

MOTOR TRADES ASSOCIATION OF QUEENSLAND



ANNUAL REPORT 2024





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Disclaimer: This Annual Report has been prepared for the 2023-2024 financial year which comprises the time period of 1 July 2023 to 30 June 2024. Activities, appointments, events and actions outside this timeframe will generally not be represented in this document.



Paul Peterson

Chair
MTA Queensland



Despite facing challenges, our unwavering focus on innovation and collaboration has allowed MTA Queensland to remain the leading voice for automotive businesses across the state.

Chair Report

As we reflect on the past year, I am proud to present the MTA Queensland Annual Report, highlighting our resilience, growth, and commitment to supporting the automotive industry in Queensland. Despite facing challenges, our unwavering focus on innovation and collaboration has allowed MTA Queensland to remain the leading voice for automotive businesses across the state.

The automotive industry has experienced significant transformation over the past year, driven by technological advancements, the rise of electric vehicles (EVs), and increasing pressure on businesses to meet changing consumer demands. MTA Queensland has been at the forefront of these shifts, providing our members with the tools, knowledge, and support to adapt and thrive.

One of the most pressing challenges we faced was the ongoing shortage of skilled workers. The industry, like many others, continues to struggle with a lack of qualified technicians, mechanics, and service advisors. This skills gap, combined with broader labour market pressures and the rapid pace of technological change, has made workforce development a top priority. MTA Queensland has responded by offering training, upskilling opportunities, and workforce programs that support the recruitment and retention of skilled professionals.

At the same time, the rise of electric vehicles has become a defining trend in our industry. The transition to a more sustainable automotive future presents both challenges and opportunities. MTA Queensland has played a crucial role in guiding businesses through this shift, offering training, resources, and strategic advice on EV adoption. We have also provided insights on government incentives, regulatory changes, and the infrastructure needed to support the growing demand for electric and hybrid vehicles.

In addition to these workforce development efforts, MTA Queensland has also been focused on enhancing our member services to provide further value to members. This year, we proudly introduced new signage as part of our initiative to help members strengthen their brand visibility and show their affiliation with MTA Queensland. These signs serve as a professional representation of the quality and expertise our members uphold, helping them stand out as trusted professionals within the automotive sector.

By continuing to offer resources like the new signage, as well as training, business support, and advocacy, we ensure that our members have the tools they need to stay competitive, compliant, and positioned for success in a rapidly changing industry.

Looking ahead, we will continue to advocate for policies that benefit our members and the broader automotive sector, ensuring Queensland remains a leader in automotive innovation. With your support, we will meet future challenges and drive the industry to new heights.

On behalf of the Board, I thank all MTA Queensland members for your continued trust and collaboration. Together, we are shaping the future of the automotive industry in Queensland.

Paul Peterson
Chair
MTA Queensland



Grant Harrison

Secretary
MTA Queensland



This year has resulted in a notable milestone for our organisation achieving a consolidated profit position ending 30 June 2024, was \$1,445,057, excluding other comprehensive income, and \$1,691,669 including comprehensive income.

Secretary Report

I, Grant Harrison, Secretary of the Motor Trades Association of Queensland, am responsible for the overall governance of the association and for the compliance and reporting to relevant bodies such as ASIC (Australian Securities and Investments Commission) and Fair Work. The Annual Report provides an unfiltered view of our Association's financial health, governance, structure and decision-making processes.

The financial report is prepared in accordance with the *Fair Work (Registered Organisation) Act 2009* and complies with Australian Accounting Standards (including the Australian Accounting Interpretations) and I confirm that the financial report is free of errors and omissions.

The financial accounts presented were audited by BDO Audit Pty Ltd. This report aims to provide you with a comprehensive overview of the financial position, financial performance, and cash flows for the year in accordance with Australian Accounting Standards and other relevant legislation.

Financial Results 30th June 2024

Profit attributable to Members of the Organisation

This year has resulted in a notable milestone for our organisation achieving a consolidated profit position ending 30 June 2024, was \$1,445,057, excluding other comprehensive income, and \$1,691,669 including comprehensive income.

The Association has maintained a strong equity position at \$28,980,952, increasing from \$27,289,283, which represents an increase of 6 per cent. This serves as a crucial indicator of our overall financial health and stability. The equity growth ensures that the Association has ample reserves to fund upcoming projects, withstand economic fluctuations and continue to deliver value to our members.

General Comments

Over the past year, MTA Queensland has achieved several notable milestones:

- This year the Association has been able to achieve a strong financial position whilst expanding the delivery of services into the regions and enhancing member value through various contracts partly funded by Department of Small Business and Training (DESBT). This revenue is recognised in Note 3A.
- Growth in our training operations, growing revenue by 10 per cent this financial year.
- User Choice income increased by 12 per cent, this was represented by the growth in student numbers being trained by the Association's Registered Training Organisation (RTO).
- The Association's Share Portfolio, which is managed by Dalton Nicol Reid, grew by 7 per cent in 2024 from \$3,860,828 in 2023 to \$4,127,078 in 2024.
- Investment income increased from \$342,487 in 2023 to \$504,312 in 2024, this represents a 47 per cent increase, mainly represented by higher interest rates earned on cash reserves.

Our Association's financial health remained strong throughout the financial year. The financial statements and audit reports are available separately in this annual report, they provide a detailed overview of our financial position, income and expenses.

As we celebrate these accomplishments, I want to take a moment to extend my appreciation to all our members and stakeholders who have participated in our events, program initiatives, contributions during committee and board meetings or engaged with our services.

Grant Harrison
Secretary
MTA Queensland



Rod Camm

Group Chief Executive
MTA Queensland



Our approach is grounded in a strong commitment to member engagement, reflecting our long history and the understanding that members must be at the centre of our decisions.

Group Chief Executive Report

Prioritising Member Services in FY 2023/24

In 2023/24, MTA Queensland has made significant strides in prioritising services for our members. Our approach is grounded in a strong commitment to member engagement, reflecting our long history and the understanding that members must be at the centre of our decisions.

This year's hallmark achievement is the growth in our membership, which has increased by 21.29 per cent. We deeply value each business that has chosen to join our community.

Our extensive efforts to engage with members have underscored a critical challenge: our industry is competing with other sectors to attract new talent. Just a few years ago, our exposure to school-to-work programs was limited, yet these initiatives are essential for encouraging young people to pursue careers in the automotive field.

I am proud to announce that MTA Queensland now offers the leading automotive school program in Australia. With support from the Queensland Government and collaborations with key automotive organisations, we are directly engaging with schools across the state and hosting various events to inspire student interest. Our strategies include the Auto Ready school holiday program and accredited training through Vocational Education and Training in Schools and prevocational courses.

A notable development has been our partnerships with the Capricorn Society and the Queensland Government to deliver school-industry trade shows, serving as precursors or warm up events to the Capricorn Trade Shows. These events have seen record attendance from students and their parents, allowing them to connect with exhibitors and local employers. It has been rewarding to witness suppliers and employers engage with students and offer job opportunities.



Auto Ready, Brisbane



I am proud to announce that MTA Queensland now offers the leading automotive school programs in Australia.

I encourage everyone to attend a Capricorn Trade Show in your area; it may lead you to your future employee.

We have also invested in virtual technology to enable young people

to explore potential careers, allowing them to experiment with tasks such as spray painting and working with electric vehicles. This approach aims to clarify what various occupations entail.

Our collaboration with the Queensland Government on the Industry Workplace Advisor program has enhanced employers' access to business planning, government grants, and custom job seeker introduction events across the state. We are committed to maximising new entrants to our industry.

This year, we returned to the racetrack with a Chairman's breakfast coinciding with the Townsville 500. Tickets sold out quickly, and members gathered to network and enjoy the racing, an engagement feature we plan to continue in the future.

In other news, the success of our Auto Women initiative has been a highlight. Established to recognise the role of women in our industry and provide networking opportunities, our events have seen remarkable attendance and overwhelmingly positive feedback. This initiative is crucial for making our industry more attractive to women and enhancing workforce diversity.



