

ANNUAL REPORT

2015–2016

Gold Coast Waterways Authority



Queensland
Government

Letter of compliance

26 September 2016

The Honourable Mark Bailey MP
Minister for Main Roads, Road Safety and Ports
GPO Box 2644
BRISBANE Qld 4001

Dear Minister Bailey

I am pleased to submit for presentation to the Parliament the Annual Report 2015-2016 and financial statements for Gold Coast Waterways Authority.

I certify that this Annual Report complies with:

- the prescribed requirements of the *Financial Accountability Act 2009* and the Financial and Performance Management Standard 2009, and
- the detailed requirements set out in the Annual report requirements for Queensland Government agencies.

A checklist outlining the annual reporting requirements can be found in **Appendix C** of this annual report.

Yours sincerely



Mara Bún
Chair
Gold Coast Waterways Authority



Hal Morris
Chief Executive Officer
Gold Coast Waterways Authority

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Public Availability Statement: Copies of this report are also available in paper form and can be obtained by contacting Nicole Munro, Executive Support Officer, Gold Coast Waterways Authority

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Web: www.gcwa.qld.gov.au www.gcwa.qld.gov.au/annualreport

Additional information to accompany this annual report can be accessed at www.gcwa.qld.gov.au/annualreport

Table of Contents

ABOUT THE GCWA	5
The Chief Executive Officer's Report	5
Role and Main Functions	5
Operating Environment	6
Major achievements	6
The Year Ahead	6
GOVERNANCE – MANAGEMENT AND STRUCTURE	7
Organisational Structure	7
Executive Management	8
Boards and Committees	10
Board Remuneration	11
Sub committees	12
Audit and Risk Committee	12
Scientific Advisory Committee	12
Waterways Projects Committee	12
NON-FINANCIAL PERFORMANCE	13
Objectives and performance indicators	13
Service areas, service standards and other measures	14
Improving navigational access	14
Management of Gold Coast waterways	15
GCWA as the 'go to' organisation for waterways issues on the Gold Coast	16
Driven by local priorities	16
GOVERNANCE – RISK MANAGEMENT AND ACCOUNTABILITY	17
Risk Management	17
External Scrutiny	17
Audit and Risk Committee	17
Internal Audit	17
Information Systems and Recordkeeping	17
Public Sector Ethics Act 1994	18

Fraud and Corruption Control Policy	18
FINANCIAL SUMMARY	19
APPENDIX A - FINANCIAL STATEMENTS	20
APPENDIX B – GCWA STRATEGIC PLAN	21
APPENDIX C – COMPLIANCE CHECKLIST	22

About the GCWA

The Chief Executive Officer's Report

The Gold Coast is renowned for its laidback lifestyle, stretches of white sandy beaches, kilometres of waterways and amazing climate. It is these elements that form the heart of the region's recreation and tourism industries. As a significant contributor to the local economy, the waterways must be managed and maintained so that they continue to enrich the lives of residents and attract new ones.

The Gold Coast Waterways Authority (GCWA) has the responsibility to strategically plan for, facilitate and manage the development and use of the waterways so they remain clean, safe and accessible now and into the future. The GCWA manages the waterways south of the Logan River to the New South Wales border.

While delivering valued projects, GCWA has continued to work towards positioning the Gold Coast waterways as a valuable cultural and environmental asset that can enhance liveability, sustainable development and prosperity.

Role and Main Functions

The Gold Coast Waterways Authority was created through assent to the *Gold Coast Waterways Authority Act 2012* (the Act) on 1 December 2012. The main purpose of the Act is to deliver the best possible management of the Gold Coast waterways at reasonable cost to the community and government, while keeping regulation to a minimum. Other purposes of the Act are to do the following:

- Plan for and facilitate the development of the Gold Coast waterways over the long term in a way that is sustainable and considers the impact of development on the environment;
- Improve and maintain navigational access to the Gold Coast waterways;
- Develop and improve public marine facilities relating to the Gold Coast waterways;
- Promote and manage the sustainable use of the Gold Coast waterways for marine industries, tourism and recreation

GCWA's interests relate to the waterways within the Gold Coast Local Government area, essentially those inland from the coast and lying between Currumbin Creek and Jumpinpin. Assets include the Gold Coast Seaway and Sand Bypass System, including interests in the associated Crown reserves of Doug Jennings Park, Wave Break Island and the southern tip of South Stradbroke Island – and a recognised network of 33 channels with a combined length of approximately 160 km.

GCWA may publish "Waterways Notices" to foster effective and efficient management of and access to waterways. These can be used to control vessel and operator activities, including marine tourism such as jet boat rides. These notices can also be used to manage anchoring, mooring, marinas, congestion and to maintain navigational access. The notices carry enforceable penalties.

GCWA is required to prepare and publish a 10 year Waterways Management Strategy (the Strategy). The 2013-23 Strategy was released on 5 March 2014 after extensive community consultation.

GCWA is also required to annually provide a 1+3 year Waterways Management Program (the Program) that specifies investments and projects to implement the Strategy. The Program for 2015-19 was approved by the Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply, the Honourable Mark Bailey MP on 23 October 2015.

GCWA's head office and principal place of business is at 40-44 Seaworld Drive, Main Beach, Queensland.

Operating Environment

The Gold Coast Waterways Authority Board share a vision for how GCWA can enhance, promote and sustain Gold Coast waterways for the benefit of current and future residents and visitors. During the year, GCWA considered potential solutions to issues faced such as congestion, competing interests and population growth and how it can better understand how the waterways are used and enjoyed. The Board also considered disaster management, resilience, adaptation infrastructure and how GCWA frames natural disaster risk management such as climate change and storm surge. A description of the nature of GCWA's operations and its principal activities is included in the notes to the financial statements.

Major achievements

The most significant projects completed in the 2015-16 year include:

- Southport Broadwater Parklands Stage 3 – 4 lane boat ramp, floating walkways and pontoon (joint GCWA and City of Gold Coast Project) (Cost \$2.2 million)
- Doug Jennings Park Public Toilets and Sewerage Rising Main, The Spit (Cost \$1.2 million)
- Tipplers Passage Pontoon Extensions (Cost \$0.85 million)
- Currumbin Creek Infrastructure (2 x pontoons and boat ramp) (Cost \$0.5 million)
- Replacement Navigational Aids Maintenance Vessel (Cost \$1.0 Million)

Operational performance activities in the 2015-16 year include:

- Approximately 550,000m³ of sand moved through the Sand Bypass System, maintaining safe navigational access to the Gold Coast Seaway, Broadwater and waterways beyond.
- Development of a new buoy mooring strategy, to maximise density in mooring areas.
- Establishment of new aids to navigation for the Labrador Channel and completion of the major beacon structure service for the Broadwater's North and South Channels.
- Upgrades for marine signage in areas of the Coomera River and the Broadwater.
- Implementation of a new permit system for events in Doug Jennings Park.
- Improvements in processes for dealing with watercraft and other property found in Gold Coast waters.
- Improvements in processes for managing contraventions of anchoring restrictions.
- Independent Review of the Labrador Channel extension Project.

Significant achievements in the 2015-16 year include:

- Working towards a better understanding of community expectations, attitudes and behaviours towards Gold Coast waterways with the revision of the Scientific Research and Management Strategy.
- GCWA released its first report under its Scientific Research and Management Program: *'Gold Coast seagrass sensitivities and resilience'*.
- Beginning the process to adopt the *'Trust Land Protection and Use Model By-law 2009'* for Doug Jennings Park to help improve management of undesirable activities in the area such as camping, littering, lighting fires and off-road driving in sensitive dunes and foreshores.

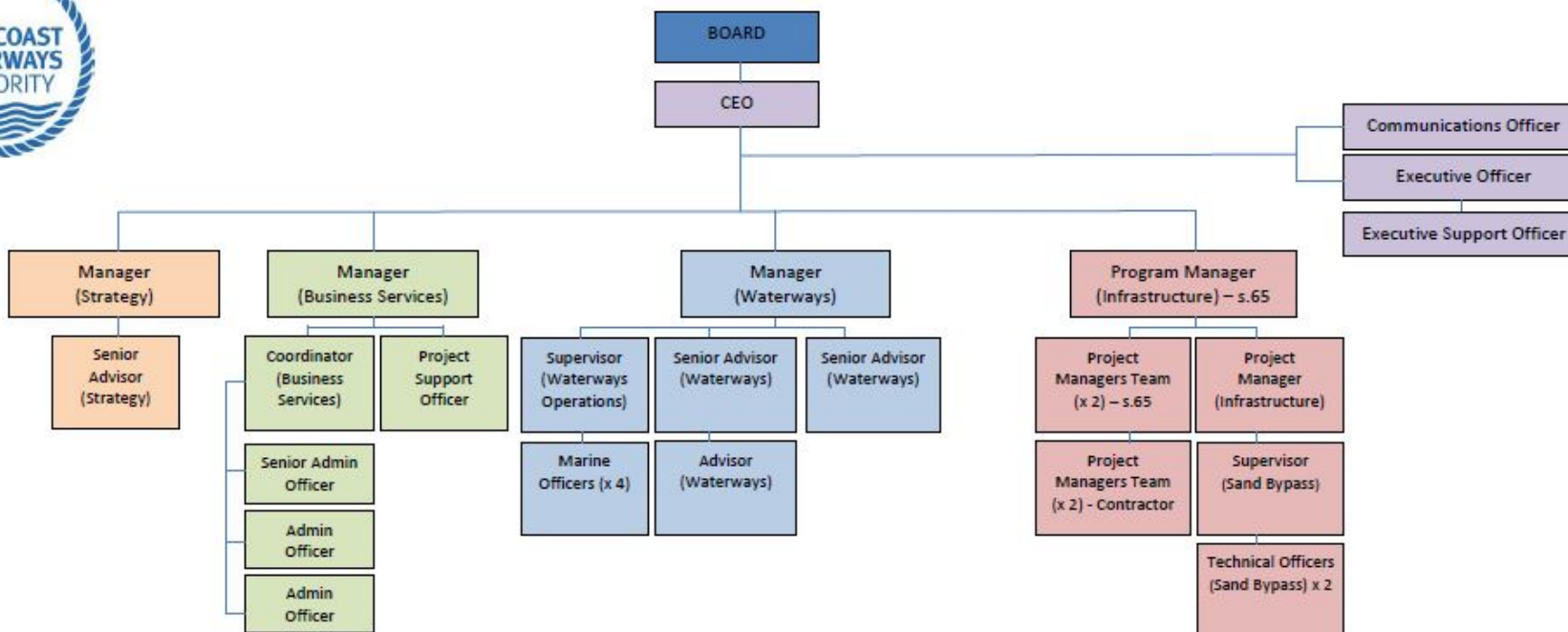
The Year Ahead

Significant projects to be completed or commenced in 2016-17 include:

- Doug Jennings Park Ongoing Rehabilitation Project / Spit Finger Refurbishment (Cost \$0.85 million)
- Surfers Paradise Riverside Stepped Edge Treatment (Cost \$1.5 million)
- Tipplers Passage dredging including Main Channel South and Coomera River North Dredging (Cost \$2.75 million)
- South Channel and South Wave break Island Channel Dredging (Cost \$0.8 million)
- Jacobs Well (Main Channel North) Dredging (Cost \$0.8 million)
- Cabbage Tree Point Dredging (Cost \$0.46 million)
- Coomera Dredged Sediment Management Facility (Cost \$3 million TBC) and Coomera River Dredging (Cost TBC)

Governance – Management and Structure

Organisational Structure



Executive Management

Hal Morris – Chief Executive Officer

Hal was appointed CEO of the Gold Coast Waterways Authority in June 2013.

He has worked as a non-Executive Director, advisor and senior executive in the public and private sectors for over 30 years in a career that has had a particular focus on strategy and management of transport, logistics and tourism organisations.

During his career Hal has held senior industry and Government roles including:

- CEO of the Chartered Institute of Logistics and Transport in Australia
- Chair of Binna Burra Ltd, an iconic Queensland eco-tourism company
- Inaugural CEO of the Australian Logistics Council
- Manager Strategy and Government Affairs for QR
- Program Director of the National Transport Secretariat
- Executive Director in the Queensland Premier's Department
- Regional Director of South East Queensland in the Queensland Transport Department

Earlier in his career Hal served in the Australian Regular Army as an Officer and helicopter pilot in Army Aviation.

Hal is a graduate of the Royal Military College, Duntroon. He holds an honours degree from the University of New South Wales and has post graduate qualification in Business from the University of New England. He attended The Southport School and is Fellow of the Chartered Institute of Logistics and Transport.

Greg Austin – Program Manager (Infrastructure)

Greg is a certified Program and Project Management Professional and experienced team leader with over 20 years of construction industry experience in public and private sectors, delivering complex programs, projects and consulting services across a variety of organisations. Greg's professional experience has seen him deliver some of Queensland's largest projects for both State and Local Government.

