

ANNUAL REPORT 2021–2022



Letter of compliance

5 September 2022

The Honourable Mark Bailey MP
Minister for Transport and Main Roads
GPO Box 2644
Brisbane QLD 4001

The Honourable Steven Miles MP
Deputy Premier and Minister for State
Development, Infrastructure, Local Government
and Planning
PO Box 15009
City East QLD 4002

Dear Ministers,

We are pleased to submit for presentation to the Parliament the Annual Report 2021-2022, and the financial statements for the Gold Coast Waterways Authority.

We certify that this Annual Report complies with:

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

A checklist outlining the annual reporting requirements is located at Appendix C of this annual report.

Yours sincerely



Greg Vann
Chair
Gold Coast Waterways Authority



Chris Derksema
Chief Executive Officer
Gold Coast Waterways Authority



More information

The Queensland Government is committed to providing accessible services to Queenslanders from all culturally and linguistically diverse backgrounds. If you have difficulty in understanding the annual report, you can contact us on telephone (07) 5539 7350 and we will arrange an interpreter to effectively communicate the report to you.

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Web: www.gcwa.qld.gov.au

Additional information to accompany this annual report can be accessed at <https://gcwa.qld.gov.au/about/our-publications/>

Table of Contents

Chair and CEO message	6
About the Gold Coast Waterways Authority	8
Our vision	9
Our purpose	9
Non-financial performance	10
Objectives and performance indicators	10
2021-2022 Achievements	11
Queensland Government objectives for the community	13
Gold Coast Waterways Authority objectives and performance indicators	14
Service standards	14
Service areas, service standards and other measures	14
Other performance measures	15
Summary of financial performance	15
Governance: management and structure	17
Boards and committees	17
Board remuneration	18
Sub-committees	19
Organisational structure	22
Work Units	22
Organisational Chart	23
Public Sector Ethics Act 1994	24
Human Rights	24
Queensland Public Service values	24
Governance, risk management and accountability	25
Risk management	25
External scrutiny	25

Audit and Risk Committee	25
Internal audit	25
Information systems and record-keeping	26
Fraud and corruption control policy	26
Governance: human resources	27
Strategic workforce planning and performance	27
Early retirement, redundancy and retrenchment	27
Appendices	28
Appendix A Financial Statements	28
Appendix B Strategic Plan	68
Appendix C Compliance Checklist	69

Chair and CEO message

Gold Coast Waterways Authority (GCWA) continued to deliver and enhance the role we play in sustainably managing and protecting our unique and iconic Gold Coast waterways.

Rapid population growth on the Gold Coast and preparing for the impacts of climate change on our vulnerable waterways environment posed the main challenges in 2021-2022. These challenges drove our focus on building resilience of the waterways while delivering infrastructure and safe navigable channels to accommodate increased waterways use.

In the development and implementation of our waterways management projects and place-based destination plans, we remained committed to consulting the community and balancing social, economic, and environmental values.

This year the board and the Minister for Transport and Main Road, the Hon Mark Bailey endorsed the Gold Coast Waterways Management Strategy 2021-2030. This is the second 10-year strategy prepared by the Authority and outlines the collective vision for the future development and protection of the waterways. Considerable engagement with the community, business and other government agencies was foundational to the development of the strategy. The strategy provides clear guidance on the development and implementation of the waterways management plan whilst ensuring alignment with other plans such as The Spit Master Plan and the Queensland Government's objectives for the community.

Waterways Management

Our waterways team continued to ensure safe navigational access by maintaining a system of more than 2,080 beacons, buoys, and marine signs. In numerous severe weather events that heavily impacted the Gold Coast waterways, we rapidly responded as part of a local disaster management team to restore a reliable system of navigation aids, assessing damage, and clearing hazards and obstructions.

We monitored 389 vessels for compliance with Gold Coast anchoring rules, issuing 100 removal notices to ensure fair and safe access to popular waterways destinations. In partnership with Maritime Safety Queensland our waterways team removed 37 abandoned vessels under the War on Wrecks program. As part of our commitment to protecting the waterways and their environmental value, we provided first-strike pollution response to 34 marine pollution incidents and participated in local pollution equipment training and national plan pollution response exercises.

Destinations

The Spit area, including Doug Jennings Park, continued to be one of the most sought-after event locations on the Gold Coast, with 205 aquatic events administered and 21 events in the park. Despite the challenges of the COVID-19 pandemic, we facilitated a mix of significant sporting events, music festivals and film productions actualising on the economic value of The Spit area.

In 2021-2022 we supported the implementation of The Spit Master Plan by completing the design and commencing construction of the Marine Stadium jetty and pontoon. We also completed Marine Stadium Tidal Exchange Investigation and made significant progress on the design of the Muriel Henchman Park improvement.

As the popularity of the Gold Coast as a destination of domestic migration continued, we assessed and provided referral responses to 461 new waterways developments, including marinas in the popular areas of Broadwater and the Gold Coast Marine Precinct.

Infrastructure

We delivered key infrastructure projects such as the Jacobs Well Boat Ramp upgrade and commenced Proud Park and Tippler's pontoon replacements. We also completed investigations into the upgrade of five boat ramps that were identified as part of the Recreational Boating Facilities Demand Forecasting Study 2017.

Navigation

Ensuring that navigation channels are maintained to adequate depths and widths is important to maintain a safe waterways network and facilitate economic development in the Gold Coast region. We completed dredging of the Main Channel North in July 2021, followed by dredging of the North Channel, South Channel and Seaway entrance finalised in December 2021. We also commenced dredging of the South Wave Break Island channel.

Our commitment to keeping the aquatic arteries of the Gold Coast safe and navigable was also reflected in the significant upgrades to the Sand Bypass System. A high voltage switch gear upgrade including the integration of the City of Gold Coast Sand Backpassing system was implemented. The Sand Bypass Jetty also received new protective coating, and the delivery of transformers and low voltage switch board replacements commenced.

Innovation

As we strive to shape the future of waterways in a sustainable and innovative way, we delivered projects that support our evidence-based approach management. We developed an interactive tool that utilises 30 years of geotechnical data to predict future dredge spoil quality and hence inform future decision regarding dredging techniques and locations to minimise environmental risks, potential project delays and costs.

In partnership with Port of Brisbane, GCWA developed computer simulation tools to estimate the post dredging sand deposition rate at various location in the waterway channel network. This will inform decision regarding the frequency, depth and location of future dredging, and reduce the cost of maintaining access to Gold Coast navigation channels.

We conducted seagrass surveys and reporting to assist project delivery, utilising an innovative approach that incorporated an underwater drone and artificial intelligence for image analysis in partnership with Queensland University of Technology and Griffith University.

Engagement

Acknowledging the importance of supporting economic and social values of our waterways, we maintained a strong engagement with the marine industry and boating community by participating in the Sanctuary Cove International Boat Show and Marinas22 International Exhibition and Conference.

We would like to take the opportunity to acknowledge the work of the Board and the dedicated team of our highly skilled staff who continue to make positive changes for the waterways and their users, despite the challenges of the COVID-19 pandemic.

We look forward to a busy and rewarding 2022-2023 and continuing our mission to ensure that locals and visitors can enjoy, and thrive in our waterways city now, and into the future.



Greg Vann
Chair



Chris Derksema
Chief Executive Officer

About the Gold Coast Waterways Authority

Gold Coast Waterways Authority was created through assent to the *Gold Coast Waterways Authority Act 2012* on 1 December 2012.

We are a statutory authority led by a decision-making board and a Chief Executive Officer.

The board, which is appointed by the Governor-in-Council is accountable to the Minister for Transport and Main Roads and the Deputy Premier and Minister for State Development, Infrastructure, Local Government and Planning.

Under the *Gold Coast Waterways Act 2012*, Gold Coast Waterways Authority is tasked with planning, managing, and protecting the Gold Coast's waterways.

Under the *Implementation of the Spit Master Plan Act 2020* the Gold Coast Waterways Authority is responsible for delivering a series of community capital works projects that will transform the public realm areas at The Spit.

Our area of responsibility includes five rivers, 170 kilometres of navigable channels, more than 750 hectares of lakes and dams as well as interests in the associated land reserves of Doug Jennings Park, Wave Break Island, and the southern tip of South Stradbroke Island.

We are also responsible for managing the Gold Coast's Sand Bypass System, which plays a critical role in coastal management and maintaining safe navigational access to the Seaway, Broadwater, and waterways beyond.

We work in partnership with agencies such as Maritime Safety Queensland, the Queensland Police Service and the Department of Agriculture and Fisheries to coordinate policy responses to user behaviour and ensuring safe, navigable access to the waterways.

Gold Coast Waterways Authority is required to prepare a 10-year Waterways Management Strategy, a 4-year rolling Waterways Management Program and a 4-year Spit Works Program.

The Gold Coast Waterways Authority second 10-year strategy 2021-2030 was approved by the Minister for Transport and Main Roads on 27 August 2021.

The Waterways Management Program 2021-25 was approved by the Minister for Transport and Main Roads on 15 September 2021. The approved program is available on our website at: Our Publications - Gold Coast Waterways Authority (www.gcwa.qld.gov.au/our-publications/#strategy-program-plans-and-policies).

The Spit Works Program 2021-25 was approved by the Deputy Premier on 29 September 2021. The approved program is available on our website at GCWA_SpitWorksProgram_2021-25-Revised.pdf (www.gcwa.qld.gov.au/wp-content/uploads/2022/07/210811-GCWA_SpitWorksProgram_2021-25-Revised.pdf).

In 2021-2022 we saw a changing of the guard with Gold Coast Waterways Authority leadership and Board. Chris Derksema commenced as the Chief Executive Officer and Greg Vann as the Chair of the Board. We also welcomed Professor Keitha Dunstan as a Board member. We farewelled Hal Morris who led the organisation from 2013, Mara Bún who served as the Chair of the Board for six years, and Leslie Shirreffs who was a Board member and the Chair of the Science and Innovation Advisory Committee. We thank them for their contributions and service and wish them all the best for the future.

Our vision

Our vision has been to sustain, enhance and promote the waterways of the Gold Coast to showcase the waterways as a wonderful asset to our community and visitors.

We have done this through:

- Promotion of safe, sustainable and efficient use and enjoyment of the Gold Coast waterways.
- Improving access to Gold Coast waterways through investments that balance diversity of use with consideration to the protection of environmental values.
- Taking an innovative approach to the long-term sustainable management of Gold Coast waterways to ensure resilience.

In late 2021, the 10-year strategy was updated and endorsed by the Board and the Minister for Transport and Main Road, the Hon Mark Bailey. The updated strategy focuses on the following three themes:

- **Access** – the ability to get out onto the water quickly from a launching point such as a boat ramp, jetty or pontoon
- **Connections** – a navigable channel network supported by infrastructure needed to access it and
- **Destinations** – locations promoted for a variety of uses including recreation, events, and industry activities such as shipbuilding and maintenance, tourism, film, and television production.

Our purpose

Under the *Gold Coast Waterways Authority Act 2012* the Gold Coast Waterways Authority is tasked with:

- a) Establishing a clear direction for the sustainable use, management, and development of the Gold Coast waterways.
- b) Identifying the needs and priorities for the sustainable use, management and development of the Gold Coast waterways into the future, having regard to the benefits for, and impacts on, the community, environment and economy of the Gold Coast community.

The Gold Coast Waterways Management Program is aligned to meeting these objectives.

The Spit Works Program is aligned to meeting the strategic objectives of The Spit Master Plan.

- growing a green peninsula
- promoting tourism and recreation
- making places and cultural connections
- linking experiences
- connecting to the City
- opening the gateway to the Gold Coast.

Non-financial performance

Objectives and performance indicators

The Gold Coast Waterways Management Strategy 2021-2030 (the Strategy) was co-designed with the Gold Coast community, key stakeholders and partner agencies and aligns with Queensland's legislative and policy requirements.

