or revoke permits in respect of public service vehicles;
(f) Restrict the use of motor omnibuses, and route taxis to specified routes;
(g) Regulate and restrict the number of motor omnibuses, minibuses and route taxis on specified routes;
(h) Establish time-tables to be observed by drivers and conductors of motor omnibuses, minibuses and route taxis;
(i) Supervise the conduct of business in terminals or facilities;
(j) Determine the siting of lay-bys and the location of bus stops for the picking up and setting down of passengers using motor omnibuses, minibuses and route taxis;

The Transport Authority Act further outlines the duties as:

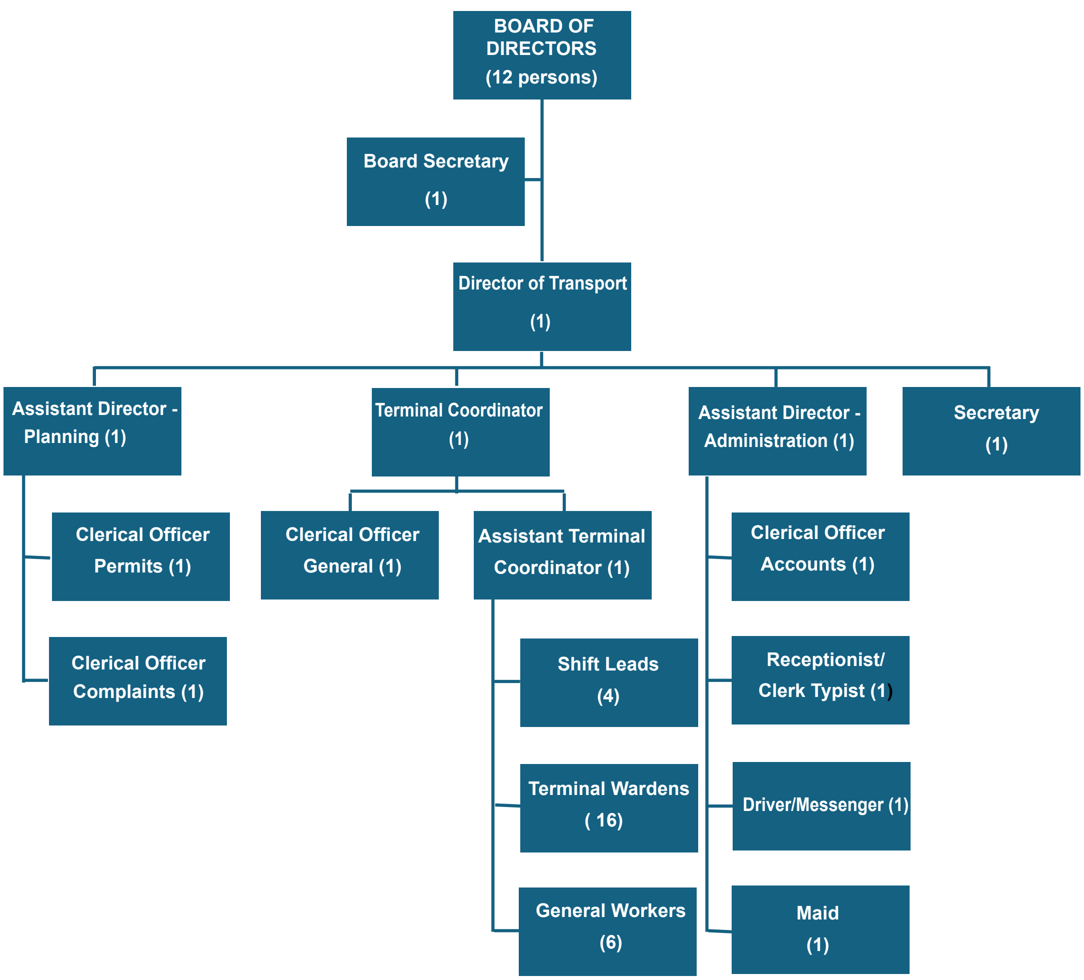
(a) Promote the use of public transport;
(b) Develop standards in respect of public service vehicles;
(c) Prescribeandapproveallroutes;
(d) Approve all permits and licenses issued under the Transport Authority Regulations;
(e) If it determines appropriate, establish different classes of permits or licenses for different classes of public service vehicles, and may limit the number of permits or licences of any class;
(f) Prepare and publish for distribution to the public, information on routes and schedules;
(g) Maintain a computerised public transport data-base;
(h) Determine the person, class, number of permits and the concessions to be granted in respect of public service vehicles and the conditions under which such permits are to be issued;
(i) Monitor the service provided by operators of public service vehicles; and
(j) Maintain bus stops and lay-bys.

