

GOLD COAST WATERWAYS AUTHORITY

Executive Summary of Board Personnel

The Gold Coast Waterways Authority (GCWA) was established 'to manage the sustainable use and development of the Gold Coast waterways... A board made up of local community and industry representatives will be responsible for overseeing the better management of the Gold Coast waterways...[and] report directly to the Transport and Main Roads Minister'.

(www.tmr.qld.gov.au/gcwa accessed 30/09/2012)

Russell Witt was the original Administrator and CEO of the GCWA appointed in late 2012. He also served as the Regional Director – Gold Coast for Maritime Safety Queensland (MSQ). Witt previously served under MSQ General Manager, Captain John Watkinson, until Watkinson retired from that position to enter private enterprise in 2009. Watkinson's Meridian Maritime Services conducted the November 2012 'investigation into the feasibility of piloting large cruise ships to and from a proposed terminal within the Gold Coast Broadwater' at the Smartship Australia simulators, Brisbane. The GCWA will, as a part of its responsibilities, assess and respond to Watkinson's report on the ship simulations.

(see http://www.saveourspit.com/No_Terminal/news/NewsArticle.jsp?News_ID=180)

In mid-2012, the former Gold Coast Mayor, **Gary Baidon**, was appointed to the position of Chair of the GCWA by the Queensland State Government.

In December 2012, GCWA board members were appointed following public advertisements for nominations. The appointments to the GCWA board consisted of three Queensland Liberal National Party members:

- **Tom Tate**, Gold Coast Mayor and LNP Member (Local Government, Register of Interests 26/06/12)
- **Steve Minnikin**, LNP, Assistant Transport Minister, Qld.
- **Verity Barton**, LNP, State Member for Broadwater, Qld.

Also appointed to the GCWA board were:

- **Raymond James**, Icon Energy CEO and mining geo-physicist.
- **Mike Bartlett**, retired with a 'background in marine, coastal and waterway planning'.
- **William Turner**, operating a consulting business specialising in infrastructure project evaluation, funding and procurement.
- **Martin Winter**, outspoken supporter of a Gold Coast Cruise Ship Terminal and CEO of Gold Coast Tourism Corporation, an organisation financially dependent upon in excess of \$10 million per annum in 'Tourism Levy' funds from the GCCC.

- **Rodger Tomlinson**, Director of the Griffith Centre for Coastal Management (GCCM) at Griffith University, a research centre 'in partnership with Gold Coast City Council'. Financially, the GCCM is partially dependent upon research funds and contracts from the GCCC.

Of relevance to the latter two members of the GWCA board is the recent change to State Legislation which gives executive-type powers to Queensland's local government Mayors enabling them to determine their Council's budgets; that is, who and what the Mayor chooses to fund or contract.

While the GCWA Chair is the former Gold Coast Mayor, Gary Baildon, another former Gold Coast Mayor, **Dennis O'Connell**, applied for a position on the GCWA board but was not appointed.

O'Connell was the GC Mayor who commissioned all the major reports leading up to the GCCC's construction of the Gold Coast Seaway in 1985-86. O'Connell sat on the original Gold Coast Waterways Authority during that period and is totally conversant with the dredging, flood, engineering and cruise ship terminal reports (mostly by Delft Hydraulics, Netherlands) produced in the lead up to the construction of the Seaway Training Walls and the setting up of the Sand-Pumping facility on the Spit. O'Connell is also a retired professional fisherman. Apparently his experience, knowledge and qualifications were not deemed adequate enough to be appointed to the GCWA board.

Not one local, independent Harbour Engineer, Dredging Engineer, Marine Biologist, Environmental Engineer/Scientist, Recreational or Industry Dive rep.; Recreational or Industry Surf rep.; Professional, Recreational or Tourism Fishing rep.; Recreational or Industry Boating Association rep.; or a Gold Coast Community Member was appointed to the Board of the GCWA. This is despite the State Government declaring:

Gold Coast Waterways are at the heart of the region's recreational and tourism industry as a playground for locals and tourists who come to experience the Queensland lifestyle. The Gold Coast's world class marine precinct is a significant contributor to the region's economy and these waterways are home to key fish habitats and part of the Moreton Bay Marine Park.

(www.tmr.qld.gov.au/gcwa accessed 30/09/2012)

The authors believe that make up of the appointees to GCWA should be of great concern to the ratepayers of the Gold Coast City, including the owners of those properties likely to be adversely affected by the Cruise Ship Terminal and its required dredging.

The authors do not believe that proper City Governance is being exercised by the Gold Coast City Council, by virtue of it acting in a self-serving and blatantly political manner in its appointments of a raft of apparently non-independent parties to the Board of GCWA.