His experience is underpinned by well recognised post graduate qualifications, certifications and accreditations in Program Management, Project Management, Engineering and Business Management. Greg is both a Licensed Project Management Professional (PMP) with the Project Management Institute (PMI) and a Certified Practising Project Director (CPPD) with the Australian Institute of Project Management (AIPM), and is also a Managing Successful Programmes (MSP) and Projects in Controlled Environments (PRINCE 2) registered practitioner.

Greg has a detailed and broad engineering design and construction management background, with extensive experience in the building and construction industry encompassing a wide range of programs and projects, combined with a thorough knowledge of various procurement methods and construction contracts. Greg offers executive level project direction and management pertaining to the delivery of all aspects of major capital works projects and has extensive experience in delivering residential, commercial, retail, housing, education, health, entertainment, defence and infrastructure projects, fulfilling multiple roles from project superintendent, site and construction management roles to design and client side project direction and program management.

At GCWA Greg has primary responsibility for the delivery of the Waterways Management Program including all Capital Works Projects.

Peter Kleinig – Manager (Waterways)

Peter Kleinig commenced with GCWA in January 2016. He brings to the Authority more than 28 years' maritime, waterways and regulatory experience, having enjoyed a diverse career that includes work as an area manager with Maritime Safety Queensland, a senior boarding officer on patrol boats, and an investigator with the Queensland Police Service.

Peter provides GCWA with a wealth of compliance and operational acumen. He is well regarded for his forthright and practical approach, and his ability to resolve complex or sensitive issues in the sphere of waterways management. Peter's expertise came to the fore when he successfully led and managed the recovery of hundreds of boats and pontoons swept away during the 2011 Brisbane floods.

Peter has been awarded tertiary qualifications in fields of applied science, government, business and management.

As the Manager (Waterways), Peter's responsibilities focus on the Sustain outcome of GCWA's Management Strategy, including the management of watercraft, particularly those that might become abandoned; access and use of waterways; aids to navigation; management of GCWA land reserves; and first-strike pollution response.

Brian McRae – Manager (Strategy)

Brian McRae is an environmental professional with over 25 years' experience in the public, private and non-profit sectors. He has been a Queensland Government employee for over 10 years, responsible for managing a number of south east Queensland planning and infrastructure issues, including the Gold Coast Seaway and Sand Bypass system.

His career has largely been focused on water-related issues, including as Technical Director for the Australian Water Association, Team Leader Catchment Management for Warringah Shire Council in Sydney's Northern Beaches, Stormwater Environmentalist for the City of Los Angeles and a Biologist Diver for the Metropolitan Water District of Southern California. Brian holds Bachelors and Masters qualifications in environmental sciences and is a graduate of the Public Sector Management Program.

As the GCWA Manager (Strategy), Brian has primary carriage of the 'Enhance' agenda identified in GCWA's Waterways Management Strategy.

Cynthia Turner – Manager (Business Services)

Cynthia joined the Queensland Public Service, with the Department of Harbours and Marine, in 1982. Throughout her 30+ year public sector career, Cynthia has remained within the maritime environment and has worked primarily in corporate services roles, gaining a broad understanding and knowledge of government administration.

During 2010-11, Cynthia took on the Project Manager role of the Gold Coast Boating Safety Initiative, which focussed on gaining a deeper understanding of boating activities and vessel user behaviours on Gold Coast waterways. Leading this Initiative enabled Cynthia to expand on her knowledge and understanding of water-related boating issues.

In the role of Manager (Business Services), Cynthia is responsible for strategically managing the development, implementation, monitoring and review of business service support and delivery functions, including financial, human resource and information management, business planning, administration and corporate governance.

Boards and Committees

The Gold Coast Waterways Authority is a statutory authority led by Chair Mara Bún and Chief Executive Officer Hal Morris and governed by a decision-making Board of seven members. The Board is accountable to the Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply, the Honourable Mark Bailey MP.

The appointments for the initial GCWA Board expired on 30 November 2015. Three new members were appointed and three existing members were reappointed, with all appointments due to be re-evaluated before 30 November 2017. Former member Bill Turner resigned from the Board on 30 September 2015.

The Board includes the Mayor of the Gold Coast, Mayor Tom Tate (or a delegate) and six members with expertise in one or more areas specified in the *Gold Coast Waterways Authority Act*, all bring an injection of new ideas, and diverse priorities and perspectives. Members of the Board are all Gold Coast residents and leaders of the local community with strong breadth and depth of knowledge on waterways issues.

The Chief Executive Officer and Executive Support Officer (minute taker) attend Board meetings. Members of the Executive Management team and GCWA officers also attend meetings as required to present papers on specific topics. Minutes reflect this attendance.

During the period 1 July 2015 until 30 June 2016, 9 Board meetings were held. The names, positions and information regarding Board remuneration is outlined in the table below.

Board Remuneration

Name of Government body Gold Coast Waterway Authority (GCWA)									
Act or instrument <i>Gold Coast Waterway Authority Act 2012</i>									
Functions To deliver the best possible management of the Gold Coast waterways at reasonable cost to the community and government, while keeping regulation to a minimum.									
Achievements <ul style="list-style-type: none"> • Delivery of GCWA's \$35.3 mil infrastructure program that has improved access to waterways. • Effective management and maintenance of the waterways including the efficient operation of the Gold Coast sand by-pass system and aids to navigation network. 									
Financial reporting Transactions of the entity are audited by a delegate of the Auditor-General of Queensland Audit Office and transactions of the entity are accounted for in the financial statements.									
Remuneration									
Position	Name	Meetings /sessions attendance ¹	Approved annual, sessional or daily fee		Approved sub-committee fees if applicable		Actual fees received	Payroll Report Timing Adjustment ²	Actual Meeting Date-Aligned Payment Amounts
Former Chair	Gary Baildon	27	More than 4 hours: \$582 4 hours or less a day: \$291	More than 4 hours: \$485 4 hours or less a day: \$243			\$12,683	\$4,909	\$7,774
Chair	Mara Bún	37	More than 4 hours: \$650 4 hours or less a day: \$325	More than 4 hours: \$500 4 hours or less a day: \$250			\$10,750	-	-
Member	Mayor of the City of Gold Coast (or delegate) ³	12	-	-			-	-	-
Member	Michael Bartlett	13	More than 4 hours: \$500 4 hours or less a day: \$250	More than 4 hours: \$650 ⁴ 4 hours or less a day: \$325			\$5,609	\$916	\$4,693
Member	Richard Holliday	8	More than 4 hours: \$500 4 hours or less a day: \$250	More than 4 hours: \$500 4 hours or less a day: \$250			\$2,750	N/A	N/A
Former Member	Ray James	5	More than 4 hours: \$477 4 hours or less a day: \$239	More than 4 hours: \$397 4 hours or less a day: \$199			\$1,672	\$239	\$1,433
Member	Leslie Shirreffs	12	More than 4 hours: \$500 4 hours or less a day: \$250	More than 4 hours: \$650 ⁵ 4 hours or less a day: \$325			\$4,775	-	-
Member	Professor Rodger Tomlinson	13	More than 4 hours: \$500 4 hours or less a day: \$250	More than 4 hours: \$500 4 hours or less a day: \$250			\$5,048	\$916	\$4,132
Former Member	William Turner	4	More than 4 hours: \$477 4 hours or less a day: \$239	More than 4 hours: \$397 4 hours or less a day: \$199			\$1,593	\$677	\$916
Member	Martin Winter	8	More than 4 hours: \$500 4 hours or less a day: \$250	More than 4 hours: \$500 4 hours or less a day: \$250			\$3,183	\$239	\$2,944
No. scheduled meetings/sessions	75 (comprised of Board meetings, Committee meetings, Special Assignments and Additional Work Time between former and current Board members)								
Total out of pocket expenses	N/A								

- The GCWA Board were appointed by Gazette No. 109 dated 12/12/12 and Gazette No. 63 dated 27/11/15. Board Remuneration is governed by the Department of the Premier and Cabinet publication 'Remuneration Procedures for Part-Time Chairs and Members of Queensland Government Bodies'. The Board falls under 'Regulation, Administration & Advice – Level 1'.
- Information about Board appointments is detailed under section 44 of the *Gold Coast Waterways Authority Act 2012*.
- The above table is to be read in conjunction with Financial Statement Note No. 21.
- Payment periods: 01/07/15 to 30/09/15 - W Turner; 01/07/15 to 30/11/15 - G Baildon & R James; 01/07/15 to 30/06/16 – M Bartlett, R Tomlinson & M Winter; 01/12/15 to 30/06/16 - M Bún, R Holliday & L Shirreffs.
- Page 12 of the GCWA Annual Report 2015-16 outlines membership of GCWA sub committees.

¹ May be comprised of Board meetings, Committee meetings, Special Assignments and Additional Work Time.

² Variance is due to payroll report timing adjustments.

³ Darren Scott, Director of Economic Development and Major Projects for the City of Gold Coast is the delegate of the Mayor of the City of Gold Coast and attends the majority of the Board meetings in this capacity.

⁴ Chair of Waterways Projects Committee.

⁵ Chair of Scientific Advisory Committee.

Sub committees

Audit and Risk Committee – Meets Quarterly

Name	Position
Maurie Burke	Chair
Mara Bún	Member
Darren Scott, City of Gold Coast	Member
Hal Morris	Chief Executive Officer
Cyndy Turner	GCWA liaison

Scientific Advisory Committee – Meets Quarterly

Name	Position
Leslie Shirreffs	Chair
Rod Connolly	Member
Dean Patterson	Member
Rodger Tomlinson	Member
Hal Morris	Chief Executive Officer
Brian McRae / Jessica Bourner	GCWA liaison

Waterways Projects Committee – Meets Quarterly

Name	Position
Michael Bartlett	Chair
Richard Holliday	Member
Rodger Tomlinson	Member
Greg Austin	GCWA liaison
Hal Morris	Chief Executive Officer

Non-Financial Performance

Government's objectives for the community

The Gold Coast Waterways Authority contributes to the Queensland Government's objectives for the community:

- Creating jobs and a diverse economy
- Delivering quality frontline services
- Protecting the environment
- Building safe, caring and connected communities

GCWA contributes to the Government's overall objectives in general, and specifically to the objective of 'creating jobs and a diverse economy' by recognising that the waterways of the Gold Coast are a major generator of jobs and a driver of economic development. In this regard, GCWA continues to work collaboratively with industry, the community and other government agencies to deliver new marine infrastructure to support individuals and businesses using the waterways.

GCWA's priorities are detailed in the 10 year Gold Coast Waterways Management Strategy (the 'Strategy').

Specifically, GCWA's role is to improve management of and access to Gold Coast Waterways. This includes responsibility for the building of better marine infrastructure for recreational and commercial fishers, boaters and tourists. The Gold Coast Waterways Management Program, a rolling 1+3 year investment plan, includes:

- The policies and financial measures for implementing the Strategy
- The performance targets to be achieved
- Details of the projects to improve and maintain navigational access to Gold Coast waterways and to develop and improve public marine facilities

Objectives and performance indicators

The Strategy was developed in consultation with City of Gold Coast and the Gold Coast community and has regard to the requirements of state and federal legislation and agencies.

The Strategy provides a clear direction for the best possible management of Gold Coast waterways over 10 years to facilitate their long term sustainable development. The Strategy is intended to provide certainty for industry and include a statement of specific achievable objectives, proposed navigational access and boating infrastructure projects, and general investment and prioritisation criteria. The overarching objectives of the Strategy are to Sustain, Enhance and Promote the waterways.

In addition to the objectives set out in the Strategy, the Program includes performance targets, for the fiscal year and following three years. In accordance with the Act GCWA is also required to provide quarterly and annual reports to the Minister.

Service areas, service standards and other measures

In accordance with Section 9 of the *Financial and Performance Management Standard 2009*, GCWA is required to develop a 4 year Strategic Plan. This was endorsed by the Board in December 2014. GCWA's Strategic Plan is included at **Appendix B** and sets out GCWA's agency vision, relationship with and contribution to government's objectives for the community, agency objectives, performance indicators, strategies and strategic risks.

The Gold Coast Waterways Management Program 2014-18 discusses the issues and investment criteria relevant to GCWA. The Gold Coast Waterways Management Strategy covers a longer time span than the Program (10 years versus 4 years) and takes a broader view by focusing on the overall management of the waterways. Parts of the Strategy will be addressed by future programs and parts are primarily the responsibility of other entities. The Program investments are more focused towards those areas where GCWA has sole or lead responsibility. The Program is largely, but not exclusively, focused on projects that are achievable in the short term.

In developing the Program, GCWA prioritised investments to improve navigational access, including dredging and marine facilities – for a sustainably managed waterways network that balances community demands. Issues and investment opportunities are presented, as well as relevant performance measures.

The Gold Coast Waterways Authority measures provision of service areas and standards against the following key objectives;

- Improving navigational access
- Management of Gold Coast waterways
- GCWA as the 'go to' organisation for waterways issues on the Gold Coast
- Driven by local priorities

Gold Coast Waterways Authority has also implemented and published service standards detailing our commitments and parameters.

