



WATERWAYS MANAGEMENT PROGRAM 2026-2030

June 2026

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1.0 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 First Nations people from other regions, as well as South Sea Islander people, who now live in the local area and who have made an important contribution to the community.

First Nations 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, First Nations land and water.

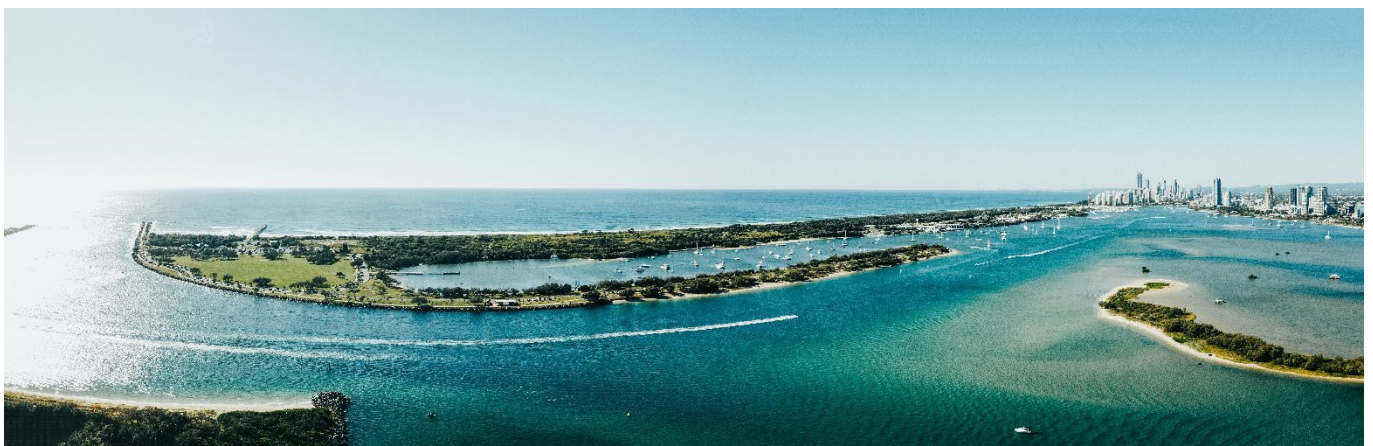
2.0 Message from Gold Coast Waterways Authority Chief Executive Officer

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 2026-2030 (the WMP) 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 dredging, operation and maintenance of the Sand Bypass System and strategic projects, 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 engagement with stakeholders and the community, paired with responsible waterways and land management, ensure that locals and visitors can enjoy our waterways city now and into the future.



3.0 Background

GCWA is responsible for the management of an area that has a natural capital waterways value of over \$26 billion. This includes more than 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 and operation of the Sand Bypass System as a well as recreational boating and marine 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 Waterways Management Program, along with a Spit Works Program. The Program is a one plus three-year investment delivery plan that deliver both the Act and the Strategy.

3.1 Gold Coast Waterways Management Strategy 2021-2030

The Waterways Management Strategy 2021 -2030 (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 program whilst ensuring alignment with other plans such as the Queensland Government’s objectives for the community and the Spit Master Plan.

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 Waterways Management Program (WMP), and the Spit Works Program (SWP). These are rolling four-year delivery programs that are reviewed quarterly and approved annually by the relevant Minister. These delivery programs highlight the detailed actions GCWA will undertake to deliver on the Strategy.



Figure 1 Implementation hierarchy and Governance

3.2 Waterways Management Program

Section 19 of the Act requires that GCWA must develop an annual Waterways Management Program (WMP) that provides a one plus three-year investment plan. Investment under the WMP must be consistent with the Act and the Strategy.

The Act requires that the WMP must include:

- The policies and financial measures for implementing the Waterways Management Strategy (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.