The authors also believe that, given the history and current circumstances in relation to the decision to proceed with building a Cruise Ship Terminal, the current corporate governance rules on 'conflicts of interest' may have been breached by the Gold Coast City Council's GCWA Board appointments and that this matter should be referred to the CMC.

In January 2013, commercial dredging of the south and north recreational boat channels in the Gold Coast Broadwater commenced. The dredging permits reveal that current maintenance dredging is to increase the previously legislated depth of 4.5 metres below the Lowest Astronomical Tide (LAT) in the

South Channel to 5.5m LAT and the North Channel increased to 5.5m LAT from 3.5 LAT. Yet on the government web page it was clearly announced:

The range of activities and interests in this region means that any future management of Gold Coast Waterways needs to be representative of locals, boaties, fishers, and tourists in a sustainable and environmentally sensitive manner.

(www.tmr.qld.gov.au/gcwa accessed 30/09/2012)

Inspired by Matt Killoran's Gold Coast Bulletin (GCB) story 'Waterways Authority in Cruise Conflict Row' (GCB 07/01/13), we have developed a brief overview of the recently appointed GCWA board members who,

will be responsible for overseeing the better management of Gold Coast Waterways.

(www.tmr.qld.gov.au/gcwa accessed 30/09/12)

General Overview of GCWA Board Personnel

Gary Baildon (Chair)

An online news article, 'Developer donations and bad press', revealed the following information in the aftermath of Baildon's 2004 Mayoral election campaign:

Not for one moment would I suggest Baildon behaved during his time in council with anything other than propriety in his dealings with developers, but if developer donations were being seen as "tainted", why wasn't he being held to the same accountability as that consistently visited on the so called "bloc" candidates?

(www.crikey.com.au 24th December 2004)

Under the heading, 'Baildon bid drew \$196,000', the Gold Coast Sun declared on 7th July 2004:

The development industry poured more than \$150,000 into ex-mayor Gary Baildon's unsuccessful bid to get Baildon re-elected. The former mayor's declaration of campaign gifts revealed a total of \$196,903 – more than double the \$93,204 he declared on March 26, the day before the election.

Major contributors included **Soheil Abedian's Sunland Group with \$18,000** and the Ingles Group with \$10,000, interests linked to Hope Island developments tipped heavily into the re-election bid, including Craig Gore's Aurora Developments (\$20,000), John and Helen Fish (\$5,000), and Financier **City Pacific with \$10,000. City Pacific has links to both Mr Fish and Sunland.**

Other contributors were: Pask Developments (\$5000); Mirvac (\$7500); Vanwell (\$2500); Lewiac (\$7500); Great Southern Land (\$7500); **Australand (\$5000)**; Lend Lease (\$5000); Solmac Developments (\$1000); Devine (\$5000) Noel Gordon (\$5000); Gordon Sun (\$5000); Purchase

Credit (\$5000); Family Assets (\$500); Coomera Resorts (\$1500) Blue Sky Capital (\$5000); Gemstone (\$1000); Kings Beach No. 2 (\$2000); Noraville (\$10,000); PRD Consulting Services (\$2000) and Property Sol Holdings (\$5000).

(cited in www.crikey.com.au 24th December 2004)

The December 2012 issue of the QANTAS in-flight magazine included a feature article titled, 'City Guide Gold Coast' in which the following appeared:

Private developers are seeing another tourism sunrise. **Chinese company Ridong** plans to spend more than \$900 million building a triple-tower residential development at Broadbeach. **Sunland the father-and-son company of Soheil and Sahba Abedian** responsible for developing Q1, formerly the world's tallest residential tower, at Surfers Paradise, and the elegant Palazzo Versace hotel, **plan a further development on The Spit, perhaps including a boutique casino.**

(QANTAS in-flight magazine, Dec. 2012, p.96)

Abedian donated **\$18,000** to Baildon's 2004 Mayoral campaign. Also, **City Pacific**, who donated \$10,000 to Baildon's 2004 campaign are mentioned in an article by Matthew Killoran in the GCB on the 27th August 2012, in relation to a properties owned by Tom Tate and the GCCC owned Transit Centre:

Before the 2008 council poll, when **Cr Tate** ran for mayor on a Liberal Party ticket, it was revealed the council received confidential expressions of interest from **City Pacific** for a transit centre redevelopment. The proposal, which included a casino, was reported to take in the transit centre, Islander Resort and bowling greens. At the time, Cr Tate said he had no ties with the expression of interest.