Capricorn Trade Show, Brisbane



Chairman's breakfast Gold Coast 500



Auto Women event, Brisbane



Advocacy Efforts

We have faced several industry challenges this year:

Electric Vehicle (EV) Licensing

It was surprising to see the Government's review of the Electrical Safety Act propose that licensed electrical workers be responsible for EV service and repair. MTA Queensland led a campaign engaging with government officials, the Electrical Trades Union, and national associations, ultimately convincing the government to abandon this recommendation.

There is still more work to do to finalise any approach to EV safety and the potential of licencing automotive EV technicians.

Approved Inspection Station (AIS)

We continue to advocate for an improved AIS scheme, combating fraudulent activities such as 'phoneworthies' and fake certificates that threaten public safety and industry integrity. We have pushed the government to implement targeted regulation with real penalties instead of just a generic training program.

It was progress to see the Minister take our advice and establish a Taskforce

to review the scheme, however it was disappointing to see the government has continued to roll out a training program on a scheme that must change.

National Vehicle Efficiency Standard

The announcement of the creation of the National Vehicle Efficiency Standard (NVES) poses significant challenges for the automotive industry.

The initial announcement by the Australian Government in February of this year saw Australia on the verge of adopting the most stringent vehicle efficiency standards in the world. The way in which these standards

were developed, would have seen Australia experience significant price increases for its most popular vehicle models, a situation that would have been highly detrimental to our industry and consumers.

MTA Queensland collaborated with state and national associations to ensure evidence-based solutions shaped the final design of the standards, focusing on maintaining consumer access to vehicles at affordable prices. Our members' contributions and engagement helped create a more orderly introduction of the new system.

MTA Queensland expects that NVES will experience some adjustments in the early years, especially in the treatment of utes. We will maintain a vigilant stance on the NVES and continue to advocate for our members and the wider public.

Policy Priorities

Looking ahead to 2024/25, we will continue to focus on key priorities based on member feedback:

- addressing skills shortages and developing workforce solutions,
 - ensuring industry viability and competitiveness,
 - optimising Queensland's transition to zero and low-emission vehicles,
 - advocating for effective regulations on EV battery recycling, and
 - promoting end-of-life vehicle planning for environmental protection.
- We are also pushing for specific government policy changes to support our industry, including:
- implementing substantial penalties for consumer deception and odometer tampering,
 - establishing appropriate industry standards for sales and dealer licenses,
 - finalising reforms for the written-off vehicle scheme,
 - developing solutions for fuel pricing to support small service station businesses,
 - ensuring adequate public infrastructure for automotive businesses, and
 - recognising the role of new and used car dealers in vehicle registration.

Training

I take pride in reporting the ongoing success of Queensland's largest industry-owned Registered Training Organisation, the MTA Institute, which now trains approximately 3,000 students across various programs, including apprenticeships and EV skill sets.

This year has brought significant changes to our apprenticeship model, with record numbers of new trainers recruited to enhance the quality of training and assessment. We are committed to continued investment in this critical area.

While sales of BEVs have plateaued due to the removal of government incentives, the growth in hybrid vehicle sales has more than compensated. We remain focused on developing our industry-leading accredited BEV/HEV Skill Set course both in Brisbane and regional Queensland. Regardless of individual perspectives on EVs, they will play a crucial role in our future.

In summary, 2023/24 has been another remarkable year in the automotive industry. I extend my gratitude to the members of MTA Queensland and our Boards for their ongoing leadership and support and to our staff for their dedication. I am confident that together we will continue to deliver the highest level of training, support, and advocacy in the coming year.

Rod Camm

Group Chief Executive
MTA Queensland



We remain focused on developing our industry-leading accredited BEV/HEV Skill Set course both in Brisbane and regional Queensland. Regardless of individual perspectives on EVs, they will play a crucial role in our future.



Kellie Dewar

Deputy Group Chief Executive Officer & General Manager Member Services MTA Queensland



MTA Queensland is proud to introduce a range of new benefits for members this year, including exclusive business pricing with Officeworks.

Member Services Report

The 2023-24 year has been monumental for MTA Queensland, and I extend my gratitude to our members, whose ongoing support remains the foundation of our organisation.

Advocacy

This year has been a significant one for advocacy, with several key issues in focus, including odometer tampering, rare metal parts theft, three-month dealer registrations, the Review of the Electrical Safety Act, the Approved Inspection Scheme (AIS) training model, and the National Vehicle Efficiency Standard. MTA Queensland's engagement on these matters directly reflects the active involvement of our members, who provide input on issues that matter most to them. Alongside the advocacy efforts mentioned in Rod's report, I'm pleased to highlight several successful outcomes.

A key win this year was the State Government's response to the scrap metal theft inquiry, to which we submitted a comprehensive industry submission. The announcement indicated that the scrap metal and car wrecking industries would remain a priority under the Office of Fair Trading's (OFT) Proactive Regulation of Industry and Marketplace Entities over the next 12 months. We look forward to continuing our collaboration with the OFT on this issue.

Additionally, MTAA submitted a response to the 2023 Franchising Code Review. Throughout the year, MTA Queensland has worked closely with our national body to advocate at the national level, and we are confident that this collaboration will lead to further positive outcomes. Our unified position on the Franchising Code calls for its extension to include motorcycles, farm machinery, and truck dealers, as well as protections for franchised automotive aftermarket repairers.

Another achievement was the introduction of three-month trading terms for motor vehicle dealers, providing increased flexibility to accommodate fluctuating sales volumes in the sector.

I would also like to thank our members who flagged the changes to the National Exchange of Vehicle and Driver Information System data. Through collaboration with other states, we were able to argue successfully for the reversal of these changes, benefiting car dealers. This is a great example of the positive change we can achieve when we work together as a united industry.

Value of Membership

MTA Queensland is proud to introduce a range of new benefits for members this year, including exclusive business pricing with Officeworks. These new offerings complement our existing suite of services, which include:

- Unlimited Workplace Relations support and guidance, including access to the latest Award Wage Guides
- Complimentary Workplace Health and Safety Audits, Insurance Reviews, EFTPOS comparisons, and Energy Audits.
- Statewide workforce planning and skilling assistance to address labour and skill shortages.
- Discounts on professional development and training for business and technical topics.

As always, we are keen to hear from our members about any services or assistance you feel we should offer. Your feedback ensures that our member offerings are continually evolving to meet your needs.

Resources for Members

In collaboration with HWL Ebsworth Lawyers, MTAA hosted a successful



The Women in Trades Apprenticeship Mentoring program offers targeted, one-on-one mentoring and support to help apprentices thrive in a traditionally male-dominated sector.

briefing for MTA Queensland members on the Unfair Contract Terms Reform Bill in October. This bill, which introduces changes to unfair contract terms laws under both the ACL and ASIC Act, will increase the compliance risks for businesses relying on standard form contracts. This event was followed by the launch of a new resource aimed at educating members on unfair contract terms.

We have also developed various industry-specific guides, including:

- Unfair Contract Terms in the Automotive Industry: Everything You Need to Know.
- Guide to Using Non-Genuine Parts: Legal Rights & Risks for Collision Repairers.
- Guide on Defective Parts: Rights & Obligations of Collision Repairers.
- The Outlook for End-of-Life Vehicles in Australia.

These resources, along with MTA Queensland's workforce programs - such as School-to-Work, Industry Workforce Advisor, Opening Doors to the Automotive Industry, and Women in

Trades Apprenticeship Mentoring - are designed to support our members in recruiting and retaining workers. These programs are proudly supported by the Queensland Government and have proven valuable in helping employers address workforce shortages.

Auto Women

The Auto Women initiative had a landmark year, with the success of our Auto Women Dinner in Brisbane in October 2023. Due to popular demand, we expanded the event regionally, visiting Cairns, Townsville, and Mackay, with plans for Gladstone.

Additionally, we've supported four women in the automotive industry through professional development scholarships, proudly supported by MTA Queensland, Spirit Super, and Women & Leadership Australia. These scholarships offer women in early and mid-level roles the opportunity to advance their careers through two fully funded, high-impact training programs. By investing in their growth, we are helping them enhance their skills while promoting diversity and leadership within the industry.