Section 20 of the Act requires that the Waterways Management Program must be consistent with the Waterways Management Strategy. This document outlines GCWA's compliance with these requirements and sets out the intended program of works between 2026 and 2030 financial years.

3.3 Spit Works Program

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

Both, the WMP and the SWP are delivered in parallel by GCWA. The SWP is the responsibility of the Spit Development Minister who is currently the Deputy Premier, Minister for State Development, Infrastructure and Planning and Minister for Industrial Relations. The SWP is developed and published as a separate document on the GCWA website.

4.0 Development of the WMP

The development of the WMP draws information from several different sources, evaluates that information to determine priorities, and identifies key investment needs to be delivered over the four-year program cycle. The following is an overview of how GCWA undertakes investment prioritisation and planning, the information considered.

4.1 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 the purposes of the Act and deliver the best possible management of Gold Coast waterways GCWA undertakes several core activities. These activities include:

- Dredging of navigation channels
- Maintenance of recreational boating and marine infrastructure
- Setting speed limits
- Monitoring compliance with anchoring and mooring regulations
- Setting up and maintaining aids to navigation and marine signs
- Maintaining navigational access through the Seaway by maintaining and operating the Sand Bypass System
- Maintaining and managing trust land, including Doug Jennings Park, Wave Break Island and the southern tip of South Stradbroke Island.

Where investment is required for the construction of a new asset, upgrade of an asset, or for maintenance purposes, these are listed on the WMP as part of a broader program or as a discrete project.

4.2 Strategy focused areas

The Waterways Management Strategy is focused on three key strategic focus areas - Access, Connections and Destinations. These three key strategic focus areas ensure 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 the WMP 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 operations 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.

4.3 Investment criteria

Investment criteria are included in the Strategy and used in development of the WMP to decide priorities for improving and maintaining navigational access and for developing and improving public marine facilities. The overarching investment criteria are:

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

4.4 Development of the 2026 -2030 WMP

In developing the 2026–2030 Waterways Management Program (WMP), the Gold Coast Waterways Authority (GCWA) carefully considered its core functions and responsibilities under the Act, as well as the long-term objectives outlined in its Strategy. The investment prioritisation and planning process was informed by a range of key inputs and extensive consultation with stakeholders and the community. These inputs included:

- Asset management considerations
- Field investigations and engineering assessments
- Queensland Recreational Boating Facilities Demand Forecasting Study projects
- Hydrographic survey program data
- Alignment with City of Gold Coast programs and projects
- Feedback from the City of Gold Coast and State agencies
- Public consultation outcomes
- Ongoing funding commitments from the Cabinet Budget Review Committee

In parallel, GCWA undertook a review to enhance its asset management maturity. This included completing an Asset Management Maturity Assessment to identify gaps in information, capability, and risk exposure across its portfolio. As part of this process, priority asset condition assessments were expedited for critical, high-risk infrastructure, such as the Sand Bypass System Jetty, to better inform future investment needs and decision-making.

The information gathered from these sources was thoroughly assessed to determine overall needs and priorities. Investment proposals were shortlisted and evaluated based on key criteria, including cost, risk, value for money, alignment with existing budgets, urgency of need, asset safety, and feasibility within required timeframes. Proposals that met all relevant criteria and targets were incorporated into the WMP as programs or projects, prioritised according to their needs and interdependencies. This approach ensures that investment decisions are focused on delivering the right initiatives at the right time.

A key finding from the prioritisation and planning process was that, over the past decade, GCWA has made substantial capital investments in marine and boating facilities, including first-time dredging projects. The organisation is now at a critical stage where greater emphasis can be placed on detailed

planning and investigative activities to better guide future program development and investment prioritisation.

As a result, the 2026–2030 WMP adopts a front-loaded operational focus, transitioning to a more balanced capital investment profile in the outer years of the program.