The Strategy provides a clear direction for the long-term sustainable management of the waterways and for building resilience to the impacts of climate change and population growth.

In supporting a future-focused waterways city, the GCWA Strategy has three strategic outcomes:

1. **Integrated, place-based management:** Land and waterways network planning and management are integrated and centred around local needs and local solutions.
2. **Sustainable and resilient waterways:** Waterways and land are sustainably managed and are resilient to the impacts of population growth, economic and environmental challenges, and climate change.
3. **Engaged users and communities:** Residents of the Gold Coast and surrounding areas value, use, understand, protect, respect, enhance and enjoy the waterways.

2021-2022 Achievements

Gold Coast Waterways Authority is pleased to report the following achievements in 2021-2022:

- Responded to severe weather events as part of local disaster management, to assess damage, clear hazards, and obstructions, and restore a reliable system of navigation aids.
- Resolved 37 abandoned vessels as part of the War on Wrecks program.
- Monitored 389 vessels for compliance with Gold Coast anchoring rules, issuing 100 removal notices, to ensure fair access to popular waterways destinations.
- Maintained a system of more than 2,080 beacons, buoys, and marine signs to ensure safer navigational access.
- Administered 205 aquatic events and 21 events in Doug Jennings Parks, including significant sporting events, music festivals and film productions.
- Provided first-strike pollution response to 34 marine pollution incidents and participated in local pollution equipment training and National Plan pollution response exercises.
- Assessed and provided referral responses to 461 new waterways developments, including marinas in the Broadwater and the Gold Coast Marine Precinct.
- Set new speed limits for the Broadwater near Wave Break Island to enhance marine safety during the Australia Day long weekend, and established buoys at strategic locations in the Coomera and Nerang River to manage wash from larger vessels.
- As part of the implementation of the Spit Master Plan, GCWA:
 - Developed the Spit Works Program 2022 –2026 in consultation with the community and stakeholders.
 - Completed the detailed design, procurement and commenced construction on the Marine Stadium Jetty and Pontoon.
 - Completed the Marine Stadium Tidal Exchange Investigation.
- Delivered the following projects as part of Waterways Management Program 2021-2025:
 - Completed dredging of the North Channel, South Channel and Seaway entrance.
 - Completed the dredging of the Main Channel North project.
 - Delivered the Sand Bypass System (SBS) high voltage switch gear upgrade including the integration of the City of Gold Coast Sand Backpassing system.
 - Commenced the delivery of the SBS transformers and low voltage switch board replacements.
 - Completed the SBS Jetty protective coating campaign.
 - Completed the delivery of the Jacobs Well Boat Ramp upgrade.
 - Commenced the dredging of the South Wave Break Island channel.

- Commenced the delivery of the Proud Park pontoon replacement
- Commenced the delivery of the Tiplers pontoon replacement
- Completed the removal of stockpiled material from the Coomera Dredged Sediment Management Facility
- Completed the investigation into upgrades at five boat ramps identified as part of the Recreational Boating Facilities Demand Forecasting Study 2017.
- Restructured the corporate risk framework, embedding risk appetite into the risk register and improving risk culture and Enterprise Risk Management (ERM).
- We developed two tools to support our dredging operations:
 - ⊖ An interactive tool that predicts future dredge spoil quality to inform decisions regarding dredging techniques and locations. This helps to minimise environmental risks, potential project delays and future costs.
 - ⊖ In partnership with Port of Brisbane, GCWA developed computer simulation tools to estimate the post dredging sand deposition rate at various location in in the waterway channel network This will inform decision regarding the frequency, depth and location of future dredging projects, and hence reduce the cost of maintaining access to Gold Coast navigation channels.
- Improved environmental management of dredging operations using an underwater drone and artificial intelligence for image analysis. This was undertaken in partnership with Queensland University of Technology and Griffith University.
- Engaged with various key stakeholders, including the boating community, agency partners and the marine industry by participation in two major marine industry events – Sanctuary Cove International Boat Show and Marinas22 International Conference and Trade Show.

Queensland Government objectives for the community

The Gold Coast Waterways Strategy 2021-2030 and its delivery support the following Queensland Government objectives built around Unite and Recover – Queensland’s Economic Recovery Plan:

- Supporting jobs
- Backing small business
- Making it for Queensland
- Building Queensland
- Growing our regions
- Investing in skills, and
- Protecting the environment.

Gold Coast Waterways Authority objectives and performance indicators

Service standards	2021–22 Target/Est.	2021–22 Est. Actual	Notes
Effectiveness measures			
Percentage of customer enquiries relating to the better management of and access to the waterways are responded to within customer service standards	93%	98%	
Percentage of community’s overall satisfaction with Gold Coast Waterways Authority’s implementation of the 10-year Waterways Management Strategy	80%	80%	
Efficiency measures			
Cost per cubic metre of operating the Gold Coast Sand Bypass System ¹	\$1.82	\$3.26	1
Average annual cost to manage and maintain each navigation aid in the Gold Coast waterways	\$350	\$356	

Notes:

1. The variance between the 2021-22 Estimated Actual and the 2021-22 Target/Estimate is due to major maintenance and upgrade works being undertaken and hence reduced operational capacity during the first half of 2021-22.

Service areas, service standards and other measures

Service area objective

To provide better management of, and access to, Gold Coast waterways.

Service area description

The Authority will deliver services to support the safe, sustainable, and efficient use and enjoyment of the Gold Coast waterways including dredging of channels, improving, and maintaining navigational access and public marine facilities, management of development and planning approvals, authorisation of aquatic events, and promoting the value of the waterways to Gold Coast residents, visitors, and businesses.

Other performance measures

In accordance with Section 9 of the Financial and Performance Management Standard 2009, Gold Coast Waterways Authority is required to develop a 4-year strategic plan. The Gold Coast Waterways Authority Strategic Plan (2021-2025) is included at Appendix B and sets out Gold Coast Waterways Authority's vision, purpose, contribution to Government's objectives for the community, objectives, performance indicators, strategies and strategic risks and opportunities.

The Gold Coast Waterways Management Program 2021-2025 discusses the issues and investment criteria relevant to GCWA and is the implementation mechanism for the strategy. The Gold Coast Waterways Management Strategy 2021-2030 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.

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

Summary of financial performance

The Financial Statements cover Gold Coast Waterways Authority which has no controlled entities. Gold Coast Waterways Authority is a Queensland Government statutory body (within the meaning given in the Financial Accountability Act 2009), which 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 Gold Coast Waterways Authority's operations and its principal activities is included in the notes to the Financial Statements. The Authority controls various marine and land-based non-current physical assets which are described in Note 10 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 "User Charges" in the Statement of Comprehensive Income in the Financial Statements) and from minimal own sourced revenue.

The Financial Statements which follow, provide an overview of our financial activities for 2021-22. These statements have been reviewed by the Queensland Audit Office who have provided an unmodified auditor's report.

In 2021-22, Gold Coast Waterways Authority's operational income was \$25.209 million (including The Spit Works Program Capital Grants funding of \$6.534 million for the construction of associated assets, which is initially recognised as revenue) and expenditure was \$19.061 million (against the original budget of \$21,671 million which includes Agency Transaction revenue and expenses as outlined in Note 16), resulting in a surplus of \$6.149 million.

Delivery of the operational program of \$7.155 million against a budget of \$12.334 million (including The Spit Works Program projects) has resulted in a \$5.170 million carry forward to the 2022-23 financial year (including \$3.878 million of the Spit Works Program Project Muriel Henschman Parking Facilities). Delivery on the capital program of \$4.157 million against a budget of \$11.740 million (including The Spit Works Program projects) has resulted in a \$7.583 million carry forward to the 2022-23 financial year.

The operational and capital program carryover is primarily due to significant weather events causing the redirection of contractor resources, coupled with COVID-19 impacts resulting in delays with contractor

availability, the supply of materials and delays with contract negotiations. The projects impacted relate to boating infrastructure and channel dredging, sand bypass painting and power transformer upgrade, and the delivery of Marine Stadium and Muriel Henchman facility projects. All outstanding works are due to be completed in 2022-23.

Governance: management and structure

Boards and committees

Gold Coast Waterways Authority is a statutory authority governed by a decision-making board of nine members. The board is led by chair Greg Vann and is accountable to the Minister for Transport and Main Road. Mr Vann was appointed chair on 3 December 2021.

In accordance with the *Gold Coast Waterways Authority Act 2012* (the Act), the board includes the Mayor of the City of Gold Coast (or a delegate) and six members with expertise in one or more areas specified in the Act. All members bring an injection of new ideas, and diverse priorities and perspectives.

The board has three sub-committees: the Audit and Risk Committee, the Science and Innovation Advisory Committee and the Waterways Projects Committee. The Board Charter and Committee Terms of Reference are published on GCWA's website.

Members of the Gold Coast Waterways Authority board are appointed by Gazette and are as follows:

Current Chair	Greg Vann (3/12/2021 – current)
Current Member	Tom Tate (Mayor of City of Gold Coast) or delegate (01/12/2012 – current)
Current Member	Judy Spence (08/05/2020 – current)
Current Member	Dr Aysin Dedekorkut-Howes (02/10/2020 – current)
Current Member	Dr Mark Gibbs (02/10/2020 – current)
Current Member	Andrew Fielding (02/10/2020 – current)
Current Member	Keitha Dunstan (10/12/2021 – current)
Past Chair	Mara Bún (01/12/2015 – 30/11/2021)
Past Member	Leslie Shirreffs (01/12/2015 – 30/11/2021)

The Chief Executive Officer and Executive Support Officer (minute taker) attend board meetings. Members of the management team and Gold Coast Waterways Authority officers also attend meetings as required to present papers on specific topics. Minutes reflect this attendance.

During the period 1 July 2021 until 30 June 2022, Gold Coast Waterways Authority held 11 ordinary Board meetings, one extra-ordinary meeting and 12 board sub-committee meetings.

Board and committee membership, meeting attendance and remuneration is outlined in the table below.

Board remuneration

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'. All board members received annual fees. Information about Board appointments is detailed under section 44 of the *Gold Coast Waterways Authority Act 2012*.

Position	Name	Board Meetings Attended	Sub Committee Meetings Attended
Current Chair	VANN, Greg	11	2
Current Member	Mayor of City of Gold Coast (or delegate) ¹	9	0
Current Member	DEDEKORKUT-HOWES, Aysin	11	4
Current Member	DUNSTAN, Keitha	5	2
Current Member	FIELDING, Andrew ²	8	6
Current Member	GIBBS, Mark	10	4
Current Member	SPENCE, Judy	10	4
Past Chair	BÚN, Mara	5	2
Past Member	SHIRREFFS, Leslie	5	2

The above table is to be read in conjunction with Financial Statement Note 23.

Payment periods: 01/07/21 - 30/06/22.

Pages 19-21 of Gold Coast Waterways Annual Report 2021-22 outlines membership of GCWA sub-committees.

1. Luke Wallace, Chief of Staff, Office of the Mayor Tom Tate is the delegate of the Mayor of City of Gold Coast.
2. Andrew Fielding temporarily stood aside from his Board and Committee positions on 1 May 2021 until the finalisation of the CEO recruitment to manage a conflict of interest.

Sub-committees

Audit and Risk Committee

The Audit and Risk Committee is responsible for providing assurance that:

- The credibility, appropriateness and objectivity of internal and external reporting is enhanced and remains appropriate
- Corporate governance responsibilities are addressed
- Internal control frameworks are appropriate
- Laws and regulations are complied with
- A risk management framework of policy, systems and processes is operative
- Business systems and processes operate efficiently and effectively and are designed to minimise the potential for fraud
- The internal and external audit process and external reporting is effective
- Best practice is adopted when cost effective and feasible.