(http://www.goldcoast.com.au/article/2012/08/27/437302_gold-coast-news.html)

And in 2010,

The liquidator of collapsed Queensland-based financier **City Pacific**... confirmed that shares in the company -- once totalling \$890 million -- are worthless.

David Hurst of Armstrong Wily, Sydney, said yesterday debt to the Commonwealth Bank remained more than \$80m after the company's assets were realised.

Phil Sullivan founded City Pacific in 1997 but was stood down as boss in November 2008 after amassing a personal property empire worth \$26m.

The former bankrupt, whose Gold Coast property development company collapsed in the 1980s, bought 16 investment properties, including 10 luxury waterfront homes in the 11 years he was City Pacific's managing director.

(<http://www.theaustralian.com.au/business/city-pacific-shares-valueless-liquidator/story-e6frg8zx-1225872731621>)

Killoran also notes, that the Mayor's Report (presented to council in August 2012),

after the mayor's return from a self-funded, fact-finding mission to the US last month, outlines plans to build more casinos on the Coast, including investigating the option of putting one at Surfers Paradise Transit Centre.

MAYOR Tom Tate has denied he wants to build a casino in the heart of his own property investments in Surfers Paradise, despite it being included in council documents.

"An art hotel component with a casino to fit in with the cultural aspect, or alternatively have the casino on transit centre or wave break island (sic)," the report said.

The transit centre is adjacent to the Tate-owned Islander Resort and near the Surfers Paradise Bowls -- run by Crestden Pty Ltd, a company owned by the Mayor and businessman Kelvin Gersbach.

Yesterday Cr Tate said the inclusion of the transit centre option was a mistake and he would have it removed from the report.

"If it's there it's incorrect," he said. "The transit centre is leased out, it can't be considered. However it happened, it's wrong. I will pull it out and have it corrected at the next council meeting."

Casinos at Evandale or Wavebreak Island, outlined in the report, were being considered, he added.

http://www.goldcoast.com.au/article/2012/08/27/437302_gold-coast-news.html

Tom Tate (Mayor)

Since being elected Mayor in 2012, Tate has become a ferocious advocate for a cruise ship terminal on the Gold Coast, which he hopes will be funded through a public private partnership (PPP) with a consortium of casino, hotel, apartment and/or marina developers. His plans include the possibility of up to 80 hectares of public parks, open space, island and waterways being handed over to the preferred developer. In July 2012, 'Brisbane Business News' wrote online:

GOLD Coast mayor Tom Tate says he will take on environmentalists over his plans for a cruise ship terminal and today ridiculed the Save Our Spit (SOS) group at a business breakfast [hosted by the **Australian Institute of Company Directors – Gold Coast**]. Tate has promised a cruise ship terminal during his first term as mayor.

Tate says he consulted with SOS over a possible cruise terminal at The Spit, which the group opposed. He told today's business breakfast that when he suggested an option on the Broadwater side, the group suddenly changed its name to Save Our Broadwater.

"They need to change the name to SOC . . . that is Stop Our City. Put a SOC in it. It is a very small group," says Tate.

"I don't view Save Our Spit as an eminent opinion maker and we will have to agree to disagree on that," says Tate.

"We will do a consultation process through newspaper or online. From that, we will have the opinion of the wider community of the Gold Coast, not just one special needs group."

"The conversation now on the cruise ship terminal is not about whether we have one, it is about where we have one," he says.

http://www.brisbanebusinessnews.com.au/process/myviews/bbn_article.html?articleId=3429

Late in 2012, the GCCC:

Unanimously voted to approve a \$50 million, 16 story apartment and office block on Chevron Island.

Following the vote the Local Government Association of Queensland gave Mayor Tom Tate the all clear after he voted to approve the development, proposed by his long-time lawyer **Tony Hickey, of Hickey Lawyers.**

Cr Tate declared he could have a perceived conflict but chose to stay in the room to vote.

(Matt Killoran, GCB 06/11/2012)

Prior to gaining approval from the GCCC, Mr Hickey said:

he expected the height, which was almost double the eight-storey height limit [on Chevron Island] that triggers tougher development assessment by the council, to cause a stir.

(Killoran, GCB 11/08/2102)

Tate's relationship with Tony Hickey had previously been questioned in 2005 during a Queensland Crime and Misconduct Commission interview with 'Thomas Richard Tate' by Detective Inspector Ken Bemis:

KB What about HICKEY LAWYERS do you know HICKEY LAWYERS at all on the coast here

TT Yeah they do work for us

KB Do you know Tony HICKEY the principal

TT Not very well but yes I do

(CMC Record of Interview, 2 November 2005, p. 14 – 15)

These questions were in relation to Hickey Lawyers having been identified by the CMC as the holders of the Lionel Barden trust fund, a secret developer's fund for supporting 'like-minded' candidates in the lead up to the 2004 GCCC elections.