Improving navigational access

Gold Coast Waterways Authority supported access to and management of the waterways with the completion of seven significant dredging projects at Labrador Channel – Stage 1, North Channel, South Channel, South Wavebreak Island Channel, Canaipia Passage, Biggera Creek and Tipplers Passage. Key infrastructure projects were also delivered including the Southport Broadwater Parklands Stage 3 – 4 lane boat ramp, floating walkways and pontoon.

Major progress has been made in clearing a 17 year delay in dredging of the Coomera River above Sanctuary Cove with land necessary for construction of a Regional Dredged Sediment Management Facility secured on a long term lease. The design and development process has been completed and the public consultation phase of the Community Infrastructure Designation Approval process is currently underway. The Coomera River is a vital waterway that connects the Coomera Marine Precinct to the Seaway, Gold Coast waterways and other local marine industry.

As trustee of Doug Jennings Park at The Spit, GCWA are striving to bring a fresh look to this much enjoyed public area. Unfortunately, over the past 30 years only basic ongoing maintenance occurred and the area became severely degraded. As part of its ongoing rehabilitation project for Doug Jennings Park, GCWA opened Stage 2 of the Diver Access Stairs at the Gold Coast Seaway, built a new amenities block, provided additional beach showers and a dog washing area and upgraded the Seaway Kiosk with new toilets and roof. GCWA also commenced rehabilitation works for the southern end of the park known as Moondarewa Spit (previously known as The Spit Finger). Most stakeholders have been extremely supportive of the project and the feedback from the community has been positive.

GCWA continue to make improvements in the efficiency of the Sand Bypass System through innovative practices, improved energy efficiency measures and the completion of a new low pressure pipeline.

Management of Gold Coast waterways

The popularity of Gold Coast waterways and improvements in access means that growth in demand and use continued. In turn, this meant that there was an ongoing need to manage on-water activities, balance competing interests of different user groups, and ensure safer, sustainable and responsible use with increased capacity of the network. Several significant projects are still underway to improve the way that Gold Coast waterways are managed. These include a review of speed limits and behaviour and the extensive canal investigation project with its aim of better informing and streamlining approvals for smaller developments, such as private jetties and pontoons.

Responding to community concern, the operations of jet skis and wake boarding boats on specific areas of the Broadwater and the Coomera River have been addressed through the implementation of appropriate and effective waterways management activities, including the rationalisation and upgrading of marine signs, and on-water enforcement through the Queensland Police Service and the Queensland Boating and Fisheries Patrol. Work has also been commenced to better manage the interaction of sailing craft with larger motor boats near Hollywell, adopting an evidence-based problem-solving methodology.

GCWA also continued the operation of its high-definition camera network to support work by the Queensland Police Service and other enforcement agencies, and to better inform its decision-making for waterways management. The feasibility of additional, super high-definition cameras, including those that can be relocated to different areas, will be explored later in the year as part of a broader camera strategy.

A strategy has also been developed to increase buoy mooring numbers where possible within the existing mooring areas, to help reduce waiting lists and to maximise the efficiency of the available space in the waterway. This strategy will be communicated to the community through a consultative process later in 2016 to provide an opportunity for discussion and feedback. GCWA is also progressing with development of a buoy mooring web page that will include maps of each mooring area, their potential maximum densities, along with other useful information about buoy moorings.

A continuing challenge has been the management of abandoned watercraft or those contravening anchoring restrictions in regulated waters. With support from on-water enforcement agencies, GCWA led several targeted campaigns to address these issues, achieving compliance responses through education, on-the-spot fines and removal notices, and even selling at public auction three removed and unclaimed watercraft. Since mid-2016, the compliance rate for anchoring in regulated waters has risen so that it currently sits around 90%.

The success of the aids to navigation program continued, with completion rates for all services and breakdown responses consistently running at 85% or better. There are more than 1,900 beacons, buoys and marine signs throughout Gold Coast waters. The high completion rates and standard of work is testament to the skills and dedication of the waterways operations team. This team has also successfully maintained the Gold Coast first-strike response capability for vessel-sourced pollution incidents, with action always taken to recover the expenses for this type of work from the culpable vessel owners.

GCWA took a major step forward with the implementation of a new permit system for events in Doug Jennings Park. This park is a port reserve for which GCWA is the trustee under land legislation. The new system provides a framework for dealing consistently with applications to occupy the park, and includes new forms and a costing structure.

Finally, GCWA continued to consider and decide applications for tidal works under sustainable planning legislation, as well as different types of authorities granted under transport legislation. The level of complexity for many applications has risen significantly; for example, major developments at Coomera and Main Beach, and aquatic events for major sporting events such as power boat racing, jet ski events and triathlons. GCWA continued to meet its statutory obligations, service standards and public expectations.

GCWA as the 'go to' organisation for waterways issues on the Gold Coast

The internal organisational structure of the Gold Coast Waterways Authority has been realigned to be purpose fit for the key objectives of the Authority and to ensure that it supports the 10 year Waterways Management Strategy.

GCWA values customer focus and responsiveness to client needs and enquiries. An effective website and an active and engaging social media presence ensure a high level of proactive communication and engagement.

Community and media engagement are a key priority and managed effectively with a strong local profile led by the Chair and CEO carrying out regular representation activities within the community.

Driven by local priorities

GCWA has developed a strong reputation for effective consultation with the community on important issues to ensure that delivery of infrastructure and services is relevant to Gold Coast priorities.

GCWA continued to engage with key stakeholders and community groups on its projects, reinforcing positive relationships that have been built across a range of GCWA initiatives to deliver the best possible outcomes for the local community.

The Board is the primary conduit for community views. In early 2016 the Board opened new forms of dialogue with local residents and key stakeholders by holding a series of 'Meet the Board' sessions in various Gold Coast locations to help shape the Board's future planning of important community issues. The Board also considered options for community engagement, and new ways of factoring public feedback such as deliberate engagement models.

Extensive informal community engagement was conducted on an ongoing basis by the CEO, Chair and GCWA staff through invited attendance at industry and community group meetings. GCWA also partners in the promotion of the waterways with businesses, government and tourist organisations through its support for events such as City of Gold Coast's 'GLOW', Bleach Festival, Sanctuary Cove's International Boat Show and the Gold Coast International Marine Expo to help drive local priorities.

As required by the *Gold Coast Waterways Authority Act 2012*, the Authority liaises with the City of the Gold Coast and has proactive relationships with other Queensland Government agencies.

Governance – Risk Management and Accountability

Risk Management

Gold Coast Waterways Authority acknowledges its responsibility to identify risks that the statutory body is exposed to and to measure, assess and develop a prioritised action plan for the effective management of risks. An appropriate framework of business controls is monitored, maintained and controlled to cover operational, technical, commercial, financial and administrative activities.

A Risk Management Framework and Risk Register is in place and has allocated responsibilities for management of specific risks. This is periodically reviewed by management, the Audit and Risk Committee and the Board, in accordance with the Governance Calendar.

External Scrutiny

In accordance with the *Auditor-General Act 2009*, the Auditor-General is required to undertake an audit of Gold Coast Waterways Authority each financial year. An unqualified audit report for Gold Coast Waterways Authority's financial statements for the period 1 July 2015 to 30 June 2016 was issued on 12 August 2016. The Financial Statements and Independent Auditor's Report are included in this report as **Appendix A**.

Audit and Risk Committee

GCWA has an Audit and Risk Committee consisting of Maurie Burke (Chair – external member), Darren Scott (delegate of the Mayor of the City of Gold Coast, who is a Board Member) and Mara Bún (Chair of GCWA Board) and met 4 times in 2015-16. The Chief Executive Officer and Manager (Business Services) also attends the Audit and Risk Committee in an advisory role. The committee abides by its Charter and Terms of Reference and is guided by the Queensland Treasury's Audit Committee guidelines.

Internal Audit

Internal audit is an integral part of the corporate governance framework by which the GCWA maintains effective systems of accountability and control at all levels. The role of the internal audit function includes:

- The appraisal of GCWA's financial administration and its effectiveness having regard to the functions and duties imposed under Section 61 of the *Financial Accountability Act 2009*;
- The provision of value added audit services and advice to GCWA, the Audit and Risk Committee and management on the effectiveness, efficiency, appropriateness, legality and probity of GCWA's operation. In particular, this responsibility includes advice on the measures taken to establish and maintain a reliable and effective system of internal control.

Given the size of GCWA, it was decided not to establish its own internal audit function and to engage the Corporate Administration Agency (CAA) to undertake the internal audit function.

An Internal Audit Charter has been endorsed by the Board, together with a GCWA Internal Audit Plan 2016-19, which outlines the Annual Audit Plan.

Information Systems and Recordkeeping

In line with legislation and government standards, the Gold Coast Waterways Authority keeps and maintains proper records of its activities. Under section 26 of the *Public Records Act 2002*, the *Maritime Safety Sector Retention and Disposal Schedule* is approved for use by GCWA to dispose of core business records. This

disposal schedule is used in conjunction with the *General Retention and Disposal Schedule for Administrative Records* (GRDS) version 7.

GCWA uses HP Records Manager (HPRM) records management system. HPRM incorporates a business classification scheme used to create and manage containers. All staff have been provided training in this system and are aware of their records management responsibilities.

Public Sector Ethics Act 1994

The Gold Coast Waterways Authority is committed to ensuring a high professional standard of conduct. GCWA has adopted the Queensland Government Public Service Commission *Code of Conduct* to provide staff with direction and guidance in making better decisions. To support this, GCWA has provided a mandatory face-to-face staff training program and an online Code of Conduct training module, which will be used to induct new employees and to refresh awareness on an annual basis.

Fraud and Corruption Control Policy

The Gold Coast Waterways Authority has a zero tolerance towards fraud and corruption and is committed to the prevention of fraud and corruption in its operations. To support this, GCWA has implemented its Fraud and Corruption Control Policy to assist in the prevention, detection, reporting and reduction of risks and exposures to any fraud. Awareness training is provided to staff on a regular basis. Workforce planning, attraction and retention

The Gold Coast Waterways Authority is committed to attracting and retaining a highly skilled workforce to achieve its set objectives.

As at 30 June 2016, Gold Coast Waterways Authority employed 28 full-time equivalent (FTE) employees, representing an increase of 5 FTE's on last year's total. Our workforce, whilst relatively small, is comprised of a mix of skills ranging from employees with maritime and/or trade certificates and professional and administration skills. The permanent staff retention rate was 96.5%, compared to 100% in 2014-15. For the same period, our permanent staff separation rate was 3.5% turnover, compared to 0% in 2013-14.

The following activities and programs are designed to enhance organisational effectiveness and contribute to workforce planning, attraction and retention and providing a skilled, diverse and agile workforce:

- Gold Coast Waterways Authority supports training and development for all staff and to ensure maximum benefits to staff and efficiency across the organisation.
- Flexible work arrangements are available to staff to help achieve a quality work-life balance and to support the management of a flexible work environment.
- Access to generous leave provisions, including recreational, sick, carer's, parental and long service leave.
- The majority of the Gold Coast Waterways Authority staff continues to be employed under the TMR Enterprise Determination 2011 following the transition from Department of Transport and Main Roads to GCWA in 2012.

Financial Summary

The Financial Statements cover the Gold Coast Waterways Authority which has no controlled entities. GCWA is a Queensland Government statutory body (within the meaning given in the *Financial Accountability Act 2009*), operates under the *Gold Coast Waterways Authority Act 2012*, and is controlled by the State of Queensland, which is the ultimate parent.

A description of the nature of GCWA's operations and its principal activities is included in the notes to the Financial Statements. The Authority controls various marine type non-current physical assets which are described in Note 9 of the Financial Statements. In addition to the disclosed "Property Plant and Equipment" assets, the Authority values and acknowledges our natural assets.

Funding to meet organisational requirements is received from the Queensland Government (and is shown as "Grants and other contributions" in the Statement of Comprehensive Income in the Financial Statements) and from minimal own sourced revenue.

In 2015-16, the Gold Coast Waterways Authority's operational income was \$10,857,436 and expenditure was \$10,666,161 against a budget of \$10,445,000. The surplus of \$191,275 is regarded as a good result. The operational income and expenditure is inclusive of Administered (agency) transactions as outlined in Note 14 of the Financial Statements.

Delivery on the capital program of \$ 8,299,684 against a budget of \$12,397,000 means that \$4,097,316 will be carried forward to the 2016-17 financial year. The capital program carryover is primarily due to unanticipated delays associated with environmental approvals, contractors and timings associated with community consultation processes related to the delivery of navigation access and boating infrastructure programed works in 2015-16, which will now be delivered in 2016-17.

