



WATERWAYS MANAGEMENT PROGRAM 2023-2027

June 2023

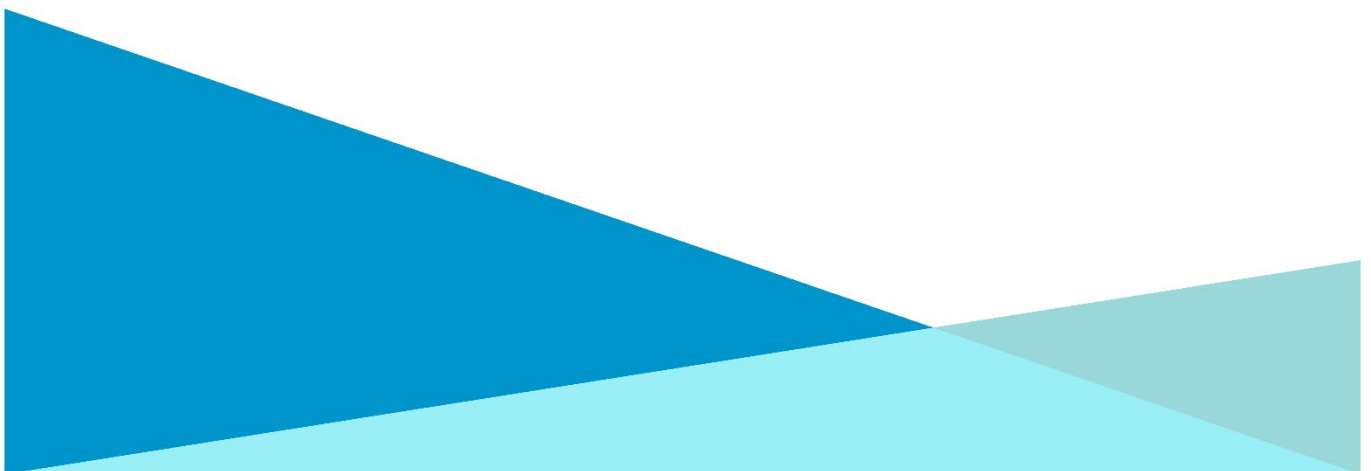


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Acknowledgement of Country

The Gold Coast Waterways Authority (GCWA) acknowledges and pays respect to the traditional custodians, the Yugambeh peoples of South East Queensland, including the Kombumerri, Mununjali, Wangerriburra, Bullongin and other clans, and their Elders past present and emerging. We recognise their unique and ongoing spiritual and cultural connection with the land and waters of the Gold Coast area.

We also acknowledge the many Aboriginal people from other regions, as well as Torres Strait and South Sea Islander people, who now live in the local area and who have made an important contribution to the community.

Aboriginal people have called this area home for thousands of years, travelling up and down the Gold Coast's rivers and creeks, the coastline and into Moreton Bay (Quandamooka) – island-hopping, food gathering, trading and visiting friends and family. The waterways environment has been, and continues to be, interwoven with all aspects of social, cultural, spiritual and economic life.

Coastal resources continue to be important to today's communities. Cultural responsibilities and rights to harvest remain an integral part of ongoing connection to country and culture as it always was, and always will be, Aboriginal land and water.

Message from the Gold Coast Waterways Authority Chief Executive Officer

The Gold Coast Waterways Authority (GCWA) is committed to the implementation of the Gold Coast Waterways Strategy 2021 -2030 (the Strategy). While the Strategy charted a course for the future management of our waterways, focusing on the concepts of Access, Connections and Destinations, it is our annual Waterways Management Program that outlines how these can be achieved through operational projects and capital investments.

On behalf of GCWA, I am pleased to present the Waterways Management Program 2023 -2027 (the Program) that demonstrates our commitment to deliver works that reflect the cultural, social, economic, and environmental values of the Gold Coast waterways.

Our investment program centres around boating and marine infrastructure, dredging, operation and maintenance of the Sand Bypass System, research and innovation, together with ongoing waterways management.

We recognise that implementation of these projects and initiatives can only be successful through continued engagement with the community, industry, and partner agencies. Our place-based and co-design engagement strategies, paired with responsible waterways and land management, ensure that locals and visitors can enjoy, and thrive in our Waterways City now, and into the future.

1.0 Background

GCWA is responsible for the management of an area that has a natural capital waterways value of over \$26 billion. This includes over 170 kilometres of navigable waterways in the City of Gold Coast local government area, including six primary and 16 secondary navigation channels containing over two thousand aids to navigation. In addition, GCWA is responsible for the management of the Sand Bypass System, boating infrastructure and over 125 hectares of trust land.

To deliver on the requirements of the *Gold Coast Waterways Authority Act 2012* (the Act), GCWA is required to prepare an annual Program, along with a Spit Works Program. The Program is a one plus three-year delivery program for projects that deliver both the Act and the Strategy.