The Audit and Risk Committee reports to the board and provides appropriate advice and recommendations on matters it considers need action or improvement. The Audit and Risk Committee is scheduled to meet four times per year.

Committee Member	Position
Keith Dunstan (from December 2021)	Chair
Mara Bún (to December 2021)	Chair
Maurie Burke (to February 2022)	Member
Ken Pridmore, external member (from April 2022)	Member
Andrew Fielding	Member

Gold Coast Waterways Authority Staff

Chris Derksema	CEO
Jodie Hosking – A/Manager, Business Services	GCWA Liaison

Science and Innovation Advisory Committee

The Terms of Reference for the Science and Innovation Advisory Committee (SIAC) were updated and endorsed by the Board this year. The new Terms of Reference broaden SIAC’s role to provide advice and oversight on all GCWA’s activities, rather than the previous focus on the Sand Management Plan. SIAC’s role is now to provide:

- strategic advice related to scientific, technical and innovation directions for GCWA
- oversight to the implementation of programs under the Environmental Management Framework for managing sand resources in Gold Coast waterways and other matters related to the management of Gold Coast waterways.

Members bring expertise across the fields of coastal management, marine ecology, planning, climate adaptation, environmental economics, tourism, and natural resource management.

The Science and Innovation Advisory Committee reports to the Board and is scheduled to meet four times per year.

Committee Member	Position
Aysin Dedekorkut-Howes (from December 2021)	Chair
Leslie Shirreffs (to December 2021)	Chair
Rod Connolly	Member
Kylie Pitt	Member
Rodger Tomlinson	Member
Mark Gibbs	Member
Kathy Baker	Member
Michael Raybould	Member

Gold Coast Waterways Authority Staff

Chris Derksema	CEO
Jessica Bourner – Manager, Planning and Innovation	GCWA Liaison

Waterways Projects Committee

The role of the Waterways Project Committee is to provide advice (as required) to the board on issues and considerations in relation to successful delivery of the Waterways Management Program – Capital and Operational Projects.

The committee reviews, considers and advises on all tasks necessary to ensure that all Gold Coast Waterways Authority projects:

- are carried out within the budget allowance approved by the board
- are completed within a time frame approved by the board
- meet the organisational objectives and investment criteria set by Gold Coast Waterways Authority Waterways Management Strategy.

The Waterways Project Committee reports to the board and is scheduled to meet four times per year.

Committee Member	Position
Judy Spence	Chair
Andrew Fielding	Member

Gold Coast Waterways Authority Staff

Chris Derksema	CEO
Adam Norris – A/Manager (Program Delivery)	GCWA Liaison

Organisational structure

Work Units

Gold Coast Waterways Authority is comprised of five work units: Program Delivery, Waterways, Business Services, Planning and Innovation and Spit Master Plan Implementation.

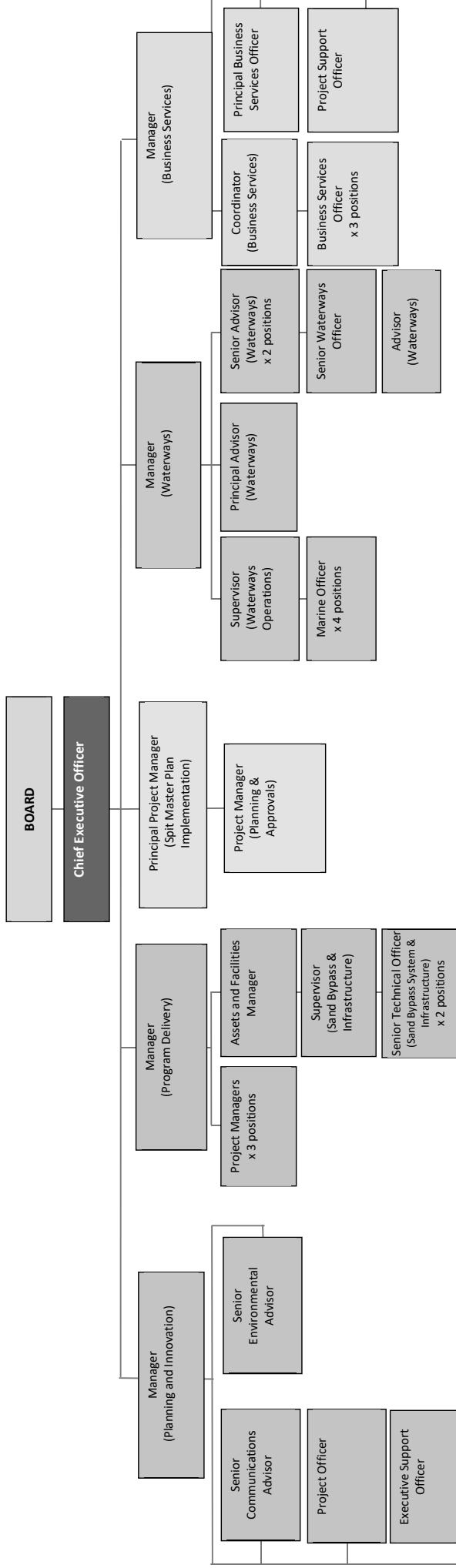
Each work unit is responsible for the delivery of a set of functions and supports either the board, a board sub-committee or another committee through provision of support, liaison, or advisory services.

A description of the current work units including their functions and support roles is included below:

Work Unit	Responsible Officer	Description
Program Delivery	Adam Norris A/Manager, Program Delivery	The Program Delivery unit is responsible for the delivery of the Waterways Management Program through the Project Management Office
Planning and Innovation	Jessica Bourner Manager, Planning and Innovation	The Planning and Innovation unit is responsible for long term planning, innovation, communications, and executive support.
Waterways	Peter Kleinig Manager, Waterways	The Waterways unit is responsible for key functions, including aids to navigation, buoy moorings, development assessment, events on trust land and water, marine pollution response, speed limits, other regulatory services, and removal of abandoned vessels for the War on Wrecks program.
Business Services	Jodie Hosking A/Manager, Business Services	The Business Services unit is responsible for all facets of corporate support within the organisation.
Spit Master Plan Implementation Unit	Daniel Dray, Principal Project Manager Spit Master Plan Implementation	The Spit Master Plan Implementation unit is responsible for the development of the Spit Works Program and the delivery of certain public realm projects identified in the Spit Works Program



Gold Coast Waterways Authority Organisational Chart as at: 30 June 2022



CORE BUSINESS	PLANNING and INNOVATION UNIT	PROGRAM DELIVERY UNIT	SPIT MASTER PLAN IMPLEMENTATION UNIT	WATERWAYS UNIT	BUSINESS SERVICES UNIT
<ul style="list-style-type: none"> Support Chairman, Board and CEO: <ul style="list-style-type: none"> Board meetings/Meet the Board Corporate Governance and reporting Reporting coordination (annual, quarterly) Executive correspondence coordination Legal response coordination: <ul style="list-style-type: none"> Right to Information (RTI) Queensland Civil and Administrative Tribunal (QCAT) Government and community liaison Communications, marketing and promotion Consultation and stakeholder engagement Sponsorships, grants and partnerships Website/social media 	<ul style="list-style-type: none"> Waterways Management Strategy (WMS) (10 year) Strategic Plan Scientific Research and Management Planning and Management Program (SRMP) Partnerships and relationship management Master planning Statutory Management Plan Resilience planning Crisis management 	<ul style="list-style-type: none"> Waterways Management Program (WMP) Sand Management Plan Project Management Framework Approvals: (infrastructure, dredging, environmental) Policy development and review Public Dredging Enquiries Environmental performance monitoring, reporting and offset management Project design, delivery and management Contract administration Project superintendency Asset and facilities management and policy Sand Bypass System, Seaway Kiosk and Seaway Tower Maintain navigation channel network Routine hydrographic survey program 	<ul style="list-style-type: none"> Delivery of public realm capital works projects identified in the Spit Master Plan Approvals and tenure DDSTI liaison Communications and stakeholder engagement Future GCWA facilities liaison Policy development and review Asset Management Planning (SM) 	<ul style="list-style-type: none"> Waterways management and compliance: <ul style="list-style-type: none"> abandoned watercraft and other property anchoring and living on board watercraft watercraft operations and aircraft landing permits Waterways development: <ul style="list-style-type: none"> concurrence response and technical and compliance advice Authorities and permits: <ul style="list-style-type: none"> aquatic events and buoy moorings (incl. 'Category 1' areas) Doug Jennings Park Policy development and review <ul style="list-style-type: none"> Legislative review/reform program Speed limits Land reserve compliance Marina management Waterways operations: <ul style="list-style-type: none"> aids to navigation and marine signs, buoy mooring audits and navigational hazards Marine pollution response War on Wrecks Workplace Health and Safety (WH&S) investigations 	<ul style="list-style-type: none"> Finance (incl. budgeting and reporting) Accounts Payable Accounts Receivable and debt management Coordination and reporting on risk management and operational planning Corporate Governance and reporting Internal and External audit program Human Resource management ICT management Procurement (policy and governance) Records management Policy development and review Customer service and coordination of stakeholder enquiries Monitor customer service standards Corporate administration and support WH&S coordination Vehicle management Complaints management
Internal: <ul style="list-style-type: none"> GCWA Board Scientific and Innovation Advisory Committee (SIAC) WH & S Representative (A Syvret) External:	Internal: <ul style="list-style-type: none"> Waterways Management Strategy (WMS) Strategic Plan SRMP Statutory Management Plan Resilience planning Crisis management 	Internal: <ul style="list-style-type: none"> Waterways Projects Committee (WPC) Agency Steering Committee (ASC) City of Gold Coast Waterways Management Program Alignment Meetings External:	Internal: <ul style="list-style-type: none"> The Implementation Group Spit Master Plan Working Group Spit Placemaking and Wayfinding Working Group 	Internal: <ul style="list-style-type: none"> Local Disaster Management Group War on Wrecks Taskforce and War on Wrecks Technical Working Group Ocean Beaches Strategy Steering Committee Coastal Issues Working Group World Surfing Reserve, Local Stewardship, Safety Sub-Committee Queensland Recreational Boating Council Gold Coast Compliance Group Waterways Forum BIA and MIA City of Gold Coast Dredging Steering Committee 	Internal: <ul style="list-style-type: none"> Audit and Risk Committee (ARC) Workplace Health & Safety Committee
COMMITTEES					

Public Sector Ethics Act 1994

Gold Coast Waterways Authority is committed to ensuring a high professional standard of conduct. Gold Coast Waterways Authority has adopted the Queensland Government Public Service Commission Code of Conduct to provide staff with direction and guidance in making better decisions and promoting ethical values and behaviour. To support this, Gold Coast Waterways Authority provides Code of Conduct training to all new employees as part of their induction process. Annual Code of Conduct training is provided to all staff to refresh awareness and reinforce employee obligations.

Human Rights

GCWA is committed to ensuring we act and make decisions compatibly with the *Human Rights Act 2019* (the Act).

If human rights were to be engaged or impacted by a decision, a description of the nature, impact and any compatibility issues are outlined for consideration or noting.

There have been no human rights complaints made to GCWA in 2021-22.

Queensland Public Service values

In addition to the organisational values identified in the strategic plan, Gold Coast Waterways Authority is committed to achieving the Government's objectives for the community through implementation of the five public service values:



Customers first

- Know your customer
- Deliver what matters
- Make decisions with empathy



Ideas into action

- Challenge the norm and suggest solutions
- Encourage and embrace new ideas
- Work across boundaries



Unleash potential

- Expect greatness
- Lead and set clear expectations
- Seek, provide and act on feedback



Be courageous

- Own your actions, successes and mistakes
- Take calculated risks
- Act with transparency



Empower people

- Lead, empower and trust
- Play to everyone's strengths
- Develop yourself and those around you

Governance, risk management and accountability

Risk management

Gold Coast Waterways Authority is committed to a robust risk management system which guides the organisation's risk culture, appetite and tolerance, risk management policies and processes.