MTA Queensland also introduced a new program for first- and second-year female automotive apprentices across Queensland. The Women in Trades Apprenticeship Mentoring program offers targeted, one-on-one mentoring and support to help apprentices thrive in a traditionally male-dominated sector. This program, supported by the Queensland Government, partners with BUSY Sisters to provide individualised mentoring through a team of experienced female mentors.

Looking Ahead

As we move into the next year, MTA Queensland remains committed to supporting our members through continued advocacy, the development of valuable resources, and the expansion of initiatives such as Auto Women. We are excited about the opportunities ahead and are grateful for the unwavering support of our members. Together, we will continue to drive positive change for the automotive industry.

Kellie Dewar

Deputy Group Chief Executive Officer & General Manager Member Services MTA Queensland



Evangeline Kannis

Senior Workplace Relations Advisor
MTA Queensland



As the COVID-pandemic economic discretionary flush of spending subsided, the 2023-2024 saw stubborn inflation and the cost of living crisis start to slow spending across all sector.

Workplace Relations Report

As the COVID-pandemic economic discretionary flush of spending subsided, 2023-2024 saw stubborn inflation and the cost of living crisis start to slow spending across all sectors.

The significant workplace relations legislative changes introduced in 2022 started to come into legal effect with more proposed changes for the future.

Considerable pressure remained on business owners as they continued to suffer from a lack of skilled employees and labour. Employers spent time and resources working with migration services to obtain foreign workers which yielded limited results as immigration numbers were capped, with further restrictions flagged for numbers in the future.

Closing Loopholes Bill No. 1 and No. 2

The Senate passed two rounds of amendments as part of the government's proposed *Fair Work Act Legislation Amendment (Closing Loopholes Bill) 2023*. The legislation also included provisions regarding:

- Protecting redundancy payments for workers whose employer has become a 'small business' due to insolvency;
- Significant changes to casual conversion obligations;
- 'Same Job, Same Pay' amendments directed at the use of labour hire;
- Increased penalties in Federal wage theft laws;
- New union delegates' right of entry;
- Protecting domestic violence victims from adverse action;
- Introducing a federal criminal offence of industrial manslaughter; and
- Employees 'right to disconnect' applied from 26 August for business of more than 15 employees.

MTA Queensland's Workplace Relations Advisors regularly participated in the national industrial relations group to discuss and support MTAA's submissions to the federal government. The Fair Work Commission announced its 2024 National Wage Decision in early June with an increase of 3.75 per cent to the minimum award wages. The Fair Work Commission amended the Vehicle Repair Services and Retail Award 2020 to limit the use of Level 14 Trades Assistant Level 1 with a measured change following the 2023 disruption to the National Adult Minimum wage.

Members received advice and assistance in response to broad range of wages, disciplinary and employment termination enquiries, there were also representations in Fair Work Commission matters' and managing the risk of sexual harassment claims against members. All Fair Work representations resulted in settlement, with three discontinuances with no settlement. Notably there has been an increase in enquiries about calculating leave accruals, managing planned and short term absenteeism, managing inappropriate workplace conduct, and the content of employment contracts.

Evangeline Kannis
Senior Workplace Relations Advisor
MTA Queensland



James Robertson

Chair
Australian Automotive Dealer
Association Queensland (AADA Qld)



After four years of COVID-19 related supply restrictions most Dealers saw their back orders reduced to normal levels. Dealers must now ready their businesses for increased competition, shrinking profitability and aged stock.

Australian Automotive Dealer Association Queensland

Overview

Issues around the electrification of vehicles dominated AADA (Qld) discussions in 2023-2024.

Divisional Activities

After four years of COVID-19 related supply restrictions, most dealers saw their back orders reduced to normal levels. Dealers must now ready their businesses for increased competition, shrinking profitability and aged stock.

Consumers are now faced with much higher repayments for new cars following significant increases in new vehicle pricing and increased interest rates.

MTA Queensland successfully lobbied the Queensland Government to ensure motor vehicle technicians can continue working on electric vehicles (EVs). This followed a review of the Electrical Safety Act, which had initially suggested that only licensed electrical workers should handle EVs for safety reasons. Thanks to MTA Queensland's efforts, our training organisation is ready to equip Queensland technicians with the skills needed to stay current in this rapidly evolving field.

This year, the Commonwealth Government introduced the New Vehicle Efficiency Standard (NVES), set to take effect on 1 January 2025. In collaboration with the Motor Trades Association of Australia (MTAA), the Australian Automotive Dealer Association (AADA), and other key industry groups, MTA Queensland successfully communicated concerns to the government about the lack of available vehicles to meet the proposed emissions reduction targets within the given timeframe, while still addressing consumer needs. Despite these challenges, the

NVES will significantly impact the variety and pricing of vehicles available for sale over the next five years.

AADA's annual conference in Melbourne discussed the influx of Chinese EVs and using AI for customer service.

Mercedes-Benz dealers are appealing a Federal Court's decision that they had no right to compensation for lost goodwill following Mercedes-Benz shift to an agency model. The recent trend of manufacturers moving to an agency model seems to have abated.

Other AADA (Qld) activities include calling for the abolition of the Luxury Car Tax and conducting a Dealer Satisfaction Survey as a basis for empowering dealer councils to level the playing field between OEMs and dealers.

Divisional Activities

AADA (Qld) continues to lobby the Queensland Government for compensation for the costs associated with registering vehicles.

General

AADA (Qld) and MTA Queensland continue to advocate for Queensland motor dealers, who provide essential services like sales, service, repairs, spare parts, warranty, financing, and trade-ins.

I encourage all motor dealers to engage in AADA (Qld) activities and invite non-members to join.

James Robertson
Chair
AADA Qld



Mark Dodge

Chair
Automotive Engineers Division
(AED)



The automotive industry, particularly independent repairers, is well-positioned to embrace emerging technologies to future-proof their businesses.

Automotive Engineers Division

Overview

2023-24 saw strong participation at AED committee meetings, with valuable support from MTA Queensland management, staff, and industry representatives. MTA Queensland's role as an industry advocate is strengthened by the engagement and support of its members. As Chair of the AED, I would like to extend my gratitude to all members for their continued contributions and support.

Divisional Activities

This year, the AED committee has focused on several critical areas in collaboration with MTA Queensland:

- **Electric Vehicles (EVs):** EVs are emerging as a key growth segment in our industry, though their adoption has not been as rapid as predicted. Discussions around the required training and accreditation for technicians to work on EVs continue, and industry updates will be provided as we progress. It's essential that businesses remain proactive and prepare for the skills and training required to stay EV-ready.
- **Skilled Labour Shortage:** The skilled labour shortage has intensified, exacerbated by the impacts of COVID-19. To help address this, MTA Queensland and Capricorn have partnered to host automotive-specific career expos across the state, actively engaging students, parents, suppliers, and business owners. These events foster important conversations about the automotive industry and career opportunities for the next generation of technicians. As we continue to struggle to attract skilled local technicians, employing international workers is becoming more common. However, this process remains time-consuming, costly, and complex, with additional challenges such as housing shortages for workers.

- **Customer Complaints:** Rising customer complaints are closely tied to the increasing cost of living, as many consumers experience financial pressures that affect their expectations and interactions with businesses.
- **AIS & Safety Certificates:** MTA Queensland is actively engaging with the AED committee, industry, and government on the increasing issue of fraudulent safety certificates and the related AIS training requirements. Both of these issues remain a high priority.

Divisional Priorities

Looking ahead to 2025, the priorities for the AED remain similar to 2024, with a strong focus on training, workforce development, industry growth, and ensuring the sustainability of businesses.

General

The automotive industry, particularly independent repairers, is well-positioned to embrace emerging technologies to future-proof their businesses. There are significant opportunities for growth, with access to training, tools, and technology to stay competitive. Businesses that fail to adapt risk being left behind, and playing catch-up may no longer be feasible when these changes become widespread.

I would also like to commend our CEO Rod, Deputy CEO Kellie, and the entire MTA Queensland team for their unwavering support of the AED throughout the year. I am excited about the continued growth of MTA Queensland and the opportunities that 2025 will bring.

