



31 May 2023

Mr Peter Allen  
Secretary  
Australian Rail, Tram and Bus Industry Union - Queensland Branch

Sent via email: [rtbu@rtbu.org.au](mailto:rtbu@rtbu.org.au)

CC: [gkent@mgisq.com.au](mailto:gkent@mgisq.com.au)

Dear Mr Allen

**Australian Rail, Tram and Bus Industry Union - Queensland Branch  
Financial Report for the year ended 31 December 2022 – FR2022/237**

I acknowledge receipt of the financial report for the year ended 31 December 2022 for the Australian Rail, Tram and Bus Industry Union - Queensland Branch (the reporting unit). The documents were lodged with the Fair Work Commission (the Commission) on 29 May 2023.

The financial report has now been filed. You are not required to take any further action in respect of the report lodged.

The financial report was filed based on a primary review. This involved confirming that the financial reporting timelines required under sections 253, 265, 266 and 268 of the *Fair Work (Registered Organisations) Act 2009* (RO Act) have been satisfied, all documents required under section 268 of the RO Act were lodged and that various disclosure requirements under the Australian Accounting Standards, RO Act and reporting guidelines have been complied with. A primary review does not examine all disclosure requirements.

Please note that next year's financial report may be subject to an advanced compliance review.

### Reporting Requirements

The Commission's website provides a number of factsheets in relation to the financial reporting process and associated timelines. The website also contains the section 253 reporting guidelines and a model set of financial statements.

The Commission recommends that reporting units use these model financial statements to assist in complying with the RO Act, the section 253 reporting guidelines and Australian Accounting Standards. Access to this information is available via [this link](#).

If you have any queries regarding this letter, please contact me on (03) 8650 0183 or via email at [ken.morgan@fwc.gov.au](mailto:ken.morgan@fwc.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ken Morgan', is positioned above the typed name.

**KEN MORGAN**  
**Financial Reporting Specialist**  
**Fair Work Commission**



# RTBU

## AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION – QUEENSLAND BRANCH

s.268 *Fair Work (Registered Organisations) Act 2009*

### CERTIFICATE BY PRESCRIBED DESIGNATED OFFICER

Certificate for the period ended 31 December 2022

I, Peter Allen, being the Branch Secretary of the Australian Rail, Tram and Bus Industry Union – Queensland Branch certify:

- that the documents lodged herewith are copies of the full report for the Australian Rail, Tram and Bus Industry Union – Queensland Branch for the period ended 31 December 2022 referred to in s.268 of the *Fair Work (Registered Organisations) Act 2009*; and
- that the full report was provided to members of the reporting unit on 24 May 2023; and
- that the full report was presented a meeting of the committee of management of the reporting unit on 23 May 2023 in accordance with s.266 of the *Fair Work (Registered Organisations) Act 2009*.

Signature of prescribed designated officer:

Name of prescribed designated officer: **Peter Allen**

Title of prescribed designated officer: **Branch Secretary**

Dated: **29 May 2023**

**Rail, Tram & Bus Union (Brisbane Office) The Power of Union**

**Office:** First Floor, 457 Upper Edward Street Brisbane

**Phone:** 3839 4988

**Email:** info@rtbu.com.au

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**ABN 53 954 546 469**

**FINANCIAL STATEMENTS**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

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## **AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

### **COMMITTEE OF MANAGEMENT'S OPERATING REPORT**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

#### **Operating Report**

The Committee of Management presents its report on the operations of the Australian Rail, Tram and Bus Industry Union – Queensland Branch (the Branch) for the financial year ended 31 December 2022.

#### **Principal Activities**

The RTBU (Qld Branch) is a member based, federally registered trade union representing members whose usual place of work is located within the State of Queensland. The representation of rail, tram and bus members is across employment within both the public and private arena. The reporting unit's activities are directed by the Queensland Branch Council in accordance with its objectives and rules of registration.

- Implementation of the decisions of the Branch Council
- Provision of industrial support including representation of individual member grievances; access to legal advice through the continuing provision of a legal clinic
- Continued utilisation of the divisional structure of the Union to maximise member representation and participation in bargaining for new agreements
- Continued promotion and secure participation of a Women's Forum to provide relevant links to all female members of the Union through an educative and empowerment process
- Management of information and communications as an instrument designed to support organising:
  - the on-going development, training and enhancement of electronic information management system to assist in the assembly of relevant data and the capture of knowledge to develop strategic direction in organising members and increasing the profile and relevance of the unions in general and the RTBU in particular
  - continue to engage members via social media (Facebook, Instagram)
  - continue to develop formal system appraisals to ensure integrity of data and extracted information leading to relevant knowledge

There have been no changes in the principal activities of the Branch during the year.

#### **Operating Result**

The RTBU has been successful in continuing to improve the effectiveness of the organisation despite significant challenges brought about by hostile employers and tough negotiating environments in all sectors

The RTBU is continuing with the process of reviewing and implementing new representative structures in the rules for Divisional Committees, Sub-Branches and Branch Council. This is aimed at ensuring that the Union remains contemporary with the changing face of the industries we represent.

The Union has continued to engage with women members, supported by a Women's Officer and committee. The committee has been active in campaigning around International Women's Day and involvement in the Emma Miller and Anna Stuart programs which provide opportunities for women to learn new skills and get recognition for their contribution to our industry, along with involvement in RTBU national activities.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**COMMITTEE OF MANAGEMENT'S OPERATING REPORT (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Operating Result (Continued)**

The Branch continues to reform our communication systems, attempting to best cater to the modes and channels of communication most relevant to members. Social media has become an important means for members to interact with the Branch and we continue to review how we can best engage with these modes to improve communication.

The cost of the transition was borne out this year in a temporary deficit. This is on account of significant but temporary outlays in staffing costs as we see some staff transition to retirement, and others brought on to organise around growth.

The statutory surplus for the financial year amounted to \$701,805. However, included in the statutory surplus was a non-cash revaluation gain of investment properties of \$1141,876. Excluding this transaction, the operating deficit for the year was \$440,071. No provision for tax was necessary as the Branch is considered exempt.

**Significant Changes in Financial Affairs**

There were no significant changes to the financial affairs of the Branch during the year.

Aurizon membership has stabilised somewhat, for now, after years of restricting in this company.

Queensland Rail has slowly increased employee numbers in stations and Traincrew and brought some positions back in-house in infrastructure. This has led to a pleasing increase in membership numbers in that company.

We have also seen some membership growth in Pacific National's companies.

We see a steady increase in the recruitment of members in newer smaller railway companies.

Our Tram and Bus Division has done good work in continuing to increase density in their worksites. We are pleased that their growth project is going exceptionally well in KDR and BCC.

**After Balance Date Events**

No matters or circumstances have arisen since the end of the financial year which significantly affected or may significantly affect the operations of the Branch, the results of those operations or the state of affairs of the Branch in future financial years.

**Members Right to Resign**

All members of the Australian Rail, Tram & Bus Industry Union (Qld Branch) have the right to resign from the Union in accordance with *Rule 14, Resignation from Membership*, of the Rules of the Rail Tram and Bus Union and Chapter 6, Part 3 of the *Fair Work (Registered Organisations) Act 2009*.

This is by providing notice addressed and delivered to the Secretary of the Queensland Branch, including via email.

## AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

### COMMITTEE OF MANAGEMENT'S OPERATING REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2022

#### Number of Employees

The number of persons who were, at the end of the period to which the report relates, employees of the Branch, where the number of employees includes both full-time employees and part-time employees measured on a full-time equivalent basis is 18.00.

#### Number of Members

Total number of members at 31 December 2022: 6,678.

#### Officer or Members who are superannuation Fund Trustees/ Directors of a Company that is a Superannuation fund Trustee

No officers or members of the Branch hold a position of trustee or director of an entity, scheme or company as described in s.254 (2)(d) of the *Fair Work (Registered Organisations) Act 2009*, where a criterion of such entity is that the holder of such position must be a member or official of a registered organisation.

#### Members of the Committee of Management

The name of each person who has been a member of the Committee of Management of the Branch at any time during the reporting period, and the period for which he or she held such as position is as follows:

Name	Position	Period of Office
<i>Branch Executive</i>		
Bruce Mackie	Branch President	01/01/22 – 17/10/22
Jodie Wickens	Branch President	17/10/22 – 31/12/22
Les Moffitt	Branch Senior Vice-President	01/01/22 – 17/10/22
Noel Morris	Branch Senior Vice-President Branch Junior Vice-President	17/10/22 – 31/12/22 01/01/22 – 17/10/22
Kelvin Steer	Branch Junior Vice-President	17/10/22 – 31/12/22
Craig Allen	Branch Junior Vice-President	01/01/22 – 31/12/22
Peter Allen	Branch Secretary	01/01/22 – 31/12/22
Tom Brown	Assistant Branch Secretary	01/01/22 – 31/12/22
Wendy Irving	Branch Junior Vice-President (Tram & Bus)	01/01/22 – 31/12/22
<i>Regional Councillors</i>		
Carl Nielsen	North-West Councillor	01/01/22 – 17/10/22
Rod MacNamara	North-West Councillor	17/10/22 – 31/12/22
Martin Collins	Central-West Councillor	01/01/22 – 17/10/22
Colin Greer	South-West Councillor	01/01/22 – 31/12/22
<i>Locomotive Division Committee</i>		
Ricky De Maniel	Committee Member Passenger	01/01/22 – 17/10/22
Kelvin Steer	Committee Member Passenger	01/01/22 – 31/12/22
Keith Heinemann	Committee Member Coal	01/01/22 – 17/10/22
David Bulloch	Committee Member Coal	01/01/22 – 17/10/22
Ben Mathieson	Committee Member Coal	17/10/22 – 31/12/22
John Dundas	Committee Member Freight	01/01/22 – 31/12/22
Rod MacNamara	Committee Member Freight	01/01/22 – 31/12/22



**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**COMMITTEE OF MANAGEMENT'S OPERATING REPORT (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Members of the Committee of Management (Continued)**

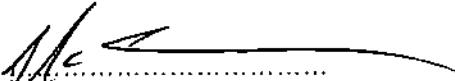
<b>Name</b>	<b>Position</b>	<b>Period of Office</b>
<i>Operations Division Committee</i>		
Melissa Mackie	Committee Member Northern District	01/01/22 – 31/12/22
Daniel Rohan	Committee Member Southern District	01/01/22 – 31/12/22
Shane Weatherall	Committee Member Central District	01/01/22 – 31/12/22
Neil Trapp	Committee Member Private Sector	01/01/22 – 31/12/22
<i>Infrastructure Division Committee</i>		
Trent Howard	Committee Member Southern District	01/01/22 – 31/12/22
Greg Gillett	Committee Member Northern District	01/01/22 – 31/12/22
Andrew Wells	Committee Member Central District	01/01/22 – 31/12/22
<i>Fleet Manufacture Overhaul, Maintenance &amp; Service Division Committee</i>		
Barry Monaghan	Committee Member Southern District	01/01/22 – 17/10/22
John Lloyd	Committee Member Southern District	17/10/22 – 31/12/22
Greg Tatnell	Committee Member Northern District	01/01/22 – 31/12/22
Jared Falls	Committee Member Central District	01/01/22 – 17/10/22
Benjamin Voysey	Committee Member Central District	17/10/22 – 31/12/22
<i>Administrative, Supervisor, Technical &amp; Provisional Division Committee</i>		
Sean Clinton	Committee Member Southern District	01/01/22 – 31/12/22
David Smith	Committee Member Northern District	01/01/22 – 31/12/22
Jon Harris	Committee Member Central District	01/01/22 – 31/12/22
<i>Women Delegates to Branch Council</i>		
Jodie Wickens	Female Delegate Central & Northern	01/01/22 – 17/10/22
Samantha Bowers	Female Delegate Central & Northern	17/10/22 – 31/12/22
Julie Irving	Female Delegate Southern	01/01/22 – 17/10/22
Jamie Cummings	Female Delegate Southern	17/10/22 – 31/12/22
<i>Tram &amp; Bus Division Committee</i>		
Peter Thompson	President	01/01/22 – 31/12/22
Robert Young	Vice- President	01/01/22 – 21/12/22
Peter Donovan	Junior Vice President	01/01/22 – 31/12/22
Tom Brown	Secretary	01/01/22 – 31/12/22
Wendy Irving	Junior Vice President	01/01/22 – 31/12/22
Bennett Roche	Branch Organiser (Tram & Bus)	01/01/22 – 31/12/22
Fiona Spicer	Committee Member	01/01/22 – 31/12/22

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH  
COMMITTEE OF MANAGEMENT'S OPERATING REPORT (CONTINUED)  
FOR THE YEAR ENDED 31 DECEMBER 2022**

**Auditor's Independence Declaration**

A copy of the auditor's independence declaration is set out on page 8.