A review of GCWA's Risk Management Policy, Framework, and Risk Appetite Statement occurred in February 2022. The risk management system optimises the Authority's ability to achieve its strategic objectives while ensuring that risks are regularly assessed and appropriately controlled and managed.

The Risk Management register 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.

Authority's financial statements for the period 1 July 2021 to 30 June 2022 was issued on 16 August 2022. The Financial Statements and Independent Auditor's Report are included in this report as Appendix A.

Audit and Risk Committee

Gold Coast Waterways Authority has an Audit and Risk Committee consisting of Keitha Dunstan (Chair), Andrew Fielding (Board Member) and Ken Pridmore (external member) which met four times in 2021-22. The Chief Executive Officer and Manager (Business Services) also attend the Audit and Risk Committee in an advisory role. The committee abides by its 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 Gold Coast Waterways Authority maintains effective systems of accountability and control at all levels. The role of the internal audit function includes:

- The appraisal of Gold Coast Waterways Authority'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 Gold Coast Waterways Authority, the Audit and Risk Committee and management on the effectiveness, efficiency, appropriateness, legality, and probity of Gold Coast Waterways Authority's operation. This responsibility includes advice on the measures taken to establish and maintain a reliable and effective system of internal control.

Given the size of Gold Coast Waterways Authority, it was decided not to establish its own internal audit function and to engage the Corporate Administration Agency to undertake the internal audit function.

An Internal Audit Charter has been endorsed by the board, together with a Gold Coast Waterways Authority Internal Audit Plan 2021-24, which outlines the Annual Audit Plan. In 2021-22, internal audit reviews were conducted on:

- Compliance with Gold Coast Waterways Authority Act 2012.
- Compliance with Transport Infrastructure Act 1994 and Planning Act 2016
- Information Security
- Use of ICT Facilities and Devices
- Corporate Card
- Cash Management Systems (Revenue and Banking).

Information systems and record-keeping

Gold Coast Waterways Authority maintains information technology and cyber security controls and awareness through measures such as security updates, education, and online training. This is done in conjunction with the Corporate Administration Agency (CAA) who, under a Service Level Agreement, provide information technology systems, along with other services, to Gold Coast Waterways Authority. Under the Service Level Agreement, CAA maintains mandatory security requirements (Essential 8 Level 1) of Information Standard 18 (IS18:2018).

The following measures were continued in 2021-22:

- ongoing multi factor authentication for the Office 365 environment
- ongoing email 'PhishAlarm' testing and reporting to identify suspected phishing emails and monitoring of staff awareness
- providing staff education, on-line training and displaying information flyers which outline the importance of maintaining vigilant information and cyber security practices to minimise risk exposure.

Gold Coast Waterways Authority continues to use the HPE Content Manager records management system which incorporates a business classification scheme used to create and manage containers. All staff are provided training in this system and are aware of their records management responsibilities.

In line with legislation and government standards, 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 Gold Coast Waterways Authority to dispose of core business records. This disposal schedule is used in conjunction with the General Retention and Disposal Schedule for the disposal of common and administrative public records.

Fraud and corruption control policy

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, Gold Coast Waterways Authority has in place a Fraud and Corruption Control Policy to assist in the prevention, detection, reporting and reduction of risks and exposures to any fraud, and undertakes the Queensland Audit Office Fraud and Corruption self-assessment tool on an annual basis. Awareness training is provided to staff on a periodic basis.

Governance: human resources

Strategic workforce planning and performance

As of 30 June 2022, Gold Coast Waterways Authority employed 35 full-time equivalent employees, which is unchanged from 2020-21. Our workforce, while 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 94% compared to 91.5% in 2020-21.

Women represent 31% of the total Gold Coast Waterways Authority's workforce and 33% of management-level positions.

Gold Coast Waterways Authority is committed to attracting and retaining a highly skilled workforce to achieve its set objectives. Proactive promotion of health, safety and wellbeing considerations are delivered to support and enhance organisational effectiveness and contribute to workforce planning, attraction and retention and providing a skilled, diverse, and agile workforce. GCWA actively promotes health, safety and wellbeing programs within the workplace. Measures taken in 2021-22 include:

- Training and development for staff to ensure maximum benefits to staff knowledge and efficiency across the organisation.
- Participation in Performance and Development planning to understand strategic organisational objectives, understand linkages between organisational objectives and team responsibilities, address conduct, work priorities and expectations. Providing an opportunity to review and improve performance through feedback and support. This also provides an opportunity to implement succession plans for staff and develop leadership capabilities.
- Participation in the annual whole-of-government confidential employee opinion survey, Working for Queensland, including an analysis of results which is used to inform workforce planning, promote a positive organisational culture, and provide an environment which encourages innovative solutions.
- Flexible work arrangements are available to help achieve a quality work-life balance and to support the management of an agile work environment.
- Access to confidential counselling for employees and their families through an employee assistance program.
- Awareness programs regarding support for employees impacted by domestic and family violence.
- Provision of health and wellness initiatives, including on-line health and wellbeing information, flu vaccinations and office ergonomic assistance.
- Most of the staff continue to be employed under the TMR Enterprise Bargaining Certified Agreement 2019, following the transition from Department of Transport and Main Roads to Gold Coast Waterways Authority in 2012.

Early retirement, redundancy and retrenchment

No redundancy, early retirement or retrenchment packages were paid during the period.

Appendices

Appendix A Financial Statements



Gold Coast Waterways Authority Financial Statements

for the year ended 30 June 2022

Gold Coast Waterways Authority Financial Statements 2021-22

<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 - 35
Management Certificate	36
Independent Auditor's Report	37 - 38

Gold Coast Waterways Authority

Statement of Comprehensive Income for the year ended 30 June 2022

		2022 Actual	2021 Actual	2022 Original Budget	Budget Variance*
	Notes	\$'000	\$'000	\$'000	\$'000
Income from Continuing Operations					
User charges	2	16,959	13,436	17,927	(968)
Grants and other contributions	3	7,834	9,720	6,284	1,550
Interest		123	123	120	3
Other revenue	4	276	17	-	276
Gains					
Gain on Sale of Assets		18	6	-	18
Total Revenue		25,209	23,302	24,331	878
Total Income from Continuing Operations		25,209	23,302	24,331	878
Expenses from Continuing Operations					
Employee expenses	5	4,374	3,848	4,054	320
Supplies and services	6	10,182	6,608	11,917	(1,735)
Depreciation	10	4,092	3,741	4,482	(390)
Amortisation	11	62	62	-	62
Other expenses	7	351	212	1,218	(867)
Total Expenses from Continuing Operations		19,061	14,471	21,671	(2,610)
Operating Result from Continuing Operations		6,149	8,831	2,660	3,489
Operating Result for the Year		6,149	8,831	2,660	3,489
Other Comprehensive Income					
<i>Items that will not be reclassified to operating result</i>					
Increase (decrease) in asset revaluation surplus	15	11,790	4,503	-	11,790
Total Other Comprehensive Income		11,790	4,503	-	11,790
Total Comprehensive Income		17,939	13,334	2,660	15,279

*An explanation of variances is located at note 22(a).

The accompanying notes form part of these statements.

Gold Coast Waterways Authority

Statement of Financial Position as at 30 June 2022

		2022 Actual	2021 Actual	2022 Original Budget*	Budget Variance
	Notes	\$'000	\$'000	\$'000	\$'000
Current Assets					
Cash and cash equivalents	8	16,427	12,575	5,293	11,134
Receivables	9	310	331	301	9
Inventories		156	156	163	(7)
Prepayments		27	54	-	27
Other		-	50	-	-
Total Current Assets		16,920	13,166	5,757	11,163
Non Current Assets					
Property, plant and equipment	10	219,987	208,069	210,943	9,044
Intangible assets	11	655	717	656	(1)
Total Non Current Assets		220,642	208,786	211,599	9,043
Total Assets		237,562	221,952	217,356	20,207
Current Liabilities					
Payables	12	1,507	3,933	1,251	256
Accrued employee benefits	13	164	114	322	(158)
Other liabilities	14	131	87	59	72
Total Current Liabilities		1,802	4,134	1,632	170
Total Liabilities		1,802	4,134	1,632	170
Net Assets		235,760	217,818	215,724	20,037
Equity					
Contributed equity		183,036	183,036		
Accumulated surplus		15,401	9,252		
Asset revaluation surplus	15	37,323	25,530		
Total Equity		235,760	217,818		

*An explanation of variances is located at note 22(b).

The accompanying notes form part of these statements.

Gold Coast Waterways Authority

Statement of Changes in Equity for the year ended 30 June 2022

		2022	2021
	Notes	\$'000	\$'000
Contributed Equity			
Balance as at 1st July		183,036	183,036
Transactions with Owners as Owners			
• Non-Appropriated Equity Injections		-	-
• Non-Appropriated Equity Withdrawals		-	-
Balance as at 30 June		183,036	183,036
Accumulated Surplus			
Balance as at 1st July		9,252	421
Operating Result from Continuing Operations		6,149	8,831
Balance as at 30 June		15,401	9,252
Asset Revaluation Surplus			
Balance as at 1st July		25,533	21,027
Increase (decrease) in asset revaluation surplus		11,790	4,503
Balance as at 30 June	15	37,323	25,530

The accompanying notes form part of these statements.

Gold Coast Waterways Authority

Statement of Cash Flows for the year ended 30 June 2022

		2022 Actual	2021 Actual	2022 Original Budget	Budget Variance*
	Notes	\$'000	\$'000	\$'000	\$'000
Cash flows from operating activities					
<i>Inflows:</i>					
Grants and other contributions		7,834	9,720	6,284	1,550
User charges		17,085	13,415	17,927	(842)
Interest		130	121	120	10
GST collected from customers		89	46	-	89
GST input tax credits from ATO		1,656	1,390	-	1,656
Other revenues		276	17	-	276
<i>Outflows:</i>					
Employee expenses		(4,369)	(4,113)	(4,054)	(315)
Supplies and services		(12,532)	(3,920)	(11,917)	(615)
Grants and subsidies		-	-	(5)	5
GST paid to suppliers		(1,672)	(1,419)	-	(1,672)
GST remitted to ATO		(94)	(40)	-	(94)
Other expenses		(319)	(117)	(1,218)	899
Net cash provided by operating activities		8,083	15,100	7,137	946
Cash flows from investing activities					
<i>Inflows:</i>					
Sales of property, plant and equipment		27	15	-	27
<i>Outflows:</i>					
Payments for property, plant and equipment		(4,259)	(10,663)	(10,655)	6,396
Net cash used in investing activities		(4,232)	(10,648)	(10,655)	6,424
Net increase/(decrease) in cash held		3,852	4,452	(3,518)	7,370
Cash and cash equivalents at beginning of financial year		12,575	8,123	8,811	3,764
Cash and cash equivalents at end of financial year	8	16,427	12,575	5,293	11,134

*An explanation of variances is located at note 22(c)

The accompanying notes form part of these statements.