Mark Dodge
Chair
AED



Jasmine Flanagan

Chair
Automotive Parts Recyclers Division
(APRD)



Online selling platforms are creating greater competition... so we're helping members strengthen their online presence to stay competitive in today's digital market.

Automotive Parts Recyclers Division

Overview

Auto recyclers across Queensland are facing significant challenges. With scrap metal prices down, many recyclers are seeing reduced profits from this key part of their business.

The rise of electric vehicles has also introduced new issues, particularly with the safe storage and recycling of lithium-ion batteries. These batteries can be hazardous if not managed properly, so we're working on sustainable solutions to handle them safely.

Additionally, the growth of online selling platforms is increasing competition, putting pressure on traditional recyclers. To help our members stay competitive, we're supporting them in strengthening their online presence in today's digital market.

On a positive note, the MTA Queensland team has been working tirelessly on the State Election Blueprint for 2024, and their hard work deserves recognition.

Divisional Activities

In 2024, the Automotive Parts Recyclers Association of Australia (APRAA), Motor Trades Association of Australia (MTAA), and the Federal Chamber of Automotive Industries (FCAI) launched the Outlook for End-of-Life Vehicles in Australia report. This report presents a roadmap to advance automotive recycling through a dedicated product stewardship program.

Released at the APRAA 2024 Conference – Driving Innovation: The Road to Tomorrow – in August, the report aligns seamlessly with the conference's focus on fostering innovation and growth within

the sector. The event brought together Australian recyclers, global industry leaders, and key partners to discuss transformative topics shaping the future of automotive recycling.

Divisional Priorities

The division's future goals focus on enhancing vehicle recycling rates and reducing landfill waste. In collaboration with FCAI and MTAA, a plan will be developed to improve vehicle management and recycling. This includes establishing authorized centres for vehicle collection, introducing Certificates of Destruction (CoD), and creating a consistent recycling framework nationwide.

Staffing remains a critical challenge for the industry. Attracting and retaining skilled workers is becoming increasingly difficult, leaving many businesses struggling to fill essential roles. MTA Queensland is working closely with industry partners to address these workforce issues by offering information sessions and workshops to develop effective solutions.

General

The report highlights several significant challenges facing the automotive recycling industry in Queensland. However, MTA Queensland is actively supporting the sector in developing effective solutions. Now is the perfect time to get involved with APRD and be at the forefront of industry change.

Jasmine Flanagan
Chair
APRD



Peter Dever

Chair
Used Car Division (UCD)



Cost-of-living pressures have contributed to softer trading conditions in certain regions, resulting in weaker demand in the used car market for some members.

Used Car Division

Overview

The used car industry has faced its share of challenges throughout 2023-24. Cost-of-living pressures have contributed to softer trading conditions in certain regions, resulting in weaker demand in the used car market for some members. However, others, particularly in regional areas, have enjoyed record sales.

Divisional Activities

This year has been marked by inconsistent and difficult trading conditions for our members. On many occasions, I have been contacted by members asking if the slowdown they were experiencing was unique to their business or part of a wider trend.

A significant milestone was achieved with the resolution of the three-month registration issue for dealers. Through extensive lobbying by MTA Queensland, we successfully secured permanent access to three-month rego options for both new business and renewals. This achievement represents a major win for our industry.

With the state election fast approaching, we are optimistic about the conclusion of the review into repairable write-offs in Queensland. The proposed changes, if implemented as recommended, could be a game-changer for the used car industry, providing enhanced protection for Queensland consumers.

Speedometer tampering continues to be a nationwide concern, recently highlighted by media coverage. We urge all members to remain vigilant and thoroughly check any vehicle they intend to purchase or resell, ensuring they are not inadvertently involved in transactions involving altered odometers.

Divisional Priorities

Our key priorities for the next 12 months are as follows:

1. Strengthening our relationship with the incoming Queensland Government.
2. Enhancing our collaboration with the Department of Transport and Main Roads, as well as the Office of Fair Trading.
3. Expanding our division's membership base.

General

For the 12 months leading up to 31 December 2023, a total of 477,725 used cars were sold in Queensland, up from 407,952 in the previous period. This represents an increase of 69,773 units.

The breakdown of sales shows that 150,041 units were dealer-to-private transactions, while 327,684 were private-to-private sales. Notably, almost half of the private-to-private transactions involved vehicles valued at \$5,000 or less. These figures are based on used vehicle transfers processed in Queensland.

For those interested in receiving monthly updates on this sales data, including price, vehicle type, age, and postcode of buyers and sellers, please contact Member Services to subscribe.

As Chairman of the UCD, I would like to express my sincere gratitude to Kellie Dewar and her team for their tireless efforts behind the scenes. Their dedication continues to support our division members and the broader MTA Queensland community.

Peter Dever
Chair
ARD



Mark Bryers

Chair
Engine Reconditioners Association of Queensland (ERAQ)



The engine reconditioning sector continues to face a range of significant challenges, with one of the most pressing being staff shortages that are affecting businesses across the industry.

Engine Reconditioners Association of Queensland

Overview

The engine reconditioning sector continues to face a range of significant challenges, with one of the most pressing being staff shortages that are affecting businesses across the industry. The shortage of skilled workers, coupled with the lack of new apprentices entering the field, presents a real concern for the future of the sector. These shortages are exacerbated by competition from the mining and gas industries. As a result, businesses in the engine reconditioning sector are struggling to recruit and retain the talent they need to meet growing demand.

Divisional Priorities

One of the most troubling issues currently facing ERAQ members is the rise of non-member businesses advertising rebuilt or fully reconditioned engines when, in fact, they are only performing partial repairs. This misleading practice not only undermines the integrity of the industry but also deceives the public into believing that they are receiving high-quality, fully reconditioned engines when, in reality, they are only patched-up versions of the original. These businesses often market their services as "reconditioning" when, in fact, the work they do does not meet the industry's professional standards. This puts consumers at risk of receiving substandard products that could fail prematurely. ERAQ is actively working alongside MTA Queensland to tackle this issue and ensure industry standards are upheld.

Divisional Activities

A major focus for our division is growing membership and increasing engagement with the Association. MTA Queensland is fully committed to revitalising the division and ensuring that our members

have a strong, unified voice in industry discussions. We are focusing on enhancing member participation, fostering a sense of community, and providing valuable resources to help businesses navigate the challenges they face.

Looking ahead to 2025, we are excited about the upcoming Australian ERA Conference, which is tentatively scheduled for September in Melbourne. This conference will be a landmark event for the sector, bringing together suppliers, exhibitors, and key stakeholders for a comprehensive event that will include machinery exhibitions and workshop visits. The New Zealand ERA conference held in Auckland earlier this year was a great success, and we are eager to replicate that success in Australia. This event will provide an excellent opportunity for networking, learning, and showcasing the latest innovations in engine reconditioning.

General

I would also like to take this opportunity to thank the entire MTA Queensland team for their support. Their dedication and hard work behind the scenes enable us to represent our members effectively, address industry challenges, and create opportunities for growth.

Mark Bryers
Chair
ERAQ



Andrea McCarthy

Chair
National Auto Collision Alliance
(NACA)



The collision repair industry remains resilient, with most repairers reporting a steady and robust flow of work. However, the sector faces ongoing challenges in attracting and retaining skilled labour...

National Auto Collision Alliance

Overview

The collision repair industry remains resilient, with most repairers reporting a steady and robust flow of work. However, the sector faces ongoing challenges in attracting and retaining skilled labour - an issue that continues to be a top priority for MTA Queensland. Efforts are focused on engaging younger generations and encouraging them to pursue careers in the automotive sector.

Divisional Activities

MTA Queensland has been responsive to concerns raised during the Collision Industry Forum in June 2023, and is working diligently to find actionable solutions.

One of the key initiatives has been the expansion of the School-to-Work program, which provides students with valuable insights into automotive career pathways. The automotive career events, held in partnership with Capricorn Society, have gained significant traction, drawing strong interest from schools and industry professionals. These events play a pivotal role in promoting careers in the collision repair industry and are becoming a key part of the workforce development strategy.