1.1 Gold Coast Waterways Management Strategy 2021-30

The Strategy outlines the collective vision of GCWA, our agency partners, the City of Gold Coast, the community and the industry for the future of Gold Coast waterways. It 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.

The Strategy embraces the cultural, social, economic and environmental values that are unique to the Gold Coast and establishes a clear direction for the sustainable use, management and development of the Gold Coast's waterways. GCWA worked closely with the Board, community groups, industry sectors and the City of Gold Coast in development of the Strategy.

The Strategy is implemented and delivered by GCWA through two separate delivery programs, the Program, and the Spit Works Program (SWP). These are rolling four-year delivery programs that are reviewed quarterly and approved by the Minister for Transport and Main Roads, and the Minister for State Development, Infrastructure, Local Government and Planning, annually. These delivery programs highlight the detailed actions GCWA will undertake to deliver on the Strategy.

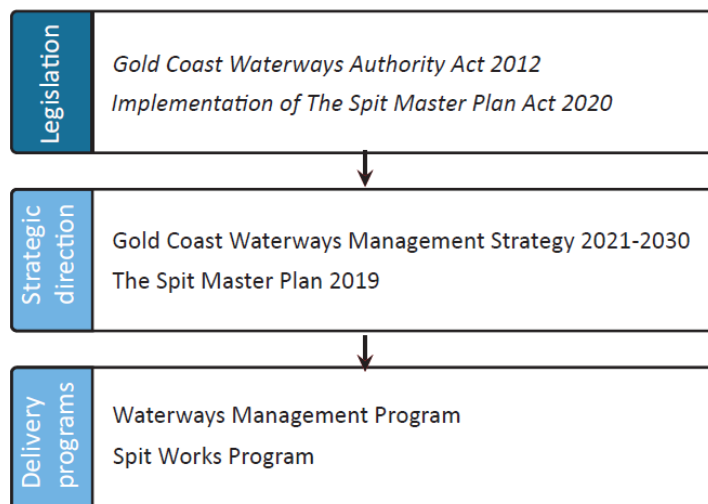


Figure 1 Implementation and Governance

1.2 Waterways Management Program requirements

Section 19 of the Act requires that GCWA must develop an annual waterways management program that provides a rolling one plus three-year investment plan. Investment under the Program must be consistent with the Act and the Strategy.

The Program must include:

- The policies and financial measures for implementing the waterways management strategy
- The performance targets to be achieved
- Details of the projects to improve and maintain navigational access to Gold Coast waters and to develop and improve public marine facilities
- Details of measures to be taken to implement and monitor compliance with a waterways management regulation made under the *Transport Infrastructure Act 1994* to the extent the regulation applies to Gold Coast waters.

This document outlines GCWA’s compliance with these requirements and sets out the intended program of works between 2023 and 2027.

1.3 Spit Works Program requirements

Section 20A of the Act also requires GCWA to develop a three plus one-year Spit Works Program, informed and guided by the Spit Master Plan.

Both, the Program and the Spit Works Program are delivered in parallel by GCWA. The Spit Works Program is the responsibility of the Minister for State Development, Infrastructure, Local Government and Planning.

The Spit Works Program is developed and published as a separate document on the GCWA website.

2.0 Development of the Waterways Management Program

The development of the Program draws information from a number of different sources, evaluates that information to determine priorities, and identifies key projects for delivery over the four year program cycle.

The following is an overview of how GCWA undertakes project investigations and planning, the information considered, and the funding considerations.

2.1 *Gold Coast Waterways Authority Act 2012*

GCWA has key areas of responsibility under section 3 of the Act, these include:

- to deliver the best possible management of the Gold Coast waterways at reasonable cost to the community and government, while keeping government regulation to a minimum
- plan for and facilitate the development of the Gold Coast waterways over the long term in a way that is sustainable and considers the impact of development on the environment
- develop and improve public marine facilities relating to the Gold Coast waterways
- promote and manage the sustainable use of the Gold Coast waterways for marine industries, tourism and recreation
- facilitate the implementation of the Spit master plan through the development and delivery of a program of community infrastructure and public realm works.

To achieve these things, GCWA must strategically plan for, facilitate and manage the development and use of the Gold Coast waterways.

To achieve on the purposes of the Act and deliver the best possible management of Gold Coast waterways GCWA undertakes a number of core activities. These activities include:

- Dredging of navigation channels
- Maintenance of boating infrastructure
- Setting speed limits
- Anchoring and mooring monitoring
- Maintenance and installation of aids to navigation
- Maintenance of navigational access through the Seaway by maintaining and operating the Sand Bypass System
- Maintenance of trust land, including Doug Jennings Park, Wave Break Island and the southern tip of South Stradbroke Island.