Gold Coast Waterways Authority

Statement of Cash Flows for the year ended 30 June 2022

Notes to the Statement of Cash Flows

	2022	2021
	\$'000	\$'000
Reconciliation of Operating Result to Net Cash from Operating Activities		
Operating surplus	6,149	8,831
Non-Cash items included in operating results:		
Loss on sale of assets	31	94
Gain on sale of assets	(18)	(6)
Depreciation expense	4,092	3,741
Amortisation expense	62	62
Changes in assets and liabilities:		
(Increase)/decrease in trade receivables	34	(90)
(Increase)/decrease in GST receivables	(16)	(29)
(Increase)/decrease in interest receivables	7	(1)
(Increase)/decrease in inventories	0	7
(Increase)/decrease in prepayments	27	(54)
(Increase)/decrease in other assets	50	(50)
Increase/(decrease) in payables	(2,425)	2,786
Increase/(decrease) in GST payable	(5)	6
Increase/(decrease) in employee benefits	51	(224)
Increase/(decrease) in other current liabilities	44	27
Net cash provided by operating activities	8,083	15,100

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

Section 1:	How We Operate - Our 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:	Other Revenue
Note 5:	Employee Expenses
Note 6:	Supplies and Services
Note 7:	Other Expenses
Section 3:	Notes about our Financial Position
Note 8:	Cash and Cash Equivalents
Note 9:	Receivables
Note 10:	Property Plant and Equipment and Depreciation Expense
Note 11:	Intangibles and Amortisation Expense
Note 12:	Payables
Note 13:	Accrued Employee Benefits
Note 14:	Other Current Liabilities
Note 15:	Asset Revaluation Surplus by Class
Note 16:	Schedule of Agency Transactions
Section 4:	Notes about Risk and Other Accounting Uncertainties
Note 17:	Commitments for Expenditure
Note 18:	Contingencies
Note 19:	Economic Dependency
Note 20:	Financial Risk Disclosures
Note 21:	Future Impact of Accounting Standards Not Yet Effective
Section 5:	Notes about our Performance Compared to Budget
Note 22:	Budgetary Reporting Disclosures and Significant Financial Impact from COVID-19
Section 6:	Other Information
Note 23:	Key Management Personnel (KMP) Disclosures
Note 24:	Related Party Transactions
Note 25:	First Year Application of New Accounting Standards or Change in Policy
Note 26:	Taxation
Note 27:	Accounting Estimates and Judgements
Note 28:	Events After the Balance Date
Note 29:	Climate Risk Disclosure

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

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 39 of the *Financial and Performance Management Standard 2019*.

These financial statements are general purpose financial statements, and have been prepared on an accrual basis in accordance with Australian Accounting Standards and Interpretations. The financial statements comply with Queensland Treasury's Minimum Reporting Requirements for reporting periods beginning on or after 1 July 2021.

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.

Basis of Measurement

Historical cost is used as the measurement basis in this financial report except for the following:

- Land, buildings, infrastructure and major plant and equipment assets, which are measured at fair value;
- Inventories which are measured at the lower of cost and net realisable value.

Historical cost

Under historical cost, assets are recorded at the amount of cash or cash equivalents paid or the fair value of the consideration given to acquire assets at the time of their acquisition. Liabilities are recorded at the amount of the proceeds received in exchange for the obligation or at the amounts of cash or cash equivalents expected to be paid to satisfy the liability in the normal course of business.

Fair Value

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. Fair value is determined using one of the following three approaches:

- The *market approach* uses prices and other relevant information generated by market transactions involving identical or comparable (i.e. similar) assets, liabilities or a group of assets and liabilities, such as a business.
- The *cost approach* reflects the amount that would be required currently to replace the service capacity of an asset. This method includes the current replacement cost methodology.
- The *income approach* converts multiple future cash flows amounts to a single current (i.e. discounted) amount. When the income approach is used, the fair value measurement reflects current market expectations about those future amounts.

Where fair value is used, the fair value approach is disclosed.

Net Realisable Value

Net realisable value represents the amount of cash or cash equivalents that could currently be obtained by selling an asset in an orderly disposal.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

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 reflects the audited 2020-21 financial statements.

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

Authorisation of financial statements for issue

The financial statements are authorised for issue by the Chairperson and Chief Executive Officer at the date of signing the Management Certificate.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

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 providing the best possible navigational access, boating infrastructure and management of the Gold Coast waterways at a reasonable cost while keeping regulation to a minimum. The Gold Coast Waterways Management Strategy 2021-2030, supported by a four year rolling Waterways Management Program, outlines the way the Authority will deliver efficient and sustainable management of the Gold Coast waterways through integrated place-based planning, innovation and ongoing engagement with key stakeholders and the community.

The *Implementation of The Spit Master Plan Act 2020* empowers the Gold Coast Waterways Authority to deliver a series of community capital works projects that will transform the public realm areas as part of the implementation of the Master Plan for the Spit. The Spit Works Program 2021-2025 aligns with the Master Plan's vision for the future and describes the projects to be delivered by the Gold Coast Waterways Authority. It also details projects to be delivered by the Department of State Development and the City of Gold Coast.

The Authority focuses on the following objectives as outlined in the Gold Coast Waterways Authority Strategic Plan 2018-22 (reviewed 2022):

- Integrated place-based management drives network management, innovation and activates access, connections and destinations;
- Sustainable and resilient waterways enhance waterways and land management, drives economic growth and enhances environmental values;
- Engaged users and communities build and share knowledge, are supported through collaboration across government and celebrate the waterways as being core to lifestyle and tourism.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

SECTION 2 NOTES ABOUT OUR FINANCIAL PERFORMANCE

	2022 \$'000	2021 \$'000
2. User Charges		
Revenue for service delivery outsourced by other agencies*	16,753	13,096
Other	206	340
Total	16,959	13,436

* User Charges represents the State funding which the Authority is dependent on to operate. Funding is received on an annual basis, following the raising of a tax invoice to the respective department.

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 contract assets. User charges and fees controlled by the Authority are recognised progressively as the services are provided each month which represents the Authority's right to consideration for services rendered.

3. Grants and Other Contributions

Grants and other contributions	550	105
Recurrent Grants	750	750
Capital Grants	6,534	8,865
Total	7,834	9,720

Represents grant funding from Department of State Development, Infrastructure, Local Government and Planning for the delivery of projects related to the Spit Master Plan Implementation.

Accounting policy

Grants, contributions and donations are non-reciprocal transactions where the Authority does not directly give approximate equal value to the grantor.

Where the grant agreement is enforceable and contains sufficiently specific performance obligations for the Authority to transfer goods or services to a third-party on the grantor's behalf, the transaction is accounted for under AASB 15 *Revenue from Contracts with Customers*. In this case, revenue is initially deferred (as a contract liability) and recognised as or when the performance obligations are satisfied.

Otherwise, the grant is accounted for under AASB 1058 *Income of Not-for-Profit Entities*, whereby revenue is recognised upon receipt of the grant funding, except for special purpose capital grants received to construct non-financial assets to be controlled by the Authority. Capital grants are initially deferred and progressively recognised as revenue. Revenue recognition is based on monthly cash flow projection of the Spit Masterplan Implementation projects.

4. Other Revenue

Insurance Claims Recovery	275	10
Other	1	7
Total	276	17

As a result of damages incurred to navigational aids following collisions by vessels during 2020-21 and 2021-22.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

	2022 \$'000	2021 \$'000
5. Employee Expenses		
<i>Employee Benefits</i>		
Wages and salaries	3,167	2,767
Annual leave levy	368	319
Employer superannuation contributions	474	432
Long service leave levy	89	78
<i>Employee Related Expenses</i>		
Workers' compensation premium	23	19
Payroll tax	163	190
Other employee related expenses	91	43
Total	4,374	3,848
Full-time equivalent employees:	36	35

The Authority also engages employment agency contractors, as required, to enable the delivery of the Authority's objectives. Any associated costs are included in Note 6 in the "Consultants and Contractors" total costs.

Accounting policy

Wages, Salaries and Sick leave

Wages and salaries due but unpaid at reporting date are recognised in the Statement of Financial Position as a current liability at the current salary rates.

As the Authority expects such liabilities to be wholly settled within 12 months of reporting date, the liabilities are recognised at undiscounted amounts.

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 and Annual 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.

The Queensland Government's Annual Leave Central Scheme (ALCS) became operational on 30 June 2008. The Authority became a member of the scheme on 1 July 2019. Under this scheme, a levy is made on the Authority to cover the cost of employees' annual leave (including leave loading and on-costs). The levies are expensed in the period in which they are payable. Amounts paid to employees for annual leave are claimed from the scheme quarterly in arrears.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

5. Employee Expenses (cont'd)

Superannuation

Post-employment benefits for superannuation are provided through defined contribution (accumulation) plans or the Queensland Government's QSuper defined benefit plan as determined by the employee's conditions of employment.

Defined Contribution Plans - Contributions are made to eligible complying superannuation funds based on the rates specified in the relevant EBA or other conditions of employment. Contributions are expensed when they are paid or become payable following completion of the employee's service each pay period.

Defined Benefit Plan - 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*. The amount of contributions for defined benefit plan obligations is based upon the rates determined on the advice of the State Actuary. Contributions are paid by the Authority at the specified rate following completion of the employee's service each pay period. The Authority's obligations are limited to those contributions paid.

Workers' Compensation Premium

The Authority pays premiums to WorkCover Queensland in respect of its obligations for employee compensation. Workers' compensation insurance is a consequence of employing employees, but is not counted in an employee's total remuneration package. It is not an employee benefit and is recognised separately as an employee related expense.

Key management personnel and remuneration disclosures are detailed in Note 23.

Gold Coast Waterways Authority
NOTES TO THE FINANCIAL STATEMENTS 2021-22

	2022	2021
	\$'000	\$'000
6. Supplies and Services		
Building services	1,360	936
Corporate service charges	462	472
Telecommunications	80	73
Consultants and contractors*	6,790	3,835
Materials and running costs	257	237
Advertising	34	24
Motor vehicle running costs	75	63
Vessels running costs	150	115
Repairs and maintenance	195	149
Navigation aids maintenance	473	425
Consumables	22	29
Office accomodation	95	89
Staff travel	4	6
Computer costs	108	74
Other	79	81
Total	10,182	6,608

* Consultant and contractor payments includes payments made to external parties of \$4,038,323 (2021: \$2,489,919) to carry out contractual works on navigation dredging projects, painting of the Gold Coast Seaway sand bypass jetty and Spit Master Plan implementation projects.

7. Other Expenses		
Insurance	90	87
Audit fees*	25	22
Loss on sale of assets	31	94
Special Payments**	200	2
Bad debts expense	-	7
Sponsorship	4	-
Total	351	212

* Total audit fees payable to the Queensland Audit Office relating to the 2021-22 financial statements are quoted to be \$25,000 (2021: \$21,500). There are no non-audit services included in this amount.

** Special Payment of \$200,000 is in relation to the deed of settlement with Hazel Brothers for defects against project MP501 Seaway Promenade and Moondarewa Spit Improvements.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

SECTION 3 NOTES ABOUT OUR FINANCIAL POSITION

	2022	2021
	\$'000	\$'000
8. Cash and Cash Equivalents		
Cash on hand	1	1
Cash at bank	16,194	12,342
Investment account	232	232
Total	16,427	12,575

Interest earned on cash held with the Commonwealth Bank earned between 0.200% and 1.350% in 2021-22 (2020-21: between 0.010% and 0.250%).

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.

9. Receivables

Trade Debtors	28	109
Long Service Leave reimbursements	41	21
Annual Leave reimbursements	75	49
	144	179
GST receivable	254	238
GST payable	(88)	(93)
	166	145
Interest Receivable	-	7
Total	310	331

Accounting policy

Receivables

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.

Impairment of Receivables

The Authority considers a broad range of information when assessing credit risk and measuring expected credit losses, including past events, current conditions, and forecasts that affect the expected collectability of the receivables.

The Authority has assessed that credit losses are negligible. Consequently, the Authority will not allow for any loss allowances for trade receivables on the basis that any impairment would be insignificant.

The Authority's other receivables are from Queensland Government agencies, Australian Government agencies and the Commonwealth Bank. No loss allowance is recorded for these receivables on the basis of materiality.