Addressing unfair contract terms remains a priority for MTA Queensland, with ongoing discussions about how to better support repairers navigating contractual challenges. In collaboration with the Australian Motor Body Repairers Association (AMBRA) and the Motor Trades Association of Australia (MTAA), MTA Queensland has introduced new resources to educate members on their rights and obligations, especially concerning defective and non-genuine parts.

Overall, industry engagement remains high, with well-attended events such as

workforce planning sessions and Auto Women events, fostering networking and a more inclusive industry environment.

Divisional Priorities

Looking ahead, NACA's priorities are focused on continuing to enhance industry growth and sustainability. A core objective is the further development of the school-to-work program, which is seen as a vital tool for attracting new talent and raising industry awareness.

MTAA recently submitted its response to Job and Skills Australia for the addition of key automotive trades, including panelbeaters and vehicle painters, on the Core Skills Occupation List (CSOL). If our efforts are successful, this would be a significant win for NACA and the wider industry.

MTA Queensland and MTAA will also maintain strong engagement with the Motor Vehicle Insurance and Repair Industry Code of Conduct Administration Committee to ensure industry standards are upheld.

General

As the collision repair industry adapts to new challenges, MTA Queensland remains dedicated to supporting its members and promoting a sustainable, skilled workforce. Through collaboration, advocacy, and education, we are preparing the industry to meet current challenges and seize future opportunities.

Andrea McCarthy
Chair
NACA



Cameron Jordan

Vice Chair
Queensland Farm and Industrial
Machinery Dealers Division
(QFIMDD)



Combine sales are down 23%, and tractor sales have dropped 27%. However, businesses are adjusting to the "new normal," with sales returning to pre-pandemic levels seen in 2021, offering cautious optimism for the industry.

Queensland Farm and Industrial Machinery Dealers Division

Overview

Queensland has experienced a favourable winter harvest, driving steady demand for parts and services in the agricultural sector. While parts and services remain resilient, sales of larger capital equipment, particularly combines and tractors, have slowed. Combine sales are down 23 per cent, and tractor sales have dropped 27 per cent. However, businesses are adjusting to the "new normal," with sales returning to pre-pandemic levels seen in 2021, offering cautious optimism for the industry.

Divisional Activities

MTA Queensland has recently increased its engagement with QFIMDD, attending Queensland's premier field day, FarmFest 2024. This event provided a valuable platform to connect with members.

The Federal Government's Instant Asset Write-Off program has been extended for another year. Eligible businesses can claim immediate deductions on the business portion of an asset, with the threshold for 2023-2024 set at \$20,000.

MTA Queensland continues to monitor the *Right to Repair* movement, keeping members abreast of the developments and progress and what any legislative changes might mean for them.

As the transition to electric vehicles impacts all sectors, MTA Queensland has introduced a suite of online micro-credential courses covering the safety and risks associated with battery electric vehicles. These courses span a range of equipment, from outdoor power tools to mobile plant machinery. As the agricultural and construction sector begins gingerly exploring this path these initiatives may

turn out to be very timely for the Farm and Industrial Machinery Division.

Divisional Priorities

Attracting and retaining skilled apprentices and technicians remains a top priority amid ongoing labour shortages. MTA Queensland's new school-to-work strategy has been successful in promoting career pathways in the automotive and agricultural sectors.

Some dealers have found success by offering apprenticeships above the award rate, which has helped them recruit and retain top talent. In response to the growing technical demands of modern machinery, several dealers have introduced auto-electrical training programs to equip apprentices for evolving industry needs.

General

Several factors are shaping the industry's future:

- Tax Cuts: The July tax cuts have helped businesses hire more staff, easing labour shortages and contributing to an improving labour market.
- Industry Outlook: While machinery sales remain sluggish, the industry is adjusting to new market realities. Investment in apprenticeships and training, combined with strong service demand, positions QFIMDD for a positive outlook moving forward.

QFIMDD thanks MTA Queensland for its ongoing support.

Cameron Jordan
Vice Chair
QFIMDD



Paul Peterson

Chair
Queensland Motorcycle Industry
Division (QMID)



The motorcycle industry in Queensland has experienced mixed trends over the past year, with both declines in new sales and growth in the used vehicle sector.

Queensland Motorcycle Industry Division

Overview

The motorcycle industry in Queensland has experienced mixed trends over the past year, with both declines in new sales and growth in the used vehicle sector. While the market faced some challenges, it remains dynamic, reflecting ongoing consumer demand and market activity.

Looking at the figures for the 12 months ending 31 December 2023, Queensland saw a total of 95,980 new motorcycle and Off Highway Vehicles (OHV) sales, marking a 3.1 per cent decrease from the previous year's 99,030 units, indicating a slight contraction in the market.

In contrast, the used motorcycle market saw positive growth, with 35,362 units sold, representing a 9.8 per cent increase from 2022. Of these, 29,367 were private-to-private transactions, and 5,995 were dealer-to-private sales, underscoring the continued activity in the second-hand market despite the challenges facing the industry.

Divisional Activities

Safety Certificates

A key priority for the industry remains ensuring the integrity of safety inspections. Despite ongoing challenges with fraudulent 'sight unseen' assessments, MTA Queensland is dedicated to collaborating with stakeholders to enhance standards and protect the reputation of legitimate businesses within the sector.

Increased Costs

Rising operational costs, including disposal and recycling fees, continue to be a challenge for businesses. These increased costs are placing additional pressure on dealers and service providers, who are balancing these rising expenses with fluctuating demand.

Incentives & Training

MTA Queensland continues to actively promote training grants from state and federal governments to help businesses diversify and expand their services. Many of our members are exploring opportunities in areas like jet ski maintenance and mountain bike servicing. These proactive steps are ensuring businesses remain competitive and future-proof, tapping into new markets and opportunities for growth.

Divisional Priorities

Insurance and Security Measures

The impact of localised crime on the motorcycle industry has heightened concerns around insurance premiums. Many businesses have responded by enhancing security measures, including alarms, bollards, and security roller doors. While these measures are necessary, they can affect customer engagement.

Advocacy and Representation

As the peak body for the automotive industry, MTA Queensland is actively representing members at both state and federal levels. We continue to advocate for fairer regulations, addressing issues such as safety certificate standards and rising waste disposal costs. Our ongoing advocacy ensures that the industry's voice is heard.

General

Despite the challenges of 2024, the Queensland motorcycle industry remains strong and full of potential. The collective resilience of our members, combined with MTA Queensland's ongoing support, ensures a bright future ahead.

Paul Peterson

Chair
QMID



Grant Harrison

Chair
Rental Vehicle Industry Division
(RVID)



The softening in discretionary spending and skyrocketing operational costs has ensured that the industry has had to remain nimble.

Rental Vehicle Industry Division

Overview

The Rental Industry faced a challenging economic environment in FY2023-24. The softening in discretionary spending and skyrocketing operational costs has required the industry to remain nimble. Improvements in vehicle supply chains resulted in an over-supply in many vehicle categories and continues to fuel a decline in second hand car values.

Increases in interest rates, electricity, food and travel costs restricted consumer spending which has, in-turn, necessitated businesses to reduce their expenditure and investment. The difficult operating environment has led to an increase in insolvencies of 39 per cent in 2024 compared to 2023 which, according to ASIC, was up 62 per cent from the prior year. Direct impacts to the industry in the last 12 months include administration or insolvencies of Bonza Airlines, Rex Airlines and Tritium, as well as numerous large operators in the food and construction industries. This has had a ripple effect, with AFSA reporting personal insolvencies up 8.9 per cent in the June 2024 quarter compared with the same quarter in 2023. Not only does this illustrate there are significant trading difficulties, but it also highlights how rental companies frequently need to absorb the payment delinquencies that result.

The rental industry also faces higher vehicle purchase costs and the higher funding rates that are locked in for extended periods. The ability to re-set the cost base is therefore limited. This situation, coupled with increases in vehicle and parts theft and adverse weather events, has contributed to substantial increases in insurance premiums.

Divisional Activities

The RVID divisional activities has mostly

been centred around the ongoing theft of Diesel Particulate Filters (DPF) and catalytic convertors. MTA Queensland has been lobbying to obtain Queensland Police Service (QPS) support on this issue. While there has been acknowledgement from the QPS of the problem, there has been limited success regarding potential solutions.