KB So you can not say when Lionel Barden became involved with the

TT I can't

KB The fund, can you tell me when HICKEY LAWYERS became involved in the administration of the fund at all

TT No my knowledge, n' – Ken my knowledge basically ceased after that meeting

KB In essence – I know you've touched upon this before but – did you generally support that idea – of like-minded candidates, and I know you've referred to Division 7 but

TT [Over talking] Yeah yeah, yeah ah – the idea of having a, a caucus, in council ah – is better than what we have currently errr...

(CMC Record of Interview, 2 November, p. 17)

At the conclusion of the inquiry the following media release was posted on the CMC Queensland website:

A Crime and Misconduct Commission inquiry has revealed that secrecy, deceit and misinformation during the Gold Coast City Council election of 2004 corrupted the electoral process.

The CMC's report, tabled in State Parliament today, has been referred to the Department of Local Government, Planning, Sport and Recreation (DLGPSR) to consider prosecuting six people for alleged breaches of the Local Government Act 1993.

The Commission found that, through false statements to the media, a group of Gold Coast candidates were presented as totally independent and funding their own campaign. In fact they were receiving funding through the initiative of sitting councillors David Power and (the late) Sue Robbins. The funding came exclusively from parties with development interests.

If elected, the candidates would be, consciously or unconsciously, beholden to Cr Power and Cr Robbins. They would also be aware that their chances of receiving funding from the two councillors at the next election would depend on their being still viewed as 'like minded' candidates.

...The CMC has recommended Gold Coast lawyer Tony Hickey be considered for prosecution for allegedly giving Mr Barden false or misleading information in relation to his third-party return.

(<http://www.cmc.qld.gov.au/news-and-media/media-releases/media-releases-november-2005-june-2006/media-release-11.05.2006-cmc-reports-on-investigation-into-gold-coast-city-council.asp-pgid-10814-cid-5201-id-938>)

In November 2012, Tony Hickey of Hickey Lawyers travelled,
to China with Cr Tate and other business leaders...to sell the city.

(Killoran, GCB 06/11/2012)

On March 5th 2013 the Queensland Government made the following statements:

The proposed multi-billion dollar Gold Coast Broadwater Marine Project has entered the next stage with four consortia short-listed to provide their detailed proposals.

The Deputy Premier and the Minister for State Development, Planning and Infrastructure Jeff Seeney said the four shortlisted proponents were:

- ASF China Property Consortium
- Azure Consortium
- ACPI Consortium
- Ridong (Gold Coast) Development (RDG).

<http://statements.qld.gov.au/Statement/2013/3/5/broadwater-marine-project-enters-next-phase>

On the 7th March 2013 the Gold Coast Bulletin revealed that Tony Hickey was the spokesperson for one of the short-listed consortia vying to build a cruise ship terminal and associated private/commercial developments on 75-81 hectares of public parks, foreshores and waterways linked to the 'Broadwater Marine Project':

THE largest of the Chinese consortiums selected to go to the next stage of the multi-billion-dollar Broadwater Marine Project has broken its silence on its bid, saying its submission was "world-class" and employed the "world's best".

The cashed-up ASF Property Consortium China State Construction Engineering is the third-largest construction company in the world. It has partnered with Guangzhou Dredging Co Ltd, one of the world's largest dredging and land reclamation companies.

ASF Property Consortium spokesman and Hickey Lawyers founder Tony Hickey said the group was "very honoured" to reach the next stage.

"What we will assemble will be a precinct that is world-class," said Mr Hickey, who has been employed as a consultant for the consortium.

"We have the financial and technical capabilities to deliver a world-class facility," he said.

He also said the group would ensure it would consult with local contractors.

The Bulletin understands the consortium has taken a look at the entire Broadwater, whereas the two Australian contenders -- Azure Consortium and ACPI Consortium -- have focused more on one parcel of land in the offering.

The land on offer was Wavebreak Island and parts of The Spit, including land immediately to the north and south of Sea World Nara.

(S. Willoughby, GCB 07/03/2013)

During 2012, Tate embarked upon several trips to test the waters for interest from foreign casino owners, cruise line companies and developers in acquiring crown land on the Gold Coast in return for building a cruise ship terminal.

Just 5 days after his election win, Cr Tate emailed the Premier announcing his support for the Government's plan to call in Chinese developer **Ridong's** '\$1 billion Jewel project... a 45-level 3 tower project on the corner of Wharf and Old Burleigh roads at the southern end of Surfers Paradise.