Credit Risk Exposure of Receivables

The maximum exposure to credit risk at balance date for receivables is the gross carrying amount of those assets. No collateral is held as security and no credit enhancements relate to receivables held by the Authority.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

10. Property Plant and Equipment and Depreciation Expense

Closing balances and reconciliation of carrying amount

	Land		Buildings		Infrastructure		Major P&E		P&E		WIP		Total	
	At fair value		At fair value		At fair value		At fair value		At cost		At cost		2022	2021
	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	\$000	\$000
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Gross	44,612	41,308	3,551	2,702	265,631	244,488	1,050	1,030	1,153	649	4,858	10,516	320,854	300,693
Less: accumulated depreciation	-	-	(1,607)	(1,297)	(98,125)	(90,189)	(753)	(715)	(383)	(422)	-	-	(100,867)	(92,624)
Carrying amount at 30 June	44,612	41,308	1,944	1,405	167,506	154,299	297	315	769	227	4,858	10,516	219,987	208,069
<i>Represented by movements in carrying amount:</i>														
Carrying amount at 1 July	41,308	39,196	1,405	1,510	154,299	151,882	315	339	227	219	10,516	3,600	208,069	196,746
Plus Purchases	-	-	-	-	-	26	-	-	227	120	4,033	10,518	4,260	10,664
Less Disposals	-	-	-	(18)	(30)	(76)	-	-	(11)	(9)	-	-	(41)	(103)
Transfers	-	-	605	-	8,654	3,602	-	-	432	-	(9,692)	(3,602)	(0)	-
Revaluation increments/(decrements)	3,305	2,112	63	1	8,415	2,390	8	-	-	-	-	-	11,790	4,503
Depreciation for period	-	-	(129)	(88)	(3,833)	(3,525)	(25)	(24)	(104)	(104)	-	-	(4,092)	(3,741)
Carrying amount at 30 June	44,612	41,308	1,944	1,405	167,506	154,299	297	315	769	227	4,858	10,516	219,987	208,069

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 31 March 2020 by registered valuer who undertook physical inspections of the specified land, building, infrastructure and major plant and equipment assets.

During 2021-22 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. In the case of Infrastructure assets, these were assessed against 5 indexation categories, being civil, mechanical, electrical, roads and steel, with the judgements based on what the influencing factors would be to drive cost movements. The index rates for these asset classes were then applied to the previous specific appraisal amount for each asset class. The Authority's land value was reviewed and updated using appropriate indices obtained by the registered valuer. The indexation percentage was derived from a number of sources including local real estate agents, other valuation work done in the area, analysis of land sales that have sold and re-sold during the indexation period and sources such as The Department of Resources (Queensland Government) and PDS Live. AssetVal Group then analysed the information and applied their professional opinion. The index rate was then applied to the previous specific appraisal amounts.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

10. Property Plant and Equipment and Depreciation Expense (cont'd)

Accounting Policy

Basis of Capitalisation and Recognition Thresholds

Items of property, plant and equipment with a historical cost or other value equal to or exceeding the following thresholds in the year of acquisition are reported as Property, Plant and Equipment in the following classes:

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 with Buildings or Infrastructure based on their proximity to the asset to which they relate.

Expenditure on property, plant and equipment is capitalised where it is probable that the expenditure will produce future service potential for the Authority. Subsequent expenditure is only added to an asset's carrying amount if it increases the service potential or useful life of that asset. Maintenance expenditure that 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

Historical cost is used for the initial recording of all property, plant and equipment acquisitions. Historical cost is determined as the value given as consideration and costs incidental to the acquisition (such as architects' fees and engineering design fees), plus all other costs incurred in getting the assets ready for use.

Where assets are received free of charge from another Queensland Government entity (whether as a result of a machinery-of-Government change or other involuntary transfer), the acquisition cost is recognised as the carrying amount in the books of the other entity immediately prior to the transfer.

Assets acquired at no cost or for nominal consideration, other than from another Queensland Government entity, are recognised at their fair value at date of acquisition.

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, (excluding 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.

Measurement Using Fair Value

Land, buildings, infrastructure, and major plant and equipment are measured at fair value as required by 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 subsequent accumulated impairment losses where applicable.

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 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.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

10. Property Plant and Equipment and Depreciation Expense (cont'd) Measurement Using Fair Value (cont'd)

Use of Specific Appraisals

Revaluations using an independent professional valuer or internal expert appraisals are undertaken at least once every five years with appropriate indices being applied in the intervening years. However, if a particular asset class experiences significant and volatile changes in fair value, 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.

Use of Indices

Where assets have not been specifically appraised in the reporting period, their previous valuations are 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 2021-22, 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. Through this process, 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

What is fair value?

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's assets/liabilities, internal records of recent construction costs (and/or estimates of such costs), 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.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

10. Property Plant and Equipment and Depreciation Expense (cont'd)

Fair Value Measurement (cont'd)

Fair Value Measurement Hierarchy

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.

Basis for Fair Values of Assets and Liabilities

Land

Effective date of Last Specific Appraisal: 31 March 2020 by Asset Val, a business of Marsh Pty Ltd

Valuation Approach: Market approach

Inputs: All land assets have been valued using unobservable inputs which are considered level 3 in the fair value hierarchy. The allotments have been valued utilising the Market Value Approach where the allotments have been valued by the Direct Comparison Method. This method involves researching comparable sales evidence of allotments in the area that have recently sold. Observable inputs are the researched sales evidence and the rates per square metre they achieve. The unobservable inputs are the valuers professional opinion in applying a suitable rate per square metre when determining the value of the subject property. Given the unique nature of the subject allotments there were no directly comparable allotments that had recently sold and therefore unobservable inputs (level 3) has been applied to reflect this. All allotments are valued at their highest and best use which takes into account a use that is physically possible, economically feasible and legally permissible. During 2021–22 the fair values were updated using appropriate indices obtained from analysis of median property values from the PDS Live property sales database.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

10. Property Plant and Equipment and Depreciation Expense (cont'd)

Fair Value Measurement (cont'd)

Buildings

Effective date of Last Specific Appraisal: 31 March 2020 by Asset Val, a business of Marsh Pty Ltd

Valuation Approach: Current Replacement Cost

Inputs: Due to the specialised nature of the building assets, they have been valued using the Cost Approach (Current replacement cost). The cost approach uses unobservable inputs which are considered level 3 in the fair value hierarchy. Under this approach, the following process has been adopted:

Where there is no market, the Fair Value of an asset is the gross replacement cost less accumulated depreciation to reflect the consumed or expired service potential of the asset. Published/available market data for recent projects, and/or published cost guides are utilized to determine the estimated gross replacement cost of the asset. This is considered a Level 2 fair value hierarchy.

A condition assessment is applied, which is based on factors such as the age of the asset, overall condition as noted by the Valuer during inspection, economic and/or functional obsolescence. The condition assessment directly translates to the level of depreciation applied.

In determining the amount of accumulated depreciation, the assets have been disaggregated into significant components which exhibit different patterns of consumption (useful lives). The condition assessment is applied on the component basis.

While the replacement cost of the assets could be supported by observable inputs (level 2), the inputs (such as estimates of useful life, and asset condition) were also required and are considered unobservable inputs (level 3).

The approach estimated the replacement cost for each asset by componentising the assets into significant parts with different useful lives and taking into account a range of factors. While the unit rates based on cubic or square metres or similar capacity could be supported from observable inputs (level 2) other inputs (such as estimates of residual value, useful life, pattern of consumption and asset condition) required extensive professional judgement and impacted significantly on the final determination of fair value. As such these assets were classified as having been valued using level 3 inputs under the fair value hierarchy.

During 2021–22 the fair values were updated using appropriate indices based on inputs from producer price data, construction indices and recent construction cost guides. These were analysed by determining the movement between 1 April 2021 and 31 March 2022 and include the Non-Residential, Residential and Other Residential categories from Costweb, together with the regional building price index for all construction from Rawlinsons' Australian Construction Handbook.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

10. Property Plant and Equipment and Depreciation Expense (cont'd)

Fair Value Measurement (cont'd)

Infrastructure

Effective date of Last Specific Appraisal: 31 March 2020 by Asset Val, a business of Marsh Pty Ltd

Valuation Approach: Current Replacement Cost

Inputs: Due to the specialised nature of the infrastructure assets, they have been valued using the Cost Approach (Current replacement cost). The cost approach uses unobservable inputs which are considered level 3 in the fair value hierarchy. Under this approach, the following process has been adopted:

Where there is no market, the Fair Value of an asset is the gross replacement cost less accumulated depreciation to reflect the consumed or expired service potential of the asset. Published/available market data for recent projects, and/or published cost guides are utilized to determine the estimated gross replacement cost of the asset.

A condition assessment is applied, which is based on factors such as the age of the asset, overall condition as noted by the Valuer during inspection, economic and/or functional obsolescence. The condition assessment directly translates to the level of depreciation applied.

In determining the amount of accumulated depreciation, the assets have been disaggregated into significant components which exhibit different patterns of consumption (useful lives). The condition assessment is applied on the component basis.

The approach estimated the replacement cost for each asset by componentising the assets into significant parts with different useful lives and taking into account a range of factors. While the unit rates based on cubic or square metres or similar capacity could be supported from observable inputs (level 2) other inputs (such as estimates of residual value, useful life, pattern of consumption and asset condition) required extensive professional judgement and impacted significantly on the final determination of fair value. As such these assets were classified as having been valued using level 3 valuation inputs.

While the replacement cost of the assets could be supported by observable inputs (level 2), the inputs (such as estimates of useful life, and asset condition) were also required and are considered unobservable inputs (level 3).

During 2020–21 the fair values were updated using appropriate indices obtained from the ABS Road and Bridge Construction for Queensland and manufacturing indices.

Key Judgement: During the year there were a number of new projects completed (new assets, renewals and refurbishments of assets) where the actual cost was recorded and the impact of depreciation at year end was negligible. While these could be classified as valued at level 2 given the low proportion of the total portfolio that these represented and the likelihood that in future valuations they would most likely be valued at level 3 we have adopted a policy that all such infrastructure assets are deemed to be valued at level 3.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

10. Property Plant and Equipment and Depreciation Expense (cont'd)

Depreciation expense

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.

Key Judgement: Straight line depreciation is used as that is consistent with the even consumption of service potential of these assets over their useful life to the Authority.

Assets under construction (work-in-progress) are not depreciated until construction is complete and the asset is put to use or is ready for its intended use, whichever is the earlier. These assets are then reclassified to the relevant class within property, plant and equipment.

Separately identifiable components of complex assets are depreciated according to the useful lives of each component, as doing so results in a material impact on the depreciation expense reported.

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.

Key Estimates: Depreciation rates for each class of depreciable asset:

Class	Rate
Buildings	2% - 10%
Infrastructure	1% - 14%
Major plant and equipment	2% - 8%
Plant and Equipment	0.34% - 76%

Impairment

All building, infrastructure and plant and equipment assets are assessed for indicators of impairment on an annual basis or, where the asset is measured at fair value, for indicators of a change in fair value/service potential since the last valuation was completed. 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 current 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.

For assets measured at cost, an impairment loss is recognised immediately in the statement of comprehensive income.

Gold Coast Waterways Authority
NOTES TO THE FINANCIAL STATEMENTS 2021-22

11. Intangibles and Amortisation Expense

Closing balances and reconciliation of carrying amount

	Software at cost		WIP at cost		Total	
	2022 \$'000	2021 \$'000	2022 \$'000	2021 \$'000	2022 \$'000	2021 \$'000
Gross	975	975	-	-	975	975
Less: Accumulated amortisation	(320)	(258)	-	-	(320)	(258)
Carrying amount at 30 June	655	717	-	-	655	717

Represented by movements in carrying amount:

Carrying amount at 1 July	717	779	-	-	717	779
Amortisation	(62)	(62)	-	-	(62)	(62)
Carrying amount at 30 June	655	717	-	-	655	717

Recognition and Measurement

Accounting Policy

Intangible assets of the Authority comprise an internally developed sand management plan, tidal works information system and iGCWA Shoal Reporting App and ArcGIS Mapping Platform. Intangible assets with a historical cost or other value equal to or greater than \$100,000 are recognised in the financial statements. Items with a lesser value are expensed. Any training costs are expensed as incurred.