This report is made in accordance with a resolution of the Committee of Management and is signed for and on behalf of the Committee of Management by:

  
.....  
Peter Allen  
Branch Secretary

22 May 2023

Spring Hill

**AUDITOR'S INDEPENDENCE DECLARATION  
TO THE COMMITTEE OF MANAGEMENT OF THE  
AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION – QUEENSLAND  
BRANCH**

As lead auditor for the audit of the Australian Rail, Tram and Bus Industry Union – Queensland Branch for the year ended 31 December 2022; I declare that, to the best of my knowledge and belief, there have been no contraventions of any applicable code of professional conduct in relation to the audit.

**MGI Audit Pty Ltd**



**G I Kent**

Director – Audit & Assurance

Brisbane

22 May 2023

Registration number (as registered by the General Manager under the RO Act): AA2017/2

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**COMMITTEE OF MANAGEMENT STATEMENT**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

On 22 May 2023, the Committee of Management of the Branch passed the following resolution to the General Purpose Financial statements (GPFR) of the reporting unit for the financial year ended 31 December 2022.

The Committee of Management declares in relation to the GPFR that in its opinion:

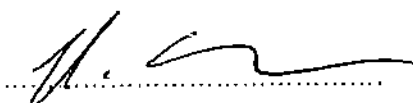
- (a) the financial statements and notes comply with the Australian Accounting Standards;
- (b) the financial statements and notes comply with the reporting guidelines of the General Manager;
- (c) the financial statements and notes give a true and fair view of the financial performance, financial position and cash flows of the reporting unit for the financial year to which they relate;
- (d) there are reasonable grounds to believe that the reporting unit will be able to pay its debts as and when they become due and payable; and
- (e) during the financial year to which the GPFR relates and since the end of that year:
  - i. meetings of the Committee of Management were held in accordance with the rules of the organisation and
  - ii. the financial affairs of the reporting unit have been managed in accordance with the rules of the organisation;
  - iii. the financial records of the reporting unit have been kept and maintained in accordance with the *RO Act*;
  - iv. where the organisation consists of two or more reporting units, the financial records of the reporting unit have been kept, as far as practicable, in a consistent manner to each of the other reporting units of the organisation;
  - v. where information has been sought in any request of a member of the reporting unit or the General Manager duly made under section 272 of the *RO Act*, that information has been provided to the member or the General Manager; and
  - vi. where any order for inspection of financial records made by the Fair Work Commission under section 273 of the *RO Act* during the year, there has been compliance.

This declaration is made in accordance with a resolution of the Committee of Management.

**Name of Designated Officer:** Peter Allen

**Title of Designated Officer:** Branch Secretary

**Signature:**



**Date:**

22 May 2023

## Independent Audit Report to the Members of Australian Rail, Tram and Bus Industry Union – Queensland Branch

### Report on the Audit of the Financial Report

#### Opinion

e. [info@mgisq.com.au](mailto:info@mgisq.com.au)  
w. [www.mgisq.com.au](http://www.mgisq.com.au)

We have audited the financial report of the Australia Rail, Tram and Bus Industry Union – Queensland Branch (the Branch), which comprises the statement of financial position as at 31 December 2022, the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year ended, notes to the financial statements, including a summary of significant accounting policies; the Committee of Management Statement, the subsection 255(2A) report and the Officer Declaration Statement.

In our opinion, the accompanying financial report presents fairly, in all material aspects, the financial position of the Australian Rail, Tram and Bus Industry Union – Queensland Branch as at 31 December 2022, and its financial performance and its cash flows for the year ended on that date in accordance with:

- a) the Australian Accounting Standards; and
- b) any other requirements imposed by the Reporting Guidelines or Part 3 of Chapter 8 of the *Fair Work (Registered Organisations) Act 2009* (the RO Act).

We declare that management's use of the going concern basis in the preparation of the financial statements of the Branch is appropriate.

#### Basis for Opinion

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of our report. We are independent of the Branch in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* (the Code) that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

#### Information Other than the Financial Report and Auditor's Report Thereon

The Committee of Management is responsible for the other information. The other information obtained at the date of this auditor's report is in the Operating Report accompanying the financial report.

Our opinion on the financial report does not cover the other information and accordingly we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial report, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial report or my knowledge obtained in the audit or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

## **Responsibilities of Committee of Management for the Financial Report**

The Committee of Management of the Branch is responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards and the RO Act, and for such internal control as the Committee of Management determine is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the Committee of Management is responsible for assessing the Branch's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Committee of Management either intend to liquidate the Branch or to cease operations, or have no realistic alternative but to do so.

## **Auditor's Responsibilities for the Audit of the Financial Report**

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

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

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Branch's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Committee of Management.
- Conclude on the appropriateness of the Committee of Management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Branch's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Branch to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Branch to express an opinion on the financial report. We are responsible for the direction, supervision and performance of the Branch's audit. We remain solely responsible for our audit opinion.

We communicate with the Committee of Management regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

**Declaration**

I declare that I am an approved auditor, a member of Chartered Accountants Australia and New Zealand and hold a current Public Practice Certificate.

**MGI Audit Pty Ltd**

A handwritten signature in black ink, appearing to read 'G I Kent', with a stylized flourish at the end.

**G I Kent**

Director – Audit & Assurance

Brisbane

22 May 2023

Registration number (as registered by the General Manager under the RO Act): AA2017/2

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**STATEMENT OF COMPREHENSIVE INCOME  
FOR THE YEAR ENDED 31 DECEMBER 2022**

	Notes	2022 \$	2021 \$
<b>Revenue from contracts with customers</b>	4		
Membership subscriptions		2,890,547	2,904,301
Levies	4A	958,830	940,715
<b>Total revenue from contracts with customers</b>		<b>3,849,377</b>	<b>3,845,016</b>
<b>Other income</b>			
Interest	4B	34,688	31,725
Rental income	4C	145,125	132,105
Other revenue	4D	58,486	25,249
Gain on sale of property, plant and equipment		-	12,102
Gain on revaluation of investment properties	7B	1,141,876	-
<b>Total other income</b>		<b>1,380,175</b>	<b>201,181</b>
<b>Total revenue</b>		<b>5,229,552</b>	<b>4,046,197</b>
<b>Expenses</b>			
Employee expenses	5A	(2,942,436)	(2,460,087)
Sustentation fees	5B	(419,042)	(421,262)
Affiliation fees	5C	(152,113)	(145,082)
Audit and accounting fees	13	(30,271)	(27,309)
Legal costs	5D	(12,494)	(16,589)
Grants or donations	5E	(10,000)	(1,453)
Depreciation and amortisation	5F	(56,842)	(62,539)
Finance costs	5G	(41,044)	(41,051)
Administration expenses	5H	(325,651)	(346,333)
Conference and meetings expenses	5I	(70,040)	(171,633)
Organising and campaign costs	5J	(62,206)	(40,495)
Communication and IT costs	5K	(109,818)	(132,577)
Property costs	5L	(174,125)	(160,878)
Fund objectives	3	(121,665)	(100,251)
<b>Total expenses</b>		<b>(4,527,747)</b>	<b>(4,127,539)</b>
<b>Surplus for the year</b>		<b>701,805</b>	<b>(81,342)</b>
<b>Other comprehensive income</b>			
Revaluation of land and buildings (net of income tax)		-	-
<b>Total comprehensive income for the year</b>		<b>701,805</b>	<b>(81,342)</b>

The above statement should be read in conjunction with the notes.



AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

STATEMENT OF FINANCIAL POSITION  
AS AT 31 DECEMBER 2022

	Notes	2022 \$	2021 \$
<b>ASSETS</b>			
<b>Current Assets</b>			
Cash and cash equivalents	6A	3,199,875	3,935,533
Trade and other receivables	6B	19,409	36,818
Other current assets	6C	88,777	88,113
<b>Total current assets</b>		<b>3,308,061</b>	<b>4,060,464</b>
<b>Non-Current Assets</b>			
Land and buildings	7A	3,077,409	2,660,396
Investment properties	7B	3,130,000	1,988,124
Furniture and fittings	7C	137,275	144,797
Office equipment	7D	29,940	30,414
Motor vehicles	7E	99,125	132,109
<b>Total non-current assets</b>		<b>6,473,749</b>	<b>4,955,840</b>
<b>Total assets</b>		<b>9,781,810</b>	<b>9,016,304</b>
<b>LIABILITIES</b>			
<b>Current Liabilities</b>			
Trade payables	8A	142,967	167,852
Other payables	8B	168,208	167,859
Employee provisions	9A	1,153,549	1,060,569
<b>Total current liabilities</b>		<b>1,464,724</b>	<b>1,396,280</b>
<b>Non-Current Liabilities</b>			
Employee provisions	9A	33,441	38,184
<b>Total non-current liabilities</b>		<b>33,441</b>	<b>38,184</b>
<b>Total liabilities</b>		<b>1,498,165</b>	<b>1,434,464</b>
<b>Net assets</b>		<b>8,283,645</b>	<b>7,581,840</b>
<b>EQUITY</b>			
Retained earnings		8,283,645	7,581,840
<b>Total equity</b>		<b>8,283,645</b>	<b>7,581,840</b>

The above statement should be read in conjunction with the notes.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**STATEMENT OF CHANGES IN EQUITY  
FOR THE YEAR ENDED 31 DECEMBER 2022**

	General Fund	Sickness & Accident Fund	Retirement Fund	Mortality Fund	Union Picnic Fund	Fighting Fund	Fighting & Divisional Objects Fund	Total equity
	\$	\$	\$	\$	\$	\$	\$	\$
<b>Balance as at 1 January 2021</b>	6,791,404	431,271	140,055	125,710	51,162	120,864	2,716	7,663,182
Surplus/ (deficit) for the year	(61,294)	(27,898)	(9,531)	6,893	8,659	(1,195)	3,024	(81,342)
Other comprehensive income	-	-	-	-	-	-	-	-
<b>Closing balance as at 31 December 2021</b>	6,730,110	403,373	130,524	132,603	59,821	119,669	5,740	7,581,840
Surplus/ (deficit) for the year	745,074	(8,959)	(14,252)	(6,592)	(17,500)	217	3,817	701,805
Other comprehensive income	-	-	-	-	-	-	-	-
<b>Closing balance as at 31 December 2022</b>	<b>7,475,184</b>	<b>394,414</b>	<b>116,272</b>	<b>126,011</b>	<b>42,321</b>	<b>119,886</b>	<b>9,557</b>	<b>8,283,645</b>

The above statement should be read in conjunction with the notes.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**STATEMENT OF CASH FLOWS  
FOR THE YEAR ENDED 31 DECEMBER 2022**