(Paul Weston, GCB 01/09/12)

The six-star edifice was recently "called in" by LNP development minister Jeff Seeney to silence objectors and is set to start construction next year.

Last month, the **CEO of Jewel, Steven Haggert**, embarked on a bizarre "fact-finding trip" with Tate to Honolulu, Las Vegas and Miami to investigate "sister city" opportunities. (Tate humorously [hit up Miami](#) after Honolulu and Las Vegas failed to respond).

The junket was also attended by local Liberal backbencher and [industrial militant](#) Steve Ciobo with *Gold Coast Bulletin* scribe Shannon Willoughby acting as stenographer.

(Andrew Crook, www.crikey.com.au 29th August 2012)

Also amongst Tate's entourage to Taiwan and Mainland China during November 2012 were the sons of two property developers, **Soheil Abedian** and **Jim Raptis**. GCB journalist, Shannon Willoughby, who again accompanied Tate on his trip, noted:

He's hoping to lure investors and businesses to the city to buy into the Broadwater Marine Infrastructure Project, Chinatown and the cultural precinct.

He's been joined by property and migration lawyers, developers, education executives and real estate agents who are selling their products to a captive audience. Oh, and me, the official "stenographer".

(Willoughby, GCB 15/11/12)

In addition to **Ridong**, Gold Coast developer-lobbyist Grahame **Staerk** lists **Pearls Australasia** as one of his clients:

a subsidiary of Indian conglomerate Pearls Global. Pearls is the owner of the recently refurbished 1980s resort icon Sheraton Mirage, located on The Spit.

[Two days] before his election, Tate – breaking from the seven other mayoral candidates – pledged that he would re-hash long-dead plans to build a cruise ship terminal on The Spit, despite huge virulent local opposition that culminated in the largest ever petition (38,000 names) being presented to the Queensland Parliament. A casino to fund the development has also been planned.

If the terminal is built by a Tate-helmed council, the Sheraton would snaffle – alongside the adjacent Palazzo Versace – the lion's share of infirm international tourists keen to waddle off the *Costa Romantica* and into beachfront luxury.

(www.crikey.com.au 29th August 2012)

Property developer and manager of **Sunland** Group [Soheil **Abedian**] has recently sold its **Palazzo Versace** hotel on Queensland's Gold Coast to private investors for \$68.5 million.

Sunland did not name the investors but said one of the conditions of the sale was approval by the Foreign Investment Review Board.

(<http://finance.ninensn.com.au/newsbusiness/aap/8536106/sunland-sells-palazzo-versace-for-68-5m>)

Sunland Group entered into a conditional contract with two Chinese businesses — a construction group and a travel company — to buy the fashion-branded hotel, after emerging as bidders just two weeks ago.

(<http://www.brisbanetimes.com.au/travel/travel-news/gold-coasts-palazzo-versace-sold-to-chinese-for-685-million-20120921-26apk.html#ixzz2JWxpsh38>)

Another of **Staerk's** listed clients is the **Leda Group**. Founder and Executive Chairman of Leda Group, **Bob Ell**, put a proposal to the GCCC to build the cruise ship terminal at North Kirra-Tugun and in compensation, receive public beachfront land and foreshores on which to build a casino, exclusive hotels, private apartments and marinas. Geoff Chambers reported in July 2012:

Bob Ell's grand plan [is] to transform the sleepy beachside suburb of Tugun into a world class Fort Lauderdale-style off-shore cruise ship terminal.

These concept images, leaked to the Bulletin, outline a \$200 million vision that would deliver three hotels, a casino, three terminal berths, a water park, an underwater observatory, new North Kirra surf club and a superyacht marina.

The confidential plan also includes a harbour master/customs office, dive centre, waterfront restaurant, bars and a beach stadium that could host the Australian Surf Lifesaving Titles.

It would also provide space for US Navy ships to dock, delivering an extra financial boost when sailors arrive on the southern Gold Coast.

The prime oceanfront precinct would incorporate a multi-purpose, mixed-use commercial precinct with boutique retail, restaurants and cafes, functions space and accommodation facilities.

Mr Ell, who controls the nearby Cobaki Lakes and Kings Forest developments, would finance the project potentially through a public-private partnership [PPP] arrangement.

(http://www.goldcoast.com.au/article/2012/07/19/432585_tweed-byron-news.html)

The mayor says he does not support a proposal by billionaire developer Bob Ell to build a terminal off the beach at Tugun.