4.0 Organisational Structure

The Transport Authority has an established Board of Directors, who are responsible for the execution of the policy and for the general administration of the Authority.

The Director of the Transport Authority is subject to the directions of the Board and is responsible to the Board for the execution and management of the affairs and for the supervision of the staff and work programme of the Authority.

The staff compliment of the Authority totalled thirty-seven (37) employees consisting of eight (8) permanent employees and twenty-nine (29) temporary employees for the year under review.



5.0 Transport Authority's Board of Directors

The Board is vested with the responsibility, inter alia, for the execution of the policy and for the general administration of the Authority.

The Board of Directors convened eight (8) Board Meetings, one (1) Special Board Meeting and twenty-six (26) Committee Meetings during the reporting period.

Committees consisting of members of the Board heard and determined matters in relation to Finance, Human Resources and Operational matters of the Authority.

Board of Directors of the Transport Authority for the period 1st April 2022 to October 31, 2022 were:

Mr. Adrian Grant	**Mrs. Janice Boyce**
Chairman	*Deputy Chairman*

Permanent Secretary, Ministry of Transport Works and Water Resources	
Commissioner of Police Delegate	*Inspector Rodney Inniss*
Congress of Trade Unions and Staff Association of Barbados	*Mr. Edwin O'Neal*
Transport Board Delegate	*Mrs. Lynda Holder*
APTO/AOPT Representatives	*Mr. Craig Banfield*

Director	*Mr. Adrian Bayley*
	Ms. Rashida Beckles
	Ms. Keisha Small
	Ms. Carolann Thornton
	Mr. Andrew Willoughby

Board of Directors of the Transport Authority for the period 5th December 2022 to March 31, 2023 were:

Ms. Marie Theodore	**Mr. Fabian Sargeant**
Chairman	*Deputy Chairman*
Permanent Secretary, Ministry of Transport Works and Water Resources	
Commissioner of Police Delegate	*Inspector Rodney Inniss*
Congress of Trade Unions and Staff Association of Barbados	*Mr. Edwin O'Neal*
Transport Board Delegate	*Mr. Fabian Wharton*
APTO/AOPT Representatives	*Mr. Kenneth Best*
Director	*Mr. Adrian Bayley* *Mr Erskine Cumberbatch* *Ms. Janelle King* *Mrs. Wendy Knight-Hunte* *Ms. Romel Sargeant*

6.0 Significant Variations in Performance from the Annual Plan

The Authority did not have any significant variations in performance from the Annual Plan. The capital developments during the year were minimal and the grant funds covered the operational costs of the Authority.

In accordance with the Public Finance Management Act, 2019, section 106 (5) (k); the below tables outline the remuneration paid to each director including value of benefits in kind.

April 2022 – November 2022 Title

Title	Name		Benefits
Chairman	*Adrian Grant*	$	10,400.00
Deputy Chairman	*Janice Boyce*	$	1,080.00
PS - MTWW	*Mark Cummins*	$	900.00
COP Delegate	*Ins. Rodney Inniss*	$	540.00
CTUSAB Delegate	*Edwin O'Neal*	$	1,260.00
Transport Board Delegate	*Lynda Holder*	$	720.00
	Fabian Wharton	$	180.00
AOPT Representative	*Craig Banfield*	$	1,080.00
Director	*Adrian Bayley*	$	1.080.00
Director	*Rashida Beckles*	$	1,260.00
Director	*CarolAnn Thornton*	$	1,080.00
Director	*Keisha Small*	$	1,260.00
Director	*Andrew Willoughby*	$	900.00

December 2022 – March 2023

Title	Name		Benefits
Chairman	*Marie Theodore*	$	3,900.00
Deputy Chairman	*Fabian Sargeant*	$	540.00
PS - MTWW	*Mark Cummins*	$	180.00
COP Delegate	*Ins. Rodney Inniss (Ag)*	$	180.00
CTUSAB Delegate	*Edwin O'Neal*	$	540.00
Transport Board Delegate	*Fabian Wharton*	$	360.00
	Lynda Holder	$	180.00
APTO Representative	*Kenneth Best*	$	540.00
Director	*Adrian Bayley*	$	360.00
Director	*Janelle King*	$	540.00
Director	*Wendy Knight-Hunte*	$	540.00
Director	*Erskine Cumberbatch*	$	540.00
Director	*Romel Sargeant*	$	540.00