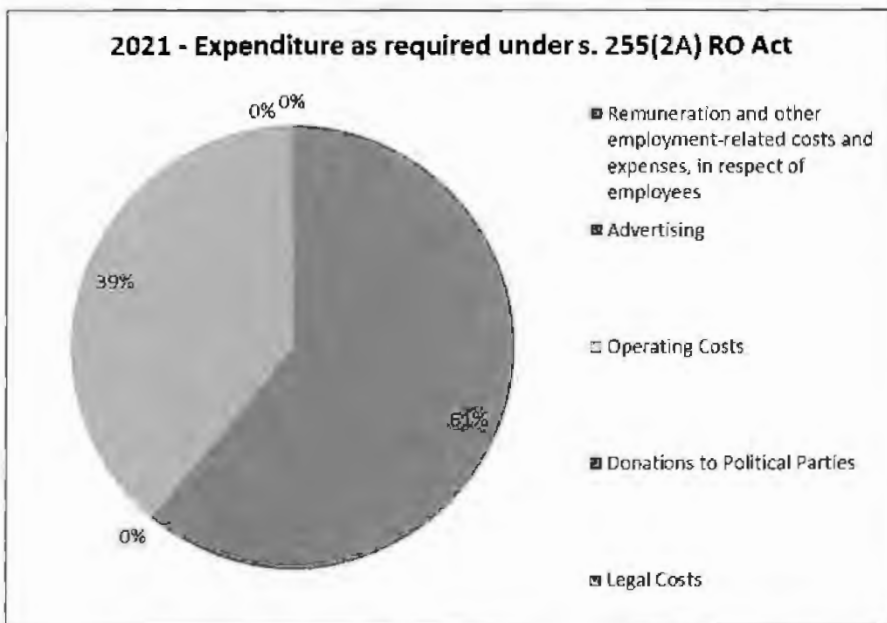
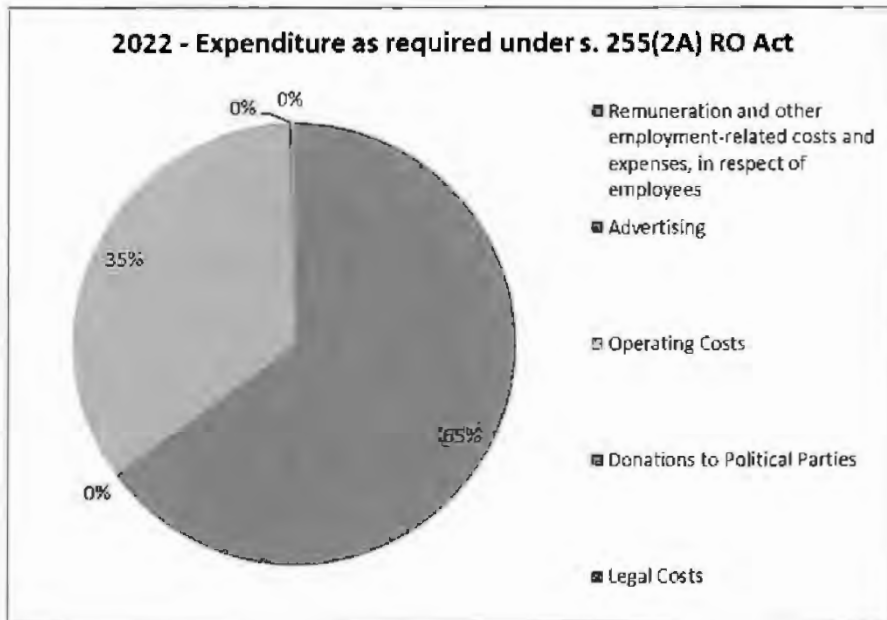
	Notes	2022 \$	2021 \$
<b>OPERATING ACTIVITIES</b>			
<b>Cash received</b>			
Receipts from other reporting units	10B	24,368	29,575
Receipts from other customers		4,462,746	4,411,881
Interest received		48,792	43,066
<b>Cash used</b>			
Finance Costs		(41,044)	(41,051)
Payments to employees and suppliers		(4,258,170)	(4,119,186)
Payments to other reporting units	10B	(539,475)	(484,913)
<b>Net cash used in operating activities</b>	10A	<b>(302,783)</b>	<b>(160,628)</b>
<b>INVESTING ACTIVITIES</b>			
Proceeds from sale of property, plant and equipment		-	54,510
Payments for property, plant and equipment		(432,875)	(76,902)
<b>Net cash used in investing activities</b>		<b>(432,875)</b>	<b>(22,392)</b>
<b>FINANCING ACTIVITIES</b>			
		-	-
<b>Net decrease in cash held</b>		<b>(735,658)</b>	<b>(183,020)</b>
Cash & cash equivalents at the beginning of the reporting period		3,935,533	4,118,553
<b>Cash &amp; cash equivalents at the end of the reporting period</b>	10A	<b>3,199,875</b>	<b>3,935,533</b>

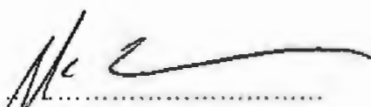
The above statement should be read in conjunction with the notes.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**REPORT REQUIRED UNDER SUBSECTION 255(2A) OF THE FAIR WORK (REGISTERED ORGANISATIONS) ACT 2009  
FOR THE YEAR ENDED 31 DECEMBER 2022**

The Committee of Management presents the expenditure report as required under subsection 255(2A) on the Branch for the year ended 31 December 2022:



  
Peter Allen  
Branch Secretary

Spring Hill  
22 May 2023

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS  
FOR THE YEAR ENDED 31 DECEMBER 2022**

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Note 1	Summary of significant accounting policies
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Note 8	Current liabilities
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## AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

### NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2022

#### Note 1 Summary of significant accounting policies

##### 1.1 Basis of preparation of the financial statements

The financial statements are general purpose financial statements and have been prepared in accordance with Australian Accounting Standards and Interpretations issued by the Australian Accounting Standards Board (AASB) that apply for the reporting period, and the *Fair Work (Registered Organisation) Act 2009*. For the purpose of preparing the general purpose financial statements, the Australian Rail, Tram and Bus Industry Union – Queensland Branch (the Branch) is a not-for-profit entity.

The financial statements, except for the cash flow information, have been prepared on an accruals basis and are based on historical costs, modified, where applicable by the measurement at fair value of selected non-current assets, financial assets and financial liabilities. The amounts presented in the financial statements are in Australian dollars and have been rounded to the nearest dollar.

##### 1.2 Comparative amounts

When required by Accounting Standards, comparative figures have been adjusted to conform to changes in presentation for the current financial year.

##### 1.3 Significant accounting judgements and estimates

The following accounting assumptions or estimates have been identified that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next reporting period.

###### Key Estimates

###### *Impairment – general*

The Branch assesses impairment at each reporting period by evaluation of conditions and events specific to the Branch that may be indicative of impairment triggers. Recoverable amounts of relevant assets are assessed using value-in-use calculations which incorporate various key assumptions.

No impairment has been recognised in respect of the current year.

###### Key Judgements

###### *Useful lives of plant and equipment*

Plant and equipment are depreciated over the useful life of the asset and the depreciation rates are assessed when the asset are acquired or when there is a significant change that affects the remaining useful life of the asset.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 1 Summary of significant accounting policies (Continued)**

**1.3 Significant accounting judgements and estimates (Continued)**

Key Judgements (Continued)

*Provision for impairment of receivables*

The value of the provision for impairment of receivables is estimated by considering the ageing of receivables, communication with the debtors and prior history.

*On-cost for employee entitlement provision*

The Branch revised its estimate for on-costs for employee provision during the year to include superannuation, workers compensation and payroll tax.

**1.4 New Australian Accounting Standards**

***Adoption of New Australian Accounting Standard requirements***

The accounting policies adopted are consistent with those of the previous financial year.

***Future Australian Accounting Standards Requirements***

At the date of authorisation of these financial statements, no new Standards and amendments to existing Standards, and Interpretations have been published by the Australian Accounting Standards Board (AASB).

**1.5 Revenue**

The Branch enters into various arrangements where it receives consideration from another party. These arrangements include consideration in the form of membership subscriptions, capitation fees, levies, grants, and donations.

The timing of recognition of these amounts as either revenue or income depends on the rights and obligations in those arrangements.

**Revenue from contracts with customers**

Where the Branch has a contract with a customer, the Branch recognises revenue when or as it transfers control of goods or services to the customer. The Branch accounts for an arrangement as a contract with a customer if the following criteria are met:

- the arrangement is enforceable; and
- the arrangement contains promises (that are also known as performance obligations) to transfer goods or services to the customer (or to other parties on behalf of the customer) that are sufficiently specific so that it can be determined when the performance obligation has been satisfied.

## AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

### NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

#### Note 1 Summary of significant accounting policies (Continued)

##### 1.5 Revenue (continued)

###### Membership subscriptions

For membership subscription arrangements that meet the criteria to be contracts with customers, revenue is recognised when the promised goods or services transfer to the customer as a member of the Branch.

If there is only one distinct membership service promised in the arrangement, the Branch recognises revenue as the membership service is provided, which is typically based on the passage of time over the subscription period to reflect the Branch's promise to stand ready to provide assistance and support to the member as required.

If there is more than one distinct good or service promised in the membership subscription, the Branch allocates the transaction price to each performance obligation based on the relative standalone selling prices of each promised good or service. In performing this allocation, standalone selling prices are estimated if there is no observable evidence of the price that the Branch charges for that good or service in a standalone sale. When a performance obligation is satisfied, which is either when the customer obtains control of the good (for example, books or clothing) or as the service transfers to the customer (for example, member services or training course), the Branch recognises revenue at the amount of the transaction price that was allocated to that performance obligation.

For member subscriptions paid annually in advance, the Branch has elected to apply the practical expedient to not adjust the transaction price for the effects of a significant financing component because the period from when the customer pays and the good or services will transfer to the customer will be one year or less.

When a member subsequently purchases additional goods or services from the Branch at their standalone selling price, the Branch accounts for those sales as a separate contract with a customer.

###### Levies

Levies paid by a member (or other party) in an arrangement that meets the criteria to be a contract with a customer is recognised as revenue when or as the Branch transfers the promised goods or services to the customer.

In circumstances where the criteria for a contract with a customer are not met, the Branch will recognise levies as income upon receipt.

###### Income of the Branch as a Not-for-Profit Entity

Consideration is received by the Branch to enable the entity to further its objectives. The Branch recognises each of these amounts of consideration as income when the consideration is received (which is when the Branch obtains control of the cash) because, based on the rights and obligations in each arrangement:

- the arrangements do not meet the criteria to be contracts with customers because either the arrangement is unenforceable or lacks sufficiently specific promises to transfer goods or services to the customer; and
- the Branch's recognition of the cash contribution does not give to any related liabilities.



## AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

### NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

#### Note 1 Summary of significant accounting policies (Continued)

##### 1.5 Revenue (continued)

###### Income recognised from transfers

Where, as part of an enforceable agreement, the Branch receives consideration to acquire or construct a non-financial asset such as property, plant and equipment to an identified specification and for the Branch's own use, a liability is recognised for the obligation to acquire or construct the asset. Income is recognised as the obligation to acquire or construct the asset is satisfied, which is typically over time. The asset that is being acquired or constructed is recognised in accordance with the policy on property, plant and equipment.

###### Interest income

Interest revenue is recognised on an accrual basis using the effective interest method.

###### Rental income

Leases in which the Branch as a lessor, does not transfer substantially all the risks and rewards incidental to ownership of an asset are classified as operating leases. Rental income arising is accounted for on a straight-line basis over the relevant lease term. Initial direct costs incurred in negotiating and arranging an operating lease are added to the carrying amount of the leased asset and recognised over the lease term on the same basis as rental income. Contingent rents are recognised as revenue in the period in which they are earned.

##### 1.6 Employee benefits

A liability is recognised for benefits accruing to employees in respect of wages and salaries, annual leave, long service leave and termination benefits when it is probable that settlement will be required and they are capable of being measured reliably.

Liabilities for short-term employee benefits (as defined in AASB 119 *Employee Benefits*) and termination benefits which are expected to be settled within twelve months of the end of reporting period are measured at their nominal amounts. The nominal amount is calculated with regard to the rates expected to be paid on settlement of the liability.

Other long-term employee benefits which are expected to be settled beyond twelve months are measured as the present value of the estimated future cash outflows to be made by the reporting unit in respect of services provided by employees up to reporting date.

Payments to defined contribution retirement benefit plans are recognised as an expense when employees have rendered service entitling them to the contributions.

Provision is made for separation and redundancy benefit payments. The reporting unit recognises a provision for termination as part of a broader restructuring when it has developed a detailed formal plan for the terminations and has informed those employees affected that it will carry out the terminations. A provision for voluntary termination is recognised when the employee has accepted the offer of termination.

Under the rules of the Union, those employees who have undertaken 5 or more years of continuous service are entitled to have their Long Service Leave balance paid upon termination (on a pro-rata basis). The Branch does not have an unconditional right to deferred settlement (for those employees with greater than 5 or more consecutive years of service), resulting in Long Service Leave entitlements to be reported at reporting date as current liabilities.

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)  
FOR THE YEAR ENDED 31 DECEMBER 2022

Note 1 Summary of significant accounting policies (Continued)

1.7 Leases

Accounting Policy for Leases

For any new contracts entered into the Branch considers whether a contract is or contains a lease. A lease is defined as 'a contract, or part of a contract, that conveys the right to use an asset (the underlying asset) for a period of time in exchange for consideration'.