4.5 Consultation of the WMP

In developing the WMP, 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:

- Regular program alignment meetings with the City of Gold Coast
- Wider stakeholder and industry consultation
- Industry forums including Queensland Recreational Boating Council
- Public enquiries and suggestions directly submitted to GCWA
- Project specific stakeholder consultation within the two years prior to project delivery

Consultation is undertaken with the stakeholder groups mentioned above to ensure that the WMP being proposed meets the needs of the Gold Coast as a waterway's city, maintaining and enhancing access, connections and destinations.

Prior to the submission of this WMP to the Minister, GCWA undertook its annual stakeholder sentiment survey and a separate targeted consultation program to inform the WMP. The WMP consultation engaged key stakeholders from across State and local government, industry, business, operators and community groups. Both activities were delivered by an independent market research provider, ensuring robust, representative and unbiased feedback to support the development of the WMP.

Survey findings show strong support for the proposed program and resulted in no changes to the WMP.

5.0 WMP Overview

5.1 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 WMP defines this funding into operational and capital projects over the next four years.

A breakdown of the funding investment for the 2026-2030 period is shown below, with a detailed project breakdown provided in Appendix A.

Table 1 Total Investment 2026-2030

Proposed	Indicative	Indicative	Indicative	
2026/27	2027/28	2028/29	2029/30	Total
\$12,234,000	\$9,700,000	\$9,570,000	\$9,225,000	\$40,729,00