According to section 5(I) of the said Act, the remuneration paid to senior management including all benefits in kind is presented for employees within the below salary bands:

	No. of Employees	Pay Scale		Pay
Director	1	S3	$	136,448.00
Assistant Director Administration	1	S6	$	93,420.00
Assistant Director Planning	1	S6	$	93,420.00
Terminal Coordinator (Temporary)	1	Z12	$	51,874.00

7.0 Strategic Priorities and Outcomes

The Transport Authority's strategic priorities and outcomes for the 2022 to 2023 financial year are in alignment with the intention of the Government of Barbados to create the Barbados Mass Transit Authority (BMTA) through the amalgamation of the Transport Board and the Transport Authority.

Furthermore, the Commitment for Results (CFR) objectives of the parent ministry, the Ministry of Transportation, Works and Water Resources were correspondingly adhered to.

Equally important, these strategies were designed to enhance the overall objectives and operations of the Transport Authority, CAP 295A. This was reflected in the push for amendments to the Transport Authority Act, by way of the Transport Authority (Amendment) Bill, 2023 which was debated in both Houses of Parliament on March 23 and 26, 2023 respectively.

Additionally, during the year under review, the Authority enacted the following:

Priority	Outcome
Develop the framework for the integration of the staff of the Transport Board and the Transport Authority into a Barbados Mass Transit Authority	This is a significant ongoing project. Stakeholder meetings were held with the Barbados Workers Union and the core committee to create the requisite framework.
Continue to regularize the status of the staff appointed in 2019 to manage the operations of the Constitution River Terminal with a proposal for the appointment on the rationalisation of posts	This proposal continues to engage the attention of the Director General, Human Resources, Ministry of the Public Service.
Continue update of the database and register of the operators of Public Service Vehicles.	Due to the fluidity of this sector, this continues to be an ongoing project with continuous updates.
Continue the process to assume the mandate and full responsibility under the Transport Authority Act	The amendments to the Transport Authority (Amendment) Act, 2023, provided the forum to make the requisite adjustments. The Authority will continue to be hindered in the implementation of the mandate without the attendant regulations Some of the functions of the Authority are executed by the Barbados Licensing Authority and must be transferred to the Authority for completeness.
Review the entrances to the Constitution River Terminal with the intention of providing a safe egress to the Terminal	Discussions with the Urban Development Commission on the development plans for the entire vending area.

Public Service Operators

The Authority continued to execute its legal duty of consulting on an annual basis with the principal stakeholders, that being, the Public Service Vehicle owners and operators.

Several meetings were convened with Taxi operators on the proposals for the Compact, Taxi Tariffs, and the Transport Authority Regulations.

Transport Augmentation Programme

The Transport Augmentation Programme (TAP) continues to be an opportunity to alleviate some of the capacity challenges facing the public transportation sector. It relies on a partnership between a public entity and the private sector to boost the number of public transportation vehicles.

However, for the 2022/2023 financial year, the programme experienced pressure from operators. This pressure and other internal factors saw eighteen (18) of the participants withdraw from the programme.

8.0 Terminals

Constitution River Terminal

Approximately 420 routed public service vehicles utilize the Constitution River Terminal. The outskirts and carpark of this terminal continues to be impacted by the effects of stagnant water; the unappealing conditions of the walk to the terminal and the nefarious activities in the vending area especially during the latter hours of the evening are contributory factors for the non-usage of the River Terminal after 6 pm.

To achieve the full potential of the Constitution River Terminal, the entire egress to the terminal should be urgently addressed. In addition to the concerns expressed, and to alleviate the disruption caused by PSV's on Fairchild Street, modifications to the area must be urgently considered.

Cheapside Terminal

The Cheapside Bus Terminal accommodates two hundred and twelve (212) PSVs comprising of minibuses and route taxis servicing some thirty-six routes to the northern and central districts of the island. It is therefore imperative that serious consideration is given to creating facilities that are conducive and humane for the travelling public and those who ply their trade form that location.

Speightstown Bus Terminals

Currently one hundred and twenty (120) Public Service Vehicles traverse the Speightstown Bus Terminal. This facility allows for the servicing of twenty- seven (27) routes, primarily towards the northern districts of the country. The operating hours for the staff of the Transport Authority for this facility are form 5 am to 8 pm on a daily basis.

The Speightstown Bus Terminal should be considered as the model for future bus terminals in this country. This encapsulates an environment where the public Transport Board Buses and the Private Public Service Vehicles operate in the same space to the benefit of the traveling commuters.