To apply this definition the Branch assesses whether the contract meets three key evaluations which are whether:

- the contract contains an identified asset, which is either explicitly identified in the contract or implicitly specified by being identified at the time the asset is made available to the Branch;
- the Branch has the right to obtain substantially all of the economic benefits from use of the identified asset throughout the period of use, considering its rights within the defined scope of the contract;
- the Branch has the right to direct the use of the identified asset throughout the period of use.
- The Branch assess whether it has the right to direct 'how and for what purpose' the asset is used throughout the period of use.

Measurement and recognition of leases as a lessee

At lease commencement date, the Branch recognises a right-of-use asset and a lease liability on the balance sheet. The right-of-use asset is measured at cost, which is made up of the initial measurement of the lease liability, any initial direct costs incurred by the Branch, an estimate of any costs to dismantle and remove the asset at the end of the lease, and any lease payments made in advance of the lease commencement date (net of any incentives received).

The Branch depreciates the right-of-use assets on a straight-line basis from the lease commencement date to the earlier of the end of the useful life of the right-of-use asset or the end of the lease term. The Branch also assesses the right-of-use asset for impairment when such indicators exist. At the commencement date, the Branch measures the lease liability at the present value of the lease payments unpaid at that date, discounted using the interest rate implicit in the lease if that rate is readily available or the Branch's incremental borrowing rate.

Lease payments included in the measurement of the lease liability are made up of fixed payments (including in substance fixed), variable payments based on an index or rate, amounts expected to be payable under a residual value guarantee and payments arising from options reasonably certain to be exercised.

Subsequent to initial measurement, the liability will be reduced for payments made and increased for interest. It is remeasured to reflect any reassessment or modification, or if there are changes in in-substance fixed payments. When the lease liability is remeasured, the corresponding adjustment is reflected in the right-of-use asset, or profit and loss if the right-of-use asset is already reduced to zero.

The Branch has elected to account for short-term leases and leases of low-value assets using the practical expedients. Instead of recognising a right-of-use asset and lease liability, the payments in relation to these are recognised as an expense in profit or loss on a straight-line basis over the lease term. On the statement of financial position, right-of-use assets have been included in property, plant and equipment and lease liabilities have been included in trade and other payables.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 1 Summary of significant accounting policies (Continued)**

**1.8 Cash**

Cash is recognised at its nominal amount. Cash and cash equivalents includes cash on hand, deposits held at call with bank, other short-term highly liquid investments with original maturity of 3 months or less that are readily convertible to known amounts of cash and subject to insignificant risk of changes in value and bank overdrafts. Bank overdrafts are shown within short-term borrowings in current liabilities on the statement of financial position.

**1.9 Financial instruments**

Financial assets and financial liabilities are recognised when the Branch becomes a party to the contractual provisions of the instrument.

**1.10 Financial assets**

*Contract assets and receivables*

A contract asset is recognised when the Branch's right to consideration in exchange goods or services that has transferred to the customer when that right is conditioned on the Branch's future performance or some other condition.

A receivable is recognised if an amount of consideration that is unconditional is due from the customer (i.e., only the passage of time is required before payment of the consideration is due).

Contract assets and receivables are subject to impairment assessment. Refer to accounting policies on impairment of financial assets below.

*Initial recognition and Measurement*

Financial assets are classified, at initial recognition, and subsequently measured at amortised cost, fair value through other comprehensive income (OCI), or fair value through profit or loss.

The classification of financial assets at initial recognition depends on the financial asset's contractual cash flow characteristics and the Branch's business model for managing them. With the exception of trade receivables that do not contain a significant financing component, the Branch initially measures a financial asset at its fair value plus, in the case of a financial asset not at fair value through profit or loss, transaction costs.

In order for a financial asset to be classified and measured at amortised cost or fair value through OCI, it needs to give rise to cash flows that are 'solely payments of principal and interest' (SPPI) on the principal amount outstanding. This assessment is referred to as the SPPI test and is performed at an instrument level.

The Branch's business model for managing financial assets refers to how it manages its financial assets in order to generate cash flows. The business model determines whether cash flows will result from collecting contractual cash flows, selling the financial assets, or both.

Purchases or sales of financial assets that require delivery of assets within a time frame established by regulation or convention in the market place (regular way trades) are recognised on the trade date, i.e., the date that the Branch commits to purchase or sell the asset.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 1 Summary of significant accounting policies (Continued)**

**1.10 Financial assets (continued)**

*Subsequent measurement*

For purposes of subsequent measurement, financial assets are classified in five categories:

- (Other) financial assets at amortised cost
- (Other) financial assets at fair value through other comprehensive income
- Investments in equity instruments designated at fair value through other comprehensive income
- (Other) financial assets at fair value through profit or loss
- (Other) financial assets designated at fair value through profit or loss

*Financial assets at amortised cost*

The reporting unit measures financial assets at amortised cost if both of the following conditions are met:

- The financial asset is held within a business model with the objective to hold financial assets in order to collect contractual cash flows and
- The contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding

Financial assets at amortised cost are subsequently measured using the effective interest (EIR) method and are subject to impairment. Gains and losses are recognised in profit or loss when the asset is derecognised, modified or impaired.

The Branch's financial assets at amortised cost includes trade receivables and loans to related parties.

*Financial assets at fair value through profit or loss (including designated)*

Financial assets at fair value through profit or loss include financial assets held for trading, financial assets designated upon initial recognition at fair value through profit or loss, or financial assets mandatorily required to be measured at fair value. Financial assets are classified as held for trading if they are acquired for the purpose of selling or repurchasing in the near term. Derivatives, including separated embedded derivatives, are also classified as held for trading unless they are designated as effective hedging instruments. Financial assets with cash flows that are not solely payments of principal and interest are classified and measured at fair value through profit or loss, irrespective of the business model.

*Financial assets at fair value through profit or loss (including designated)*

Notwithstanding the criteria for debt instruments to be classified at amortised cost or at fair value through OCI, as described above, debt instruments may be designated at fair value through profit or loss on initial recognition if doing so eliminates, or significantly reduces, an accounting mismatch.

Financial assets at fair value through profit or loss are carried in the statement of financial position at fair value with net changes in fair value recognised in profit or loss.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 1 Summary of significant accounting policies (Continued)**

**1.10 Financial assets (continued)**

*Derecognition*

A financial asset is derecognised when:

- The rights to receive cash flows from the asset have expired or
- The Branch has transferred its rights to receive cash flows from the asset or has assumed an obligation to pay the received cash flows in full without material delay to a third party under a 'pass-through' arrangement; and either:
  - a) The Branch has transferred substantially all the risks and rewards of the asset, or
  - b) the Branch has neither transferred nor retained substantially all the risks and rewards of the asset, but has transferred control of the asset.

When the Branch has transferred its rights to receive cash flows from an asset or has entered into a pass-through arrangement, it evaluates if, and to what extent, it has retained the risks and rewards of ownership.

When it has neither transferred nor retained substantially all of the risks and rewards of the asset, nor transferred control of the asset, the Branch continues to recognise the transferred asset to the extent of its continuing involvement together with associated liability.

*Offsetting*

Financial assets and financial liabilities are offset and the net amount is reported in the statement of financial position if there is a currently enforceable legal right to offset the recognised amounts and there is an intention to settle on a net basis, to realise the assets and settle the liabilities simultaneously.

*Expected credit losses*

Receivables for goods and services, which have 30-day terms, are recognised at the nominal amounts due less any loss allowance due to expected credit losses at each reporting date. A provision matrix that is based on historical credit loss experience, adjusted for forward-looking factors specific to the debtors and the economic environment has been established.

*(i) Trade receivables*

For trade receivables that do not have a significant financing component, the Branch applies a simplified approach in calculating expected credit losses (ECLs) which requires lifetime expected credit losses to be recognised from initial recognition of the receivables.

Therefore, the Branch does not track changes in credit risk, but instead recognises a loss allowance based on lifetime ECLs at each reporting date. The Branch has established a provision matrix that is based on its historical credit loss experience, adjusted for forward-looking factors specific to the debtors and the economic environment.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 1 Summary of significant accounting policies (Continued)**

**1.10 Financial assets (continued)**

*(ii) Debt instruments other than trade receivables*

For all debt instruments other than trade receivables and debt instruments not held at fair value through profit or loss, the Branch recognises an allowance for expected credit losses using the general approach. ECLs are based on the difference between the contractual cash flows due in accordance with the contract and all the cash flows that the Branch expects to receive, discounted at an approximation of the original effective interest rate.

ECLs are recognised in two stages:

- Where there has not been a significant increase in credit risk since initial recognition, ECLs are provided for credit losses from possible default events within the next 12-months (a 12-month ECL).
- Where there has been a significant increase in credit risk since initial recognition, a loss allowance is required for credit losses expected over the remaining life of the debt, irrespective of the timing of the default (a lifetime ECL).

The Branch considers a financial asset in default when contractual payments are 60 days past due. However, in certain cases, the Branch may also consider a financial asset to be in default when internal or external information indicates that the Branch is unlikely to receive the outstanding contractual amounts in full. A financial asset is written off when there is no reasonable expectation of recovering the contractual cash flows.

**1.11 Financial Liabilities**

**Initial recognition and measurement**

Financial liabilities are classified, at initial recognition, at amortised cost unless or at fair value through profit or loss. All financial liabilities are recognised initially at fair value and, in the case of financial liabilities at amortised cost, net of directly attributable transaction costs.

The Branch's financial liabilities include trade and other payables.

***Subsequent Measurement***

**Financial liabilities at fair value through profit or loss (including designated)**

Financial liabilities at fair value through profit or loss include financial liabilities held for trading and financial liabilities designated upon initial recognition as at fair value through profit or loss.

Gains or losses on liabilities held for trading are recognised in profit or loss.

Financial liabilities designated upon initial recognition at fair value through profit or loss are designated at the initial date of recognition, and only if the criteria in AASB 9 are satisfied.

## AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

### NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

#### FOR THE YEAR ENDED 31 DECEMBER 2022

#### Note 1 Summary of significant accounting policies (Continued)

##### 1.11 Financial Liabilities (Continued)

###### **Financial liabilities at amortised cost**

After initial recognition, trade payables and interest-bearing loans and borrowings are subsequently measured at amortised cost using the EIR method. Gains and losses are recognised in profit or loss when the liabilities are derecognised as well as through the EIR amortisation process.

Amortised cost is calculated by taking into account any discount or premium on acquisition and fees or costs that are an integral part of the EIR. The EIR amortisation is included as finance costs in profit or loss.

###### **Derecognition**

A financial liability is derecognised when the obligation under the liability is discharged or cancelled or expires. When an existing financial liability is replaced by another from the same lender on substantially different terms, or the terms of an existing liability are substantially modified, such an exchange or modification is treated as the derecognition of the original liability and the recognition of a new liability. The difference in the respective carrying amounts is recognised in profit or loss.

##### 1.12 Contingent Liabilities and Contingent Assets

Contingent liabilities and contingent assets are not recognised in the Statement of Financial Position but are reported in the relevant notes. They may arise from uncertainty as to the existence of a liability or asset or represent an existing liability or asset in respect of which the amount cannot be reliably measured. Contingent assets are disclosed when settlement is probable but not virtually certain, and contingent liabilities are disclosed when settlement is greater than remote.

##### 1.13 Liabilities relating to contracts with customers

###### **Contract liabilities**

A contract liability is recognised if a payment is received or a payment is due (whichever is earlier) from a customer before the Branch transfers the related goods or services. Contract liabilities include deferred income. Contract liabilities are recognised as revenue when the Branch performs under the contract (i.e., transfers control of the related goods or services to the customer).

###### **Refund liabilities**

A refund liability is recognised for the obligation to refund some or all of the consideration received (or receivable) from a customer. The Branch refund liabilities arise from customers' right of return. The liability is measured at the amount the Branch ultimately expects it will have to return to the customer. The Branch updates its estimates of refund liabilities (and the corresponding change in the transaction price) at the end of each reporting period.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 1 Summary of significant accounting policies (Continued)**

**1.14 Plant and Equipment**

***Asset Recognition Threshold***

Purchases of land, buildings, plant and equipment and motor vehicles are recognised initially at cost in the Statement of Financial Position. The initial cost of an asset includes an estimate of the cost of dismantling and removing the item and restoring the site on which it is located.

**Property**

Freehold land and buildings are measured on the cost basis and therefore carried at cost less accumulated depreciation and any impairment losses in the event that the carrying amount of the land and buildings are greater than the estimated recoverable amount, the carrying amount is written down immediately to the estimated reversible amount and impairment losses are recognised either in profit or loss.