Unfortunately, we have been unsuccessful in lobbying Motor Accident Insurance Commission (MIAC) to review its broadscale approach of bundling Rideshare and Taxi CTP with rental vehicles. MAIC advice to operators indicates their rationale is to harmonise CTP premiums across personalised transport vehicles, given they "provide similar services". This rationale overlooks the very different usage patterns of rental vehicles as compared to taxis, especially those that operate 24/7. The harmonisation resulted in a 24 per cent increase in CTP premiums for rental cars and, perversely, the very large reductions in premiums for taxis.

Finally, we have worked to ensure that we continue to provide a focus on creating value and maintaining relevance for the committee and the membership.

Divisional Priorities

The RVID's main priorities for this year have been to support our members through DPF and catalytic converter thefts and continue to provide relevant information and support to industry.

General

Despite the challenges of the past couple of years, we remain hopeful that FY25 will see an improvement in trading conditions and a softening in inflation, vehicle costs and interest rates.

Grant Harrison

Chair
RVID



Tim Kane

Chair
Service Station and Convenience
Store Association of Queensland
(SSCSAQ)



Recent legislative changes, including the introduction of the “Right to Disconnect” law, have introduced significant protections for employees by helping to establish clearer boundaries between work and personal life.

Service Station and Convenience Store Association of Queensland

Overview

Recent legislative changes, including the introduction of the “Right to Disconnect” law, have introduced significant protections for employees by helping to establish clearer boundaries between work and personal life. These changes, while initially raising concerns, have not caused major disruptions, and the sector seems to be adapting well. Meanwhile, MTA Queensland continues to advocate for the interests of members in the face of various challenges and changes in both the regulatory and market environments.

Divisional Activities

MTA Queensland is actively addressing several important issues affecting the sector. Fuel prices remain volatile, impacted by factors such as fluctuations in the Australian dollar and global conflicts. This unpredictability presents challenges, yet also underscores the importance of innovation and adaptability. In response to these challenges, there is a growing focus on fuel quality standards, with discussions highlighting the need for improvements to ensure that fuel-efficient vehicles can perform at their best.

The introduction of new tobacco supply license requirements by the Queensland and Federal Governments aims to curb the illicit tobacco trade. Queensland has been less impacted by these issues, and these new regulations could enhance safety across the state.

The introduction of “Jack’s Law” in Queensland, allowing officers to conduct stop-and-wand operations in Safe Night Precincts and on public transport, is also a positive step toward reducing crime, especially armed robberies at service stations.

Divisional Priorities

The rising issue of merchant fees associated with card transactions is another area of attention, with the hope that growing awareness will drive reforms that improve conditions for businesses and consumers.

The recent regulatory changes, such as tobacco supply license requirements and Jack’s Law, highlight the importance of safety and enforcement in Queensland. MTA Queensland continues to support these developments, particularly as they affect businesses and service stations.

General

While some recent proposals, including state-run service stations and fuel price caps, have raised concerns among independent operators, MTA Queensland has voiced criticism due to a lack of proper consultation with industry stakeholders. As these proposals continue to evolve, MTA Queensland remains dedicated to safeguarding the interests of its members.

SSCSAQ acknowledges the hard work of the MTA Queensland team throughout the year and appreciates the ongoing support from all members in navigating these complex issues.

Tim Kane
Chair
SSCSAQ



Michael Hart

Chair
Tyre and Undercar Division of
Queensland (TUDQ)



While revenue has remained stable, the overall market has shown little growth in terms of unit sales. Consumer spending on premium products has declined, creating a more competitive environment among mid-tier and lower-tier offerings.

Tyre and Undercar Division of Queensland

Overview

The automotive industry has faced significant challenges throughout 2023-24, with market conditions remaining largely flat. Despite the overall stagnation, price increases have created an illusion of growth. These price increases, which have consistently outpaced the national inflation rate, have been a key driver in maintaining revenue figures, even though actual sales volumes have not significantly improved. The shift in consumer behaviour is evident, with a noticeable move from premium products to mid-tier and lower-tier options. This change indicates that the average vehicle owner is becoming increasingly cost-conscious, reflecting the broader economic pressure due to rising living expenses. As a result, consumers are prioritising more affordable options, avoiding high-end products in favour of more budget-friendly alternatives.

Divisional Activities

In February, the division hosted a successful 'Future-Proofing the Tyre and Under Car Industry' event, which fostered meaningful discussions on how businesses can remain resilient in a changing market. However, other divisional meetings this year have been less successful, with two events cancelled due to low participation. This highlights the need to better engage members and ensure that events address their immediate concerns. Moving forward, increasing attendance will remain a priority, with a focus on providing relevant and valuable content that resonates with our members.

Divisional Priorities

Our primary focus remains on enhancing industry engagement, ensuring that members have access to key automotive sector leaders and gain insights that improve the value of their MTAQ membership. In 2025, we aim to strengthen this commitment by creating more opportunities for members to network, share knowledge, and discuss strategies for navigating the current market challenges.

General

2023-24 has been a challenging year for the Tyre and Undercar industry. Flat sales volumes, coupled with increased prices, have masked underlying issues, including reduced consumer spending on premium products. The industry must continue to evolve and adapt to these market changes to ensure sustained growth and relevance.

Michael Hart
Chair
TUDQ



Brad Flanagan

Director
Industry Initiatives



The Industry Initiatives projects are wide and far reaching and are achieving great results for the MATQ members across Queensland.

Industry Initiatives

Overview

The Industry Initiatives team supports the automotive industry through various projects funded by the Queensland Government, through the Department of Employment, Small Business and Training.

Industry Skills Advisor

The Industry Skills Advisor (ISA) collaborates with key automotive stakeholders to identify and develop the skills necessary to address the evolving demands of the industry. In this role, the ISA offers advice to the Queensland Government, guiding its decisions on automotive industry skills and workforce development investments.

School-to-Work Project

Through the Automotive Industry School-to-Work project, MTA Queensland has forged strong partnerships with schools, helping them create pathways for students to pursue careers in the automotive industry. In 2024, MTA Queensland formed a strategic partnership with Capricorn Society to provide automotive experiences across Queensland, connecting students and parents with local employers in search of new talent.

Industry Workforce Advisor

The Industry Workforce Advisor (IWA) provides services to automotive businesses across Queensland, connecting them with Queensland Government grants and assisting in the development of workforce planning capabilities. Additionally, the IWA has created valuable resources and facilitated both in-person and online workshops to help employers tackle workforce challenges.

Workforce Connect Project - Opening Doors to the Automotive Industry

The Workforce Connect (WFC) team has been highly successful in 2024, supporting employers to find entry-level labour to fill positions they are struggling to find

suitable candidates for. After supporting jobseekers to become job ready, the WFC team links them to pre-apprenticeship training and entry-level employment opportunities.

The WFC team also deliver regional and metropolitan jobseeker/employer meet and greet events and provides mentoring services and resources to help employers develop supportive and inclusive workplaces.

Women in Automotive Trades Apprenticeship Mentoring Project

The Women in Automotive Trades Apprenticeship Mentoring project is delivering mentoring services to first- and second-year female apprentices across Queensland. Through this project, MTA Queensland is helping young women build capacity and resilience, supporting them develop networks, and linking them to ongoing support through its Auto Women program.

Capacity Building projects related to electric vehicles

Through its skills development and capacity building projects, MTA Queensland has delivered professional development and training to the industry to adapt to the changes that electric vehicles are bringing. An ongoing legacy of this project are online electric vehicle safety and awareness micro-credentials available through the MTA Queensland website.

Conclusion

The Industry Initiatives projects are wide and far reaching and are achieving great results for MTA Queensland members across the state. We look forward to delivering these programs in 2025 and beyond!

Brad Flanagan

Director
Industry Initiatives



Paul Peterson

Chair
MTA Institute



As Queensland's largest independent provider of automotive apprenticeships, the Institute continues to build on its strong reputation for delivering high-quality training and developing the next generation of skilled automotive professionals.

MTA Institute Chair Report

Overview

As Chair of the MTA Institute, I am proud to reflect on another year of growth and achievements. As Queensland's largest independent provider of automotive apprenticeships, the Institute continues to build on its strong reputation for delivering high-quality training and developing the next generation of skilled automotive professionals.