Where a project is required for the construction of a new asset, upgrade of an asset or for maintenance purposes, these projects are listed on the Program.

2.2 **Strategy focus areas**

The Strategy is focused on three key strategic focus areas of Access, Connections and Destinations. This has been done to ensure that the management of waterways and land is delivered through a framework that includes current and future planning decisions that consider economic, social, cultural and environmental factors. The activities and investments detailed in this Program fall under the following three strategic focus areas.

- **Access** – the ability to get out onto the water quickly from a foreshore or launching point such as a boat ramp, jetty or pontoon.
- **Connections** – a navigable channel network supported by the infrastructure needed to access it. This is done through regular dredging operations and operation of the Sand Bypass System.
- **Destinations** – locations promoted for a variety of uses including recreation, events and industry activities such as shipbuilding and maintenance, tourism, film and television production. By creating access and connections to these destinations.

2.3 Investment criteria

In implementing the Strategy, the Program is required to include policies and financial measures. Investment criteria is included in the Strategy to decide priorities for improving and maintaining navigational access and for developing and improving public marine facilities. It will also be used to prioritise the order of delivering other waterways management initiatives as well as available options for financing the priorities. The overarching investment criteria for deciding on priorities and selecting projects. This criterion includes:

- Alignment with strategic outcomes
- Delivering on strategic outcomes
- Delivering on performance indicators
- Community and stakeholder support
- Value for money.

2.4 Development of the Waterways Management Program

In development of the Program, GCWA considers its core functions and responsibilities under the Act and long-term direction of the Strategy. A range of information is considered during the project evaluation process, as well as through consultation with the Council, community and industry. This information includes:

- Asset management and renewal
- Field investigations and engineering assessments
- Queensland Recreational Boating Facilities Demand Forecasting Study projects
- Hydrographic survey program
- Council program alignment
- Council and State agency feedback
- Public feedback
- Ongoing Cabinet Budget Review Committee funding commitments.

Information gathered from the above sources is first assessed to understand overall need and priority. Projects are then short listed and evaluated to understand costs and risks. Value for money, existing budget, overriding need, safety of the asset and ability to deliver projects within required timeframes are all key criteria that are evaluated. If projects meet all relevant criteria and targets, they are then included on the Program in accordance with their need.

3.0 Projects to improve and maintain navigational access

One of the main purposes of GCWA is to deliver the best possible management of the Gold Coast waterways at reasonable cost to the community and government, while keeping government regulation to a minimum. In order to meet this purpose of the Act and the objectives of the Strategy, GCWA requires an annual commitment of funding from the State Government to undertake operations and projects.

3.1 Waterways Management Program funding breakdown

The overall funding includes allocations for operational expenses, including salaries, supplies and services as well as an allocation for capital investment for new and upgraded facilities. The program defines this funding into operational and capital maintenance projects over the next four years. The total funding investment also includes capital carry over from the 2022-2023.

A breakdown of the funding allocated to the Program for the 2023-2027 period is shown below, with a detailed project breakdown provided in Appendix A.

Table 1 Funding and Investment Summary 2023-2027

| | Approved | Indicative | Indicative | Indicative | |
|---------------------------------------|---------------|--------------|--------------|--------------|---------------|
| (\$000) | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| Funding Allocation | 10,382 | 9,130 | 9,280 | 9,080 | 37,872 |
| Est. Carry forward from previous year | 1,332 | 0 | 0 | 0 | 1,332 |
| Total Investment | 11,714 | 9,130 | 9,280 | 9,080 | 39,114 |