**Plant and equipment**

Plant and equipment are measured on the cost basis less depreciation and impairment losses.

The carrying amount of plant and equipment is reviewed annually by the Branch Executive to ensure it is not in excess of the recoverable amount from those assets. The recoverable amount is assessed on the basis of the expected net cash flows, which will be received from the assets employment and subsequent disposal. The expected net cash flows have been discounted to present values in determining recoverable amounts.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with that item will flow to the Branch and the costs of the item can be measured reliably. All other repairs and maintenance are charged to the statement of comprehensive income during the financial period in which they are incurred.

***Depreciation***

Depreciable plant and equipment assets are written-off to their estimated residual values over their estimated useful life using, in all cases, the straight line method of depreciation. Depreciation rates (useful lives), residual values and methods are reviewed at each reporting date and necessary adjustments are recognised in the current, or current and future reporting periods, as appropriate.

Depreciation rates applying to each class of depreciable asset are based on the following useful lives:

	<b>2022</b>	<b>2021</b>
Furniture and fittings	3 – 9 years	3- 9 years
Office equipment	2 -3 years	2 -3 years
Motor vehicles	4 years	4 years



**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 1 Summary of significant accounting policies (Continued)**

**1.14 Plant and Equipment (Continued)**

***Derecognition***

An item of plant and equipment is derecognised upon disposal or when no future economic benefits are expected from its use or disposal. Any gain or loss arising on the disposal or retirement of an item of property, plant and equipment is determined as the difference between the sales proceeds and the carrying amount of the asset and is recognised in the profit and loss.

**1.15 Investment properties**

Investment properties are properties held to earn rentals and/or for capital appreciation (including property under construction for such purposes). Investment properties are measured initially at its cost, including transaction costs. Subsequent to initial recognition, investment properties are measured at fair value. Gains and losses arising from changes in the fair value of investment properties are included in profit and loss in the period in which they arise.

An investment property is derecognised upon disposal or when the investment property is permanently withdrawn from use and no future economic benefits are expected from the disposal. Any gain or loss arising on derecognition of the property (calculated as the difference between the net disposal proceeds and the carrying amount of the asset) is included in profit or loss in the period in which the property is derecognised.

**1.16 Impairment of non-financial assets**

All assets are assessed for impairment at the end of each reporting period to the extent that there is an impairment trigger. Where indications of impairment exist, the asset's recoverable amount is estimated, and an impairment adjustment made if the asset's recoverable amount is less than its carrying amount.

The recoverable amount of an asset is the higher of its fair value less costs of disposal and its value in use. Value in use is the present value of the future cash flows expected to be derived from the asset. Where the future economic benefit of an asset is not primarily dependent on the asset's ability to generate future cash flows, and the asset would be replaced if the Branch were deprived of the asset, its value in use is taken to be its depreciated replacement cost.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 1 Summary of significant accounting policies (Continued)**

**1.17 Taxation**

The Branch is exempt from income tax under section 50.1 of the *Income Tax Assessment Act 1997* however still has obligation for Fringe Benefits Tax (FBT) and the Goods and Services Tax (GST).

Revenues, expenses and assets are recognised net of GST except:

- where the amount of GST incurred is not recoverable from the Australian Taxation Office; and
- for receivables and payables.

The net amount of GST recoverable from, or payable to, the taxation authority is included as part of receivables or payables.

Cash flows are included in the statement of cash flows on a gross basis. The GST component of cash flows arising from investing and financing activities which is recoverable from, or payable to, the Australian Taxation Office is classified within operating cash flows.

**1.18 Fair value measurement**

The Branch measures financial instruments, such as, financial assets as at fair value through the profit and loss, available for sale financial assets, and non-financial assets such as land and buildings and investment properties, at fair value at each balance sheet date. Also, fair values of financial instruments measured at amortised cost are disclosed in Note 15.

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The fair value measurement is based on the presumption that the transaction to sell the asset or transfer the liability takes place either:

- In the principal market for the asset or liability, or
- In the absence of a principal market, in the most advantageous market for the asset or liability

The principal or the most advantageous market must be accessible by the Branch. The fair value of an asset or a liability is measured using the assumptions that market participants would use when pricing the asset or liability, assuming that market participants act in their economic best interest.

A fair value measurement of a non-financial asset takes into account a market participant's ability to generate economic benefits by using the asset in its highest and best use or by selling it to another market participant that would use the asset in its highest and best use.

The Branch uses valuation techniques that are appropriate in the circumstances and for which sufficient data are available to measure fair value, maximising the use of relevant observable inputs and minimising the use of unobservable inputs.

## AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

### NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

#### FOR THE YEAR ENDED 31 DECEMBER 2022

#### Note 1 Summary of significant accounting policies (Continued)

##### 1.18 Fair value measurement (continued)

All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within the fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

- Level 1—Quoted (unadjusted) market prices in active markets for identical assets or liabilities
- Level 2—Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable
- Level 3—Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable

For assets and liabilities that are recognised in the financial statements on a recurring basis, the Branch determines whether transfers have occurred between Levels in the hierarchy by re-assessing categorisation (based on the lowest level input that is significant to the fair value measurement as a whole) at the end of each reporting period.

External valuers are involved for valuation of significant assets, such as land and buildings and investment properties. Selection criteria include market knowledge, reputation, independence and whether professional standards are maintained. For the purpose of fair value disclosures, the Branch has determined classes of assets and liabilities on the basis of the nature, characteristics and risks of the asset or liability and the level of the fair value hierarchy.

#### Note 2 Events after the reporting period

On 3 March 2023 the Branch purchased the property located at Level 3/ 457 Upper Edward Street, Spring Hill for \$400,000. As the purchase contract was entered into by the Branch after the end of the reporting period, this investment has not been reflected in the financial statements of the Branch at 31 December 2022.

Other than the above disclosure, there have been no further events that occurred after 31 December 2022, and /or prior to the signing of the financial statements, that would affect the ongoing structure and financial activities of the Branch.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)  
FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note3</b>		
<b>Operating surplus and fund details</b>		
<b>Note 3A – Consolidated operating (deficit)/ surplus</b>		
The Branch's operating surplus comprises of:		
General fund	(396,802)	(61,294)
Sick and accident fund	(8,959)	(27,898)
Retirement fund	(14,252)	(9,531)
Mortality fund	(6,592)	6,893
Union picnic fund	(17,500)	8,659
Fighting fund	217	(1,195)
Divisional objects fund	3,817	3,024
<b>Total consolidated operating (deficit)/ surplus</b>	<u>(440,071)</u>	<u>(81,342)</u>
<b>Note 3B – General fund</b>		
<b>Revenue</b>		
Membership subscriptions/ levies	3,777,343	3,769,702
Interest	27,930	26,836
Rental income	145,125	132,105
Other revenue	58,486	25,249
Gain on sale of property, plant and equipment	-	12,102
<b>Total revenue</b>	<u>4,008,884</u>	<u>3,965,994</u>
<b>Expenses</b>		
Employee expenses	(2,942,436)	(2,460,087)
Sustentation fees	(419,042)	(421,262)
Affiliation fees	(152,113)	(145,082)
Audit and accounting fees	(30,271)	(27,309)
Legal costs	(12,494)	(16,589)
Grants or donations	(10,000)	(1,453)
Depreciation and amortisation	(56,842)	(62,539)
Finance costs	(41,044)	(41,051)
Administration expenses	(325,651)	(346,333)
Conference and meetings expenses	(70,040)	(171,633)
Organising and campaign costs	(62,206)	(40,495)
Communication and IT costs	(109,818)	(132,577)
Property costs	(174,125)	(160,878)
<b>Total expenses</b>	<u>(4,406,082)</u>	<u>(4,027,288)</u>
<b>Deficit for the year</b>	<u>(396,802)</u>	<u>(61,294)</u>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 3</b>		
<b>Operating surplus and fund details (Continued)</b>		
<b>Note 3C – Sick and accident fund</b>		
<b>Revenue</b>		
Levies	11,359	11,566
Interest	2,902	2,100
<b>Total revenue</b>	<u>14,261</u>	<u>13,666</u>
<b>Expenses</b>		
Payments (Rule 40(a))	(20,640)	(37,694)
Transfer to Divisional Objects Fund	(2,580)	(3,870)
<b>Total expenses</b>	<u>(23,220)</u>	<u>(41,564)</u>
Deficit for the year	<u>(8,959)</u>	<u>(27,898)</u>
<b>Note 3D – Retirement fund</b>		
<b>Revenue</b>		
Levies	8,621	7,679
Interest	811	586
<b>Total revenue</b>	<u>9,432</u>	<u>8,265</u>
<b>Expenses</b>		
Payments (Rule 40(b))	(22,964)	(16,716)
Transfer to Divisional Objects Fund	(720)	(1,080)
<b>Total expenses</b>	<u>(23,684)</u>	<u>(17,796)</u>
Deficit for the year	<u>(14,252)</u>	<u>(9,531)</u>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)  
FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 3</b>		
<b>Operating surplus and fund details (Continued)</b>		
<b>Note 3E – Mortality fund</b>		
<b>Revenue</b>		
Levies	10,287	11,551
Interest	1,081	782
<b>Total revenue</b>	<u>11,368</u>	<u>12,333</u>
<b>Expenses</b>		
Payments (Rule 40(c))	(17,000)	(4,000)
Transfer to Divisional Objects Fund	(960)	(1,440)
<b>Total expenses</b>	<u>(17,960)</u>	<u>(5,440)</u>
(Deficit)/ surplus for the year	<u>(6,592)</u>	<u>6,893</u>

**Note 3F – Union picnic fund**

<b>Revenue</b>		
Levies	22,179	25,198
Interest	6	6
<b>Total revenue</b>	<u>22,185</u>	<u>25,204</u>
<b>Expenses</b>		
Amusements and rides	(15,750)	(2,650)
Catering	(18,664)	(9,942)
Equipment hire	(808)	(520)
Truck rental	-	(781)
Ground hire	(1,584)	(1,441)
Wages and salaries	(348)	(1,211)
Face masks	(2,531)	-
<b>Total expenses</b>	<u>(39,685)</u>	<u>(16,545)</u>
(Deficit)/ surplus for the year	<u>(17,500)</u>	<u>8,659</u>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 3      Operating surplus and fund details (Continued)</b>		
<b>Note 3G – Fighting fund</b>		
<b>Revenue</b>		
Interest	1,957	1,415
<b>Total revenue</b>	<u>1,957</u>	<u>1,415</u>
<b>Expenses</b>		
Transfer to Divisional Objects Fund	(1,740)	(2,610)
<b>Total expenses</b>	<u>(1,740)</u>	<u>(2,610)</u>
<b>Surplus/ (deficit) for the year</b>	<u>217</u>	<u>(1,195)</u>

**Note 3H – Divisional objects fund**

<b>Revenue</b>		
Levies	19,656	19,321
Transfer from sickness and accident fund	2,580	3,870
Transfer from retirement fund	720	1,080
Transfer from mortality fund	960	1,440
Transfer from fighting fund	1,740	2,610
<b>Total revenue</b>	<u>25,656</u>	<u>28,321</u>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH****NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)  
FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 3</b>		
<b>Operating surplus and fund details (Continued)</b>		
<b>Note 3H – Divisional objects fund (Continued)</b>		
<b>Expenses</b>		
BBQ Supplies	-	(484)
Catering	(462)	(494)
Computer expenses/ repairs	(5,804)	(7,135)
Stationery	(936)	(1,076)
Wages and salaries	(5,125)	(4,362)
Legal fees	-	(2,000)
Internet	(5,041)	(2,550)
International Women's Day	(126)	-
Banners/ Coreflutes	-	(383)
Motor vehicle costs (fuel/ parking etc.)	(1,495)	(1,533)
Plaques	(1,304)	(1,350)
Merchandise	(412)	(3,555)
Charity golf day costs	(1,026)	75
Right to information request	(108)	(450)
Total expenses	<u>(21,839)</u>	<u>(25,297)</u>
Surplus for the year	<u>3,817</u>	<u>3,024</u>



**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH  
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)  
FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$

**Note 4 Revenue and income**

**Disaggregation of revenue from contracts with customers**

A disaggregation of the Branch's revenue by type of arrangements is provided on the face of the Statement of comprehensive income. The table below also sets out a disaggregation of revenue by type of customer.