Appendix A - Financial Statements



Gold Coast Waterways Authority Financial Statements

for the financial year ended 30 June 2016

Gold Coast Waterways Authority

Financial Statements 2015-16

<u>Contents</u>	<u>Page No</u>
Statement of Comprehensive Income	3
Statement of Financial Position	4
Statement of Changes in Equity	5
Statement of Cash Flows	6-7
Notes To and Forming Part of the Financial Statements	8-39
Management Certificate	40
Audit Certificate	41-42

Gold Coast Waterways Authority

Statement of Comprehensive Income for the year ended 30 June 2016

	Notes	2016 \$'000	2015 \$'000
Income from Continuing Operations			
User Charges	2	132	108
Grants and other contributions	3	9,611	8,397
Interest		221	227
Sundry revenue		-	8
Gains			
Gain on Sale of Assets		-	8
Total Revenue		<u>9,964</u>	<u>8,748</u>
Total Income from Continuing Operations		<u>9,964</u>	<u>8,748</u>
Expenses from Continuing Operations			
Employee expenses	4	2,585	2,045
Supplies and services	5	3,674	3,603
Depreciation		3,328	2,821
Other expenses	6	184	128
Total Expenses from Continuing Operations		<u>9,772</u>	<u>8,597</u>
Operating Result from Continuing Operations		<u>192</u>	<u>151</u>
Operating Result for the Year		192	151
Other Comprehensive Income			
Increase in asset revaluation surplus	13	2,605	12,647
Total Other Comprehensive Income		<u>2,605</u>	<u>12,647</u>
Total Comprehensive Income		<u>2,797</u>	<u>12,797</u>

The accompanying notes form part of these statements.

Gold Coast Waterways Authority

Statement of Financial Position as at 30 June 2016

		2016	2015
	Notes	\$'000	\$'000
Current Assets			
Cash and cash equivalents	7	6,759	8,094
Receivables	8	197	471
Inventories		133	138
Prepayments		-	78
Total Current Assets		7,089	8,781
Non Current Assets			
Property, plant and equipment	9	192,982	185,386
Total Non Current Assets		192,982	185,386
Total Assets		200,072	194,166
Current Liabilities			
Payables	10	1,532	1,634
Accrued employee benefits	11	391	309
Other liabilities	12	88	31
Total Current Liabilities		2,012	1,974
Total Liabilities		2,012	1,974
Net Assets		198,060	192,192
Equity			
Contributed equity		176,792	173,720
Accumulated surplus		(421)	(613)
Asset revaluation surplus	13	21,689	19,085
Total Equity		198,060	192,192

The accompanying notes form part of these statements.

Gold Coast Waterways Authority

Statement of Changes in Equity for the year ended 30 June 2016

		2016	2015
	Notes	\$'000	\$'000
Contributed Equity			
Balance as at 1st July		173,720	170,562
Transactions with Owners as Owners			
• Non-Appropriated Equity Injections		5,901	5,901
• Non-Appropriated Equity Withdrawals		(2,901)	(2,802)
• Equity Injection (non-cash)		72	59
Balance as at 30 June		<u>176,792</u>	<u>173,720</u>
Accumulated Surplus			
Balance as at 1st July		(613)	(764)
Operating Result from Continuing Operations		192	151
Balance as at 30 June		<u>(421)</u>	<u>(613)</u>
Asset Revaluation Surplus			
Balance as at 1st July		19,085	6,438
Increase/(decrease) in asset revaluation surplus		2,605	12,647
Balance as at 30 June	13	<u>21,689</u>	<u>19,085</u>

The accompanying notes form part of these statements.

Gold Coast Waterways Authority

Statement of Cash Flows

for the year ended 30 June 2016

	Notes	2016 \$'000	2015 \$'000
Cash flows from operating activities			
<i>Inflows:</i>			
Grants and Other Contributions		9,913	8,135
User charges		132	108
Interest		222	232
GST collected from customers		100	57
GST input tax credits from ATO		1,069	1,226
Other		-	8
<i>Outflows:</i>			
Employee expenses		(2,503)	(2,049)
Supplies and services		(3,693)	(4,051)
GST paid to suppliers		(1,109)	(823)
GST remitted to ATO		(32)	(29)
Purchase of Inventories			(1)
Other		(184)	(128)
Net cash provided by operating activities		3,914	2,685
Cash flows from investing activities			
<i>Inflows:</i>			
Sales of property, plant and equipment		-	8
<i>Outflows:</i>			
Payments for property, plant and equipment		(8,248)	(4,278)
Net cash used in investing activities		(8,248)	(4,270)
Cash flows from financing activities			
<i>Inflows:</i>			
Non-appropriated Equity Injections		5,901	5,901
<i>Outflows:</i>			
Non-appropriated Equity Withdrawal		(2,901)	(2,802)
Net cash provided by financing activities		3,000	3,099
Net increase (decrease) in cash held		(1,334)	1,514
Cash and cash equivalents at beginning of financial period		8,094	6,580
Cash and cash equivalents at end of financial year	7	6,759	8,094

The accompanying notes form part of these statements.

Gold Coast Waterways Authority

Statement of Cash Flows for the year ended 30 June 2016

Notes to the Statement of Cash Flow

	2016	2015
	\$'000	\$'000
Reconciliation of Operating Result to Net Cash from Operating Activities		
Operating surplus/(deficit)	192	151
Loss on sale of asset		
Depreciation expense	3,328	2,821
Gain on sale of property, plant and equipment		(8)
Changes in assets and liabilities:		
(Increase)/decrease in trade receivables	245	(289)
(Increase)/decrease in GST receivable	(40)	403
Decrease in interest receivables	0	5
Decrease in inventories	5	-
(Increase)/decrease in other assets	78	(78)
(Increase) in payables	(102)	(369)
Increase in GST payable	68	28
Increase/(decrease) in employee benefits	82	(4)
Decrease in other current liabilities	57	26
Net cash provided by operating activities	3,914	2,685

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

- Section 1: How We Operate - Our Authority's Objectives and Activities**
Note 1: Objectives and Principal Activities of the Gold Coast Waterways Authority
- Section 2: Notes about our Financial Performance**
Note 2: User Charges
Note 3: Grants and Other Contributions
Note 4: Employee Expenses
Note 5: Supplies and Services
Note 6: Other Expenses
- Section 3: Notes about our Financial Position**
Note 7: Cash and Cash Equivalents
Note 8: Receivables
Note 9: Property Plant and Equipment
Note 10: Payables
Note 11: Accrued Employee Benefits
Note 12: Other Current Liabilities
Note 13: Asset Revaluation Surplus by Class
Note 14: Schedule of Agency Transactions
- Section 4: Notes about Risk and Other Accounting Uncertainties**
Note 15: Commitments for Expenditure
Note 16: Contingencies
Note 17: Economic Dependency
Note 18: Financial Risk Disclosures
Note 19: Future Impact of Accounting Standards Not Yet Effective
- Section 5: Notes about our Performance Compared to Budget**
Note 20: Budget vs Actual Comparison
- Section 6: Other Information**
Note 21: Key Management Personnel Disclosures
Note 22: First Year Application of New Accounting Standards of Change in Policy
Note 23: Taxation
Note 24: Accounting Estimates and Judgements

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

General Information

The Gold Coast Waterways Authority (the Authority) is a Queensland Government Statutory Authority which operates under the Gold Coast Waterways Authority Act 2012 and is controlled by the State of Queensland, which is the ultimate parent.

The head office and principal place of business of the Authority is 40-44 Seaworld Drive, Main Beach, Queensland.

Statement of Compliance

The Authority has prepared these financial statements in compliance with section 43 of the Financial and Performance Management Standard 2009.

These financial statements are general purpose financial statements, and have been prepared on an accrual basis in accordance with Australian Accounting Standards and Interpretations. In addition, the financial statements comply with Queensland Treasury's Minimum Reporting Requirements for the year ending 30 June 2016, and other authoritative pronouncements.

With respect to compliance with Australian Accounting Standards and Interpretations, the Authority has applied those requirements applicable to not-for-profit entities, as the Authority is a not-for-profit entity.

The Reporting Entity

The financial statements include the value of all revenues, expenses, assets, liabilities and equity of the Authority. The Authority does not have any controlled entities.

Measurement

The historical cost convention is used unless fair value is stated as the measurement basis. New accounting standard early adopted and or applied for the first time in these financial statements are outlined in Note 22.

Presentation Matters

Currency and Rounding

Amounts included in the financial statements are in Australian dollars and have been rounded to the nearest \$1,000 or, where that amount is \$500 or less, to zero, unless disclosure of the full amount is specifically required.

Comparatives

Comparative information has been restated where necessary to be consistent with disclosures in the current reporting period.

Current/Non-Current Classification

Assets and liabilities are classified as either 'current' or 'non-current' in the Statement of Financial Position and associated notes.

Assets are classified as 'current' when their carrying amount is expected to be realised within 12 months after the reporting date. Liabilities are classified as 'current' when they are due to be settled within 12 months of the reporting date or the Authority does not have an unconditional right to defer settlement beyond 12 months after the reporting date.

All other assets and liabilities are classified as non-current.

Implementation of the Shared Services Initiative

The Corporate Administration Agency (CAA) provides the Gold Coast Waterways Authority with corporate services under the "Shared Services Provider" model. The fees and terms of the services are agreed through a Service Level Agreement, negotiated annually and include:

- Financial services
- Human resources recruitment and payroll
- Information systems and support

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

SECTION 1

HOW WE OPERATE - OUR OBJECTIVES AND ACTIVITIES

1. Objectives and Principal Activities of the Gold Coast Waterways Authority

The Authority has responsibility for delivering the best possible management of and access to the Gold Coast waterways at reasonable cost to the community and Government, while minimising regulation. The Gold Coast Waterways Management Strategy 2014-2023 sets out a vision and objectives to sustain, enhance and promote the waterways and is supported by a four year rolling Waterways Management Program.

To deliver its planned outcomes, the Authority focuses on the following objectives as outlined in the Gold Coast Waterways Authority Strategic Plan 2015-19:

- Enjoyment of the waterways is sustainable, safe and efficient;
- Investment in improved waterways access balances diversity of use and protects environmental values;
- Decisions are informed by sound research and guided by consultation with stakeholders and by future demand, while also meeting investment criteria;
- Plans and actions for the waterways are coordinated with and responsive to other related activities.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

SECTION 2 NOTES ABOUT OUR FINANCIAL PERFORMANCE

	2016 \$'000	2015 \$'000
2. User Charges		
User Charges	132	108
Total	132	108

Accounting policy

User charges and fees controlled by the Authority are recognised as revenues when the revenue has been earned and can be measured reliably with a sufficient degree of certainty. This involves either invoicing for related goods/services and/or the recognition of accrued revenue.

3. Grants and Other Contributions

Grants and other contributions	9,363	8,397
Grants - Other	248	-
Total	9,611	8,397

Accounting policy

Grants, contributions, donations and gifts which are non-reciprocal in nature are recognised as revenue in the year in which the Authority obtains control over them.

4. Employee Expenses

Employee Benefits

Wages and salaries	1,786	1,377
Annual leave expense	232	181
Employer superannuation contributions	286	243
Long service leave levy	53	44

Employee Related Expenses

Workers' compensation premium	16	11
Payroll tax	134	113
Other employee related expenses	78	76

Total	2,585	2,045
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The number of employees as at 30 June, including both full-time and part-time employees, measured on a full-time equivalent basis is 28 (2015: 23).

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

4. Employee Expenses (contd)

Accounting policy

Employee Benefits

Employer superannuation contributions and long service leave levies are regarded as employee benefits.

Payroll tax and workers' compensation insurance are a consequence of employing employees, but are not counted in an employee's total remuneration package. They are not employee benefits and are recognised separately as employee related expenses.

Wages, Salaries, Annual Leave and Sick leave

Wages, salaries and annual leave due but unpaid at reporting date are recognised in the Statement of Financial Position at the current salary rates.

For unpaid entitlements expected to be paid within 12 months, the liabilities are recognised at their undiscounted values. Entitlements not expected to be paid within 12 months are recognised at their present value, calculated using yields on Fixed Rate Commonwealth Government bonds of similar maturity, after projecting the remuneration rates expected to apply at the time of likely settlement.

Prior history indicates that on average, sick leave taken each reporting period is less than the entitlement accrued. This is expected to continue in future periods. Accordingly, it is unlikely that existing accumulated entitlements will be used by employees and no liability for unused sick leave entitlements is recognised.

As sick leave is non-vesting, an expense is recognised for this leave as it is taken.

Long Service Leave

Under the Queensland Government's long service leave scheme, a levy is made on the Authority to cover the cost of employees' long service leave. The levies are expensed in the period in which they are payable. Amounts paid to employees for long service leave are claimed from the scheme quarterly in arrears.

No provision for long service leave is recognised in the Authority's financial statements, the liability being held on a whole-of-Government basis and reported in those financial statements pursuant to *AASB 1049 Whole of Government and General Government Sector Financial Reporting*.