Constitution River Terminal

Cheapside Terminal

Speightstown Bus Terminal

9.0 Permits For Public Service Vehicles

The maximum number of permits that can be issued for Minibuses, Tour Coaches, Taxis, Maxi Taxis and route Taxis are determined by the Cabinet of Barbados. The latest iteration of this being June 2019 and outlined in Table 1.

Permit Activities

During Financial Year of April 2022 to March 2023, the Authority received two thousand, seven hundred and seventy-five (2,775) permit applications. This represents a 95% increase in permit applications in 2022/2203 from 2021/2022, where one thousand, three hundred and seventy-one (1,371)applications were received.

Demand for Hired Vehicles permits dominated applications with 64% of the persons applying within that category. Important to note is that between 2019 and 2022, where the pandemic heavily impacted the sector causing several hired vehicle rental companies consolidated and, in some instances, closed their business, resulting in the sale of their fleet.

The increased number of applications from the previous year required the Board to adapt. The Board implemented various policy positions and conducted interviews for applications in the categories with limitations to assist in the determination for the issuance of permits.

Given the restrictions on the number of vehicles permitted in some categories, the approval ratio for 2022/2023 was 28.4%, lower than the three previous financial years.

The 2019/2020 financial year marked the last year before the impact of the pandemic was felt in the public transportation sector. Compared to 2019/2020 financial year, there was a noted 11.6% increase in permit applications in 2022/2023.

The Authority views this increased demand for permit applications as an indicator of the sector's recovery from 2019/2020. The change is attributed to economic recovery, especially of the tourism sector, following the contraction resulting from the effects of the pandemic during the previous years.

Table 1: Permit Allowances for each Permit category

Permit Category	Number of Permits Allowed
Hired (H)	No limit
Hired Limousine (HL)	No limit
Minibus (B)	390
Charity Bus (BC)	No limit
Tour Coach (BT)	180
Taxi (Z)	2650
Maxi Taxi (ZM)	1100
Route Taxi (ZR)	610
Transport Board (BM)	No limit

Table 2:Permit Applications Received for 2022/2023

Permit Category		Applications Received	% of Applications Received
Taxi (Z)		494	17.8%
Maxi Taxi (ZM)		268	9.7%
Route Taxi (ZR)		48	1.7%
Hired (H)		1773	63.9%
Tour Coach (BT)		72	2.6%
Minibus (B)		19	0.7%
Charity Bus (BC)		11	0.4%
Hired Limousine (HL)		4	0.1%
Hired Cycle		14	0.5%
TAP	Omnibus	0	0.0%
	Minibus	18	0.6%
	Route Taxi	54	1.9%
TOTAL		2775	100%

Table 3 details the approvals, extensions, activations, renewals and reissuances of permits by permit category for 2023/2024.

Permit Category		Applications Approved	Extensions Approved	Permits Activated	Permits Renewed	Reissuance of Permits
Taxi (Z)		50	11	35	1700	142
Maxi Taxi (ZM)		37	5	23	648	52
Route Taxi (ZR)		0	0	1	538	19
Hired (H)		845	35	398	2530	104
Tour Coach (BT)		16	3	6	109	18
Minibus (B)		3	0	2	262	31
Charity (BC)		9	0	1	45	0
Hired Limousine (HL)		3	0	0	23	1
Hired Cycle		3	0	0	266	0
TAP	Minibus (B)	0	0	2	0	36
	Route (ZR)	0	0	3	0	75
Total		**966**	**54**	**471**	**6121**	**478**

Table 4 details the applications received and approved by the Authority for the last four financial years (2019/2020 to 2022/2023).

Permit Category		2019/2020		2020/2021		2021/2022		2022/2023	
		Received	Approved	Received	Approved	Received	Approved	Received	Approved
Taxi (Z)		334	67	77	13	230	33	494	47
Maxi Taxi (ZM)		318	60	52	13	135	18	268	28
Route Taxi (ZR)		378	84	58	1	168	0	48	1
Hired (H)		1044	596	194	324	697	304	1773	671
Tour Coach (BT)		87	22	9	11	36	32	72	5
Minibus (B)		210	65	24	11	34	5	19	1
Charity (BC)		2	3	0	0	2	1	11	0
Hired Limousine (HL)		6	0	2	1	8	2	4	3
Hired Cycle		18	19	8	0	9	8	14	3
TAP	Minibus			37	37	23	17	18	
	Route			42	32	29	25	354	0
	Taxi								0
		2397	916	503	443	1371	445	2775	759