**Type of customer**

Members	3,849,377	3,845,016
<b>Total revenue from contracts with customers</b>	<b>3,849,377</b>	<b>3,845,016</b>

**Note 4A: Levies**

Organising/ training levy	846,647	824,650
Sick and accident fund levy	11,359	11,566
Retirement fund levy	8,621	7,679
Mortality fund levy	10,287	11,551
Union picnic levy	22,179	25,198
Divisional fund objectives levy	19,656	19,320
Traincrew levy	40,081	40,751
<b>Total Levies</b>	<b>958,830</b>	<b>940,715</b>

Levies

Levies are raised on members to assist in funding the operations of each of the above Funds and to provide additional funds to support the Branch's organising/ training activities.

**Note 4B: Interest**

Deposits	34,688	31,725
<b>Total interest</b>	<b>34,688</b>	<b>31,725</b>

**Note 4C: Rental income**

Upper Edward Street, Spring Hill	39,400	40,192
Car park rental income	13,703	12,123
Caloundra units	92,022	79,790
<b>Total rental income</b>	<b>145,125</b>	<b>132,105</b>

**Note 4D: Other revenue**

Merchandise sales	15,579	7,649
Sponsorship income	42,907	17,600
<b>Total Other revenue</b>	<b>58,486</b>	<b>25,249</b>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 5 Expenses</b>		
<b>Note 5A: Employee expenses</b>		
<b>Holders of office:</b>		
Wages and salaries	606,674	629,999
Superannuation	92,803	103,318
Leave and other entitlements	114,497	114,506
<b>Subtotal employee expenses holders of office</b>	<u>813,974</u>	<u>847,823</u>
<b>Employees other than office holders:</b>		
Wages and salaries	1,429,431	1,102,693
Superannuation	238,801	192,841
Leave and other entitlements	318,456	196,622
Separation and redundancies	25,000	-
<b>Subtotal employee expenses employees other than office holders</b>	<u>2,011,688</u>	<u>1,492,156</u>
Add: Payroll tax expense/ FBT expense	116,774	120,108
<b>Total employee expenses</b>	<u>2,942,436</u>	<u>2,460,087</u>
<b>Note 5B: Sustentation fees</b>		
Australian Rail, Tram and Bus Industry Union	419,042	421,262
<b>Total Sustentation fees</b>	<u>419,042</u>	<u>421,262</u>
<b>Note 5C: Affiliation fees</b>		
Australian Labor Party (State of Queensland)	42,055	35,552
Queensland Council of Unions	51,937	49,892
Ipswich Trades Hall	-	60
Brisbane labour History Association	100	-
Australian Council of Trade Union (paid to RTBU National Office)	38,427	36,970
Industrial Relations Society	118	175
Queensland Conservation	100	100
Union Shopper	8,206	11,477
Australian Palestine Advocacy Network	364	400
Queensland Community Alliance	10,806	10,456
<b>Total affiliation fees</b>	<u>152,113</u>	<u>145,082</u>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 5 Expenses (Continued)</b>		
<b>Note 5D: Legal costs</b>		
Litigation	8,475	16,589
Other legal matters	4,019	-
<b>Total legal costs</b>	<b>12,494</b>	<b>16,589</b>
<b>Note 5E: Grants or donations</b>		
Donations:		
Total paid that were \$1,000 or less	-	1,453
Total paid that exceeded \$1,000	10,000	-
<b>Total grants or donations</b>	<b>10,000</b>	<b>1,453</b>
<b>Note 5F: Depreciation and amortisation</b>		
Depreciation		
Furniture and fittings	14,691	12,012
Office equipment	9,167	10,593
Motor vehicles	32,984	39,934
<b>Total depreciation</b>	<b>56,842</b>	<b>62,539</b>
Amortisation expense	-	-
<b>Total depreciation and amortisation</b>	<b>56,842</b>	<b>62,539</b>
<b>Note 5G: Finance costs</b>		
Bank fees and charges	41,044	41,051
<b>Total finance costs</b>	<b>41,044</b>	<b>41,051</b>
<b>Note 5H: Administration expense</b>		
Insurance	49,651	48,486
Repairs and maintenance	61,029	49,294
Mortality benefit	25,000	29,000
Motor vehicle expenses	56,185	48,695
Labour day expenses	35,408	21,061
Promotional costs	26,547	43,257
Training and development	5,795	65,322
Other administration expenses	66,036	41,218
<b>Total administration expense</b>	<b>325,651</b>	<b>346,333</b>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION – QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 5 Expenses (Continued)</b>		
<b>Note 5I: Conference and meetings expense</b>		
Meetings – industrial	9,837	12,365
Meetings – union governance	57,151	34,992
Meetings – national office	3,052	1,250
Conferences - Delegates	-	123,026
<b>Total conference and meeting expense</b>	<b>70,040</b>	<b>171,633</b>
<b>Note 5J: Organising and campaign costs</b>		
Organising – campaigning	62,206	40,495
<b>Total organising and campaign costs</b>	<b>62,206</b>	<b>40,495</b>
<b>Note 5K: Communication and IT costs</b>		
Internet and telephone	69,030	71,352
Media and member communications	40	656
Postage	17,116	27,182
Printing and stationery	20,151	29,474
Subscriptions	3,481	3,913
<b>Total communication and IT costs</b>	<b>109,818</b>	<b>132,577</b>
<b>Note 5L: Property costs</b>		
Rates and body corporate costs	77,497	61,078
Regional office costs	18,189	20,407
Storage costs	5,233	7,059
Holiday unit costs	66,705	67,068
Electricity	6,501	5,266
<b>Total property costs</b>	<b>174,125</b>	<b>160,878</b>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

	<b>2022</b>	2021
	\$	\$
<b>Note 6</b>		
<b>Current Assets</b>		
<b>Note 6A: Cash and Cash Equivalents</b>		
Cash on hand	200	200
Cash at bank – current account	136,647	179,401
Cash at bank – investment account	202,999	202,489
Term deposits	2,860,029	3,553,443
<b>Total cash and cash equivalents</b>	<b>3,199,875</b>	<b>3,935,533</b>
<b>Note 6B: Trade and Other Receivables</b>		
<b>Other receivables:</b>		
Other trade receivables	4,206	5,046
Accrued interest	-	14,104
Accrued membership	15,203	17,668
Less: Provision for doubtful debtors	-	-
<b>Total other receivables</b>	<b>19,409</b>	<b>36,818</b>
<b>Total trade and other receivables (net)</b>	<b>19,409</b>	<b>36,818</b>
<b>Note 6C: Other Current Assets</b>		
Prepayments	65,387	64,803
Rental deposit	10,642	10,542
Stock on hand	12,768	12,768
<b>Total other current assets</b>	<b>88,777</b>	<b>88,113</b>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 7</b>		
<b>Non-current Assets</b>		
<b>Note 7A: Land and Buildings</b>		
Land and Buildings:		
at cost – 457 Upper Edward Street, Spring Hill	2,790,426	2,373,413
at cost – Astor Terrace car park	121,983	121,983
at cost – 197 Ross River Road, Aitkenvale	165,000	165,000
accumulated depreciation	-	-
<b>Total Land and Buildings</b>	<b>3,077,409</b>	<b>2,660,396</b>

**Reconciliation of Opening and Closing Balances of Land and Buildings**

<b>As at 1 January</b>		
Gross book value	2,660,396	2,660,396
Accumulated depreciation and impairment	-	-
<b>Net book value 1 January</b>	<b>2,660,396</b>	<b>2,660,396</b>
Additions:		
By purchase	417,013	-
By revaluation	-	-
Depreciation expense	-	-
Disposals:		
By sale	-	-
<b>Net book value 31 December</b>	<b>3,077,409</b>	<b>2,660,396</b>
<b>Net book value as of 31 December represented by:</b>		
Gross book value	3,077,409	2,660,396
Accumulated depreciation and impairment	-	-
<b>Net book value 31 December</b>	<b>3,077,409</b>	<b>2,660,396</b>

Valuation Details

*197 Ross River Road, Aitkenvale*

On 25 March 2021, the land and buildings at 197 Ross River Road, Aitkenvale was valued by Mr Jamison Sayce AAPI CPV of Herron Todd White (North Queensland) Pty Ltd. The land and buildings valuation was based on a highest and best use, which was determined as office building held for rental yields (the assets current use).

Fair value is the amount for which the assets could be exchanged between a knowledgeable willing buyer and a knowledgeable willing seller in an arm's length transaction as at the valuation date. Fair value is determined by direct reference to recent market transactions on arm's length terms for land and buildings comparable in size and location to those held by the Branch and to market based yields for comparable properties.

The land and building was valued at \$210,000.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 7B: Investment properties</b>		
Investment properties:		
at valuation - Unit 1, 2, 3, 4 & 5 – 2A Bulcock Street, Caloundra	3,130,000	1,620,000
At cost – Unit 2 – 2A Bulcock Street, Caloundra (purchased 2021)	-	378,124
accumulated depreciation	-	-
<b>Total investment properties</b>	<b>3,130,000</b>	<b>1,988,124</b>

***Reconciliation of Opening and Closing Balances of Investment Properties***

<b>As at 1 January</b>		
Gross book value	1,988,124	1,620,000
Accumulated depreciation and impairment	-	-
<b>Net book value 1 January</b>	<b>1,988,124</b>	<b>1,620,000</b>
Additions:		
By purchase	-	368,124
By revaluation	1,141,876	-
Depreciation expense	-	-
Disposals:		
By sale	-	-
<b>Net book value 31 December</b>	<b>3,130,000</b>	<b>1,988,124</b>
<b>Net book value as of 31 December represented by:</b>		
Gross book value	3,130,000	1,988,124
Accumulated depreciation and impairment	-	-
<b>Net book value 31 December</b>	<b>3,130,000</b>	<b>1,988,124</b>

Valuation Details

*Unit 1, 2, 3, 4 & 5 – 2A Bulcock Street, Caloundra*

On 15 May 2023 (effective date 31 December 2022), the investment properties located at Unit 1, 2, 3, 4 & 5 2A Bulcock Street, Caloundra was valued by Mr Bryden Lang AAPI CPV of Herron Todd White (Sunshine Coast) Pty Ltd. The investment property valuation was based on a highest and best use, which was determined as a residential unit complex (the assets current use).

Fair value is the amount for which the assets could be exchanged between a knowledgeable willing buyer and a knowledgeable willing seller in an arm's length transaction as at the valuation date. Fair value is determined by direct reference to recent market transactions on arm's length terms for residential unit dwellings comparable in size and location to those held by the Branch and to market based yields for comparable properties.

The collective value of the residential units was valued at \$3,130,000.