WATERWAYS MANAGEMENT PROGRAM OPERATIONAL FUNDS

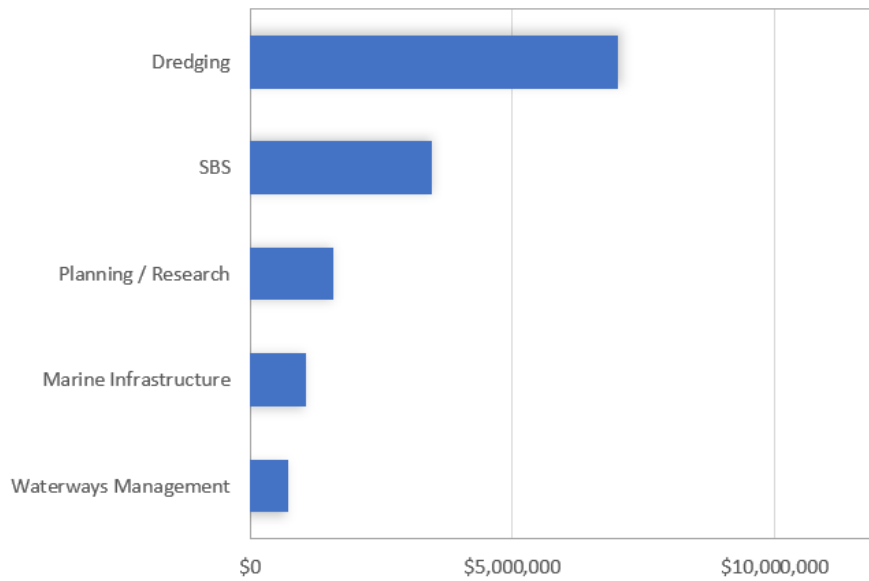


Figure 2 Operational four-year funding distribution 2023-2027

WATERWAYS MANAGEMENT PROGRAM CAPITAL FUND

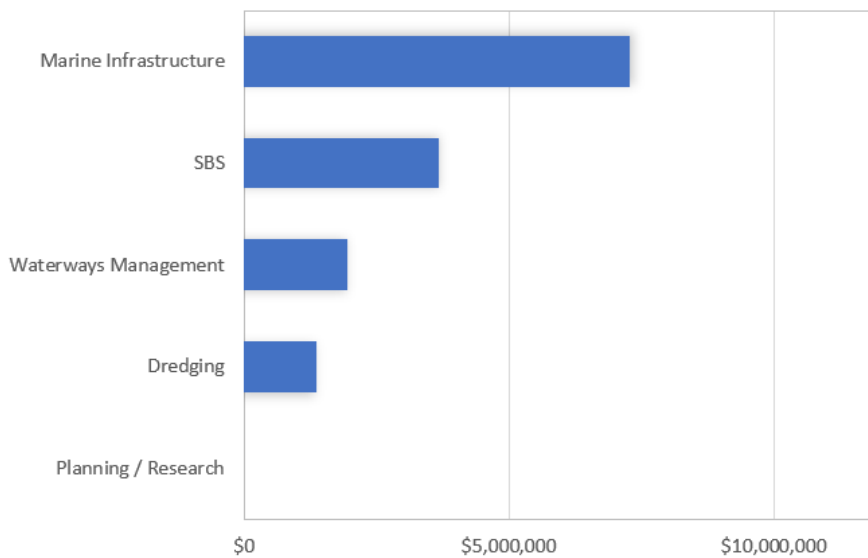


Figure 3 Capital four-year funding distribution 2023-2027

3.2 Key projects

The Program includes a number of projects that relate to improving or maintaining navigational access to Gold Coast waters or that develop and improve public marine facilities.

In the 2023-2024 financial year, the North and South Channel will be dredged to maintain navigation access to Gold Coast waters. Funding has been allocated at the Sand Bypass System for major maintenance works, capital replacements of guide rails and an ongoing painting campaign. These projects will improve or maintain the Sand Bypass System, allowing GCWA to maintain the Nerang River entrance at the Seaway. An ongoing hydrographic survey program supports the dredging program, monitoring key channels and monitoring any changes.

Boating infrastructure upgrades that will be undertaken to upgrade boat ramps at Jabiru Island, Tallebudgera Creek and Isle of Capri. Funding will also be allocated to upgrade marine side works at Muriel Henschman Park.

Funding has also been allocated for maintenance of major navigation aids, replacement of the Kalinga vessel and ongoing major sign and vessel improvements. These core activities support the improving of navigational access by improving or maintaining aids to navigation.

All of the abovementioned projects are targeted for completion by the end of the 2023/2024 financial year.

In the outer program years between 2024/2025 and 2026/2027, a number of projects have been identified that improve or maintain navigational access or improve public marine facilities. These projects are subject to change due to ongoing maintenance requirements and overriding needs, however, are provided as a guide until confirmed in year 1.

4.0 Implementing the Strategy through the Program

This section outlines how the Strategy will be implemented through the Program. The three key focus areas of the Strategy, being Access, Connections and Destinations, are further broken down into three key strategic outcomes. This section outlines what the Program will deliver for Gold Coast Waterways users and the community and how the program aligns with the Strategic Outcomes and Objectives of the Strategy.

Project investments identified in the Program seek to provide the best value for money for government and the community by sourcing efficient and effective procurement practices and delivery methodologies.

The Strategy is a document intended for delivery over a ten-year period. Projects and strategies aimed at delivering some parts of the strategy will be delivered through future program years and have not been identified in this four-year Program.

4.1 What the Program delivers

The following is a summary of the projects and activities undertaken by GCWA measured against the specific Strategic Outcomes and Objectives of the Strategy.