Figure 2 Project Category four-year funding distribution

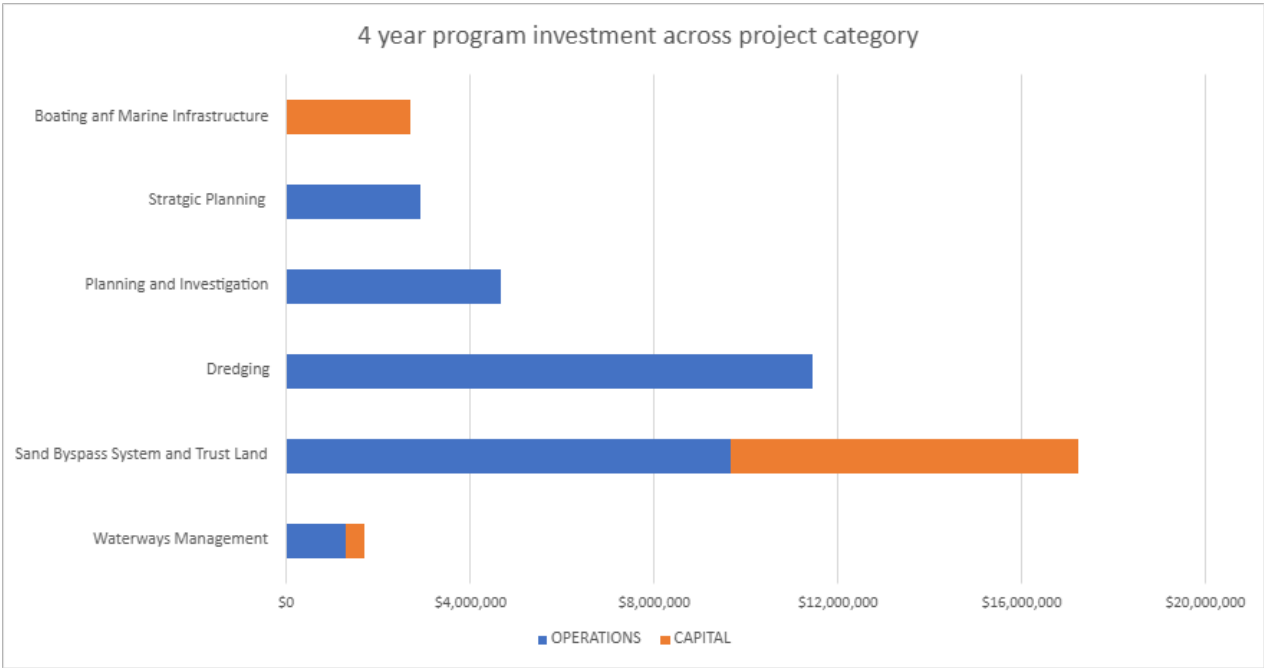


Figure 3 Capital four-year funding distribution 2026-2030

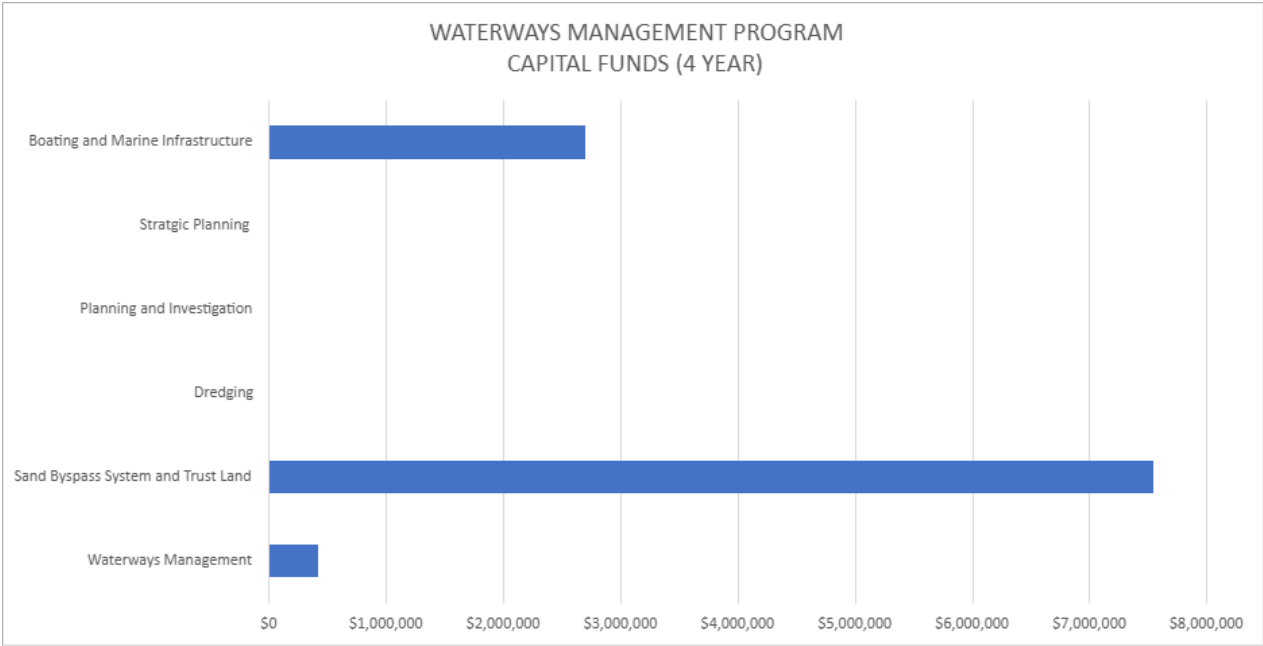
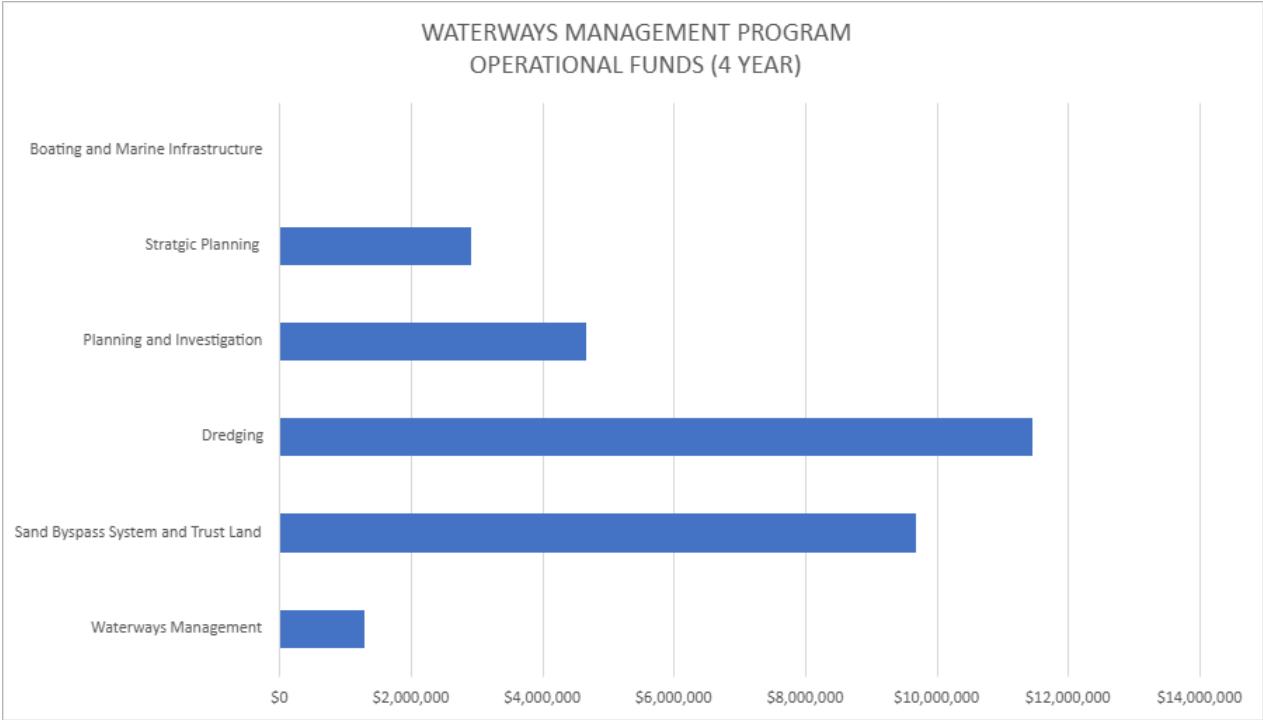