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2022

	2022	2021
	\$	\$
<b>Note 7C: Furniture and Fittings</b>		
Furniture, fittings and office equipment:		
at cost	357,518	350,349
accumulated depreciation	(220,243)	(205,552)
<b>Total Furniture and Fittings</b>	<b>137,275</b>	<b>144,797</b>

*Reconciliation of Opening and Closing Balances of Furniture and Fittings*

<b>As at 1 January</b>		
Gross book value	350,349	346,292
Accumulated depreciation and impairment	(205,552)	(193,540)
<b>Net book value 1 January</b>	<b>144,797</b>	<b>152,752</b>
Additions:		
By purchase	7,169	4,057
Depreciation expense	(14,691)	(12,012)
Disposals:		
By sale		-
<b>Net book value 31 December</b>	<b>137,275</b>	<b>144,797</b>
<b>Net book value as of 31 December represented by:</b>		
Gross book value	357,518	350,349
Accumulated depreciation and impairment	(220,243)	(205,552)
<b>Net book value 31 December</b>	<b>137,275</b>	<b>144,797</b>



AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2022

	2022	2021
	\$	\$
<b>Note 7D: Office Equipment</b>		
Office equipment:		
at cost	328,615	319,922
accumulated depreciation	(298,675)	(289,508)
<b>Total Office Equipment</b>	<b>29,940</b>	<b>30,414</b>

*Reconciliation of Opening and Closing Balances of Office Equipment*

<b>As at 1 January</b>		
Gross book value	319,922	320,827
Accumulated depreciation and impairment	(289,508)	(277,603)
<b>Net book value 1 January</b>	<b>30,414</b>	<b>43,224</b>
Additions:		
By purchase	8,693	1,116
Depreciation expense	(9,167)	(10,593)
Disposals:		
By sale		(3,333)
<b>Net book value 31 December</b>	<b>29,940</b>	<b>30,414</b>
<b>Net book value as of 31 December represented by:</b>		
Gross book value	328,615	319,922
Accumulated depreciation and impairment	(298,675)	(289,508)
<b>Net book value 31 December</b>	<b>29,940</b>	<b>30,414</b>

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2022

	2022	2021
	\$	\$
<b>Note 7E: Motor Vehicles</b>		
Motor Vehicles:		
at cost	346,403	346,403
accumulated depreciation	(247,278)	(214,294)
<b>Total Motor Vehicles</b>	<u>99,125</u>	<u>132,109</u>

*Reconciliation of Opening and Closing Balances of Motor Vehicles*

<b>As at 1 January</b>		
Gross book value	346,403	328,174
Accumulated depreciation and impairment	(214,294)	(188,785)
<b>Net book value 1 January</b>	<u>132,109</u>	<u>139,389</u>
Additions:		
By purchase	-	71,729
Depreciation expense	(32,984)	(39,934)
Disposals:		
By sale	-	(39,075)
<b>Net book value 31 December</b>	<u>99,125</u>	<u>132,109</u>
<b>Net book value as of 31 December represented by:</b>		
Gross book value	346,403	346,403
Accumulated depreciation and impairment	(247,278)	(214,294)
<b>Net book value 31 December</b>	<u>99,125</u>	<u>132,109</u>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 8</b>		
<b>Current Liabilities</b>		
<b>Note 8A: Trade payables</b>		
Trade creditors and accrued expenses	108,459	97,086
<b>Subtotal trade payables</b>	<u>108,459</u>	<u>97,086</u>
<b>Payables to other reporting units</b>		
RTBU – National Office	34,508	70,766
<b>Subtotal payables to other reporting units</b>	<u>34,508</u>	<u>70,766</u>
<b>Total trade payables</b>	<u><u>142,967</u></u>	<u><u>167,852</u></u>

Settlement is usually made within 30 days.

**Note 8B: Other payables**

FBT payable	5,850	6,450
PAYG payable	50,880	48,592
Superannuation payable	30,291	30,007
Legal costs		
Litigation	-	461
GST payable (net)	75,841	76,317
Other	5,346	6,032
<b>Total other payables</b>	<u>168,208</u>	<u>167,859</u>
Total other payables are expected to be settled in:		
No more than 12 months	168,208	167,859
More than 12 months	-	-
<b>Total other payables</b>	<u><u>168,208</u></u>	<u><u>167,859</u></u>

AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2022

	2022	2021
	\$	\$
<b>Note 9 Provisions</b>		
<b>Note 9A: Employee Provisions</b>		
<b>Office Holders:</b>		
Annual leave	263,653	303,620
Long service leave	213,985	328,432
<b><i>Subtotal employee provisions—office holders</i></b>	<b>477,638</b>	<b>632,052</b>
<b>Employees other than office holders:</b>		
Annual leave	452,252	328,068
Long service leave	257,100	138,633
<b><i>Subtotal employee provisions—employees other than office holders</i></b>	<b>709,352</b>	<b>466,701</b>
<b>Total employee provisions</b>	<b>1,186,990</b>	<b>1,098,753</b>
Current	1,153,549	1,060,569
Non-Current	33,441	38,184
<b><i>Total employee provisions</i></b>	<b>1,186,990</b>	<b>1,098,753</b>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION – QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 10 Cash Flow</b>		
<b>Note 10A: Cash Flow Reconciliation</b>		
<b>Reconciliation of cash and cash equivalents as per Statement of Financial Position to Cash Flow Statement:</b>		
<b>Cash and cash equivalents as per:</b>		
Cash flow statement	3,199,875	3,935,533
Statement of financial position	3,199,875	3,935,533
<b>Difference</b>	<u>-</u>	<u>-</u>
<b>Reconciliation of surplus/ (deficit) to net cash from operating activities:</b>		
Surplus/ deficit for the year	701,805	(81,342)
<b>Adjustments for non-cash items</b>		
Depreciation/ amortisation	56,842	62,539
(Gain)/ loss on disposal of property, plant and equipment	-	(12,102)
(Gain)/ loss on revaluation of investment properties	(1,141,876)	-
<b>Changes in assets/liabilities</b>		
(Increase)/ decrease in net receivables	17,409	12,532
(Increase)/ decrease in other current assets	(664)	6,591
Increase/ (decrease) in trade and other payables	(24,536)	68,293
Increase/ (decrease) in provisions	88,237	(217,139)
<b>Net cash used in operating activities</b>	<u>(302,783)</u>	<u>(160,628)</u>
<b>Note 10B: Cash flow information</b>		
Cash inflows from other reporting units		
RTBU – National Office	24,368	29,575
<b>Total cash inflows</b>	<u>24,368</u>	<u>29,575</u>
Cash outflows to other reporting units		
RTBU – National Office	(539,475)	(484,913)
<b>Total cash outflows</b>	<u>(539,475)</u>	<u>(484,913)</u>

Note: Cash flow information to/ from other reporting units disclosed include 10% GST on applicable transactions.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION – QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$

**Note 10 Cash Flow (Continued)**

**Note 10C: Non-cash transactions**

There have been no non-cash financing or investing activities during the year (2021: Nil).

**Note 10D: Net debt reconciliation**

Cash and cash equivalents	3,199,875	3,935,533
Borrowings – repayable within one year	-	-
Borrowings – repayable after one year	-	-
Net debt	<u>3,199,875</u>	<u>3,935,533</u>

**Note 10E: Reconciliation of movements of liabilities to cash flows arising from financing activities**

	Other Assets	Liabilities from financing activities		
	Cash assets	Borrowings – due within 1 year	Borrowings – due after 1 year	Total
<b>Net debt at 1 January 2021</b>	4,118,553	-	-	4,118,553
<b>Cash flows</b>	(183,020)	-	-	(183,020)
<b>Net debt at 31 December 2021</b>	<u>3,935,533</u>	-	-	<u>3,935,533</u>
<b>Cash flows</b>	(735,658)	-	-	(735,658)
<b>Net debt at 31 December 2022</b>	<u>3,199,875</u>	-	-	<u>3,199,875</u>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION – QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

2022                      2021  
 \$                              \$

**Note 11      Contingent Liabilities, Assets and Commitments**

**Note 11A: Commitments and Contingencies**

**Capital commitments**

At 31 December 2022 the Branch did not have any capital commitments (2021: Nil).

**Other contingent assets or liabilities (i.e. legal claims)**

The Committee of Management is not aware of any other contingent assets or liabilities that are likely to have a material effect on the results of the Branch.

**Note 12      Related Party Disclosures**

**Note 12A: Related Party Transactions for the Reporting Period**

**Holders of office and related reporting units**

For financial reporting purposes, under the *Fair Work (Registered Organisations) Act 2009*, the Australian Rail, Tram and Bus Industry Union is divided into the following separate reporting units (and deemed related parties):

- RTBU – National Office
- RTBU – QLD Branch
- RTBU – NSW Branch
- RTBU – VIC Branch
- RTBU – TAS Branch
- RTBU – SA/ NT Branch
- RTBU – WA Branch
- RTBU – WA PTA Branch

The following table provides the total amount of transactions that have been entered into with related parties for the relevant year.

**Revenue received from RTBU – National Office includes the following:**

Reimbursement of travel expenses	<b>1,356</b>	2,936
Reimbursement of wages	<b>5,521</b>	22,211
Campaigning contribution	<b>2,198</b>	1,700
Office accommodation	<b>5,100</b>	-
Reimbursement of other operating costs	<b>6,818</b>	-

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 12 Related Party Disclosures (Continued)**

**Note 12A: Related Party Transactions for the Reporting Period  
Holders of office and related reporting units (Continued)**

	2022	2021
	\$	\$
<b>Expenses paid to RTBU – National Office includes the following:</b>		
Sustentation fees	419,042	421,262
ACTU affiliation fees	38,427	36,970
Campaign contribution	-	10,000
<b>Amounts owed to RTBU – National Office includes the following:</b>		
Sustentation fees	34,508	70,766

**Terms and conditions of transactions with related parties**

The sales to and purchases from related parties are made on terms equivalent to those that prevail in arm's length transactions. Outstanding balances for sales and purchases at the year-end are unsecured and interest free and settlement occurs in cash. There have been no guarantees provided or received for any related party receivables or payables. For the year ended 31 December 2022, the Branch has not recorded any impairment of receivables relating to amounts owed by related parties and declared person or body (2021: Nil). This assessment is undertaken each financial year through examining the financial position of the related party and the market in which the related party operates



**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 12 Related Party Disclosures (Continued)**

**Note 12A: Related Party Transactions for the Reporting Period**

**Holders of office and related reporting units (Continued)**

	2022	2021
	\$	\$

**Key Management Personnel**

Key management personnel comprise those individuals who have the authority and responsibility for planning, directing and controlling the activities of the Branch. The Branch has determined key management personnel comprise of:

- Bruce Mackie (Branch President)
- Peter Allen (Branch Secretary)
- Tom Brown (Branch Assistant Secretary/ Branch Junior Vice-President (Tram & Bus))
- Les Moffitt (Branch Senior Vice-President – 1 January 2022 – 17 October 2022)
- Craig Allen (Branch Junior Vice-President – 1 January 2022 – 17 October 2022)
- All remaining members of the Committee of Management.

**Note 12B: Key Management Personnel Remuneration for the Reporting Period**

**Short-term employee benefits**

Salary (including annual leave taken)	700,234	723,566
Other	-	-

<b>Total short-term employee benefits</b>	<b>700,234</b>	<b>723,566</b>
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**Post-employment benefits:**

Superannuation	92,803	103,318
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<b>Total post-employment benefits</b>	<b>92,803</b>	<b>103,318</b>
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**Other long-term benefits:**

Long-service leave	20,937	20,939
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<b>Total other long-term benefits</b>	<b>20,937</b>	<b>20,939</b>
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**Termination benefits**

	-	-
<b>Total</b>	<b>813,974</b>	<b>847,823</b>

No other transactions occurred during the year with elected officers, close family members or other related parties than those related to their membership or employment and on terms no more favourable than those applicable to any other member of employee.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
<b>Note 13 Remuneration of Auditors</b>		
<b>Value of the services provided</b>		
Financial statement audit services – current year	25,000	24,000
Other services	5,271	3,309
<b>Total remuneration of auditors</b>	<b>30,271</b>	<b>27,309</b>

**Note 14 Financial Instruments**

**Financial Risk Management Policy**

The Committee of Management monitors the Branch's financial risk management policies and exposure and approves financial transactions entered into. It also reviews the effectiveness of internal controls relating to the counterparty credit risk, liquidity risk, market risk and interest rate risk. The Branch Committee of Management meets on a regular basis to review the financial exposure of the Branch.

**(a) Credit Risk**

Exposure to credit risk relating to financial assets arises from the potential non-performance by counterparties of contract obligations that could lead to a financial loss of the Branch. The Branch does not have any material credit risk exposures as its major source of revenue is the receipt of membership income across a diversified membership base.

The maximum exposures to credit risk by class of recognised financial assets at the end of the reporting period is equivalent to the carrying value and classification of those financial assets (net of provisions) as presented in the statement of financial position.

The Branch has no significant concentration of credit risk with respect to any single counterparty or group of counterparties. The class of assets described as Trade and Other Receivables is considered to be the main source of credit risk related to the Branch.

On a geographical basis, the Branch's trade and other receivables are all based in Australia.

The following table details the Branch's trade and other receivables exposed to credit risk. Amounts are considered 'past due' when the debt has not been settled, within the terms and conditions agreed between the Branch and the customer or counterparty to the transaction. Receivables that are past due are assessed for impairment by ascertaining solvency of the debtors and are provided for where there are specific circumstances indicating that the debt may not be fully repaid to the Branch.

The balance of receivables that remain within initial trade terms (as detailed in the table) are considered to be of high credit quality.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 14 Financial Instruments (Continued)**

**Ageing of financial assets that were past due but not impaired for 2022**

	<b>Within trading terms</b>	<b>0 to 30 days</b>	<b>31 to 60 days</b>	<b>61 to 90 days</b>	<b>90+ days</b>	<b>Total</b>
	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Trade and other receivables	19,409	-	-	-	-	19,409
Receivables from other reporting units	-	-	-	-	-	-
<b>Total</b>	<b>19,409</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>19,409</b>

**Ageing of financial assets that were past due but not impaired for 2021**

	<b>Within trading terms</b>	<b>0 to 30 days</b>	<b>31 to 60 days</b>	<b>61 to 90 days</b>	<b>90+ days</b>	<b>Total</b>
	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Trade and other receivables	36,818	-	-	-	-	36,818
Receivables from other reporting units	-	-	-	-	-	-
<b>Total</b>	<b>36,818</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>36,818</b>

The Branch has no significant concentrations of credit risk exposure to any single counterparty or group of counterparties.