It has been determined that there is not an active market for the Authority's intangible assets. As such, the assets are recognised and carried at historical cost less accumulated amortisation and accumulated impairment losses.

Expenditure on research activities relating to internally-generated intangible assets is recognised as an expense in the period in which it is incurred.

Costs associated with the internal development of the intangible assets is capitalised and amortised under the amortisation policy below.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

11. Intangibles and amortisation expense (cont'd)

Amortisation Expense

Accounting Policy

All intangible assets of the Authority have finite useful lives and are amortised on a straight line basis over their estimated useful life to the Authority. Straight line amortisation is used reflecting the expected consumption of economic benefits on a progressive basis over the intangible's useful life. The residual value of the Authority's intangible assets is zero.

Amortisation Rates

All intangible assets of the Authority have finite useful lives and are amortised on a straight line basis. The rates used are 5.45% for the Sand Management Plan, 6.67% for the Tidal Works Information System and 10% for the iGCWA Shoal Reporting App and ArcGIS Mapping Platform.

Impairment

Accounting Policy

All intangible 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.

	2022	2021
	\$'000	\$'000
12. Payables		
Trade creditors	342	387
Purchase card clearing	144	77
Accrued expenses	1,021	3,469
	1,507	3,933
Total	1,507	3,933

Decrease in 2021-22 Accrued Expenses primarily relates to contractor retention monies and accrued costs associated with dredging and boating infrastructure projects. Majority of these projects were finalised in 2021-22.

Accounting Policy

Trade creditors are recognised upon receipt of the goods or services ordered and are measured at the nominal amount i.e. agreed purchase/contract price, gross of applicable trade and other discounts. Amounts owing are unsecured.

13. Accrued Employee Benefits

Current

Salary and wages outstanding	27	15
Long service leave levy payable	28	19
Annual leave levy payable	110	79
	164	114
Total	164	114

Accounting Policy

No provision for long service leave or annual leave is recognised in the Authority's financial statements as the liability 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 THE FINANCIAL STATEMENTS 2021-22

	2022 \$'000	2021 \$'000
14. Other Current Liabilities		
Security Bond	131	87
Total	131	87

Represents security deposits held associated with project related contract administration and/or trustee land permits.

15. Asset Revaluation Surplus by Class

	Land \$000	Buildings \$000	Infrastructure \$000	Major P&E \$000	Total \$000
Balance at 1 July 2020	11,562	127	9,574	(233)	21,027
Revaluation increments	2,112	1	2,390	-	4,503
Balance at 30 June 2021	13,673	128	11,964	(233)	25,530
Balance at 1 July 2021	13,673	128	11,964	(233)	25,533
Revaluation increments	3,305	63	8,415	8	11,790
Balance at 30 June 2022	16,977	191	20,380	(225)	37,323

Accounting Policy

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

	2022 \$'000	2021 \$'000
16. Schedule of Agency Transactions		
Statement of Agency funds collected on behalf of Government		
Administered collections		
Fees	1,035	1,014
Rent	152	103
Total Administered Collections	1,187	1,117
Transfers to Government		
Administered Revenue Transferred to Queensland Treasury	1,186	1,117
Total Agency funds transferred to Government	1,186	1,117

The Authority collects fees, principally for marina owner levies, 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 THE FINANCIAL STATEMENTS 2021-22

SECTION 4 NOTES ABOUT RISK AND OTHER ACCOUNTING UNCERTAINTIES

17. 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 \$1,873,327 (2021: \$5,684,323) 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 \$5,503,724 (2021: \$2,449,673). They are all due to be paid not later than one year.

18. Contingencies

There are no material legal or any other contingencies that are known to the Authority at 30 June 2022 (2021: Nil).

19. Economic Dependency

Gold Coast Waterways Authority is dependent on State funding of \$17.305 million for the 2022-23 financial year.

In addition, the Authority receives grant funding from the Department of State Development, Infrastructure, Local Government and Planning which is used for the delivery of projects related to the Spit Master Plan Implementation (refer Note 3).

20. 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	2022 \$'000	2021 \$'000
Financial Assets			
Financial assets measured at amortised cost:			
Cash and cash equivalents	8	16,427	12,575
Receivables	9	144	179
Total Financial Assets		16,572	12,754
Financial Liabilities			
Financial liabilities measured at amortised cost:			
Payables	12	342	387
Total Financial Liabilities at amortised cost		342	387

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 2022 (2021: Nil).

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

20. Financial Risk Disclosures (cont'd)

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 management under policies approved by the Authority. The Authority provides written principles for overall risk management, as well as policies covering specific areas.

The Authority's activities expose it to a variety of financial risks as set out in the following table:

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 9).
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 (Note 12).
Market Risk	The risk that the fair value or 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 8).

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

20. Financial Risk Disclosures (cont'd)

Financial Risk Management (cont'd)

(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	<p>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.</p> <p>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 \$342,000 (2021: \$387,000). The maturity has been calculated using undiscounted cash flows relating to the liabilities as at reporting date.</p>
Market Risk	Interest rate sensitivity analysis	The Authority does not undertake any hedging in relation to interest risk and manages its risk as per the Authority's liquidity risk management strategy.

21. Future Impact of Accounting Standards Not Yet Effective

At reporting date, no Australian accounting standards and interpretations with future commencement dates are applicable to the Authority's activities, or have any material impact on the Authority.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

SECTION 5 NOTES ON OUR PERFORMANCE COMPARED TO BUDGET

22. Budgetary Reporting Disclosures and Significant Financial Impact from COVID-19

This section contains explanations of major variances between the Authority's actual 2021-22 financial results and the original budget presented to Parliament.

The Authority has assessed the potential impacts of the COVID-19 pandemic to our business operations for the 2021-22 financial year and can confirm that there has been no impacts to factors associated with asset values, provisions and assessments of solvency and going concern.

(a) Explanations of major variances - Statement of Comprehensive Income

<i>User charges and fees:</i>	Original budget includes Administered (agency transactions) projected revenue with actuals being reported as "agency transactions" - refer Note 16.
<i>Grants and other contributions:</i>	Increase in Grants funding is associated with the delivery of projects related to The Spit Works Program, including the Seaway Promenade, improvements to Moondarewa Spit and the Marine Stadium pontoon and jetty.
<i>Employee Expenses:</i>	Increase in employee expenses is primarily associated with the enterprise bargaining agreement increases.
<i>Supplies and Services:</i>	Variance is aligned to delays with the design processes, availability of contractors and materials for South Wavebreak Island Channel Dredging and Spit Masterplan Implementation projects.
<i>Depreciation:</i>	Decrease in depreciation costs aligned to lower than projected infrastructure depreciation expenses incurred due to delay in completing Spit Works Program and Waterways Management Program projects, impacting the timing of asset capitalisation.
<i>Amortisation:</i>	Variance is aligned to nil budget being assigned at budget development stage.
<i>Other Expenses:</i>	Original budget includes Administered (agency transactions) projected revenue with actuals being reported as "agency transactions" - refer Note 16.
<i>Asset Revaluation Surplus:</i>	Result of an indices valuation by a registered valuer which reviewed and updated Land asset class by 8.0% index rate, Building asset class by 9.0% index rate, Infrastructure asset class by 5.0 - 15% index rate and Major P & E to 1.9%.

(b) Explanations of major variances - Statement of Financial Position

<i>Cash and Cash Equivalents:</i>	Increase is due to increased cash assets primarily aligned to capital program carryover funding due to delays in dredging, Sand Bypass System protective painting contract and Spit Works Program.
<i>Property, plant and equipment:</i>	Increase is attributed to the indices revaluation, specifically of the land and infrastructure asset class.
<i>Payables:</i>	Increase in payables is related to increased volume of waterways management program related works and invoices held as liabilities at end of financial year.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

22. Budgetary Reporting Disclosures and Significant Financial Impact from COVID-19 (cont'd)

(c) Explanations of major variances - Statement of Cash Flows

<i>User Charges and Fees:</i>	Original budget includes Administered (agency transactions) projected revenue with actuals being reported as "agency transactions" - refer Note 16.
<i>Grants and Other Contributions:</i>	Increase in Grants funding is associated with the delivery of projects related to The Spit Works Program, including the Seaway Promenade, improvements to Moondarewa Spit and the Marine Stadium Pontoon and Jetty.
<i>Employee Expenses:</i>	Increase in employee expenses is primarily associated with the enterprise bargaining agreement increases.
<i>Supplies and Services:</i>	Variance is aligned to delays with the design processes, availability of contractors and materials for South Wavebreak Island Channel Dredging and Spit Masterplan Implementation projects.
<i>Other expenses:</i>	Original budget includes Administered (agency transactions) projected revenue with actuals being reported as "agency transactions" - refer Note 16.

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

SECTION 6 OTHER INFORMATION

23. Key Management Personnel (KMP) Disclosures

Details of key management personnel

The following details for non-Ministerial KMP reflect those positions that had authority and responsibility for planning, directing and controlling the activities of the Authority during 2021-22 and 2020-21. Further information can be found in the Authority's Annual Report under the section relating to Governance - Management and Structure.

Position	Position Responsibility
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.

KMP Remuneration Policies

The remuneration and other terms of employment for the key executive management personnel are specified in their appointment notice. *Gold Coast Waterways Authority Act 2012* section 60 and 61 appointment notice provides for other benefits including motor vehicles, with the remuneration policy detailed in Schedule 1 of the Contract for the Chief Executive Officer.

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

Short term employee expenses including:

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

Long term employee expenses including amounts expensed in respect of long service leave entitlements earned.

Post-employment expenses 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 THE FINANCIAL STATEMENTS 2021-22

23. Key management personnel (KMP) disclosures (cont'd)

Remuneration Expenses

The following disclosures focus on the expenses incurred by the Authority that is attributable to non-Ministerial KMP during the respective reporting periods. The amounts disclosed are determined on the same basis as expenses recognised in the Statement of Comprehensive Income.

1 July 2021 – 30 June 2022

Position	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	238	-	6	29	-	273
Total Remuneration	238	-	6	29	-	273

1 July 2020 – 30 June 2021

Position	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	234	-	5	24	-	263
Total Remuneration	234	-	5	24	-	263

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

23. Key Management Personnel and Remuneration (cont'd)

Authority Board Remuneration

Authority Board fees totalled \$61,845 (2021: \$58,630). Other fees such as superannuation, payroll tax, professional services and meeting refreshments totalled \$13,973 (2021: \$16,790). The total cost of the Authority's Board operations is \$75,818 (2021: \$75,420).

Board remuneration amounts paid are based on an annual fee payment in line with Queensland Government Gazette No. 10 issued Friday 8 May 2020, No. 32 issued Friday 2 October 2020, No. 30 issued Friday 26 February 2021, No. 72 issued Friday 3 December 2021, No. 81 issued Friday 10 December 2021.

Name:	Appointment Date:	Date Resigned or Ceased:	2022	2021
			\$	\$
Gregory Vann (Chairperson)	2-Oct-2020 (Member) 3-Dec-2021 (Chair)		11,646	5,500
Mara Bún (Chairperson)	1-Dec-2015	30-Nov-2021	7,303	14,864
Andrew Fielding	2-Oct-2020		7,161	4,970
Keitha Dunstan	10-Dec-2021		5,054	-
Aysin Dedekorkut-Howes	2-Oct-2020		8,655	5,167
Elizabeth Hay	15-Feb-2019	28-Feb-2021	-	5,604
Judy Spence	8-May-2020		9,333	8,425
Leslie Shirreffs	1-Dec-2015	30-Nov-2021	4,420	8,933
Mark Gibbs	2-Oct-2020		8,273	5,167
Tom Tate (Mayor of City of Gold Coast) or delegate	1-Dec-2012		-	-
Total remuneration paid to all members :			61,845	58,630

24. Related Party Transactions

Transactions with people/entities related to KMP

There are no related party transactions to disclose during the year.