(http://www.brisbanebusinessnews.com.au/process/myviews/bbn_article.html?articleId=3429)

Michael Bartlett

Matt Killoran, GCB journalist, recently asked some pertinent questions regarding Michael Bartlett's appointment to the GCWA board:

A KEY member of the newly appointed Gold Coast Waterways Authority is rejecting accusations of a conflict of interest because he is a lifetime member of a cruise ship tourism marketing group.

GCWA panel member Mike Bartlett, who has spent 33 years working for port and marine authorities throughout Australia, is a lifetime member and co-founder of Cruise Down Under [CDU].

CDU describes itself as a non-profit organisation dedicated to promoting Australia as a destination for cruise ships.

Fiery debate has surrounded the State Government's call for expressions of interest to build a multibillion-dollar, integrated cruise ship terminal, casino and residential development on public land in the Broadwater.

Former Southport MP Peter Lawlor, yesterday weighed into the argument by accusing Mr Bartlett of a conflict of interest, saying a cruise ship terminal for the Gold Coast looked a "done deal".

"When it comes to discussing cruise ship terminals, maybe he will have to sit out on those. The issue is how you handle that conflict," he said.

But Mr Bartlett rejected the accusations, saying he had had no active involvement with CDU since 2006.

Gold Coast Waterways Authority chairman Gary Baildon defended the appointment, but said it would a matter for Mr Bartlett to determine if he had a conflict.

"I'm sure if he has a conflict of interest in any matter he will declare it," Mr Baildon said.

(Killoran, GCB 07/01/2013)

Ray James

Mr Raymond Swinburne James is the **Managing Director, Executive Director of Icon Energy Limited**, the company he founded in 1993.

Ray has 38 years experience in the petroleum industry in Australia.

He is a fellow of the **Australian Institute of Company Directors [AICD]** and serves as a member of the **Gold Coast committee**.

(www.reuters.com/finance/stocks/companyOfficers?symbol+ICN.AX)

The mission of Icon Energy is to be a safe, world class gas and oil producer using techniques and processes that minimize green house gas emissions, with a minimum of long-term environmental damage and with a share price that will continue to grow.

(www.iconenergy.com)

Icon Energy directors have backed the company's future...it believes the find at its Halifax 1 well in the Nappamerri Trough is likely to prove the most significant discovery yet made in the Cooper Basin...The well is now the subject of fracking to gauge flow and provide estimates of the resource.

(Martin Rasini, GCB cited on www.iconenergy.com)

Raymond James, through the **Gold Coast** branch of the **Australian Institute of Company Directors**, hosted Mayor Tate at an AICD Business Breakfast soon after the GCCC election. The Mayor's speech at the breakfast 'ridiculed the Save Our Spit (SOS) group (see above under 'Tom Tate'). Tate also spoke of his ambition to construct up to 5 casinos on the Gold Coast. On the GCCC 'Register of Interests as a councillor', Tate lists himself as 'Director and Shareholder of 'Nobelcote P/L – Liquor and gaming' and 'Vegas in Paradise P/L – Not Trading' (26/06/12).

One of the more recent appointments to Icon Energy Limited is Mr Lu:

Mr Howard Lu was appointed to the board on 7 January 2011 as a non-executive Director of Icon Energy Limited. Mr Lu also maintains a residence in Brisbane, Queensland, and is an Australian citizen.

(www.iconenrgy.com)

He has business experience and connections to the Chinese government... He is currently the Executive Chairman of multiple Chinese based companies, including... Qinyang China Datang Real Estate Development Company.

www.reuters.com/finance/stocks/companyOfficers?symbol+ICN.AX

Steve Minnikin (MP)

Electorate: Chatsworth

Parliamentary Service:

Current: Assistant Minister for Public Transport from 18 May 2012.

Past: Parliamentary Secretary for Public Transport from 12 April 2012 to 18 May 2012.

Bachelor of Business (UQ), Graduate Cert Property Economics (QUT), Graduate Diploma Property Economics (QUT), Master of Property Economics (QUT), Commissioner for Declarations.

Prior to election - shopping centre developer and manager, **State Development Manager (Australand)**, National Development Manager (Peninsula Development Group).

<http://www.parliament.qld.gov.au/members/current/list/bio?member=Minnikin+Steven>

Australand was one of the development companies that donated (\$5000) to Gary Baildon's 2004 Mayoral campaign. (See above under 'Gary Baildon'). Capitaland with a 59% stakeholder in Australand is the Singaporean parent company of Australand.