Superannuation

Employer superannuation contributions are paid to QSuper, the superannuation scheme for Queensland Government employees, at rates determined by the Treasurer on the advice of the State Actuary. Contributions are expensed in the period in which they are paid or payable. The Authority's obligation is limited to its contribution to QSuper.

The QSuper scheme has defined benefit and defined contribution categories. The liability for defined benefits is held on a whole-of-government basis and reported in those financial statements pursuant to *AASB 1049 Whole of Government and General Government Sector Financial Reporting*.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

	2016 \$'000	2015 \$'000
5. Supplies and Services		
Building services	818	790
Corporate service charges	344	291
Telecommunications	69	59
Consultants and contractors	1,275	1,177
Materials and running costs	239	301
Advertising	106	63
Motor vehicle running costs	59	62
Vessels running costs	94	75
Repairs and maintenance	200	253
Navigation aids maintenance	263	347
Consumables	26	23
Operating lease rentals	81	41
Staff travel	9	18
Computer costs	32	10
Other	59	93
Total	3,674	3,603
6. Other Expenses		
insurance	81	80
Audit fees	19	19
Loss on sale of assets	40	-
Special Payments	4	4
Bad debts expense	11	-
Sponsorship	30	25
Total	184	128

* Total audit fees payable to the Queensland Audit Office relating to the 2015-16 financial statements are quoted to be \$18,500 (2015 \$19,000). There are no non-audit services included in this amount.

Accounting policy

Insurance

The Authority's risks are insured through the Queensland Government Insurance Fund, premiums being paid on a risk assessment basis. In addition, the Authority pays premiums to WorkCover Queensland in respect of its obligations for employee compensation.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

SECTION 3

NOTES ABOUT OUR FINANCIAL POSITION

	2016	2015
	\$'000	\$'000
7. Cash and Cash Equivalents		
Cash on Hand	1	1
Cash at bank	6,533	4,388
Investment account	225	3,705
Total	6,759	8,094

Interest earned on cash held with the Commonwealth Bank earned between 1.05% and 2.50% in 2015-16 (between 1.50 to 3.0% in 2014-15).

Accounting policy

For the purposes of the Statement of Financial Position and the Statement of Cash Flows, cash assets include all cash and cheques received but not banked at 30 June as well as deposits at call with financial institutions.

8. Receivables

Trade Debtors	67	312
	67	312
GST receivable	215	174
GST payable	(97)	(29)
	118	145
Interest Receivable	13	14
Total	197	471

Accounting policy

Trade debtors are recognised at the amounts due at the time of sale or service delivery i.e. the agreed purchase/contract price. Settlement of these amounts is required within 30 days from invoice date.

The collectability of receivables is assessed periodically. There is no allowance for impairment at 30 June 2016.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

	2016	2015
	\$000	\$000
9. Property Plant and Equipment		
Land - at Fair Value	35,163	32,558
	<u>35,163</u>	<u>32,558</u>
Buildings: At fair value		
Gross	1,975	1,198
Less: accumulated depreciation - buildings	(419)	(358)
	<u>1,556</u>	<u>840</u>
Infrastructure: At fair value		
Gross	191,101	188,242
Less: accumulated depreciation - infrastructure	(49,455)	(46,756)
	<u>141,646</u>	<u>141,487</u>
Major plant and equipment: At fair value		
Gross	1,039	183
Less: accumulated depreciation - major plant and equipment	(57)	-
	<u>982</u>	<u>183</u>
Plant and equipment: At cost		
Gross	483	403
Less: accumulated depreciation plant and equipment	(129)	(94)
	<u>354</u>	<u>309</u>
Work in progress		
At cost	13,281	10,009
Total	<u>192,982</u>	<u>185,386</u>

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

9. Property Plant and Equipment (contd)

The Authority controls various marine type assets spread over a broad number of locations within the Gold Coast region. Asset types include pontoons, jetties, breakwaters and revetments, channels, boat ramps, navigational aids, vessels and various plant assets.

The Authority's land and building assets are geographically located at "The Spit" land area situated 2.5 kilometres north along Seaworld Drive from Main Beach, Queensland. The buildings are specialised assets including pump buildings and a kiosk. There are three land assets, two of which are situated at "The Spit" land area, and the third parcel within the Gold Coast Seaway and known as Wave Break Island.

A specific appraisal of assets was undertaken at 30 June 2015 by a registered valuer who undertook physical inspections of the specified land, building, infrastructure and major plant and equipment assets. During 2015-16 the fair values of these assets were reviewed using appropriate and relevant indices, which were confirmed by registered valuers, AssetVal Group.

For building, infrastructure and major plant and equipment assets, appropriate indices were aligned to rates published by the Queensland Government's Statistician Office or the Australian Bureau of Statistics.

As there was no material change in these indices, no revaluation for these specific asset classes was undertaken during the year.

During 2015-16, the Authority's land value was reviewed and updated using appropriate indices obtained by registered valuers, AssetVal Group. The fair value of land assets was assessed using growth charts and sales price mapping for the Gold Coast area to determine the most appropriate rate of growth. This index rate was then applied to the previous specific appraisal amounts.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

9. Property Plant and Equipment (contd)

Property, Plant and Equipment Reconciliation

	Land Level 3		Buildings Level 3		Infrastructure Level 3		Major P&E Level 2		P&E At Cost		WIP At Cost		Total	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Carrying amount at * July	32,558	32,558	840	809	141,487	130,993	183	196	309	176	10,009	6,491	185,386	171,222
Plus Purchases	-	-	-	-	-	-	-	-	19	147	8,295	4,133	8,314	4,279
Less Disposals	-	-	-	-	(18)	-	(18)	-	(31)	-	-	-	(66)	-
Transfers	-	-	778	66	3,302	574	889	-	126	34	(5,023)	(615)	72	59
Revaluation increments/(decrements)	2,605	-	-	11	-	12,589	-	47	-	-	-	-	2,605	12,647
Depreciation for period	-	-	(61)	(46)	(3,126)	(2,668)	(72)	(60)	(69)	(47)	-	-	(3,328)	(2,821)
Carrying amount at 30 June	35,163	32,558	1,557	840	141,645	141,487	982	183	354	309	13,281	10,009	192,982	185,386

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

9. Property Plant and Equipment (contd)

Accounting Policy

Recognition Thresholds

Items of property, plant and equipment with a cost or other value equal to or in excess of the following thresholds are recognised for financial reporting purposes in the year of acquisition.

Buildings	\$10,000
Infrastructure	\$10,000
Land	\$1
Major Plant and Equipment	\$5,000
Plant and Equipment	\$5,000
Other (including heritage and cultural)	\$5,000

Items with a lesser value are expensed in the year of acquisition or construction.

Land improvements undertaken by the Authority are included either in the class Buildings or Infrastructure based on their proximity to the asset to which they relate.

Expenditure is only added to an asset's carrying amount if it increases the service potential or useful life of the existing asset. Maintenance expenditure that merely restores original service potential (lost through ordinary wear and tear) is expensed.

The Authority has an annual maintenance program for its major plant and equipment and infrastructure assets.

Cost of Acquisition and Construction of Assets

(i) Actual cost is used for the initial recording of all non-current asset acquisitions. Cost is determined as the value given as consideration plus costs incidental to the acquisition, including all other costs incurred in getting the assets ready for use. However, any training costs are expensed as incurred.

Where assets are received free of charge from a Queensland department (whether as a result of a Machinery-of-Government or other involuntary transfer), the acquisition cost is recognised as the gross carrying amount in the books of the transferor immediately prior to the transfer together with any accumulated depreciation.

Assets acquired at no cost or for nominal consideration, other than from an involuntary transfer from another Queensland Government entity, are recognised at their fair value at date of acquisition in accordance with AASB 116 *Property, Plant and Equipment*.

(ii) Where assets are constructed by the Authority, the recorded value of the asset reflects the cost of construction of the asset including all costs directly related to specific contracts, any costs that are specifically chargeable to the Authority under the terms of the contract or which the Authority specifically incurs in relation to the asset.

Measurement Using Historical Cost

Plant and equipment, (that is not classified as major plant and equipment) is measured at historical cost in accordance with the Non-Current Asset Policies. The carrying amounts for such plant and equipment is not materially different from their fair value.

Separately identified components of assets are measured on the same basis as the assets to which they relate.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

9. Property Plant and Equipment (contd)

Measurement Using Fair Value

Land, buildings, infrastructure and major plant and equipment assets are measured at fair value in accordance with AASB 116 *Property, Plant and Equipment*, AASB 13 *Fair Value Measurement* and Queensland Treasury's *Non-Current Asset Policies for the Queensland Public Sector*. These assets are reported at their revalued amounts, being the fair value at the date of valuation, less any subsequent accumulated depreciation and impairment losses where applicable.

In respect of the abovementioned asset classes, the cost of items acquired during the financial year has been judged by management of the Authority to materially represent their fair value at the end of the reporting period.

Property, plant and equipment classes measured at fair value (refer above) are revalued on an annual basis either by appraisals undertaken by an independent professional valuer or internal expert, or by the use of appropriate and relevant indices. For financial reporting purposes, the revaluation process is managed by a team in the Authority's Business Services unit, who determine the specific revaluation practices and procedures.

The building and infrastructure assets are regarded as Level 3 inputs being specialised assets and have been valued on the basis of Depreciated Replacement Cost (DRC). DRC reflects the cost to acquire the service potential embodied in an asset, then adjusted to reflect the asset's present condition/physical deterioration, functionality and technological and/or economic obsolescence. Where the remaining service potential from an asset is assessed as having changed, this is taken into account in the revaluation.

The key valuation inputs used by the valuer to determine the DRC in the 2014-15 specific appraisal were:

- Gross replacement cost (based on actual dimensions and unit rates derived from market evidence)
- Pattern of consumption. The Authority uses a straight line depreciation principle.
- Consumption score, based on physical characteristics as well as potential impact of changes in functionality, capacity, obsolescence and legal and other limits.

The Authority has Major Plant and Equipment assets, comprising of two (2) vessels. Market value is used in the valuation of this asset class.

Use of Specific Appraisals

The Authority intends to reevaluate its non-current physical assets using an independent professional valuer or internal expert appraisals at least once every five years. However, if a particular asset class experiences significant and volatile changes in fair value (i.e. where indicators suggest that the value of the class has changed by 20% or more since the previous reporting period), that class is subject to specific appraisal in the reporting period, where practicable, regardless of the timing of the last specific appraisal. This will be arranged by the Business Services unit after consultation with the Audit and Risk Committee.

Materiality is considered in determining whether the difference between the carrying amount and the fair value of an asset is material (in which case revaluation is warranted).

The fair values reported by the Authority are based on appropriate valuation techniques that maximise the use of available and relevant observable inputs and minimise the use of unobservable inputs.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

9. Property Plant and Equipment (contd)

Measurement Using Fair Value (contd)

Use of Indices

Where assets have not been specifically appraised in the reporting period, their previous valuations are materially kept up-to-date via the application of relevant indices. The Authority ensures that the application of such indices results in a valid estimation of the assets' fair values at reporting date. For 2015-16, registered Valuers, AssetVal Group supplied the indices used for the various types of assets. Such indices are either publicly available, or are derived from market information available to AssetVal Group. AssetVal Group provides assurance of their robustness, validity and appropriateness for application to the relevant assets. Indices used are also tested for reasonableness by applying the indices to a sample of assets, comparing the results to similar assets that have been valued by an independent professional valuer or internal expert, and analysing the trend of changes in values over time. Through this process, which is undertaken annually, management assesses and confirms the relevance and suitability of indices provided by a registered valuer based on the Authority's own particular circumstances.

Accounting for Changes in Fair Value

Any revaluation increment arising on the revaluation of an asset is credited to the asset revaluation reserve of the appropriate class, except to the extent it reverses a revaluation decrement for the class previously recognised as an expense. A decrease in the carrying amount on revaluation is charged as an expense, to the extent it exceeds the balance, if any, in the revaluation reserve relating to that class.

On revaluation, accumulated depreciation is restated proportionately with the change in the carrying amount of the asset and any change in the estimate of remaining useful life.

Fair Value Measurement

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 under current market conditions (i.e. an exit price) regardless of whether that price is directly derived from observable inputs or estimated using another valuation technique.

Observable inputs are publicly available data that are relevant to the characteristics of the assets/liabilities being valued. Observable inputs used by the Authority include, but are not limited to, published sales data for land and general office buildings.

Unobservable inputs are data, assumptions and judgements that are not available publicly, but are relevant to the characteristics of the assets/liabilities being valued. Significant unobservable inputs used by the Authority include, but are not limited to, subjective adjustments made to observable data to take account of the characteristics of the Authority assets/liabilities, internal records of recent construction costs (and/or estimates of such costs) for assets' characteristics/functionality, and assessments of physical condition and remaining useful life. Unobservable inputs are used to the extent that sufficient relevant and reliable observable inputs are not available for similar assets/liabilities.

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.