Figure 4 2026-2030 Operational four-year funding distribution 2026-2030



Please refer to Appendix A for further information on funding breakdowns.

5.2 Key projects

Funding has been allocated to the Sand Bypass System for major maintenance works, capital works, and an ongoing jetty protective coating works. These initiatives aim to enhance and maintain the Sand Bypass System, ensuring GCWA continue to effectively manage the Nerang River entrance at the Seaway.

Additional funding has been provided for the removal of watercraft and property, as well as renewal of signage to support navigation. In the 2026/2027 financial year, the Strengthening Gold Coast Waterways Management Program will commence. This program will focus on enhancing business and compliance outcomes across the Gold Coast waterways while supporting navigational access.

GCWA will also continue a range of planning activities to ensure future investment decisions are guided by an evidence-based strategic framework. These activities include:

- Ongoing hydrographic survey program to continue to monitor and understand current state of navigation channels, support dredge planning and track performance against key indicators.
- Forward Planning and Investigation Program to support early planning and engineering design for future projects. This includes field investigations, concept design, pre-lodgement for statutory approvals, stakeholder engagement, and cost estimation.
- Asset Management Program to capture and analyse data on asset condition, develop operational strategies, and identify future asset demand and investment needs.

The Priority Navigational Dredging Program will deliver dredging campaigns in the North Channel and South Channel, and within the Coomera River Channel. The requirement for dredging in these areas was determined through hydrographic survey analysis and the defined channel standards of service outlined in the Gold Coast Sand Management Plan. Maintenance dredging within the Gold Coast Seaway entrance will also be undertaken.