10.0 Financial Statements

Transport Authority

Financial Statements
Year ended March3 1, 2023
(expressed in Barbados dollars)

CHARTERED ACCOUNTANTS

Transport Authority
Index to Financial Statements
Year ended March 31, 2023

Skeete, Best & Co. Chartered Accountants
Tudor Bridge, St. Michael
Barbados, W.I.
Tel. (246) 537-6626 Fax. (246) 537-5348
Email: winstonbest@skeetebest.com

INDEPENDENT AUDITORS' REPORT

To the Directors of
Transport Authority

Opinion
We have audited the accompanying financial statements of **Transport Authority** ("the Authority"), which comprise the statement of financial position as of March 31, 2023, and the statements of changes in net assets, financial performance, and cash flows for the year then ended, and notes to the financial statements, including material accounting policy information.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Authority as of March 31, 2023, and its financial performance and its cash flows for the year then ended in accordance with the International Public Sector Accounting Standards (IPSAS).

Basis for Opinion
We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the *Auditors' Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of the Authority in accordance with the International Ethics Standards Board for Accountants' *International Code of Ethics for Professional Accountants* (IESBA Code) together the ethical requirements that are relevant to our audit of the financial statements in Barbados, and we have fulfilled our other ethical responsibilities in accordance with these requirements and the IESBA Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements
Management is responsible for the preparation and fair presentation of the financial statements in accordance with IPSAS, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Authority'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 management either intends to liquidate the Authority or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Authority's financial reporting process.

Auditors' Responsibilities for the Audit of the Financial Statements
Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs 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 these financial statements.

A further description of the auditors' responsibilities for the audit of the financial statements is located at the Institute of Chartered Accountants of Barbados' website at: http://www.icab.bb/about-icab/auditing/. This description forms part of our auditors' report.

Independent Auditors' Report...*continued*

To the Directors of
Transport Authority

Other Matter

This report is made solely to the Authority as a body, in accordance with Part 4 of the Transport Authority Act 2007-28. Our audit work has been undertaken so that we might state to the Authority those matters we are required to state to them in an auditors' report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Authority and the Authority's Board of Directors, as a body, for our audit work, for this report, or for the opinion we have formed.

Skeete, Best & Co

Chartered Accountants

Barbados, W.I.
February 20, 2024

Transport Authority
Statement of Financial Position
As of March 31, 2023
(expressed in Barbados dollars)

	2023 $	2022 $
Assets		
Current assets		
Cash	**501,602**	546,368
Other assets	**19,781**	39,869
	521,383	586,237
Non-current assets		
Plant and equipment (Note 3)	**408,922**	358,372
Total assets	**930,305**	944,609
Liabilities		
Current liabilities		
Accounts payable and accruals	**205,248**	68,563
Net assets	**725,057**	876,046
Net assets		
Contributed capital	**617,386**	617,386
Accumulated surplus	**107,671**	258,660
Total net assets	**725,057**	876,046

The accompanying notes form an integral part of these financial statements.

Approved by the Board of Directors on February 20, 2024

Chairman

Director

Transport Authority

Statement of Changes in Net Assets

Year ended March 31, 2023

(expressed in Barbados dollars)

	Contributed Capital $	Accumulated Surplus $	Total $
Balance at March 31, 2021	617,386	282,933	900,319
Deficit for the year	-	(24,273)	(24,273)
Balance at March 31, 2022	617,386	258,660	876,046
Deficit for the year	-	(150,989)	(150,989)
Balance at March 31, 2023	617,386	107,671	725,057

The accompanying notes form an integral part of these financial statements.

Transport Authority

Statement of Financial Performance

Year ended March 31, 2023

(expressed in Barbados dollars)

	2023 $	2022 $
Revenue		
Funds transferred from The Ministry of Transport, Works and Water Resources	**2,930,242**	2,938,188
Other income	**4,700**	-
	2,934,942	2,938,188
Expenses		
Operating expenditure - administration (Note 4)	**526,711**	560,973
Operating expenditure - terminals (Note 4)	**878,107**	858,874
Staff costs (Note 5)	**1,595,855**	1,484,431
Depreciation (Note 3)	**83,452**	56,358
Finance costs - bank charges	**1,806**	1,825
	3,085,931	2,962,461
Deficit for the year	**(150,989)**	(24,273)

The accompanying notes form an integral part of these financial statements.