All assets and liabilities of the Authority for which fair value is measured or disclosed in the financial statements are categorised within the following fair value hierarchy, based on the data and assumptions used in the most recent specific appraisals:

- level 1 – represents fair value measurements that reflect unadjusted quoted market prices in active markets for identical assets and liabilities;
- level 2 – represents fair value measurements that are substantially derived from inputs (other than quoted prices included within level 1) that are observable, either directly or indirectly; and
- level 3 – represents fair value measurements that are substantially derived from unobservable inputs.

None of the Authority's valuations of assets or liabilities are eligible for categorisation into level 1 of the fair value hierarchy. There were no transfers of assets between fair value hierarchy during the period.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

9. Property Plant and Equipment (contd)

Depreciation of Non-Current Physical Assets

Land is not depreciated as it has an unlimited useful life.

Buildings, infrastructure and plant and equipment are depreciated on a straight-line basis so as to allocate the net cost or revalued amount of each asset progressively over its estimated useful life to the Authority.

For depreciable assets, residual value is determined to be zero reflecting the estimated amount to be received on disposal at the end of their useful life.

Assets under construction (work in progress) are not depreciated until they reach service delivery capacity. Service delivery capacity relates to when construction is complete and the asset is first put to use or is installed ready for use in accordance with its intended application. These assets are then reclassified to the relevant classes within property, plant and equipment.

Where assets have separately identifiable components that are subject to regular replacement, these components are assigned useful lives distinct from the asset to which they relate and are depreciated accordingly.

Any expenditure that increases the originally assessed capacity or service potential of an asset is capitalised and the new depreciable amount is depreciated over the remaining useful life of the asset to the Authority.

For each class of depreciable asset, where held, the following depreciation rates are used:

<i>Class</i>	<i>Rate</i>
Buildings	2% - 11%
Infrastructure	1% - 10%
Major plant and equipment	6% - 11%
Plant and Equipment	9% - 40%

Impairment

All non-current physical assets are assessed for indicators of impairment on an annual basis. If an indicator of possible impairment exists, the Authority determines the asset's recoverable amount. Any amount by which the asset's carrying amount exceeds the recoverable amount is recorded as an impairment loss.

Recoverable amount is determined as the higher of the asset's fair value less costs to sell and depreciated replacement cost.

An impairment loss is recognised immediately in the Statement of Comprehensive Income, unless the asset is carried at a revalued amount. When the asset is measured at a revalued amount, the impairment loss is offset against the asset revaluation surplus of the relevant class to the extent available.

When an asset is revalued using either a market or income valuation approach, any accumulated impairment losses at that date are eliminated against the gross amount of the asset prior to restating for the revaluation.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

	2016	2015
	\$'000	\$'000
10. Payables		
Trade creditors	707	992
Purchase card clearing	75	115
Accrued expenses	750	527
Total	1,532	1,634

Accounting Policy

Trade creditors are recognised upon receipt of the goods or services ordered and are measured at the agreed purchase/contract price, gross of applicable trade and other discounts. Amounts owing are unsecured and are generally settled on 30 day terms.

11. Accrued Employee Benefits

Current

Salary and wages outstanding	46	24
Long service leave levy payable	14	14
Annual leave payable	325	269
Superannuation payable	5	2
Total	391	309

12. Other Current Liabilities

Security Bond	88	31
Total	88	31

13. Asset Revaluation Surplus by Class

	Land	Buildings	Infrastructure	Major P&E	Total
	\$000	\$000	\$000	\$000	\$000
Balance at 1 July 2014	4,924	194	1,253	69	6,438
Revaluation increments	-	11	12,589	47	12,647
Balance at 30 June 2015	4,924	205	13,842	116	19,085
Balance at 1 July 2015	4,924	205	13,842	116	19,085
Revaluation increments	2,605	-	-	-	2,605
Balance at 30 June 2016	7,529	205	13,842	116	21,689

Accounting Policy

The asset revaluation surplus represents the net effect of upwards and downwards revaluations of assets to fair value.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-2016

	2016	2015
	\$'000	\$'000
14. Schedule of Agency Transactions		
Statement of Agency funds collected on behalf of Government		
Administered collections		
Fees	803	790
Rent	90	95
Total Administered Collections	893	885
Transfers to Government		
Administered Revenue Transferred to Queensland Treasury	894	877
Total Agency funds transferred to Government	894	877

The Authority collects fees, principally for mooring rights, which are transferred to Queensland Treasury.

Accounting Policy

Taxes, fees and fines collected, but not controlled by the Authority, are reported as agency transactions.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

SECTION 4

NOTES ABOUT RISK AND OTHER ACCOUNTING UNCERTAINTIES

15. Commitments for Expenditure

(i) Commitments

Commitments contracted for at reporting date (inclusive of non-recoverable GST input tax credits) but not recognised in the accounts totalled \$296,293 (2015: \$21,855) and are anticipated to be paid within the next 12 months.

(ii) Capital Expenditure Commitments

Capital expenditure commitments (inclusive of non-recoverable GST input tax credits) contracted for at reporting date but not recognised in the accounts totalled \$3,236,237 (2015: \$1,549,323). They are all due to be paid not later than one year.

16. Contingencies

There are no material legal or any other contingencies that are known to the Authority at 30 June 2016.

17. Economic Dependency

Gold Coast Waterways Authority is dependent on a State grant of \$10.446 million and a \$1.498 million equity injection for the 2016-17 financial year.

18. Financial Risk Disclosures

Financial Instrument Categories

Financial assets and financial liabilities are recognised in the Statement of Financial Position when the Authority becomes party to the contractual provisions of the financial instrument. The Authority has the following categories of financial assets and financial liabilities:

Category	Note	2016 \$'000	2015 \$'000
Financial Assets			
Cash and cash equivalents	7.	6,759	8,094
Receivables	8.	67	312
Total Financial Assets		6,825	8,406
Financial Liabilities			
Financial liabilities measured at amortised cost:			
Payables	10.	707	992
Total Financial Liabilities at amortised cost		707	992

No financial assets and financial liabilities have been offset and presented net in the Statement of Financial Position.

No financial assets were past due or impaired as at 30 June 2016.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

18. Financial Risk Disclosures (contd)

Financial Risk Management

(a) Risk Exposure

Financial risk management is implemented pursuant to Government and Authority policy. These policies focus on the unpredictability of financial markets and seek to minimise potential adverse effects on the financial performance of the Authority.

All financial risk is managed by Executive Management under policies approved by the Authority. The Authority provides written principles for overall risk management, as well as policies covering specific areas.

Risk Exposure	Definition	Measurement method
Credit Risk	Credit risk exposure refers to the situation where the Authority may incur financial loss as a result of another party to a financial instrument failing to discharge their obligation.	The Authority is exposed to credit risk in respect of its receivables (Note 8).
Liquidity Risk	Liquidity risk refers to the situation where the Authority may encounter difficulty in meeting obligations associated with financial liabilities that are settled by delivering cash or another financial asset.	The Authority is exposed to liquidity risk in respect of its payables.
Market Risk	The risk that the fair value of future cash flows of a financial instrument will fluctuate because of changes in market prices. Market risk comprises three types of risk: currency risk, interest rate risk and other price risk. Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in interest rates.	The Authority does not trade in foreign currency and is not materially exposed to commodity price changes or other market changes. The Authority is exposed to interest rate risk through its cash deposited in interest bearing accounts (Note 7).

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

18. Financial Risk Disclosures (contd)

Financial Risk Management (contd)

(b) Risk Measurement and Management Strategies

The Authority measures risk exposure using a variety of methods as follows;

Risk Exposure	Measurement method	Risk Management Strategy
Credit Risk	Ageing analysis, earnings at risk	The Authority manages credit risk through the use of management reports. This strategy aims to reduce the exposure to credit default by ensuring that the Authority invests in secure assets and monitors all funds owed on a timely basis. Exposure to credit risk is monitored on an ongoing basis.
Liquidity Risk	Sensitivity analysis	The Authority manages liquidity risk through the use of management reports. This strategy aims to reduce the exposure to liquidity risk by ensuring the Authority has sufficient funds available to meet employee and supplier obligations as they fall due. The liquidity risk of the financial liabilities held by the Authority is limited to obligations with a maturity of less than one year and value of \$707,000 (2015: \$992,000). The maturity has been calculated using undiscounted cash flows relating to the liabilities as at reporting date.
Market Risk	Interest rate sensitivity analysis	The Authority does not undertake any hedging in relation to interest risk and as per the liquidity management strategy.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

19. Future Impact of Accounting Standards Not Yet Effective

At the date of authorisation of the financial report, the expected impacts of new or amended Australian Accounting Standards issued but with future commencement dates are set out below:

AASB 124 - Related Party Disclosures

From reporting periods beginning on or after 1 July 2016, the Authority will need to comply with the requirements of AASB 124 Related Party Disclosures. That accounting standard requires a range of disclosures about the remuneration of key management personnel, transactions with related parties/entities, and relationships between parent and controlled entities. The Authority already discloses information about the remuneration expenses for key management personnel (refer to Note 21) in compliance with requirements from Queensland Treasury. Therefore, the most significant implications of AASB 124 for the Authority's financial statements will be the disclosures to be made about transactions with related parties, including transactions with key management personnel or close members of their families.

AASB 15 Revenue from Contracts with Customers

This Standard will become effective from reporting periods beginning on or after 1 January 2018 and contains much more detailed requirements for the accounting for certain types of revenue from customers. Depending on the specific contractual terms, the new requirements may potentially result in a change to the timing of revenue from sales of the Authority's goods and services, such that some revenue may need to be deferred to a later reporting period to the extent that the Authority has received cash but has not met its associated obligations (such amounts would be reported as a liability (unearned revenue) in the meantime). The Authority is yet to complete its analysis of current arrangements for sale of its goods and services, but at this stage does not expect a significant impact on its present accounting practices.

AASB 9 Financial Instruments and AASB 2014-7 Amendments to Australian Accounting Standards arising from AASB 9 (December 2014)

These Standards will become effective from reporting periods beginning on or after 1 January 2018. The main impacts of these standards on the Authority are that they will change the requirements for the classification, measurement, impairment and disclosures associated with the Authority's financial assets. AASB 9 will introduce different criteria for whether financial assets can be measured at amortised cost or fair value.

The Authority has commenced reviewing the measurement of its financial assets against the new AASB 9 classification and measurement requirements. However, as the classification of financial assets at the date of initial application of AASB 9 will depend on the facts and circumstances existing at that date, the Authority's conclusions will not be confirmed until closer to that time. At this stage, and assuming no change in the types of transactions that the Authority enters into, all of the Authority's financial assets are expected to be required to be measured at fair value (instead of the measurement classifications presently used in Note 18). In the case of the Authority's current receivables, as they are short-term in nature, the carrying amount is expected to be a reasonable approximation of fair value. Changes in the fair value of those assets will be reflected in the Authority's operating result.

Another impact of AASB 9 relates to calculating impairment losses for the Authority's receivables. Assuming no substantial change in the nature of the Authority's receivables, as they don't include a significant financing component, impairment losses will be determined according to the amount of lifetime expected credit losses. On initial adoption of AASB 9, the Authority will need to determine the expected credit losses for its receivables by comparing the credit risk at that time to the credit risk that existed when those receivables were initially recognised.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

19. Future Impact of Accounting Standards Not Yet Effective (contd)

The Authority will not need to restate comparative figures for financial instruments on adopting AASB 9 as from 2018-19. However, changed disclosure requirements will apply from that time. A number of one-off disclosures will be required in the 2018-19 financial statements to explain the impact of adopting AASB 9. Assuming no change in the types of financial instruments that the Authority enters into, the most likely ongoing disclosure impacts are expected to relate to the credit risk of financial assets subject to impairment.