A dedicated program will fund future asset renewals for GCWA's asset base. Investment needs will be identified through ongoing asset condition assessments and may include renewal and upgrades to recreational boating infrastructure, trust lands, buildings and facilities, rock structures, and the Sand Bypass System.

Key projects from 'Our Waterways Future' will be delivered in the 2026/2027 financial year. This includes the development of the Broadwater Local Waterway Plan. Additional Local Waterway Plans for other priority areas will be developed in future years through the WMP.

Other emerging initiatives from Our Waterways Future will also progress in 2026/2027, including:

- Wave Break Island Day Use - Technical Viability – Investigations to support design concepts to enhance the island's day-use appeal and functionality.
- Waterway Trails and Community Hubs – identification of trail opportunities and associated community facilities for development in partnership with the City of Gold Coast.

These projects collectively aim to enhance the management, accessibility, and sustainability of Gold Coast waterways for the benefit of the community and the environment.

5.3 Alignment of the WMP with the Strategy

This section outlines how programs and projects on the 2026 – 2030 WMP will continue to address the objectives from our Strategy. Program and project investments identified in the WMP seek to provide the best value for money for government and the community by undertaking efficient and effective procurement practices and delivery methodologies.

The Strategy is a document intended for delivery over a ten-year period. Programs and Projects 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.

The following is a summary of the proposed programs and projects and current activities undertaken by GCWA aligned to the 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 safer and navigable. This includes projects to upgrade the work platform, undertake jetty protective coating and major maintenance.
- Keeping the navigation channels and destinations network safer and available through maintenance dredging. In the 2026/2027 financial year, major dredging campaigns will be undertaken in North Channel and South Channel, Coomera River (South Arm) and Gold Coast Seaway. The Future Navigational Channel Dredging Program to be delivered in the 27/28 – 29/30 financial years will be informed by hydrographic survey analysis and consideration of channel standards of service described in the Gold Coast Sand Management Plan.
- Monitoring our navigation channel network through an ongoing hydrographic survey program to accurately determine the condition of navigation channels.
- Undertaking early forward planning and investigations into inform future capital projects scope and feasibility. Field Investigations, concept design, pre-lodgement for statutory approvals, engagement and cost estimates.
- Undertaking data capture and analysis of asset condition assessment, and development of options for effective operation of assets including detailed engineering condition assessments for all GCWA infrastructure, and for the development of asset operating procedures and associated documentation.
- Upgrading of recreational boat ramps, pontoons and jetties in line with condition assessments and demand forecasting from the 27/28 financial year and beyond.
- Ongoing servicing of aids to navigation via a continuous preventative maintenance program
- Removal of abandoned watercraft and property from our waterways.
- Continual maintenance and improvements to GCWA vessel fleet.
- Delivering projects emerging from Our Waterways Future ensuring waterways network planning and management is integrated and centred around local needs and local solutions.

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

- Implementation of projects emerging from development of Our Waterways Future which will deliver a whole of system approach to planning and waterways management. This includes local waterway plans in our high activity waterway areas starting with the completion of the Broadwater Local Waterway Plan in 2026/2027 financial year.
- 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 recently 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

- Implementation of a range of innovative projects emerging from development of Our Waterways Future, including Local Waterway Place Plans and Waterway Trails and Community Hubs.
- Progressing Investigations and development of early design concepts to enhance the island's day-use appeal and functionality.
- Continued data collection and analysis to inform management practices, including modelling sand transport to enhance sand bypassing operations.
- Delivering sand to Northern Gold Coast beaches through the City of Gold Coast Sand Backpass System.

Strategic Outcome 2 - Sustainable and resilient waterways

Objective 2.1 - Waterways network is sustainable and resilient

- Collaborate with the City of Gold Coast in the delivery of sand through annual campaigns of the Sand Backpass System.
- Monitoring navigation channels condition through hydrographic survey analysis and adjust aids to navigation or undertake dredging to support navigation.
- Apply outcomes of hydrodynamic modelling to enhance the condition of navigation channels within primary navigation channels.
- Administration and continued improvement of GCWA best practice environmental approval process by working closely with the Agency Steering Committee.
- Monitor the environment to improve our understanding of waterways resilience, responses for dredging and climate change impacts.
- Managing referral responses to development approvals that considers access to our network and minimises future congestion.