Transport Authority
Statement of Cash Flows
Year ended March 31, 2023
(expressed in Barbados dollars)

	2023 $	2022 $
Cash flows from operating activities		
Deficit for the year	**(150,989)**	(24,273)
Adjustment for:		
Depreciation	**83,452**	56,358
Operating (deficit) surplus before working capital changes	**(67,537)**	32,085
Decrease (increase) in other assets	**20,088**	(25,849)
Increase (decrease) in accounts payable and accruals	**136,685**	(66,513)
Cash generated from (used in) operating activities	**89,236**	(60,277)
Cash flows used in investing activities		
Purchase of plant and equipment	**(134,002)**	(244,847)
Net decrease in cash	**(44,766)**	(305,124)
Cash - beginning of year	**546,368**	851,492
Cash - end of year	**501,602**	546,368

The accompanying notes form an integral part of these financial statements.

Transport Authority

Statement of Comparison of Budget and Actual Amounts

Year ended March 31, 2023

(expressed in Barbados dollars)

	Unaudited Approved Budget 2023 $	Actual on Comparable Basis 2023 $	Performance Difference 2023 $
Revenue (Note 7)			
Transfers from The Ministry of Transport, Works and Water Resources	2,889,214	2,930,242	41,028
Revenue from advertisements	-	4,700	4,700
	2,889,214	2,934,942	45,728
Personal emoluments (Note 7)			
Personal emoluments - permanent staff	519,694	488,001	31,693
Personal emoluments - temporary staff	725,417	866,477	(141,060)
Allowances	41,026	41,025	1
Employer contributions	156,153	181,806	(25,653)
Health insurance	15,000	18,546	(3,546)
	1,457,290	1,595,855	(138,565)
Recurrent expenditure (Note 7)			
Employee development	10,000	7,147	2,853
Utilities	112,500	140,060	(27,560)
Rental of property	3,240	10,279	(7,039)
Library books and publication	15,000	2,345	12,655
Supplies and materials	92,000	166,772	(74,772)
Maintenance of property	82,300	79,671	2,629
Operating expenses	96,734	38,643	58,091
Terminal security	636,000	776,524	(140,524)
Professional services	184,150	183,377	773
Finance costs	-	1,806	(1,806)
	1,231,924	1,406,624	(174,700)
Capital expenditure (Note 7)			
Plant and equipment	200,000	134,002	65,998
Total expenditure	2,889,214	3,136,481	(247,267)
Performance deficit for the year	-	(201,539)	(201,539)

The accompanying notes form an integral part of these financial statements.

1. Establishment and principal activity

The Transport Authority was established by an Act of Parliament of Barbados on August 16, 2007, and this Act may be cited as the Transport Authority Act 2007. Its principal activity involves inter alia; monitoring and regulating of the operations of the public transportation system and promoting the use of public transport.

From inception the Transport Authority "the Authority" operated under the aegis and administration of the Ministry of Transport and Works "MTW" until March 31, 2010; where-after the Authority was given operating autonomy. These financial statements reflect activities from April 1, 2010. Activities of the Authority prior to this date would have been subsumed in the operations of the MTW.

During the year ended March 31, 2019, MTW was renamed Ministry of Transport, Works and Maintenance "MTWM" and subsequently renamed Ministry of Transport, Works and Water Resources "MTWW" during the year ended March 31, 2021.

2. Significant accounting policies

Basis of preparation

These financial statements have been prepared in accordance with International Public Sector Accounting Standards (IPSAS). The financial statements are presented in Barbados dollars, which is the functional and reporting currency of the Authority.

The financial statements have been prepared under the basis of historical cost unless stated otherwise. The cash flow statement is prepared using the indirect method. The financial statements are prepared on an accrual basis.

Financial year

The financial year for all ministries and departments of the Barbados Government runs from April 1 of one year to March 31 of the next year.

Transfers from other government entities

Revenues from non-exchange transactions with other government entities are measured at fair value and recognized on obtaining control of the asset (cash, goods, services and property) if the transfer is free from conditions and it is probable that the economic benefits or service potential related to the asset will flow to the Authority and can be measured reliably. Transfers from MTWW are as approved in the Government Estimates for the financial year for the operations of the Authority.

2. Significant accounting policies…*continued*

Plant and equipment

All plant and equipment are stated at cost less accumulated depreciation and impairment losses. Cost includes expenditure that is directly attributable to the acquisition of the items. Expenditure of $3,000 or more on any one item or on several items of the same type bought at the same time must be capitalized. All repair and maintenance costs are recognized in the statement of financial performance.