All other Australian accounting standards and interpretations with future commencement dates are either not applicable to the the Authority's activities, or have no material impact on the Authority.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

SECTION 5

NOTES ABOUT OUR PERFORMANCE COMPARED TO BUDGET

20. Budget vs Actual Comparison

Statement of Comprehensive Income

	Variance Notes	Original Budget 2016 \$'000	Actual 2016 \$'000	Variance \$'000	Variance % of Budget
Income from Continuing Operations					
Revenue					
User Charges	1	10,345	132	(10,213)	-99%
Grants and other contributions	2	-	9,611	9,611	100%
Interest	3	100	221	121	121%
Total Revenue		10,445	9,964	(481)	-5%
Total Income from Continuing Operations		10,445	9,964	(481)	-5%
Expenses from Continuing Operations					
Employee expenses	4	2,270	2,585	315	14%
Supplies and services	5	4,244	3,674	(570)	-13%
Depreciation	6	2,900	3,328	428	15%
Other expenses	7	1,031	184	(847)	-82%
Total Expenses from Continuing Operations		10,445	9,772	673	6%
Operating Result from Continuing Operations		-	192	192	100%
Operating Result for the Year		-	192	192	100%
Other Comprehensive Income					
Increase in asset revaluation surplus	8	-	2,605	2,605	100%
Total Other Comprehensive Income		-	2,605	2,605	100%
Total Comprehensive Income		-	2,797	2,797	100%

The accompanying notes form part of these statements.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

20. Budget vs Actual Comparison (contd)

Explanations of Major Variances

1. Variance is due to the reclassification of funding to "Grants and other contributions" from "User Charges", in line with Queensland Treasury guidelines for accounting for grants from other State entities.
2. Variance is due to the reclassification of funding to "Grants and other contributions" from "User Charges", in line with Queensland Treasury guidelines for accounting for grants from other State entities and the receipt of a voluntary transfer (grant/contribution) from the City of Gold Coast as contribution towards building capital infrastructure. In line with AASB 104 and FRR 3B, such payments should be recognised as revenue/income.
3. Increase in interest is due to increased cash assets as a result of capital program carryover funding due to unanticipated delays with environmental approvals, contractors and timings associated with community consultation processes related to the delivery of navigation access and boating infrastructure program works.
4. Increase in employee expenses is attributed to additional full-time equivalent (FTE) requirements to address growth in the scope and quantity of services and works to be delivered. This increase is partially offset with a decrease in other supplies and services expenses associated with contractor payments.
5. Decrease in supplies and services is primarily attributed to projected payments to employment agency contractors and other contractors, due to unanticipated delays associated with environmental approvals and timings associated with community consultation processes related to delivering navigation access and boating infrastructure programmed works.
6. Increase in depreciation costs based on results of a revaluation of non-current assets following completion of a specific appraisal by registered valuers as at 30 June 2015 and the capitalisation of prior year investments.
7. Administered (agency transactions) included in other expenses budget, with actuals being reported as "agency transactions" - refer Note 14.
8. The result of an indices valuation by a registered valuer which reviewed and updated land assets by 8% index rate.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-2016

20. Budget vs Actual Comparison (contd)

Statement of Financial Position

	Variance Notes	Original Budget 2016 \$'000	Actual 2016 \$'000	Variance \$'000	Variance % of Budget
Current Assets					
Cash and cash equivalents	9	1,709	6,759	5,050	295%
Receivables	10	619	197	(422)	-68%
Inventories		137	133	(4)	-3%
Total Current Assets		2,465	7,089	4,624	188%
Non-Current Assets					
Property, plant and equipment	12	182,181	192,982	10,801	6%
Total Non-Current Assets		182,181	192,982	10,801	6%
Total Assets		184,646	200,072	15,426	8%
Current Liabilities					
Payables	11	2002	1,532	(470)	-23%
Accrued employee benefits		312	391	79	25%
Other		5	88	83	1668%
Total Current Liabilities		2,319	2,012	(307)	-13%
Total Liabilities		2,319	2,012	(307)	-13%
Net Assets		182,327	198,060	15,733	9%
Equity					
Contributed equity		182,327	176,792	(5,535)	-3%
Accumulated surplus		-	(421)	(421)	-100%
Asset revaluation surplus	12	-	21,689	21,689	100%
Total Equity		182,327	198,060	15,733	9%

The accompanying notes form part of these statements.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-2016

20. Budget vs Actual Comparison (contd)

Explanations of Major Variances

9. The majority of the increase in cash assets is a result of capital program carryover funding due to unanticipated delays with environmental approvals, contractors and timings associated with community consultation processes related to the delivery of navigation access and boating infrastructure program works.
10. Decrease in receivables is related to decreased contributions associated with delivery of waterways management program being made by other government entities.
11. Decrease in payables is related to decreased volume of waterways management program related works invoices held as liabilities at end of financial year.
12. Result of a revaluation of non-current assets following completion of a specific appraisal by registered valuers as at 30 June 2015. This was further impacted in 2015-16 following an indices valuation by a registered valuer which reviewed and updated land assets by 8% index rate.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-2016

20. Budget vs Actual Comparison (contd)

Statement of Cash Flows

	Variance	Original Budget 2016	Actual 2016	Variance	Variance % of Budget
	Notes	\$'000	\$'000	\$'000	
Cash flows from operating activities					
<i>Inflows:</i>					
Grants and Other Contributions	13	-	9,913	9,913	100%
User charges	14	10,345	132	(10,213)	-99%
GST collected from customers		-	100	100	100%
GST input tax credits from ATO	15	-	1,069	1,069	100%
Interest received	16	100	222	122	122%
<i>Outflows:</i>					
Employee expenses	17	(2,270)	(2,503)	(233)	-10%
Supplies and services	18	(4,244)	(3,693)	551	13%
GST paid to suppliers	14	-	(1,109)	(1,109)	-100%
GST remitted to ATO	19	-	(32)	(32)	100%
Purchase of Inventories		-	-	-	0%
Other	20	(1,031)	(184)	847	82%
Net cash provided by operating activities		2,900	3,914	1,014	35%
Cash flows from investing activities					
<i>Outflows:</i>					
Payments for property, plant and equipment	21	(10,167)	(8,248)	1,919	19%
Net cash provided by (used in) investing activities		(10,167)	(8,248)	1,919	19%
Cash flows from financing activities					
<i>Inflows:</i>					
Non-appropriated Equity Injections		5,901	5,901	-	0%
<i>Outflows:</i>					
Non-appropriated Equity Withdrawal		(2,900)	(2,901)	(1)	0%
Net cash provided by (used in) financing activities		3,001	3,000	(1)	0%
Net increase (decrease) in cash and cash equivalents		(4,266)	(1,334)	2,932	69%
Cash and cash equivalents at beginning of financial period		5,975	8,094	2,119	35%
Cash and cash equivalents at end of financial year		1,709	6,759	5,051	296%

The accompanying notes form part of these statements.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-2016

20. Budget vs Actual Comparison (contd)

Explanations of Major Variances

13. Variance is due to the reclassification of funding to "Grants and other contributions" from "User Charges", in line with Queensland Treasury guidelines for accounting for grants from other State entities and the receipt of a voluntary transfer (grant/contribution) from the City of Gold Coast as contribution towards building capital infrastructure. In line with AASB 104 and FRR 3B, such payments should be recognised as revenue/income.
14. Variance is due to the reclassification of funding to "Grants and other contributions" from "User Charges", in line with Queensland Treasury guidelines for accounting for grants from other State entities.
15. GST paid to suppliers variance primarily due to budget assumption of GST paid would be offset by GST input tax credits from ATO with minor movement amount included to the Other operating inflows line.
16. Increase in interest is due to increased cash assets as a result of capital program carryover funding due to unanticipated delays with environmental approvals, contractors and timings associated with community consultation processes related to the delivery of navigation access and boating infrastructure program works.
17. Increase in employee expenses is attributed to additional full-time equivalent (FTE) requirements to address growth in the scope and quantity of services and works to be delivered. This increase is partially offset with a decrease in other supplies and services expenses associated with contractor payments.
18. Decrease in supplies and services is primarily attributed to projected payments to employment agency contractors and other contractors, due to unanticipated delays associated with environmental approvals and timings associated with community consultation processes related to delivering navigation access and boating infrastructure programmed works.
19. GST remitted to ATO variance primarily due to it being reported under Other operating outflows for budget.
20. Administered (agency transactions) included in other expenses budget, with actuals being reported as "agency transactions" - refer Note 14.
21. Decrease is primarily associated with unanticipated delays associated with environmental approvals and timings associated with community consultation processes related to delivering navigation access and boating infrastructure programmed works, resulting in works being deferred to 2016-17.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

SECTION 6 OTHER INFORMATION

21. Key Management Personnel Disclosures

Details of Key Management Personnel

The following details for key executive management personnel include those positions that had authority and responsibility for planning, directing and controlling the activities of the Authority during 2015-16.

Chief Executive Officer

The Chief Executive Officer's responsibilities include: Strategy development and implementation; Stakeholder relations; Financial management; Managing the operations of the Authority; Providing leadership and staff management.			
Incumbent	Contract Classification and Appointment Authority	Date of Initial Appointment	Date of Resignation or Cessation
Current	Contract in accordance with Section 60 of the Gold Coast Waterways Authority Act 2012	3-Jun-2013	-
Temporary Relieving	Manager (Strategy)	6-Jan-2016	15-Jan-2016
Temporary Relieving	Executive Officer	20-Jun-2016	30-Jun-2016

Manager (Strategy)

The Manager (Strategy) responsibilities include: Strategy and program development; Legislative coordination; Stakeholder engagement.			
Incumbent	Contract Classification and Appointment Authority	Date of Initial Appointment	Date of Resignation or Cessation
Current	AO8 TMR Enterprise Determination 2011	24-Mar-2014	-

Program Manager (Infrastructure)

The Program Manager (Infrastructure) responsibilities include: Program and Project development and delivery; Stakeholder engagement.			
Incumbent	Contract Classification and Appointment Authority	Date of Initial Appointment	Date of Resignation or Cessation
Current	Contract in accordance with Section 65 of the Gold Coast Waterways Authority Act 2012	14-Oct-2013	-

Manager (Business Services)

The Manager (Business Services) responsibilities include: Business planning; Performance reporting; Corporate governance arrangements; Financial and Human resource management.			
Incumbent	Contract Classification and Appointment Authority	Date of Initial Appointment	Date of Resignation or Cessation
Current	AO8 TMR Enterprise Determination 2011	24-Mar-2014	-
Temporary Relieving	Co-ordinator (Business Services)	14-Dec-2015	8-Jan-2016

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

21. Key Management Personnel Disclosures (contd)

Details of Key Management Personnel (contd)

Manager (Waterways)

The Manager (Waterways) responsibilities include: Strategically manage and lead waterways management and compliance activities; events, authority and approval processes, and facilities management.			
incumbent	Contract Classification and Appointment	Date of initial	Date of Resignation
Current	AO8 TMR Enterprise Determination 2011	25-Jan-2016	-

Remuneration Policies

The remuneration and other terms of employment for the key executive management personnel are specified in employment contracts. The Section 60 contract provides for other benefits including motor vehicles. Remuneration policy for the Authority's key executive management personnel is set by the Queensland Public Service Commission as provided for under the Public Service Act 2008 and Schedule 1 of the Contract for the Chief Executive Officer and for the Contract for the Program Manager (Infrastructure).

As provided for in Schedule 1 of Contract for CEO, a remuneration increase was paid from 3 June 2015. 2.5% increases were applied from 1 July 2015 in accordance with government policy for those employees aligned to TMR Enterprise Determination.

Remuneration packages for key management personnel comprise of the following components:-

Short term employee benefits which include:

- salaries, allowances and leave entitlements earned and expensed for the entire year or for that part of the year during which the employee occupied the specified position.
- non-monetary benefits - consisting of provision of vehicle together with fringe benefits tax applicable to the benefit.

Long term employee benefits which include amounts expensed in respect of long service leave entitlements earned.

Post-employment benefits including amounts expensed in respect of employer superannuation obligations.

Termination payments are not provided for within individual contracts of employment. Contracts of employment provide only for notice periods or payment in lieu of notice on termination, regardless of the reason for termination.

Performance Payments

No performance payments were made to the key management personnel of the Authority.

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

21. Key Management Personnel and Remuneration (contd)

KMP Remuneration Expenses

The following disclosures focus on the expenses incurred by the Authority that is attributable to key management positions during the respective reporting periods. Therefore, the amounts disclosed reflect expenses recognised in the Statement of Comprehensive Income.

1 July 2015 – 30 June 2016

Position (date resigned if applicable)	Short Term Employee Expenses		Long Term Employee Expenses	Post-Employment Expenses	Termination Benefits	Total Expenses
	Monetary Expenses	Non-Monetary Benefits	\$'000	\$'000	\$'000	\$'000
	\$'000	\$'000				
Chief Executive Officer	194	-	4	20	-	218
Manager (Strategy)	109	-	2	14	-	125
Program Manager (Infrastructure)	120	-	3	11	-	134
Manager (Business Services)	129	-	3	15	-	147
Manager (Waterways)	65	-	1	6	-	72
Total Remuneration	617	-	13	66	-	696

1 July 2014 – 30 June 2015

Position (date resigned if applicable)	Short Term Employee Expenses		Long Term Employee Expenses	Post-Employment Expenses	Termination Benefits	Total Expenses
	Monetary Expenses	Non-Monetary Benefits	\$'000	\$'000	\$'000	\$'000
	\$'000	\$'000				
Chief Executive Officer	185	-	4	20	-	209
Manager (Strategy)	112	-	2	14	-	128
Program Manager (Infrastructure)	117	-	2	13	-	132
Manager (Business Services)	101	-	2	14	-	117
Total Remuneration	515	-	10	61	-	586

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

21. Key Management Personnel and Remuneration (contd)

Authority Board Remuneration

Authority Board fees totalled \$48,063 (2015: \$20,631). Other fees such as superannuation, payroll tax, professional services and catering totalled \$9,243 (2015: \$41,698). Variance is due to payroll report timings and a greater community engagement focus. The total cost of the Authorities Board operations was therefore \$57,306 (2015: \$62,329).