Credit risk related to balances with banks and other financial institutions is managed by the Committee of Management in accordance with approved policy. Such policy requires that surplus funds are only invested with counterparties with a strong reputation and backed by the Commonwealth Government's bank guarantee. At 31 December 2022, all funds were held by financial institutions backed by the Commonwealth Government's bank guarantee.

***Collateral held as security***

The Branch does not hold collateral with respect to its receivables at 31 December 2022 (2021: Nil).

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)  
FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 14 Financial Instruments (Continued)**

**(b) Liquidity Risk**

Liquidity risk arises from the possibility that the Branch might encounter difficulty in settling its debts or otherwise meeting its obligations in relation to financial liabilities. The Branch manages this risk through the following mechanisms:

- preparing forward looking cash flow estimates;
- maintaining a reputable credit profile;
- managing credit risk related to financial assets;
- only investing surplus cash with major financial institutions; and
- comparing the maturity profile of financial liabilities with the realisation profile of financial assets.

The tables below reflect an undiscounted contractual maturity analysis for non-derivative financial liabilities. The Branch does not hold directly any derivative financial liabilities.

Cash flows realised from financial assets reflect management's expectation as to the timing of realisation. Actual timing may therefore differ from that disclosed. The timing of cash flows presented in the table to settle financial liabilities reflects the earliest contractual settlement dates

**Financial Instrument Composition and Maturity Analysis**

	Within 1 Year		1 to 5 Years		Over 5 Years		Total	
	2022	2021	2022	2021	2022	2021	2022	2021
	\$	\$	\$	\$	\$	\$	\$	\$
<b>Financial liabilities due for payment</b>								
Trade payables	142,967	167,852	-	-	-	-	142,967	167,852
Other payables	168,208	167,859	-	-	-	-	168,208	167,859
<b>Total expected outflows</b>	<b>311,175</b>	<b>335,711</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>311,175</b>	<b>335,711</b>
<b>Financial assets – cash flow receivable</b>								
Cash and cash equivalents	3,199,875	3,935,533	-	-	-	-	3,199,875	3,935,533
Trade and other receivables	19,409	36,818	-	-	-	-	19,409	36,818
<b>Total anticipated inflows</b>	<b>3,219,284</b>	<b>3,972,351</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,219,284</b>	<b>3,972,351</b>
<b>Net inflow on financial instruments</b>	<b>2,908,109</b>	<b>3,636,640</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,908,109</b>	<b>3,636,640</b>

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 14 Financial Instruments (Continued)**

**(c) Market Risk**

i. Interest rate risk

Exposure to interest rate risk arises on financial assets and financial liabilities recognised at the end of the reporting period whereby a future change in interest rates will affect future cash flows or the fair value of fixed rate financial instruments. The Branch is also exposed to earnings volatility on floating rate instruments.

Interest rate risk is managed using a mix of fixed and floating financial instruments. The effective interest rate expenditure to interest rate financial instruments are as follows:

	Weighted Average Effective Interest Rate			
	2022	2021	2022	2021
	%	%	\$	\$
<b>Floating rate instruments</b>				
Cash and cash equivalents	2.14	0.65	3,199,875	3,935,533

The Branch has performed a sensitivity analysis relating to its exposure to interest rate risk at balance date. This sensitivity analysis demonstrates the effect on the current year results and equity which could result from a change in this risk.

Sensitivity Analysis

The following table illustrates sensitivities to the Branch's exposures to changes in interest rates and equity prices. The table indicates the impact of how profit and equity values reported at the end of the reporting period would have been affected by changes in the relevant risk variable that management considers to be reasonably possible.

These sensitivities assume that the movement in a particular variable is independent of other variables.

	Profit \$	Equity \$
<b>Year ended 31 December 2022</b>		
+1% in interest rates	31,999	31,999
-1% in interest rates	(30,710)	(30,710)
<b>Year ended 31 December 2021</b>		
+1% in interest rates	39,355	39,355
-1% in interest rates	(25,484)	(25,484)

No sensitivity analysis has been performed on foreign exchange risk as the Branch has no material direct exposures to currency risk. There have been no changes in any of the assumptions used to prepare the above sensitivity analysis from the prior year.

There have been no changes in any of the assumptions used to prepare the above sensitivity analysis from the prior year

## AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

### NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

#### Note 14 Financial Instruments (Continued)

##### (c) Market Risk (continued)

- ii. Foreign exchange risk  
The Branch is not exposed to direct fluctuations in foreign currencies.
  
- iii. Price risk  
The Branch is not exposed to any material commodity price risk.

#### Note 15 Fair Value Measurements

##### Fair Values

###### *Fair value estimation*

The fair values of financial assets and liabilities are presented in the following table and can be compared to their carrying values as presented in the statement of financial position. Fair value is the amount at which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties at an arm's length transaction.

Fair value may be based on information that is estimated or subject to judgment, where changes in assumptions may have a material impact on the amounts estimated. Areas of judgement and the assumptions have been detailed below. Where possible, valuation information used to calculate fair values is extracted from the market, with more reliable information available from markets that are actively traded.

In this regard, fair values for listed securities are obtained from quoted market bid prices. Where securities are unlisted and no market quotes are available, fair value is obtained using discounted cash flow analysis and other valuation techniques commonly used by market participants.

Differences between fair values and carrying amounts of financial instruments with fixed interest rates are due to the change in discount rates being applied by the market since their initial recognition by the Branch. Most of these instruments, which are carried at amortised cost (i.e. accounts receivable), are to be held until maturity and therefore the fair value figures calculated bear little relevance to the Branch.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 15 Fair Value Measurements (Continued)**

The following table contains the carrying amounts and related fair values for the Branch's financial assets and liabilities:

	Footnote	2022		2021	
		Carrying value	Fair value	Carrying value	Fair value
		\$	\$	\$	\$
<b>Financial assets</b>					
Cash and cash equivalents	(i)	3,199,875	3,199,875	3,935,533	3,935,533
Accounts receivable and other debtors	(i)	19,409	19,409	36,818	36,818
<b>Total financial assets</b>		<b>3,219,284</b>	<b>3,219,284</b>	<b>3,972,351</b>	<b>3,972,351</b>
<b>Financial liabilities</b>					
Trade payables	(i)	142,967	142,967	167,852	167,852
Other payables	(i)	168,208	168,208	167,859	167,859
<b>Total financial liabilities</b>		<b>311,175</b>	<b>311,175</b>	<b>335,711</b>	<b>335,711</b>

The fair values disclosed in the above table have been determined based on the following methodologies:

- (i) Cash and cash equivalents, accounts receivable and other debtors and accounts payable and other payables are short-term instruments in nature whose carrying value is equivalent to fair value. Trade and other payables exclude amounts provided for annual leave, which is outside the scope of AASB 139.

**Fair Value Hierarchy**

AASB 13: Fair Value Measurement requires the disclosure of fair value information by level of the fair value hierarchy, which categories fair value measurement into one of the three possible levels based on the lowest level that an input that is significant to the measurement can be categorised into as follows:

**Level 1**

Measurements based on quoted prices (unadjusted) in active markets for identical assets or liabilities that the entity can access at the measurement date.

**Level 2**

Measurements based on inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly or indirectly.

**Level 3**

Measurements based on unobservable inputs for the asset or liability.

**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 15 Fair Value Measurements (Continued)**

**Fair Value Hierarchy (Continued)**

The fair values of assets and liabilities that are not traded in an active market are determined using one or more valuation techniques. These valuation techniques maximise, to the extent possible, the use of observable market data. If all significant inputs required to measure fair value are observable, the asset or liability is included in Level 2. If one or more significant inputs are not based on observable market data, the asset or liability is included in Level 3.

The following tables provide an analysis of financial and non-financial assets and liabilities that are measured at fair value, by fair value hierarchy.

*Fair value hierarchy – 31 December 2022*

	Note	Date of Valuation	Level 1	Level 2	Level 3
		\$	\$	\$	\$
<b>Assets measured at fair value</b>					
Investment properties – Unit 1, 2, 3,4 & 5 – 2A Bulcock Street, Caloundra	7B	15 May 023	-	3,130,000	-
Total			-	<u>3,130,000</u>	-

The Branch does not have any other assets or liabilities that are recorded using a fair value technique.

*Fair value hierarchy – 31 December 2021*

	Note	Date of Valuation	Level 1	Level 2	Level 3
		\$	\$	\$	\$
<b>Assets measured at fair value</b>					
Investment properties – Unit 1, 3,4 & 5 – 2A Bulcock Street, Caloundra	7B	30 Mar 2020	-	1,620,000	-
Total			-	<u>1,620,000</u>	-

The Branch does not have any assets or liabilities that are recorded using a fair value technique.



**AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER 2022**

**Note 16 Section 272 Fair Work (Registered Organisations) Act 2009**

In accordance with the requirements of the *Fair Work (Registered Organisations) Act 2009*, the attention of members is drawn to the provisions of subsections (1) to (3) of section 272, which reads as follows:

Information to be provided to members or General Manager:

- (1) A member of a reporting unit, or the General Manager, may apply to the reporting unit for specified prescribed information in relation to the reporting unit to be made available to the person making the application.
- (2) The application must be in writing and must specify the period within which, and the manner in which, the information is to be made available. The period must not be less than 14 days after the application is given to the reporting unit.
- (3) A reporting unit must comply with an application made under subsection (1).

**Note 17 Branch Details**

The registered office of the Branch is:

RTBU – Queensland Branch  
Level 1, 457 Upper Edward Street  
BRISBANE QLD 4000

**Note 18 Segment Information**

The Branch operates solely in one reporting business segment being the provision of trade union services.

The Branch operates from one reportable geographical segment being the state of Queensland.

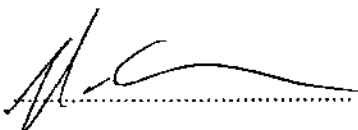
## AUSTRALIAN RAIL, TRAM AND BUS INDUSTRY UNION - QUEENSLAND BRANCH

### OFFICER DECLARATION STATEMENT

I Peter Allen, being the Branch Secretary of the Australian Rail, Tram and Bus Industry Union – Queensland Branch declare that the following did not occur during the reporting period ended 31 December 2022:

The reporting unit did not:

- Agree to receive financial support from another reporting unit to continue as a going concern (refer to agreement regarding financial support not dollar amounts)
- Agree to provide financial support to another reporting unit to ensure they continued as a going concern (refer to agreement regarding financial support not dollar amounts)
- Acquired an asset or liability due to an amalgamation Under Part 2 of Chapter 3 of the RO Act, a restructure of the branches of an organisation, a determination of revocation by the General Manager, Fair Work Commission
- Receive capitation fees from another reporting unit
- Receive donations or grants
- Receive revenue from undertaking recovery of wages activity
- Incur fees as consideration for employers making payroll deductions of membership subscriptions
- Pay compulsory levies
- Pay a grant that was \$1,000 or less
- Pay a grant that exceeds \$1,000
- Pay a donation that was \$1,000 or less
- Pay separation and redundancy to holders of office
- Pay other employee expenses to holders of office
- Pay other employee expenses to employees (other than holders of office)
- Pay to a person fees or allowances to attend conferences or meetings as a representative of the reporting unit
- Pay a penalty imposed under the RO Act or the *Fair Work Act 2009*
- Have a payable to an employer for that employer making payroll deductions of membership subscriptions
- Have a payable in respect of legal costs relating to litigation
- Have a payable in respect of legal costs relating to other legal matters
- Have a separation and redundancy provision in respect of holders of office
- Have other employee provisions in respect of holders of office
- Have a separation and redundancy provision in respect of holders of office (other than holders of office)
- Have other employee provisions in respect of holders of office (other than holders of office)
- Have another entity administer the financial affairs of the reporting unit
- Make a payment to a former related party of the reporting unit



Peter Allen

Branch Secretary

22 May 2023