Strategic Outcome 1 - Integrated place-based management

Objective 1.1 - Gold Coast waterways network is improved and maintained

- Operating, maintaining and upgrading the Sand Bypass System to keep the Gold Coast Seaway access safe and navigable
- Keeping the navigation channels and destinations network safe and available through maintenance dredging
- Upgrading of boat ramps, pontoons and jetties in line with condition assessments and demand forecasting
- Monitoring our navigation channel network through an ongoing hydrographic survey program, prioritised by channel category and usage
- Ongoing servicing of aids to navigation via a continuous preventative maintenance program including a major campaign for the major pile beacons
- Removal of abandoned watercraft and property from our waterways
- Operation and ongoing maintenance of a dedicated dredge spoil management facility at Coomera to compliment the dredging works program for the Coomera River
- Maintaining and upgrading marine infrastructure in conjunction with City of Gold Coast
- Undertaking forward planning and investigations into complex future dredging projects to inform scope and feasibility
- Continual maintenance and improvements to GCWA vessel fleet.

Objective 1.2 - Place-based planning and investment activates Access, Connections, and Destinations

- Develop the Gold Coast Waterways Place Strategy, which will develop a whole of system approach to planning and waterways management.
- Continue to work with the City of Gold Coast to develop boating facilities incorporating land acquisitions, car park and access road upgrades and channel dredging needs

- Gather data to understand pressures and opportunities on access, connections and destinations
- Manage Doug Jennings Park landscaping and newly constructed Spit Master Plan assets
- Manage Doug Jennings Park operational and compliance aspects including events
- Manage buoy moorings and anchorages efficiently including monitoring compliance with anchoring rules

Objective 1.3 - Innovation is central to waterways and land management

- Develop the Gold Coast Waterways Place Strategy, which will develop a whole of system approach to planning and waterways management
- Undertake Recreational Use Trial monitoring in Marine Stadium
- Administration and continued improvement of GCWA best practice environmental approval process by working closely with the Agency Steering Committee
- Utilising the Sand Bypass System to develop a sand back-pass project in conjunction with the City of Gold Coast.

Strategic Outcome 2 - Sustainable and resilient waterways

Objective 2.1 - Waterways network is sustainable and resilient

- Work closely with the City of Gold Coast to deliver the Sand Back-pass Project
- Monitoring navigation channels through hydrographic survey programs and adjust alignments where possible to follow natural deep water to minimise dredging needs
- Continue to partner with other agencies and the City of Gold Coast to build resilience of the Waterways by investigating critical climate change adaption infrastructure needs
- Managing referral responses to development approvals that considers access to our network and minimises future congestion
- Monitor the environment to improve our understanding of waterways resilience, responses for dredging and climate change impacts.

Objective 2.2 - Waterways and land management supports marine industry and tourism to drive economic growth

- Provide access to the Coomera Dredge Sediment Management Facility for marine businesses
- Improve commercial marine infrastructure e.g. boat ramps and ferry pontoons
- Maintain the Gold Coast Seaway to achieve a high level of navigational access by operating the Sand Bypass System with supplementary dredging campaigns
- Prioritise dredging projects to maximise access to the Gold Coast's major marine hubs in Coomera and Main Beach
- Assist local marine construction businesses and consultants during the pre-lodgement development approval stage
- Work closely with Maritime Safety Queensland and the regional harbour master to monitor the navigation channel depths to streamline the marine pilot program in support for superyacht arrivals and departures.

Objective 2.3 - Waterways and land management enhances environmental values

- Facilitating bi-annual meetings with key agencies to monitor, review and maximise GCWA's environmental performance under the Sand Management Plan
- Conducting and funding research into the environmental effects of dredged areas through the Scientific Research and Management Program
- Maintain inhouse capability and resources to prevent and if necessary, respond to marine pollution incidents.

Strategic Outcome 3 - Engaged users and communities

Objective 3.1 - Community knowledge of Gold Coast waterways are enhanced

- Ongoing review and refresh of publications such as Who is Who in the Blue, flyers, brochures etc.
- Provide waterways publications to inform community and stakeholder on access, connections and destination
- Maintain proactive communication, utilising platforms such as the website and social media to connect with the community and stakeholder
- Connect with community and stakeholder through Meet the Board sessions
- Maintain the community reference group for the planning and development of GCWA projects.

Objective 3.2 - Our waterways are treasured and celebrated as being core to Gold Coast lifestyle and tourism

- Partner with other agencies to showcase the waterways as a destination
- Partner with other agencies to promote waterways events facilitation of trustee permits for events at Doug Jennings Park as well as aquatic events within Marine Stadium and the Broadwater
- Ongoing master planning of waterways, starting with Marine Stadium
- Encourage safe and orderly aquatic events and grant trustee permits for events in Doug Jennings Park.

Objective 3.3 - Waterways and land management are improved by collaboration across all levels of government

- Ongoing quarterly program alignment meetings with the City of Gold Coast
- Collaboration with the City of Gold Coast in planning and providing new destinations
- Ongoing demand forecasting for boating facilities in conjunction with the City of Gold Coast and Maritime Safety Queensland
- Representation of GCWA through community forums including QRBC
- Ongoing collaboration with maritime Safety Queensland GCWA's hydrographic survey program
- Engage with agencies in planning workshops for GCWA initiatives and projects
- Conduct studies to continue to develop an understand of trends in population, use, and users to assist ion long term planning of the network.