Remuneration shown represents the fees and allowances for Board Members that are set by the Queensland Government under the Part-Time Chairs and Members of Government Boards, Committees and Statutory Authorities schedule.

Name:	Appointment Date:	Date Resigned or Ceased:	Payment Period:	2016	2015
Mara Bún (Chairperson)	1-Dec-2015		1-Dec-2015 to 30-Jun-2016	10,750.00	-
Michael Bartlett	1-Dec-2012		1-Jul-2015 to 30-Jun-2016	5,609.00	2,905.00
Richard Holliday	1-Dec-2015		1-Dec-2015 to 30-Jun-2016	2,750.00	-
Leslie Shirreffs	1-Dec-2015		1-Dec-2015 to 30-Jun-2016	4,775.00	-
Tom Tate (Mayor of City of Gold Coast) or delegate	1-Dec-2012			-	-
Rodger Tomlinson	1-Dec-2012		1-Jul-2015 to 30-Jun-2016	5,048.00	3,701.00
Martin Winter	1-Dec-2012		1-Jul-2015 to 30-Jun-2016	3,183.00	2,069.00
Gary Baildon (Chairperson)	1-Dec-2012	30-Nov-2015	1-Jul-2015 to 30-Nov-2015	12,683.00	6,900.00
Ray James	1-Dec-2012	30-Nov-2015	1-Jul-2015 to 30-Nov-2015	1,672.00	2,150.00
William Turner	1-Dec-2012	30-Sep-2015	1-Jul-2015 to 30-Sep-2015	1,593.00	2,906.00
Total remuneration paid to all members :				48,063.00	20,631.00

QAO
certified statements

Gold Coast Waterways Authority

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS 2015-16

22. First Year Application of New Accounting Standards of Change in Policy

Changes in Accounting Policy

The Authority did not voluntarily change any of its accounting policies during 2015-16.

Accounting Standards Early Adopted for 2015-16

Two Australian Accounting Standards have been early adopted for the 2015-16 year as required by Queensland Treasury. These are:

AASB 2015-2 Amendments to Australian Accounting Standards – Disclosure Initiative: Amendments to AASB 101 [AASB 7, AASB 101, AASB 134 & AASB 1049]

The amendments arising from this standard seek to improve financial reporting by providing flexibility as to the ordering of notes, the identification and location of significant accounting policies and the presentation of sub-totals, and provides clarity on aggregating line items. It also emphasises only including material disclosures in the notes. The Authority has applied this flexibility in preparing the 2015-16 financial statements, including co-locating significant accounting policies with the related breakdowns of financial statement figures in the notes.

AASB 2015-7 Amendments to Australian Accounting Standards – Fair Value Disclosures of Not-for-Profit Public Sector Entities [AASB 13]

This standard amends AASB 13 *Fair Value Measurement* and provides relief to not-for-profit public sector entities from certain disclosures about property, plant and equipment that is primarily held for its current service potential rather than to generate future net cash inflows. The relief applies to assets under AASB 116 Property, Plant and Equipment which are measured at fair value and categorised within Level 3 of the fair value hierarchy (refer to Note 9).

As a result, the following disclosures are no longer required for those assets. In early adopting the amendments, the following disclosures have been removed from the 2015-16 financial statements:

- disaggregation of certain gains/losses on assets reflected in the operating result;
- quantitative information about the significant unobservable inputs used in the fair value measurement ; and
- a description of the sensitivity of the fair value measurement to changes in the unobservable inputs .

Accounting Standards Applied for the First Time in 2015-16

No new Australian Accounting Standards effective for the first time in 2015-16 had any material impact on this financial report.

23. Taxation

The Authority is a State body as defined under the *Income Tax Assessment Act 1936* and is exempt from Commonwealth taxation with the exception of Fringe Benefits Tax (FBT) and Goods and Services Tax (GST). FBT and GST are the only taxes accounted for by the Authority. GST credits receivable from, and GST payable to the ATO, are recognised (refer to Note 8).

24. Accounting Estimates and Judgements

The preparation of financial statements necessarily requires the determination and use of certain critical accounting estimates, assumptions, and management judgements that have the potential to cause a material adjustment to the carrying amounts of assets and liabilities within the next financial year. Such estimates, judgements and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised and in future periods as relevant.

Estimates and assumptions that have a potential significant effect are outlined in the following financial statement notes:

- Valuation of Property, Plant and Equipment - Note 9
- Depreciation - Note 9

**Management Certificate
for Gold Coast Waterways Authority**

These general purpose financial statements have been prepared pursuant to section 62(1) of the *Financial Accountability Act 2009* (the Act), relevant sections of the *Financial and Performance Management Standard 2009* and other prescribed requirements. In accordance with section 62(1)(b) of the Act we certify that in our opinion:

- (a) the prescribed requirements for establishing and keeping the accounts have been complied with in all material respects; and
- (b) the financial statements have been drawn up to present a true and fair view, in accordance with prescribed accounting standards, of the transactions of the Gold Coast Waterways Authority for the financial year ended 30 June 2016 and of the financial position of the Authority at the end of that period; and
- (c) these assertions are based on an appropriate system of internal controls and risk management processes being effective, in all material respects, with respect to financial reporting throughout the reporting period.



Chairperson
Gold Coast Waterways Authority

Date: 4/08/16



Chief Executive Officer
Gold Coast Waterways Authority

Date: 4/08/16

INDEPENDENT AUDITOR'S REPORT

To the Board of Gold Coast Waterways Authority

Report on the Financial Report

I have audited the accompanying financial report of Gold Coast Waterways Authority, which comprises the statement of financial position as at 30 June 2016, the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, notes comprising a summary of significant accounting policies and other explanatory information, and certificates given by the Chair and Chief Executive Officer.

The Board's Responsibility for the Financial Report

The Board is responsible for the preparation of the financial report that gives a true and fair view in accordance with prescribed accounting requirements identified in the *Financial Accountability Act 2009* and the *Financial and Performance Management Standard 2009*, including compliance with Australian Accounting Standards. The Board's responsibility also includes such internal control as the Board determines 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.

Auditor's Responsibility

My responsibility is to express an opinion on the financial report based on the audit. The audit was conducted in accordance with the *Auditor-General of Queensland Auditing Standards*, which incorporate the Australian Auditing Standards. Those standards require compliance with relevant ethical requirements relating to audit engagements and that the audit is planned and performed to obtain reasonable assurance about whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation of the financial report that gives a true and fair view 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 entity's internal control, other than in expressing an opinion on compliance with prescribed requirements. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Board, as well as evaluating the overall presentation of the financial report including any mandatory financial reporting requirements approved by the Treasurer for application in Queensland.

I believe that the audit evidence obtained is sufficient and appropriate to provide a basis for my audit opinion.

Independence

The *Auditor-General Act 2009* promotes the independence of the Auditor-General and all authorised auditors. The Auditor-General is the auditor of all Queensland public sector entities and can be removed only by Parliament.

The Auditor-General may conduct an audit in any way considered appropriate and is not subject to direction by any person about the way in which audit powers are to be exercised. The Auditor-General has for the purposes of conducting an audit, access to all documents and property and can report to Parliament matters which in the Auditor-General's opinion are significant.

Opinion

In accordance with s.40 of the *Auditor-General Act 2009* –

- (a) I have received all the information and explanations which I have required; and
- (b) in my opinion –
 - (i) the prescribed requirements in relation to the establishment and keeping of accounts have been complied with in all material respects; and
 - (ii) the financial report presents a true and fair view, in accordance with the prescribed accounting standards, of the transactions of the Gold Coast Waterways Authority for the financial year 1 July 2015 to 30 June 2016 and of the financial position as at the end of that year.

Other Matters - Electronic Presentation of the Audited Financial Report

Those viewing an electronic presentation of these financial statements should note that audit does not provide assurance on the integrity of the information presented electronically and does not provide an opinion on any information which may be hyperlinked to or from the financial statements. If users of the financial statements are concerned with the inherent risks arising from electronic presentation of information, they are advised to refer to the printed copy of the audited financial statements to confirm the accuracy of this electronically presented information.



D R ADAMS FCPA
Director
(as Delegate of the Auditor-General of Queensland)



Queensland Audit Office
Brisbane

Appendix B – GCWA Strategic Plan



Strategic Plan 2015-19

[Reviewed 2016]



Our Vision

Sustain, Enhance, Promote and Manage the waterways of the Gold Coast to showcase this wonderful asset to our community and visitors

Our purpose

To provide the best possible navigational access, boating infrastructure and management of the Gold Coast waterways at a reasonable cost while keeping regulation to a minimum

Our objectives

<p>Enjoyment of waterways is sustainable, safe and efficient</p> 	<p>Investment in improved waterways access balances diversity of use and protects environmental values</p> 	<p>Decisions are informed by sound research and guided by consultation with stakeholders and by future demand, while also meeting investment criteria</p> 	<p>Plans and actions for the waterways are coordinated with and responsive to other related activities</p> 
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Strategies to support our objectives

Deliver Waterways Management Program	Manage waterways use
Promote the waterways	Ensure organisational effectiveness

How we contribute to the Government's Objectives



Support the Queensland Government by:

- Creating jobs and a diverse economy
- Delivering quality frontline services
- Protecting the environment
- Building safe, caring and connected communities

Performance Indicators

- Minister's satisfaction
- Elected Representative's satisfaction
- Gold Coast Waterways Management Program is delivered on time and budget
- Community satisfaction with management of the waterways



The Gold Coast Waterways Authority will successfully manage its strategic risks by following its *Framework for the Management of Risk* and associated Risk Register

Our Values

- Strive for success
- Benefit the community
- Work collaboratively
- Respect diversity

Appendix C – Compliance Checklist

Summary of requirement		Basis for requirement	Annual report reference*
Letter of compliance	* A letter of compliance from the accountable officer or statutory body to the relevant Minister/s	ARRs – section 8	Pg 2
Accessibility	* Table of contents	ARRs – section 10.1	Pg 3
	* Glossary		N/A *
	* Public availability	ARRs – section 10.2	Pg 2
	* Interpreter service statement	<i>Queensland Government Language Services Policy</i> ARRs – section 10.3	N/A
	* Copyright notice	<i>Copyright Act 1968</i> ARRs – section 10.4	Pg 2
	* Information Licensing	<i>QGEA – Information Licensing</i> ARRs – section 10.5	N/A
General information	* Introductory Information	ARRs – section 11.1	Pg 5
	* Agency role and main functions	ARRs – section 11.2	Pg 5
	* Operating environment	ARRs – section 11.3	Pg 6
Non-financial performance	* Government's objectives for the community	ARRs – section 12.1	Pg 13
	* Other whole-of-government plans / specific initiatives	ARRs – section 12.2	N/A
	* Agency objectives and performance indicators	ARRs – section 12.3	Pg 13
	* Agency service areas and service standards	ARRs – section 12.4	Pg 14
Financial performance	* Summary of financial performance	ARRs – section 13.1	Pg 19
Governance – management and structure	* Organisational structure	ARRs – section 14.1	Pg 7
	* Executive management	ARRs – section 14.2	Pg 8
	* Government bodies (statutory bodies and other entities)	ARRs – section 14.3	Pg 11
	* <i>Public Sector Ethics Act 1994</i>	<i>Public Sector Ethics Act 1994</i> ARRs – section 14.4	Pg 18
	* Queensland public service values	ARRs – section 14.5	Pg 13
Governance – risk management and accountability	* Risk management	ARRs – section 15.1	Pg 17
	* Audit committee	ARRs – section 15.2	Pg 17
	* Internal audit	ARRs – section 15.3	Pg 17

Summary of requirement		Basis for requirement	Annual report reference*
	* External scrutiny	ARRs – section 15.4	Pg 17
	* Information systems and recordkeeping	ARRs – section 15.5	Pg 17
Governance – human resources	* Workforce planning and performance	ARRs – section 16.1	Pg 18
	* Early retirement, redundancy and retrenchment	Directive No.11/12 <i>Early Retirement, Redundancy and Retrenchment</i> ARRs – section 16.2	N/A
Open Data	* Consultancies	ARRs – section 17 ARRs – section 34.1	N/A
	* Overseas travel	ARRs – section 17 ARRs – section 34.2	N/A
	* Queensland Language Services Policy	ARRs – section 17 ARRs – section 34.3	N/A
Financial statements	* Certification of financial statements	FAA – section 62 FPMS – sections 42, 43 and 50 ARRs – section 18.1	Appendix A - Pg 33
	* Independent Auditors Report	FAA – section 62 FPMS – section 50 ARRs – section 18.2	Appendix A Pg 41

FAA Financial Accountability Act 2009

FPMS Financial and Performance Management Standard 2009

ARRs Annual report requirements for Queensland Government agencies

**GCWA has not included a glossary as part of this Annual Report as it believes all industry-specific terms and acronyms are adequately outlined in the body of this document*