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

- Advocacy to support retention and uplift in capacity of marine industry and tourism operator facilities on the Gold Coast.
- 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.
- Maintain inhouse capability and resources to prevent and if necessary, respond to marine pollution incidents.
- Administration and continued improvement of GCWA best practice environmental approval process by working closely with the Agency Steering Committee.

Strategic Outcome 3 - Engaged users and communities

Objective 3.1 - Community knowledge of Gold Coast waterways are enhanced

- Engage with stakeholders through the delivery of projects emerging from development of 'Our Waterways Future' and other projects delivered by GCWA.
- Maintain proactive communication, through issuing media releases, promoting community knowledge of the waterways through the website and social media and having a presence at industry events.

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

- Development of the Broadwater Local Waterway Plan.
- 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.
- 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

- Strategic collaboration with the City of Gold Coast.
- Collaboration with the City of Gold Coast in planning and providing new destinations, aligned with Destination 2045 and the City of Gold Coast Nature Based Tourism Program.
- 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 Queensland Recreational Boating Council.
- Ongoing collaboration with Maritime Safety Queensland on GCWA's hydrographic survey program.
- Engage with agencies in planning workshops for GCWA initiatives and projects.
- Conduct studies to continue to develop and understand trends in population, use, and users to assist in long term planning of the network.

All specifically defined projects and allocated funding are provided in Annexure A.

6.0 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.

6.1 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 – seven days
2. Broadwater including Marine Stadium – from Wave Break Island to Carters Basin – seven 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 and 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 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.

6.2 Monitoring compliance in 2025/2026

During the 2025/2026 financial year, GCWA continued an active compliance program for the Gold Coast's unique anchoring requirements, monitoring 507 vessels* within popular areas of the Broadwater, Paradise Point, and Marine Stadium. Of the vessels monitored, compliance officers issued 143 removal notices* and physically removed 22 vessels for non-compliance with the notices.

* Numbers are current as of 01 June 2026 and cover the time period from 1 July 2025 – 5 May 2026.

7.0 WMP performance targets

7.1 WMP targets

The performance of the WMP will be measured through the following:

Item	Measure	Detail	Target
Projects	Completion rate (%)	Actual versus Planned	Projects within program are delivered against approved milestones and budget
Program	Budget Delivery rate (%)	Actuals versus Planned	90% of annual program expenditure delivered within the financial year (opex and capex)

7.2 Compliance activity targets

Performance of compliance activities are measured through the following:

Item	Target
Accessibility standards and regulations.	Achieve 100% compliance with relevant accessibility standards and regulations.
Navigation Aids maintenance	Achieve an 80% clearance rate for programmed maintenance for Aids to Navigation.
Speed related reports	Refer 100% of speed-related reports to appropriate authorities within 5 business days.

7.3 Reporting

Throughout the financial year, GCWA will provide high level reporting on the performance of programs, projects and compliance activities through the following channels:

- Quarterly reporting to Minister
- Quarterly reporting to the GCWA Board
- Quarterly reporting to the CEO
- Updates provided for Parliamentary Sitings (PPQ's and Key Facts)
- Service Delivery Statements.

Regular Internal monitoring and reporting for projects on the WMP will be reported on through the following channel:

Monthly reporting to internal GCWA Portfolio Management Group.