Our commitment to supporting the evolving needs of the automotive industry remains at the forefront of our mission. This year, we saw an increase in apprentice enrolments, which speaks to the growing demand for skilled workers in Queensland's automotive sector. Our comprehensive training programs, led by experienced industry trainers, ensure that apprentices are not only job-ready but also adaptable to the changing landscape of the industry.

A key highlight of the past year was our ongoing investment in pre-employment training programs to attract new talent. We were excited to expand our Auto Ready program to regional Queensland, delivering courses in Brisbane, Rockhampton, Townsville, Cairns, and Mackay. Additionally, our partnerships with high schools and educational institutions to offer VET-in-School programs have been highly successful. These initiatives are part of our broader commitment to providing high-quality training that equips apprentices with the skills needed to thrive in an increasingly technological sector.

In response to the evolving needs of the industry, we have also expanded our offerings to include upskilling and reskilling programs for existing professionals. This ensures that not only new apprentices but also current automotive workers can stay at the cutting edge of the industry. Our popular HEV/BEV Skillset Training, which continues to attract professionals from

across the nation, is a testament to the Institute's role in supporting the broader workforce. By fostering lifelong learning and professional development, we play a vital role in strengthening Queensland's automotive industry.

Collaboration remains a key pillar of our success. We work closely with automotive businesses, industry partners, and government agencies to ensure our programs meet the sector's needs. These partnerships enable us to deliver tailored solutions that benefit both apprentices and employers, contributing to the overall strength of the industry.

Looking ahead, the MTA Institute is excited about the future. With the automotive landscape rapidly changing, driven by the rise of electric vehicles and advances in vehicle technology, we are well-positioned to continue leading the way in training excellence. Our focus will remain on providing apprentices with the skills they need to excel in the future of the industry, while maintaining our status as Queensland's premier automotive training provider.

I extend my sincere thanks to our dedicated staff, apprentices, and industry partners for their ongoing support. Together, we look forward to another year of success and growth for the MTA Institute.

Paul Peterson

Chair
MTA Institute



Marcello Riotto

Director
MTA Institute



I'm thrilled to report that MTA Institute maintains its position as the foremost automotive training provider in Queensland, catering to around 3,000 students.

MTA Institute Director Report

I'm thrilled to report that MTA Institute maintains its position as the foremost automotive training provider in Queensland, catering to around 3,000 students. This represents a 20 per cent growth in student numbers compared to the 2022-23 FY. In response to the growing demand for automotive training and despite the ongoing challenges associated with recruitment, we've significantly increased our technical trainer numbers.

Our proactive approach to workforce expansion is proving beneficial as evidenced by the heightened levels of training being delivered. By prioritising the recruitment of skilled professionals, the institute is not only enhancing its service delivery, but is also ensuring that it meets the evolving needs of the automotive industry. We remain focused on sustaining the delivery of high-quality training to our students.

Our bi-annual training conferences have become a substantial gathering for our team. During these events, participants engaged in a variety of activities focused on professional development, which included in-depth discussions regarding our quality and compliance objectives. While compliance with regulatory requirements set forth by the Registered Training Organization (RTO) is essential, the conference also provided an invaluable opportunity for staff to come together. This gathering fostered a sense of unity among participants, allowing them to share insights and experiences that contribute to a more robust organizational culture. The collaborative environment encouraged open dialogue, which is vital for enhancing our collective understanding of the challenges and opportunities within our training framework and ultimately reinforces our commitment to quality and compliance while promoting a cohesive and supportive workplace culture that

benefits both staff and learners alike.

In addition to our traditional trainee and apprenticeship programs, MTA Institute provides several pre-employment and school programs. We remain committed to fostering collaboration between educational institutions and the automotive sector, recognising it as a vital strategy for enticing students who are graduating from school. This partnership not only enhances the relevance of the programs, but also provides students with valuable insights into career opportunities within the automotive field, ultimately facilitating a smoother transition from education to employment in the automotive sector.

We continued to deliver the Electric Vehicle service and repair skills sets and excitingly had our first enrolment into the AUR32721 - Certificate III in Automotive Electric Vehicle Technology qualification. Several of our trainers have successfully attained their Certificate III credentials as technicians specialising in electric vehicles. To enhance the skills of all our trainers from the outset, we are actively pursuing opportunities for professional development to ensure that we can effectively meet the training needs of various regions.

I'm pleased to report that we've been able to mobilise more of our traditionally institutional courses into the regions. Most notable was delivering our EV short course to new regions throughout Queensland and our Auto Ready school program in Deception Bay, Rockhampton, Townsville, Mackay, Cairns and Logan.

To assist alleviate ongoing skills shortages we continue to deliver the Trade Skills and Gap Training Program (RPL, trade recognition). This program enables automotive businesses to develop a qualified workforce and build individual



skills to support their career goals.

As we look ahead to 2025 and beyond, our goal is to expand MTA Institute's physical footprint into additional regions. Since its establishment, the organisation has reached numerous significant milestones particularly when MTA Queensland made a considerable investment in its infrastructure by establishing a specialised training facility in Eight Mile Plains, Brisbane in 2012. This facility was designed to meet the training needs of the broader Southeast Queensland (SEQ) region, while also providing indirect support to the rest of Queensland. Our ambition is to provide a consistent and uniform service across the entire state as the organisation expands. The procurement of strategically located training infrastructure in regional areas is essential to support the Institute's objectives and ensure that all students, regardless of their location, receive the same high standard of training. We are

currently exploring our options in this area.

Worth noting is as of the 1st of July 2024, MTA Institute ceased to be a registered provider on the Commonwealth Register of Institutions and Courses for Overseas Students (CRICOS). This change signifies that the institute will no longer offer courses to international students under the CRICOS framework. The international student marketing and recruitment proved to be quite challenging for all VET providers including ourselves, so the decision was made at the board level not to renew our registration and to monitor future opportunities in this area as they evolve.

2025 will also see the State Government reopen Queensland's training provider market which is of considerable importance to the Institute. Unlike previous years where the Institute was automatically re-registered, this time we are required to submit an Expression of Interest (EOI) alongside both existing and new providers in a competitive selection process.



We continued to deliver the Electric Vehicle service and repair skills sets and excitingly had our 1st enrolments into the AUR32721 Certificate III in Automotive Electric Vehicle Technology qualification.

We would also like to express our appreciation to the MTA Institute Board for their unwavering support and direction over the last 12 months.

The Board of Directors over the 2023/24 FY period were:

- Paul Peterson – Chair,
- Professor Michael Milford – Director
- Grant Harrison - Director
- James Robertson – Director.

In closing, we extend a warm welcome to all our new team members and express our sincere gratitude to the over seventy existing staff of the MTA Institute for their unwavering commitment and diligent efforts.

Marcello Riotto
Director
MTA Institute



Jade O'Shea

Senior Marketing & Communications Coordinator



Through targeted campaigns, strategic partnerships, and effective communication, MTA Queensland has strengthened connections across businesses, professionals, and the wider community.

Marketing and Communications Report

As we look back on 2023-24, our marketing efforts have played a critical role in advancing our organisational goals, enhancing member engagement, and strengthening our position within the automotive industry. Through targeted campaigns, strategic partnerships, and effective communication, MTA Queensland has strengthened connections across businesses, professionals, and the wider community.

New Member Signage

This year, MTA Queensland introduced a fresh collection of member signage aimed at enhancing visibility and reinforcing the association's brand and member affiliation. These signs reflect our commitment to uniting automotive professionals and showcase the dedication to excellence that defines our members.

Social Media Growth

MTA Queensland's social media channels have continued to be a highly effective tool for engaging with members. As of 30 June 2024, our combined social media following reached 9.8k across all platforms. This growth was driven by increased engagement from both our members and the wider automotive industry, with followers spread across Facebook (6.5k), Instagram (1.2k), LinkedIn (1k), and YouTube (330).

Our Auto Women platform saw notable growth, demonstrating the rising interest in supporting women in the automotive sector. The Auto Women Facebook page has reached almost 480 followers, and the associated Facebook group now has over 300 members. We are excited to extend our reach with the upcoming launch of a dedicated Auto Women LinkedIn channel.