In addition, all specifically defined projects and allocated funding are provided in Annexure A.

5.0 Measures taken to implement and monitor compliance

One of GCWA's functions includes monitoring compliance with the *Transport Infrastructure (Waterways Management) Regulation 2012* (the Regulation) to effectively and efficiently manage water traffic for transport purposes. This monitoring is to the extent the regulation applies to Gold Coast waters.

5.1 Monitoring compliance

GCWA implements a program to monitor anchored vessels to ensure fairer and safer access to popular anchoring destinations in compliance with unique Gold Coast anchoring restrictions. This program covers the main anchoring areas of the Broadwater, Paradise Point, and Marine Stadium, informed by field intelligence and public reports.

Areas within Gold Coast waters have a range of different anchoring times, these include:

1. Broadwater – north of Wave Break Island to Rat Island – 7 days
2. Broadwater including Marine Stadium) – from Wave Break Island to Carters Basin – 7 days
3. Carters Basin – 24 hours
4. Rivers and canal systems – 24 hours

As envisaged by the Act, in the spirit of keeping regulation to a minimum, GCWA adopts mechanisms and follows principles to encourage compliance with anchoring restrictions. These mechanisms include:

- advocating voluntary compliance
- providing clear guidance
- openly documenting how GCWA meets its statutory obligations.

The principles comprise:

- applying proportionality
- maintaining consistency
- displaying transparency
- considering risk during an enforcement response.

When monitoring anchored vessels in Marine Stadium, GCWA authorised persons visit each anchored vessel, speaking with owners or those onboard, explaining the anchoring restrictions, and providing handouts and brochures that document how GCWA performs its compliance function. The monitoring then continues for eight consecutive days to satisfy the element of "more than seven consecutive days" as provided by the Regulation. GCWA gathers evidence of anchored vessels, which include contemporaneous record keeping with individual photographs of each vessel.

Where GCWA finds a vessel anchored for eight consecutive days, the authorised person may issue a removal notice, in accordance with the *Transport Infrastructure Act 1994* (the Act). The vessel's owner must then move the contravening vessel within 14 days to a location where it complies with an anchoring restriction. Where an owner fails to move a vessel, then GCWA may exercise power under the Act to remove the vessel and recover all removal costs.

5.2 Monitoring compliance in 2022/2023

During the 2022/2023 financial year, GCWA undertook monitoring on a total of 479 vessels within the main anchoring areas of the Broadwater, Paradise Point, and Marine Stadium. Of the vessels monitored, a total of 203 notices to remove were issued by GCWA. As a result of the notices issued, only seven vessels were removed by GCWA, with the remainder complying with the direction in the removal notices.

6.0 Consultation of the Waterways Management Program

In developing a waterways management program, GCWA must take reasonable steps to consult with the City of Gold Coast, the community and sectors of the maritime industry that, in GCWA's opinion, would be affected by the program. GCWA consultation in respect to the Program development and project delivery includes:

- Development of a Place Strategy and associated community engagement
- Regular program alignment meetings with the City of Gold Coast
- Wider stakeholder and industry consultation during the development of demand forecasts
- Public forums, including boat shows and other events
- Industry forums including Queensland Recreational Boating Council
- Public enquiries and suggestions directly submitted to GCWA
- Project specific stakeholder consultation within two years of project delivery.

Consultation is undertaken with the stakeholder groups mentioned above to ensure that the Program being delivered meets the needs of the Gold Coast as a waterways city, maintaining and enhancing access, connections and destinations.

6.1 Consultation of the draft Program

Prior to the submission of this Program to Minister for Transport and Main Roads, GCWA held an open consultation event via webinar on 17 May 2023. The invitation to this event was forwarded to over 2000 people, with 89 people registering to attend and 55 people attending.

During the consultation session, the Chief Executive Officer and Manager (Program Delivery) discussed:

- What GCWA's core functions and responsibilities are
- Business planning processes
- What the Program is and what it includes
- GCWA's asset base and area of jurisdiction
- The proposed projects identified for the Program in year one and outer years
- Overall expected funding allocations
- Compliance monitoring undertaken.

Feedback was requested from the attendees who were given until the close of business 24 May 2023 to respond via email. During this period a total of three emails were received, none of which contained any specific requests or changes to the Program. Response were provided to each of the emails closing out each item.