Where an asset is acquired in a non-exchange transaction for nil or nominal consideration the asset is initially measured at its fair value, where fair value can be reliably determined. Certain assets purchased on behalf of the Authority were transferred from the MTWW at net book value on April 1, 2010. These assets were partially depreciated according to their initially estimated useful lives. On transfer, the Authority continued the depreciation of these assets according to their initial estimated useful lives.

Depreciation on assets is charged on a straight-line basis over the useful life of the asset and in accordance with the instructions set out in the Instructions to Ministries and Departments - Accrual Accounting issued in March 2007.

The provision for depreciation of an asset must be made in the financial year of acquisition based on the half year rule which states that *"for tangible assets half a year's depreciation is accrued in the year of acquisition and a similar half year's depreciation in the year of disposal"*.

Depreciation is charged at rates calculated to allocate the cost or valuation of the asset less any estimated residual value over its remaining useful life:

Software	1 year
Leasehold improvements	5 years
Furniture & fixtures	3-12 years
Computers & equipment	3-10 years
Motor vehicle	7 years

The assets' residual values and useful lives are reviewed, and adjusted prospectively, if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount, or recoverable service amount, if the asset's carrying amount is greater than its estimated recoverable amount or recoverable service amount.

2. Significant accounting policies…*continued*

Plant and equipment…*continued*

The Authority derecognizes items of plant and equipment and/or any significant part of an asset upon disposal or when no future economic benefits or service potential is expected from its continuing use. Any gain or loss arising on derecognition of the asset (calculated as the difference between the net disposal proceeds and the carrying amount of the asset) is included in the statement of financial performance when the asset is derecognized.

Impairment of non-financial assets

The Authority assesses at each reporting date whether there is an indication that a non-cash-generating asset may be impaired. If any indication exists, or when annual impairment testing for an asset is required, the Authority estimates the asset's recoverable service amount. An asset's recoverable service amount is the higher of the non-cash-generating asset's fair value less costs to sell and its value in use.

Where the carrying amount of an asset exceeds its recoverable service amount, the asset is considered impaired and is written down to its recoverable service amount. The resultant impairment loss is recognized as an expense in the statement of financial performance.

Impairment of financial assets

The Authority assesses at each reporting date whether there is objective evidence that a financial asset or a group of financial assets is impaired. A financial asset or a group of financial assets is deemed to be impaired if, and only if, there is objective evidence of impairment as a result of one or more events that has occurred after the initial recognition of the asset (an incurred 'loss event') and that loss event has an impact on the estimated future cash flows of the financial asset or the group of financial assets that can be reliably estimated. Evidence of impairment may include the following indicators:

- The debtors or a group of debtors are experiencing significant financial difficulty
- Default or delinquency in interest or principal payments
- The probability that debtors will enter bankruptcy or other financial reorganization
- Observable data indicates a measurable decrease in estimated future cash flows (e.g. changes in arrears or economic conditions that correlate with defaults)

2. Significant accounting policies…*continued*

Financial liabilities

The Authority's financial liabilities include trade and other payables. A financial liability is derecognized when the obligation under the liability is discharged or cancelled or expired.

Cash

Cash comprises cash on hand and cash at bank.

Significant judgments and sources of estimation uncertainty

The preparation of the Authority's financial statements in conformity with IPSAS requires management to make judgments, estimates and assumptions that affect the reported amounts of revenues, expenses, assets and liabilities at the end of the reporting period. However, uncertainty about these assumptions and estimates could result in outcomes that require a material adjustment to the carrying amount of the asset or liability affected in future periods.

Taxation

The Authority is not subject to income tax.

Contributed capital

On April 1, 2010, MTWW transferred the plant and equipment being used by the Authority to the Authority under the transition arrangement.

The Government of Barbados under the Barbados Economic Recovery and Transformation (BERT) programme settled outstanding debts at September 30, 2018, of Government departments, Statutory Corporations and Government owned Institutions. Accordingly, in May 2019, it settled the debt of an Authority's creditor of $549,864.