Transactions with other Queensland Government-controlled entities

The Authority transacts with other Queensland Government controlled entities consistent with normal day-to-day business operations provided under normal terms and conditions, including the payment of workers compensation and insurance premiums. Where transactions with other Queensland Government controlled entities are considered individually significant or material, these have been disclosed as related party transactions in the relevant notes as follows:

Note 5: Employee Expenses

Note 7: Other Expenses

Note 9: Receivables

Note 16: Schedule of Agency Transactions

Note 19: Economic Dependency

Gold Coast Waterways Authority

NOTES TO THE FINANCIAL STATEMENTS 2021-22

25. First Year Application of New Accounting Standards or Change in Policy

Changes in Accounting Policy

The Authority did not change any of its accounting policies during 2021-22.

Accounting Standards adopted early

No Australian Accounting Standards have been early adopted for 2021-22.

Accounting Standards applied for the first time

No Australian Accounting Standards or interpretations that apply to the Authority for the first time in 2021-22 have any material impact on the financial statements.

26. 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 9).

27. 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 10
- Depreciation - Note 10
- Amortisation - Note 11

28. Events After the Balance Date

No matters or circumstances have arisen since the end of the financial year and the date of signing these financial statements.

29. Climate Risk Disclosure

Current Risk Assessment

The Authority has not identified any material climate related risks relevant to the financial report at the reporting date, however constantly monitors the emergence of such risks under the Queensland Government's Climate Action Plan 2030.

Current Year Impacts

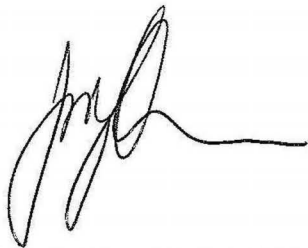
No adjustments to the carrying value of recorded assets or other adjustments to the amounts recorded in the financial statements were recognised during the financial year.

**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), section 39 of the *Financial and Performance Management Standard 2019* 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 2022 and of the financial position of the Authority at the end of that period; and

We acknowledge responsibility under section 7 and section 11 of the *Financial and Performance Management Standard 2019* for the establishment and maintenance, in all material respects, of an appropriate and effective system of internal controls and risk management processes with respect to financial reporting throughout the reporting period.



.....
Chairperson
Gold Coast Waterways Authority



.....
Chief Executive Officer
Gold Coast Waterways Authority

Date: 16 August 2022
.....

Date: 16 August 2022
.....

INDEPENDENT AUDITOR'S REPORT

To the Board of the Gold Coast Waterways Authority

Report on the audit of the financial report

Opinion

I have audited the accompanying financial report of the Gold Coast Waterways Authority.

In my opinion, the financial report:

- a) gives a true and fair view of the entity's financial position as at 30 June 2022, and its financial performance and cash flows for the year then ended
- b) complies with the *Financial Accountability Act 2009*, the Financial and Performance Management Standard 2019 and Australian Accounting Standards.

The financial report comprises the statement of financial position as at 30 June 2022, the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, notes to the financial statements including summaries of significant accounting policies and other explanatory information, and the management certificate.

Basis for opinion

I conducted my audit in accordance with the *Auditor-General Auditing Standards*, which incorporate the Australian Auditing Standards. My responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of my report.

I am independent of the entity in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* (the Code) that are relevant to my audit of the financial report in Australia. I have also fulfilled my other ethical responsibilities in accordance with the Code and the *Auditor-General Auditing Standards*.

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

Responsibilities of the entity 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 the *Financial Accountability Act 2009*, the Financial and Performance Management Standard 2019 and Australian Accounting Standards, and for such internal control as the Board determines is necessary to enable the preparation of the financial report that is free from material misstatement, whether due to fraud or error.

The Board is also responsible for assessing the entity's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless it is intended to abolish the entity or to otherwise cease operations.

Auditor's responsibilities for the audit of the financial report

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

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

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances. This is not done for the purpose of expressing an opinion on the effectiveness of the entity's internal controls, but allows me to express an opinion on compliance with prescribed requirements.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the entity.
- Conclude on the appropriateness of the entity's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the entity's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify my opinion. I base my conclusions on the audit evidence obtained up to the date of my auditor's report. However, future events or conditions may cause the entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

I communicate with the Board regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

Report on other legal and regulatory requirements

Statement

In accordance with s.40 of the *Auditor-General Act 2009*, for the year ended 30 June 2022:

- a) I received all the information and explanations I required.

b) I consider that, the prescribed requirements in relation to the establishment and keeping of accounts were complied with in all material respects.

Prescribed requirements scope

The prescribed requirements for the establishment and keeping of accounts are contained in the *Financial Accountability Act 2009*, any other Act and the Financial and Performance Management Standard 2019. The applicable requirements include those for keeping financial records that correctly record and explain the entity's transactions and account balances to enable the preparation of a true and fair financial report.



22 August 2022

Bhavik Deoji
as delegate of the Auditor-General

Queensland Audit Office
Brisbane

Strategic Plan 2018-22

(Reviewed 2021)

Our Vision

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

Our Purpose

To provide the best possible management of the Gold Coast waterways at a reasonable cost to the community and government while keeping regulation to a minimum

Our Objectives

Promote the safe, sustainable, and efficient use and enjoyment of Gold Coast waterways

Improve access to Gold Coast waterways through investments that balance diversity of use with consideration to the protection of environmental values

Provide localised decision-making that is guided by genuine community engagement

Take an innovative approach to the long-term sustainable management of Gold Coast waterways to ensure resilience

Our Strategies to support Our Objectives

- Gold Coast Waterways Management Strategy 2014-2023
- Gold Coast Waterways Management Program¹
- Speed Limits and Behaviour Management Strategy
- Buoy Mooring Management Strategy
- Scientific Research and Management Strategy
- Sand Management Plan and Environmental Management Framework
- Spit Masterplan Implementation Program

Our Risk, Consequences and Opportunities

Risks

- Gold Coast waterways are not sustainably managed over the long-term
- Communication activities and stakeholder/community relationships are ineffective/break down
- A workforce that lacks agility and is unable to adapt to changing waterways management requirements
- Business planning with regards to service delivery inadequate

Consequences

- Loss of economic and environmental values linked to the waterways
- Organisational reputation is critically damaged
- Poor business performance
- Service delivery fails to meet stakeholder expectations leading to loss of economic and environmental values and reputational damage

Opportunities

- Promoting safe and sustainable use of Gold Coast waterways using appropriate strategic management tools and research
- Apply best practice communications and engagement strategies to maintain relationships and meet community expectations
- Workforce management planning including capability assessments and training for staff regularly undertaken. Where vacancies arise recruit staff with appropriate skill sets
- Developing and implementing strategic plans and policies aligned with GCWA's purpose

Our Contribution to the Government's Objectives for the community

The government's objectives for the community are built around Unite and Recover – Queensland's Economic Recovery Plan.

Supporting jobs: Support increased jobs in more industries to diversify the Queensland economy and build on existing strengths in agriculture, resources and tourism.

Building Queensland: Drive investment in the infrastructure that supports our recovery, resilience and future prosperity.

Growing our regions: Help Queensland's regions grow by attracting people, talent and investment, and driving sustainable economic prosperity.

Protecting the environment: Protect and enhance our natural environment and heritage for future generations and achieve a 50 per cent renewable energy target by 2030.

Our Values

- Be successful
- Benefit the community
- Work collaboratively
- Embrace diversity

Measures of Success

- Percentage of community's overall satisfaction with Gold Coast Waterways Authority's delivery of its 10-year strategy
- Waterways and navigational channels are maintained and free from hazards and environmental values are protected
- Research demonstrates understanding of waterways values (environmental and economic) and is actively incorporated into waterways management
- Navigation aids are maintained, reliable and adequate

¹ Section 19 of the *Gold Coast Waterways Authority Act 2012*: Before the start of each financial year, the authority must develop for the Minister's approval a Gold Coast waterways management program for the year and the following 3 years.

Note: In addition to core responsibilities for Gold Coast waterways, the Gold Coast Waterways Authority also has responsibilities under the *Land Act 1994* for several parcels of trust land, including Doug Jennings Park on the northern tip of the Gold Coast Spit.

Appendix C Compliance Checklist

Summary of requirement	Basis for requirement	Annual report reference
Letter of compliance	<ul style="list-style-type: none"> A letter of compliance from the accountable officer or statutory body to the relevant Minister/s 	ARRs – section 7 2
Accessibility	<ul style="list-style-type: none"> Table of contents Glossary 	ARRs – section 9.1 4
	<ul style="list-style-type: none"> Public availability 	ARRs – section 9.2 3
	<ul style="list-style-type: none"> Interpreter service statement 	Queensland Government Language Services Policy ARRs – section 9.3 3
	<ul style="list-style-type: none"> Copyright notice 	Copyright Act 1968 ARRs – section 9.4 3
	<ul style="list-style-type: none"> Information Licensing 	QGEA – Information Licensing ARRs – section 9.5 N.A.
General information	<ul style="list-style-type: none"> Introductory Information 	ARRs – section 10 6
Non-financial performance	<ul style="list-style-type: none"> Government's objectives for the community and whole-of-government plans/specific initiatives 	ARRs – section 11.1 13
	<ul style="list-style-type: none"> Agency objectives and performance indicators 	ARRs – section 11.2 14
	<ul style="list-style-type: none"> Agency service areas and service standards 	ARRs – section 11.3 14
Financial performance	<ul style="list-style-type: none"> Summary of financial performance 	ARRs – section 12.1 15
Governance – management and structure	<ul style="list-style-type: none"> Organisational structure 	ARRs – section 13.1 23
	<ul style="list-style-type: none"> Executive management 	ARRs – section 13.2 22
	<ul style="list-style-type: none"> Government bodies (statutory bodies and other entities) 	ARRs – section 13.3 N.A.
	<ul style="list-style-type: none"> Public Sector Ethics 	Public Sector Ethics Act 1994 ARRs – section 13.4 24
	<ul style="list-style-type: none"> Human Rights 	Human Rights Act 2019 ARRs – section 13.5 24
	<ul style="list-style-type: none"> Queensland public service values 	ARRs – section 13.6 24
Governance – risk management	<ul style="list-style-type: none"> Risk management 	ARRs – section 14.1 25
	<ul style="list-style-type: none"> Audit committee 	ARRs – section 14.2 25

Summary of requirement		Basis for requirement	Annual report reference
and accountability	• Internal audit	ARRs – section 14.3	25
	• External scrutiny	ARRs – section 14.4	25
	• Information systems and recordkeeping	ARRs – section 14.5	26
	• Information Security attestation	ARRs – section 14.6	N.A.
Governance – human resources	• Strategic workforce planning and performance	ARRs – section 15.1	27
	• Early retirement, redundancy and retrenchment	Directive No.04/18 <i>Early Retirement, Redundancy and Retrenchment</i> ARRs – section 15.2	27
Open Data	• Statement advising publication of information	ARRs – section 16	N.A.
	• Consultancies	ARRs – section 31.1	N.A.
	• Overseas travel	ARRs – section 31.2	N.A.
	• Queensland Language Services Policy	ARRs – section 31.3	N.A.
Financial statements	• Certification of financial statements	FAA – section 62 FPMS – sections 38, 39 and 46 ARRs – section 17.1	Appendix A
	• Independent Auditor's Report	FAA – section 62 FPMS – section 46 ARRs – section 17.2	Appendix A

FAA *Financial Accountability Act 2009*

FPMS *Financial and Performance Management Standard 2019*

ARRs *Annual report requirements for Queensland Government agencies*

ANNUAL REPORT 2021–2022

Gold Coast Waterways Authority
www.gcwa.qld.gov.au