William Turner

He is definitely not the 18-19th Century British painter; however, information on the contemporary Turner was a little more difficult to obtain. It is likely that William Turner was previously:

Executive Director (PPP) Queensland Public Service. 1989 – 2007 (18 years)

In Queensland the term '**PPP**' relates to:

Public Private Partnerships and Value for Money Framework

For further information

- Phone: (07) 3035 1832
- info@projectsqueensland.qld.gov.au

Public Private Partnerships

Public Private Partnerships (PPPs) have emerged as an infrastructure procurement and delivery option which can offer value for money. This is achieved by introducing incentives for innovation in the design, construction, operation and management of infrastructure assets by better allocating and managing risks and focusing on whole-of-life costs.

Broadly defined, a PPP is a risk-sharing relationship between the public and private sectors to deliver timely private infrastructure and related non-core services. The specific nature of each partnership will be defined through a contractual agreement covering the delivery of infrastructure facilities over a period of time.

The framework has been endorsed by the Queensland Government and applies to all infrastructure projects that have been identified under the [Project Assurance Framework](#) as a potential PPP where the expected whole-of-life project cost will exceed \$100 million Net Present Value during the term of the contractual relationship. The framework provides an analysis of projects, focusing on:

- project outputs
- whole-of-life costing
- identification of risks
- allocating risks to the appropriate party to manage.

(<http://www.treasury.qld.gov.au/clients/government/public-private.shtml>)

William (Bill) Turner is experienced in dealing with Public Private Partnerships where private companies get something from the State (often public land for private/commercial development or road/bridge tolls) for constructing something the State perceives it needs but does not have all the funds to initiate and/or complete. This William Turner currently holds the position of:

General Manager of Merbil Pty Ltd T/A Delta Advisory.
March 2008 – Present (4 years 11 months)

William Turner was previously contracted and paid \$233,520 (Bill Turner- Merbil P/L) to provide Commercial Review- Compilation Services on the Gold Coast Light Rail Project (GCLR) 2006-2014.

The GCLR Project Manger was **Tim Poole**, who is now Project Manager for **ASF Consortium** on the Broadwater Integrated Resort (IRD) proposal.

See link below for 'Contractor Brief' and Poole's signature.

file:///C:/Users/Steven/Downloads/Fully_Signed_Extension_Brief.pdf

Martin Winter

Winter was appointed CEO of the Gold Coast Tourism Corporation (GCT) in 2008 after several years as CEO of Adelaide Convention and Tourism Authority. He has a Masters Degree in Management and is a 'former Professor in the tourism faculty of the University of Brasilia'.

(<http://www.qtic.com.au/>)

On 2012, the Gold Coast Bulletin reported that:

GOLD Coast Tourism boss Martin Winter has come out in support of the "sustainable development" of the Broadwater -- and that includes a cruise ship terminal.

(Willoughby, GCB, 25/10/12)

In an article published by 'Cruise Commentator' in July 2012, Mayor Tate claimed:

"I have a mandate to deliver it and I am committed to having a cruise ship terminal opened within my first term. We are well on the way and will be working with the new Waterway Authority to get a final agreed location as quickly as possible."

(<http://cruisecommentator.com>)

In the same article:

Gold Coast Tourism CEO Martin Winter said there would be huge financial gains from both a cruise ship terminal and a second casino.

"The Gold Coast attracts around 10 million visitors every year and Las Vegas attracts almost 30 million, we have one casino and they have over 100 so by those numbers alone you can assume a second casino on the Gold Coast would be sustainable," Mr Winter said.

(<http://cruisecommentator.com>)

During Winter's first years as CEO, one of the Directors of Gold Coast Tourism Corporation was Steve Howard, News Ltd. Employee and Managing Director of the Gold Coast Bulletin. The current Director of Communications for Griffith University, Dean Gould, a former editor of the Gold Coast Bulletin (2008-2011) now sits on the GCT Board.

Roger Tomlinson

Professor Rodger Tomlinson has a Bachelor of Engineering – Civil Engineering and a PhD in Coastal Engineering. He is Director of Griffith Centre for Coastal Management. A research centre that works:

[i]n partnership with Gold Coast City Council our goal is to become a Centre of Excellence by developing and promoting at a national and international level, targeted research that contributes to all aspects of sustainable management of coastal regions.

We are also very committed to the local community in relation to coastal decision making through the CoastED and Beachcare programs which provide educational activities and encourage valuable community interaction in the management and maintenance of Gold Coast beaches, foreshores, waterways and coastal areas.