(expressed in Barbados dollars)

3. Plant and equipment

	Leasehold improvements under construction	Leasehold improvements	Computers and equipment	Software	Furniture and fixtures	Motor vehicle	Total
	$	$	$	$	$	$	$
Cost							
March 31, 2022	145,150	108,925	270,449	62,288	127,161	43,195	757,168
Additions	-	102,786	31,216	-	-	-	134,002
Transferred	(145,150)	145,150	-	-	-	-	-
March 31, 2023	**-**	**356,861**	**301,665**	**62,288**	**127,161**	**43,195**	**891,170**
Accumulated depreciation							
March 31, 2022	-	21,677	210,798	62,288	60,838	43,195	398,796
Charge for the year	-	46,579	22,242	-	14,631	-	83,452
March 31, 2023	**-**	**68,256**	**233,040**	**62,288**	**75,469**	**43,195**	**482,248**
Net book value							
March 31, 2022	145,150	87,248	59,651	-	66,323	-	358,372
March 31, 2023	**-**	**288,605**	**68,625**	**-**	**51,692**	**-**	**408,922**

(expressed in Barbados dollars)

4. Operating expenses

	2023 $	2022 $
Operating expenditure - administration		
Audit fees	**15,275**	16,333
Board fees	**30,860**	35,040
Conference and meetings	**-**	4,860
COVID-19 expenses	**94,644**	116,983
Entertainment	**1,411**	1,649
Legal fees	**8,794**	6,666
Library and publication	**2,345**	18,657
Office supplies and expenses	**28,570**	35,449
Professional fees	**159,308**	113,502
Rent	**10,279**	16,812
Repairs and maintenance	**21,646**	40,594
Training	**7,147**	-
Uniforms	**6,372**	17,526
Utilities	**140,060**	136,902
	526,711	560,973
Operating expenditure - terminals		
Insurance	**17,163**	16,171
Repairs and maintenance - Cheapside Terminal	**3,667**	8,691
Repairs and maintenance - Constitution River Terminal	**34,736**	53,970
Repairs and maintenance - Princess Alice Terminal	**-**	6,555
Repairs and maintenance - Speightstown Terminal	**2,459**	1,647
Security services	**776,524**	734,889
Supplies	**43,558**	36,951
	878,107	858,874

(expressed in Barbados dollars)

5. Staff costs

	2023 $	2022 $
Salaries	1,435,239	1,333,186
National insurance	160,616	151,245
	1,595,855	1,484,431
Number of permanent employees at year end	8	8
Number of temporary employees at year end	26	28
Total number of employees at year end	34	36

6. Contributed capital

	2023 $	2022 $
Contributed by MTWW:		
Equipment	20,589	20,589
Furniture	3,738	3,738
Motor vehicle	43,195	43,195
	67,522	67,522
Contributed capital under BERT programme	549,864	549,864
	617,386	617,386

On April 1, 2010, MTWW transferred the assets listed above to the Authority.

In May 2019, the Ministry of Finance and Economic Affairs and Investment ("MOFEI") settled the outstanding debt of an Authority's creditor of $549,864 under the BERT programme.

7. Notes to the statement of comparison of budget and actual amounts

IPSAS 24 requires a comparison of budget amounts and actual amounts arising from the execution of the budget to be included in the financial statements of entities that are required to make publicly available their approved budget, and for which they are, therefore, held publicly accountable. The Authority prepares its budget on an accrual basis and for the same year (April 1 to March 31) as the financial statements. As such, the budget and the financial statements are already on the same basis and further adjustments are not required to align the financial statements to the budget.

Explanation of material differences between the budget and actual amounts.

The performance deficit of $201,539 is primarily attributable to:

a) Revenue $45,728 – The Authority received additional funds to cover the one-off payment of $1,500 for all persons working in the Public Service and State-Owned Enterprises during the period April 1, 2022 – March 31, 2023.

b) Personal emoluments ($138,565) – The Authority's budget did not reflect the full complement of temporary staff needed to adequately run its operations.

c) Supplies and materials ($74,772) – The cost of cleaning supplies and sanitizing public service vehicles because of the ongoing COVID-19 pandemic exceeded the budget.

d) Operating expenses $58,091 – Board expenses were below the budget because some meetings were held via zoom and the Authority did not utilize the advertising and public relations budget.

e) Terminal security ($140,524) – The Authority's budget did not cover all the security expenses for the three terminals.

f) Plant and equipment $65,998 – The cost of renovations undertaken at Speightstown and Constitution River Terminals was below the budget.

8. Contingencies

The Authority is involved in various legal matters (litigation, claims, including pending or threatened litigation and unasserted claims) arising in the normal course of business. Since presently it is not possible to determine the outcome of these matters, no provision has been made in the financial statements for their ultimate resolution.

9. Subsequent events

During 2024, the Authority is expected to be amalgamated with a commercial statutory corporation to form a new entity, Barbados Mass Transit Authority (BMTA). The operations of the Authority will be transferred to BMTA.

10. Comparatives figures

Certain of the 2022 comparative figures have been restated to conform with the current year's presentation.

Notes

ANNUAL REPORT

1st APRIL 2022
to 31st MARCH, 2023

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