ANNEXURE A – PROPOSED PROJECT INVESTMENTS 2023 – 2027

| Project | Strategy Focus Area | 2023/24 | 2024/25 | 2025/26 | 2026/27 |
|---|---------------------|-------------|-------------|-------------|-------------|
| | | Year 1 (\$) | Year 2 (\$) | Year 3 (\$) | Year 4 (\$) |
| BOATING & MARINE INFRASTRUCTURE PROJECTS | | | | | |
| Oxenford Pacific Highway Boat Ramp Upgrade | Access | 174,000 | 0 | 0 | 0 |
| Boykambil Boat Ramp Facility Upgrade | Access | 0 | 0 | 650,000 | 0 |
| Seaway Training Wall Stability Review | Access | 0 | 40,000 | 0 | 0 |
| Marine Infrastructure - Minor & Emergent fund | Access | 45,000 | 45,000 | 45,000 | 45,000 |
| Jabiru Island Boat Ramp Replacement | Access | 408,000 | 0 | 0 | 0 |
| Tallebudgera (Murlong Crescent) Boat Ramp Replacement | Access | 600,000 | 0 | 0 | 0 |
| Isle of Capri Boat Ramp Replacement | Access | 625,000 | 0 | 0 | 0 |
| Hope Island Jetty Replacement | Destinations | 0 | 0 | 0 | 1,000,000 |
| Labrador Jetty Replacement & Upgrade | Destinations | 0 | 0 | 0 | 1,100,000 |
| Proud Park Boat Ramp Replacement | Access | 0 | 0 | 700,000 | 450,000 |
| Muriel Henchman Park Pontoon upgrade contribution | Access | 465,000 | 0 | 0 | 0 |
| Harley Park Boat Ramp | Access | 0 | 0 | 600,000 | 0 |
| Coombabah (Turana Street) Boat Ramp | Access | 0 | 0 | 600,000 | 0 |
| Muriel Henchman Park Boat ramps upgrade | Access | 990,000 | 0 | 0 | 0 |
| Paradise Point Pontoon Repairs | Access | 30,000 | 0 | 0 | 0 |
| Cavill Avenue Pontoon Repairs | Access | 50,000 | 0 | 0 | 0 |
| Hope Island Boat Ramp | Access | 0 | 480,000 | 0 | 0 |

| | | | | | |
|--|--------------|-----------|-----------|-----------|-----------|
| Santa Barbara Boat Ramp | Access | 0 | 480,000 | 0 | 0 |
| Loders Creek Boat Ramp | Access | 0 | 520,000 | 0 | 0 |
| DREDGING PROJECTS | | | | | |
| Coomera Dredge Sediment Management Facility - Operation and Maintenance | Connections | 155,000 | 200,000 | 55,000 | 150,000 |
| Gold Coast Seaway Dredging | Connections | 0 | 0 | 0 | 315,000 |
| North Channel South Channel Dredging | Connections | 1,350,000 | 0 | 1,500,000 | 0 |
| South Wave Break Island Channel Dredging | Connections | 100,000 | 800,000 | 0 | 0 |
| Coomera River Dredging | Connections | 0 | 1,500,000 | 0 | 1,685,000 |
| Jumpinpin Channel Dredging Project | Connections | 0 | 0 | 150,000 | 850,000 |
| Canaipa Passage Dredging | Connections | 0 | 0 | 1,000,000 | 0 |
| Wave Break Island Keyhole Anchorage Dredging | Destinations | 0 | 1,220,000 | 0 | 0 |
| Sand Bypass System and Doug Jennings Park | | | | | |
| Sand Bypass System - Major maintenance | Connections | 500,000 | 500,000 | 500,000 | 625,000 |
| Sand Bypass System - Capital Replacement Fund 2021/22 to 2022-23 HV+ LV Transformers + LV Switch Board including relocation. | Connections | 200,000 | 0 | 0 | 0 |
| Sand Bypass System - Capital Replacement Fund | Connections | 750,000 | 950,000 | 1,000,000 | 900,000 |
| Sand Bypass System - HV Switching Gear Upgrade | Connections | 0 | 0 | 0 | 0 |
| Sand Bypass System - Jetty protective coating services | Connections | 680,000 | 705,000 | 580,000 | 700,000 |
| Sand Bypass System - Shed Extension | Connections | 280,000 | 500,000 | 0 | 0 |
| PROJECT PRE-PLANNING & INVESTIGATION | | | | | |
| Hydrographic survey program - Routine | Connections | 120,000 | 120,000 | 120,000 | 120,000 |
| PDU Forward Planning & Investigations FY2023/24 | Access | 100,000 | 100,000 | 100,000 | 100,000 |