<http://www.griffith.edu.au/environment-planning-architecture/griffith-centre-coastal-management>

Tomlinson has co-authored and published many research papers regarding the Gold Coast Broadwater and Seaway including:

‘Observation and Analysis of Hydrodynamic Parameters in Tidal Inlets in a Predominantly Semidiurnal Regime’ by H. Mirfenderesk and R. Tomlinson, (Journal of Coastal research, 2008)

And,

‘Modelling of the Gold Coast Seaway tidal inlet, Australia’ by G. Sennes, B. Castelle, X. Bertin, H. Mirfenderesk and R.B. Tomlinson. (Journal of Coastal Research, 2007)

Tomlinson is also Deputy CEO of the ‘**Smart Water Research Centre**’ whose ‘Consortium Partners’ include:

Gold Coast City Council; Queensland Government; SEQWater and Griffith University.

As the Gold Coast is a water-based city, the management of natural water assets is critical to its future. Consequently, the inclusion of GCCC's Scientific Services in the commercial and structural organisation of the Smart Water Research Centre provides a unique opportunity to create an integrated centre for excellence in water management that offers water research, sampling and analytical testing, and consulting services at the one location.

<http://www.smartwaterresearchcentre.com/>

Verity Barton (MP)

Electorate: Broadwater

Parliamentary Service:

Current: Temporary Chair of Committees from 20 June 2012. Member, Legal Affairs and Community Safety Committee from 18 May 2012.

Prior to election - Secondary Education completed at All Hallows’ School (Brisbane) before further studies in Law and Politics at Bond University (Robina, Gold Coast) and Northwestern University School of Law (Chicago, Illinois). Prior to election – Media Officer for Senator the Honourable George Brandis SC, Retail Consultant Myer Stores Ltd.

<http://www.parliament.qld.gov.au/members/current/list/bio?member=Barton+Verity>

The 26-year-old beat Labor's four-term veteran Peta-Kaye Croft in the state election in March. Ms Barton, the state's youngest female in Parliament, got the nod to contest the high-profile seat for the LNP after one candidate resigned when he was caught drink-driving and the replacement candidate was dumped after photos emerged of him taking part in a swingers' club event.

(Darrel Giles, Sunday Mail (Qld), 29 July 2012)

(<http://www.news.com.au/news/rookie-gold-coast-lnp-mp-posts-wild-views-online/story-fncvfxcm-1226437754463#ixzz2JGM7iYUw>)

POLICE could use toll point photographs to lay charges against Broadwater MP Verity Barton, who has repeatedly admitted to unlicensed driving.

Ms Barton was interviewed by officers last week over the offence, which she said occurred after she failed to pay tolls and fines.

Her matter has been moved out of the local traffic branch to be investigated by a traffic inspector in Brisbane.

On the Gold Coast yesterday, Premier Campbell Newman rejected any suggestion the government was interfering in police procedure over the matter.

"That's a matter for the police," he said.

"The government does not get involved in police operational matters."

Police Minister Jack Dempsey declined to answer four questions on how many Gold Coast unlicensed driving investigations were being handled by Brisbane and what role, if any, the government had played in Ms Barton's case being heard there.

Ms Barton, a member of the Parliamentary Committee for Legal Affairs and Community Safety, spoke strongly in parliament in 2013 against hoons who flouted traffic laws. She commended changes to anti-hooning legislation backing the confiscation of vehicles for repeat unlicensed drivers.

<http://www.goldcoastbulletin.com.au/news/queensland-state-election-2015/police-could-still-charge-broadwater-mp-verity-barton-for-repeated-unlicensed-driving/comments-fnr8vz6s-1227191271446>

Conclusion

This brief overview summarises the backgrounds, expertise, interests and the potential 'conflicts of interest' regarding those appointed in 2012 to the Board of the Gold Coast Waterways Authority, which is described by (the previous) LNP Queensland State Government as:

A board made up of local community and industry representatives [who] will be responsible for overseeing the better management of the Gold Coast waterways with a particular focus on

improving navigational access, availability of boating infrastructure as well as promoting local tourism and recreation.

(www.tmr.qld.gov.au/gcwa accessed 30/09/2012)

We still await even one 'local community' appointment to the GCWA Board as outlined in the Government statement above.

Please Note:

It was with some relief to the Save Our Spit Alliance that a relatively non-political CEO was appointed to the GCWA in 2013, an employee who appears to bring more appropriate expertise, experience and objectivity in matters and issues related to the Gold Coast Seaway, Spit and Broadwater than the GCWA Board members previously discussed.

Hal Morris was appointed CEO of the [Gold Coast Waterways Authority](#) in June 2013.

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

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

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

Earlier in his career Hal served in the Australian regular Army as an Officer and helicopter pilot in [Army Aviation](#).

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

http://gcwa.qld.gov.au/about/hal_morris/