ANNEXURE A – PROPOSED PROJECT INVESTMENTS 2026 – 2030

Project	Capital / Operational	2026/27 (Year 1)	2027/28 (Year 2)	2028/29 (Year 3)	2029/30 (Year 4)	4 Year Program Investment
BOATING & MARINE INFRASTRUCTURE PROJECTS						
Future Infrastructure Renewal Program	Capital	\$ -	\$ 1,100,000.00	\$ 500,000.00	\$ 1,100,000.00	\$ 2,700,000.00
DREDGING PROJECTS						
Gold Coast Seaway Dredging	Operational	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ 1,000,000.00
Priority Navigational Channel Dredging Program	Operational	\$ 2,334,000.00	\$ -	\$ -	\$ -	\$ 2,334,000.00
Future Navigational Channel Dredging Program	Operational	\$ -	\$ 2,502,000.00	\$ 3,553,000.00	\$ 2,080,000.00	\$ 8,135,000.00
SAND BYPASS SYSTEM AND TRUST LAND						
Sand Bypass System - Jetty protective coating services	Operational	\$ 2,750,000.00	\$ 1,115,000.00	\$ -	\$ -	\$ 3,865,000.00
Sand Bypass System - Jetty Renewal Program	Operational	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ 1,500,000.00
Sand Bypass System - Major maintenance	Operational	\$ 730,000.00	\$ 1,100,000.00	\$ 1,100,000.00	\$ 1,200,000.00	\$ 4,130,000.00
Sand Bypass System - Capital Works Program	Capital	\$ 1,400,000.00	\$ 1,650,000.00	\$ 2,000,000.00	\$ 2,500,000.00	\$ 7,550,000.00
Wave Break Island Day Use - Technical Viability	Operational	\$ 200,000.00	\$ -	\$ -	\$ -	\$ 200,000.00
PROJECT PLANNING & INVESTIGATION						
Forward Planning & Investigations	Operational	\$ 360,000.00	\$ 385,000.00	\$ 400,000.00	\$ 410,000.00	\$ 1,555,000.00
Asset Management Program	Operational	\$ 375,000.00	\$ 385,000.00	\$ 395,000.00	\$ 405,000.00	\$ 1,560,000.00
Hydrographic survey program - Routine	Operational	\$ 375,000.00	\$ 385,000.00	\$ 395,000.00	\$ 405,000.00	\$ 1,560,000.00
STRATEGIC PLANNING						
Broadwater Local Waterway Plan	Operational	\$ 360,000.00	\$ -	\$ -	\$ -	\$ 360,000.00
Southern Creeks Local Waterway Plan	Operational	\$ -	\$ 350,000.00	\$ -	\$ -	\$ 350,000.00
Waterway Trails & Community Hubs	Operational	\$ 275,000.00	\$ -	\$ -	\$ -	\$ 275,000.00
Northern Broadwater Local Waterway Plan	Operational	\$ -	\$ 50,000.00	\$ 300,000.00	\$ 150,000.00	\$ 500,000.00
Local waterways plan implementation	Operational	\$ -	\$ -	\$ 350,000.00	\$ 350,000.00	\$ 700,000.00
Business Uplift Program	Operational	\$ -	\$ 70,000.00	\$ 115,000.00	\$ 150,000.00	\$ 335,000.00
Waterways Strategy and Planning Program	Operational	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 400,000.00
WATERWAYS MANAGEMENT						
Strengthening Gold Coast Waterways Management	Operational	\$ 280,000.00	\$ 200,000.00	\$ -	\$ -	\$ 480,000.00
Waterways - Operations	Operational	\$ 85,000.00	\$ 85,000.00	\$ 85,000.00	\$ 85,000.00	\$ 340,000.00
Waterways - Compliance	Operational	\$ 110,000.00	\$ 120,000.00	\$ 125,000.00	\$ 125,000.00	\$ 480,000.00
Waterways Management Vessel Improvement Program	Capital	\$ -	\$ 103,000.00	\$ 152,000.00	\$ 165,000.00	\$ 420,000.00
Total - Projects		\$12,234,000.00	\$ 9,700,000.00	\$ 9,570,000.00	\$ 9,225,000.00	\$40,729,000.00

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
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>