



Budget 2016 Summary

Key Points

- No increases in fees charged, reduction in selected non-competitive fees through removal of up-front set fees.
- Consolidate 'Basic' and 'Regional Interclub' into 'Interclub' to simplify the permit application process for clubs. With fees being the same for all permits these two are essentially the same permit. Removes confusion
- An allowance of \$4000 to pursue inclusion program
- An allowance of \$2500 for Women's Sport initiatives.

The board in conjunction with the Executive Director of Motorcycling Western Australia is pleased to present the 2016 Budget.

With tight budgeting and control over spending, MWA has met this year's budget expectations despite the difficulty in the general economy. In 2015, participations figures particularly for Motocross, our largest segment declined by

The board and management continue to work to a formula of planning to remain profitable, even if DSR funding was no longer forthcoming.

One key change designed to minimise complexity is to amalgamate the 'Basic' and 'Regional' Interclub permits into one permit called simply 'Interclub'. With the move to a common fee for all permits some years ago, the Basic and Regional interclub permits are essentially almost exactly the same, save that Basic Interclub permits were restricted to 3 clubs. The new combined Interclub permit will remove that restriction and be targeted at grassroots multi-club events at a regional level and lower. The 'Special' interclub will remain for the higher level events. Special Interclub's will continue to require L3 officials, and Interclub's will require L2 officials as before.

The MWA Board are predicting that for 2016 the economic circumstances are likely to be difficult for clubs and members and is not increasing any fees to encourage members to remain at clubs and participate. Fees for some non-competitive activities have been made cheaper by removing the up front set fee, which also simplifies the permit application process.



ADDRESS Brian Adams House, 46 Seventh Ave, Maylands MAILING ADDRESS 25/168 Guildford Road, Maylands WA 6051

PHONE (08) 9371 5333 FAX (08) 9371 5311 WEBSITE www.motorcyclingwa.org.au EMAIL mail@motorcyclingwa.org.au

Affiliated to Motorcycling Australia

Women's sport is to more aggressively pursued with a small budget to implement participation initiatives.

MOTORCYCLING AUSTRALIA

Licence Fees

Motorcycling Australia has not finalised their budget for 2016 and therefore licence increases are unknown at this stage. It is not expected these will increase.

Insurance

As in previous years Motorcycling Western Australia continues to contribute to MAIL, the 2nd and 3rd layers of insurance, Personal Accident insurance and Officers and Directors insurance. These payments are made through capitation of licences, a one off payment, and instalments. It is expected that in 2016 Motorcycling Western Australia will have a small increase in insurance charges to Motorcycling Australia due to our overall increase in licence numbers compared to other states.

MOTORCYCLING WESTERN AUSTRALIA

MWA State Owned Facility Levy

- It is the intention of the board and Motorcycling WA that, in the future, Motorcycling WA will have its own motorcycling facility. In order to meet the MWA commitment to becoming less reliant on government funding, provide for an MWA owned venue and still meet all other costs, a levy of \$3 was introduced in 2013. This levy will remain at \$3 per rider per event. Income generated by the MWA State Owned Facility Levy will be quarantined into the interest bearing account set aside for this purpose and which now contains the proceeds of the sale of Brewer Street. An allowance of \$5000 to investigate funding a state motorcycle park from this fund has been made.

Permit Fees

No changes to fees will result for 2015, other than the removal of the up front fees for monthly and daily practice permits, and ride/track days.

Track Licences

No change in fees.

Officials/Coaching

It is planned to continue providing an increasing number of seminars in metro and country, at no cost to officials for L2. Operational L1 and Practice Supervisor courses remain at \$20.

Officials and Administrative Payments

No change for 2016.

The Board Chairman will continue to be paid an honorarium to cover out of pocket expenses, lost wages and the use of personal leave while on MWA business with board approval.

Transponder System

No increase for 2015.

The cost of running and maintaining the system is significant. There are considerable expense items which include maintenance and unit replacement, operational costs, insurance and depreciation on the original purchase.

Maylands Office

A small budget of \$4,000 has been set aside for minor accommodating upgrades.

Awards Fees

These were introduced in 2013 to ensure the issue of complimentary invitations to awards winners can continue. This fee does not cover the cost of the *Night of Champions* with the balance coming from ticket sales and Association funds. For 2016 this fee will remain at \$100 per championship place.

Receipt of Payments

Previously there have been some issues in having event reports returned to the Office and payments for invoices being received. This has improved and in 2016 the trend should continue. There are some clubs however that consistently need to be reminded. The system will continue whereby clubs will not be issued permits unless outstanding accounts and reports are submitted and payments received.

A late fee of \$100 will remain to encourage submission of permit and other applications on time (2 weeks for Club and 6 weeks for Open).

Late payments of invoices will continue to result in a 10% late penalty from the due date.

Website and Data Services

MWA is working with MA and other states to implement a new and powerful club, event, and online management systems - Ridernet, which will result in increased efficiencies for MWA, clubs and riders. An allowance has been made in the budget to accommodate development. Online licensing has been implemented.

Other Strategic Plan Items

Given the increased focus on Off Road Vehicles within Government there are some opportunities opening up which need to be progressed. MWA has to position itself to take advantage of these when they arise, which includes focusing on income sources such as Government grants and private partnerships. While it is likely there will be some funding made available, no provision is made for any costs or income in this area.

Inclusion, Motosafe, Minikhana, GoMoto and other projects

MWA were successful in attracting significant funding, with the emphasis that the funding is being provided to ensure progress is being made on these key projects. These projects form the basis of the KPI set for us by DSR as a condition of funding.

Training, Risk and Compliance

All sporting groups now require full compliance with WWC legislation. With increased resources, MWA will be working more closely with clubs to implement as well as reviewing internal controls. This project is a high priority as it is not been taken seriously by many clubs. We thank those clubs that have taken the effort to comply.

Work has commenced rolling out the risk management framework to clubs. Risk management and compliance is becoming an increasingly important issue with Worksafe legislation now invading sport.

Conclusion

The proposed budget allows for continued but lessening fallout from the economic conditions while still allowing for consolidation of our good financial position of the last few years.

Your management team will continue to contain costs to ensure the viability of the association is maintained at a sustainable level.