| | | | | | |
|--|-------------|---------|---------|---------|---------|
| Marine Infrastructure and Destinations | Access | 140,000 | 200,000 | 200,000 | 100,000 |
| STRATEGY AND ENGAGEMENT | | | | | |
| Community and Stakeholder Engagement | ALL | 20,000 | 20,000 | 20,000 | 20,000 |
| Community Grants and Sponsorship | ALL | 0 | 20,000 | 20,000 | 20,000 |
| Health Safety and Environment System | ALL | 0 | 0 | 0 | 0 |
| Scientific Research and Management Program (SRMP) | | | | | |
| Waterways Connect | ALL | 0 | 0 | 150,000 | 0 |
| Sattelite derived monitoring | ALL | 30,000 | 0 | 0 | 0 |
| Planning and Innovation Projects | | | | | |
| Strategic Planning | | | | | |
| Waterways network use monitoring | ALL | 20,000 | 0 | 0 | 0 |
| Recreational Use Trial monitoring | ALL | 120,000 | 0 | 0 | 0 |
| Gold Coast Waterways Place Strategy (phase one) | ALL | 800,000 | 0 | 0 | 0 |
| Sustainability and Environment | | | | | |
| GCWA Climate Risk Assessments | ALL | 50,000 | 0 | 0 | 0 |
| GCWA Net Zero Pathway | ALL | 50,000 | 0 | 0 | 0 |
| Net Zero Marina Partnership | ALL | 0 | 0 | 0 | 0 |
| WATERWAYS MANAGEMENT | | | | | |
| GCWA Business Improvements Fund | ALL | 50,000 | 50,000 | 50,000 | 50,000 |
| Nav Aids – Major maintenance & renewal fund | Connections | 410,000 | 50,000 | 50,000 | 260,000 |

| | | | | | |
|-------------------------------------|-----|-------------------|------------------|------------------|------------------|
| Kalinga Nav Aids Vessel Replacement | ALL | 940,000 | 0 | 0 | 0 |
| Talle Vessel Replacement | ALL | 0 | 0 | 600,000 | 0 |
| Major Marine Signs | ALL | 50,000 | 30,000 | 50,000 | 50,000 |
| Vessel Improvement Fund | ALL | 50,000 | 100,000 | 100,000 | 100,000 |
| Vessel Major Maintenance Fund | ALL | 20,000 | 20,000 | 20,000 | 20,000 |
| Watercraft and Property Removal | ALL | 10,000 | 10,000 | 10,000 | 10,000 |
| Total - Projects | | 10,382,000 | 9,130,000 | 9,280,000 | 9,080,000 |

ANNEXURE B – GLOSSARY OF TERMS

| Term | Definition |
|-----------------------------|---|
| Access | The ability to get out onto the water quickly from a launching point such as a boat ramp, jetty or pontoon. |
| Activities (GCWA) | In the context of this Program, Activities by GCWA include any day to day business that may not be defined as a specific project in Annexure A but directly contributes to the achievement of strategy objectives. |
| ASC | Agency Steering Committee |
| Connections | A navigable channel network supported by infrastructure needed to access it. |
| CoGC | City of Gold Coast. |
| Dredging | Includes all activities associated with the dredging and disposal of material including: the excavation or dredging of the material, the loading and carriage of dredge spoil for the purpose of dumping and the dumping of the material at the approved location. |
| Destinations | Locations promoted for a variety of uses including recreation, events and industry activities such as shipbuilding and maintenance, tourism, film and television production. |
| DTMR | Department of Transport and Main Roads |
| GCWA | Gold Coast Waterways Authority – the Statutory Authority responsible for Gold Coast waterways. |
| Gold Coast waterways | Coastal inland waterways bounded by the Albert and Logan Rivers in the north and the Queensland-New South Wales border in the south. |
| Land | Refers to the land held in Trust by GCWA and/or managed by GCWA on behalf of the State of Queensland including Doug Jennings Park, Moondarewa Spit, Wave Break Island and the southern tip of South Stradbroke Island. |
| Minister | Minister for Transport & Main Roads Minister for State Development, Local Government, Innovation and Planning |
| MSQ | Maritime Safety Queensland |
| Navigation Channel | Defined navigation channel as per GCWA Channel Map . |
| Network, the network | Assets which contribute to navigational access including defined navigation channels, infrastructure such as pontoons and destinations. The network also includes aids to navigation such as beacons, lights and buoys and charts, surveys and Notices to Mariners. |
| Primary channels | Primary channels refer to demand. These channels carry the most vessel traffic and are therefore viewed as having a higher priority for dredging. Refer to GCWA Channel Map . |
| Project | Listed in Annexure A – Waterways Management Program. A defined scope with a start date and end date and specific allocated budget rather than a business as usual activity. |
| Secondary channels | Secondary channels are important network channels but carry less traffic and are therefore viewed as having a lower dredging priority. Refer to GCWA Channel Map . |
| SMI | Spit Masterplan Implementation |
| SWP | Spit Works Program |
| WMP | GCWA Waterways Management Program as defined in the <i>Gold Coast Waterways Authority Act 2012</i> |