Media and Advocacy

By collaborating closely with industry stakeholders and media outlets, we have successfully raised awareness of key automotive issues. Among the most prominent topics this year were Australia's New Vehicle Efficiency Standard, along with ongoing concerns such as odometer fraud and catalytic converter theft. These critical issues gained significant attention, driving important discussions and reinforcing our commitment to addressing challenges within the sector.

Industry Publications

MTA Queensland's Weekly Industry Bulletin and Motor Trader e-Magazine have proven to be effective platforms for engaging the automotive sector. The Weekly Industry Bulletin now reaches 13.6k average deliveries, up from 11.4k last year, while the Motor Trader e-Magazine has also gained traction, growing to 17.7k average deliveries from 15.5k in 2022.

Events

FY2023-2024 has been a year of exciting and impactful events, providing members with valuable opportunities for networking, learning, and growth. Key events included:

2023 Carmageddon Symposium: This event brought together industry leaders to explore the future of the automotive sector, addressing key topics such as biofuels, virtual reality in training, and the evolving global automotive landscape.

Transitioning Your Business to an Electrified Future: In partnership with the Queensland Government's VET Emerging Industries program, we launched free workshops across the state. These



In early 2024, MTA Queensland was excited to host its first Auto Women Social event in Townsville, followed by successful gatherings in Cairns, Mackay, Brisbane, and Gladstone.

sessions provided businesses with valuable insights into preparing for a sustainable, electrified future, with locations from Brisbane to Mackay and Cairns.

2023 Motor Trades Golf Day: Celebrating its 73rd year, the event at Virginia Golf Club provided an excellent opportunity for networking and camaraderie within the industry. It was a fun day of friendly competition, with Springwood Mazda taking home the prestigious title.

2023 Townsville & Gold Coast 500: Through a collaboration with Gates Australia, a select group of high-achieving apprentices were able to enjoy the corporate experience at the Townsville and Gold Coast 500 events, where they gained exclusive access to the Penrite Racing suite, toured the team garage, and met drivers Matt Payne and David Reynolds.

2023 Industry Awards Gala: The 2023 Industry Awards Gala was a prestigious celebration of excellence within the automotive sector, drawing over 200 professionals from across the industry. The event provided an opportunity to recognise outstanding achievements and contributions, highlighting the passion and dedication of individuals and businesses.

Auto Women Events: After the success of the annual Auto Women Dinner at the Glen Hotel in October, we received numerous requests to take the program to regional areas. In early 2024, MTA Queensland was excited to host its first Auto Women Social event in Townsville, followed by successful gatherings in Cairns, Mackay, Brisbane, and Gladstone.

Partnerships

We are proud to continue delivering value to our members through our Corporate Partner Suite. These partnerships provide exclusive benefits such as energy reviews with Zembl, EFTPOS comparisons with Commonwealth Bank, WH&S reviews with Safety Help, and insurance reviews with Guard Insurance Brokers. This year, we welcomed Officeworks as a new partner, offering exclusive business pricing on a wide selection of products.

Our full list of Corporate Partners includes Spirit Super, Commonwealth Bank, Capricorn Society, Guard Insurance Brokers, Bennett & Philp Lawyers, Safety Help, Officeworks, and Zembl.

Youngcare

MTA Queensland has remained a strong supporter of Youngcare, actively participating in events such as the East Brisbane Specialist Accommodation Opening, The Bolt 5k Run, the Bingo, Bubbly and Banter fundraiser, and their annual Thank You event. Additionally, we've held raffles at our Golf Day alongside an auction at our Industry Awards Gala, all to support Youngcare's mission of improving the lives of young Australians with high-care needs.

Looking Ahead

As we move into 2025, MTA Queensland is focused on strengthening member engagement, amplifying our advocacy efforts, and identifying new opportunities to support the automotive community. While our current platforms and initiatives provide a solid foundation, we see significant potential for growth in the coming year.

Jade O'Shea
Senior Marketing & Communications Coordinator



Motor Trades Association of Queensland Industrial Organisation of Employers Financial Report

Financial Report For the year ended 30th June 2024



Kathy Winkcup

Chief Financial Officer
MTA Queensland

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Auditor's Report



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To the members of Motor Trades Association of Queensland Industrial Organisation of Employers (MTAQ)

Report on the Audit of the Financial Report

Opinion

We have audited the financial report of Motor Trades Association of Queensland Industrial Organisation of Employers (MTAQ) (the reporting unit), which comprises the consolidated statement of financial position as at 30 June 2024, the consolidated statement of comprehensive income, the consolidated statement of changes in equity and the consolidated statement of cash flows for the year then ended, and notes to the financial report, 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 of Motor Trades Association of Queensland Industrial Organisation of Employers (MTAQ), presents fairly, in all material respects the reporting unit's financial position as at 30 June 2024 and of its financial performance and its cash flows for the year then ended in accordance with Australian Accounting Standards and any other requirement imposed by these Reporting Guidelines or Part 3 of Chapter 8 of the Fair Work (Registered Organisations) Act 2009 (the RO Act).

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 reporting unit in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)* (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.

Other information

The Committee of Management are responsible for the other information. The other information obtained at the date of this auditor's report is information included in the Motor Trades Association of Queensland Industrial Organisation of Employers (MTAQ) operating report, but does not include the financial report and our auditor's report thereon.

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 our knowledge obtained in the audit or otherwise appears to be materially misstated.

If, based on the work we have performed on the other information obtained prior to the date of this auditor's report, 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 the Committee of Management for the Financial Report

The Committee of Management of the reporting unit are responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards and the *Fair Work (Registered Organisations) Act 2009*, and for such internal control as the Committee of Management determine is necessary to enable the preparation of the financial report that is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the Committee of Management are responsible for assessing the registered entity'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 responsible entities either intends to liquidate the registered entity or to cease operations, or has no realistic alternative but to do so.

Auditor's responsibilities for the audit of the Financial Report

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

- As part of an audit in accordance with the Australian Auditing Standards, 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 Reporting Unit'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 Reporting Unit'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 my 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 Reporting Unit 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 Reporting Unit to express an opinion on the financial report. We are responsible for the direction, supervision and performance of the Reporting Unit 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 are identified during our audit.

This description forms part of our auditor's report.

Declaration by the auditor

I, L G Mylonas, declare that I am a registered auditor, a member of the Chartered Accountants Australia New Zealand and hold a current Public Practice Certificate.

BDO Audit Pty Ltd

L G Mylonas
Director

Brisbane, 15 October 2024

Registration number: AA2021/5

Report required under subsection 255(2A)

For the year ended 30th June 2024

The committee of management presents the expenditure report as required under subsection 255(2A) on the reporting unit for the year ended 30th June 2024.

CATEGORIES OF EXPENDITURES	2024 \$	2023 \$
Remuneration and other employment-related costs and expenses – employees	9,666,011	8,616,904
Advertising	115,373	173,612
Operating costs	3,694,816	2,541,234
Donations to political parties	18,909	-
Legal costs	52,845	28,051



Grant Harrison
Secretary

Dated: 15 October 2024

Operating Report

For the year ended 30th June 2024

The committee of management presents its operating report on the reporting unit for the year ended 30th June 2024.

Review of principal activities, the results of those activities and any significant changes in the nature of those activities during the year

- a) The federal reporting unit operates as an organisation of employers registered under the Fair Work (Registered Organisations) Act 2009 (Cth).
- b) The principal activities of the federal reporting unit fell into the following categories:
 - To promote, advance and protect the interest of the motor vehicle industry and associated trades or businesses in Queensland and to conserve the interest of Members;
 - To advocate, advance and protect the interests of employers connected with the motor vehicle industry and associated trades or businesses in Queensland;
 - To consider and deal with any questions relevant to the motor vehicle industry and associated trades or businesses;
 - To participate in, promote and encourage all forms of education and training supportive of the development of the motor vehicle industry and associated trades or businesses in Queensland; and
 - To do any such other lawful things as may appear to be incidental or conducive to the above objects of any of them.
- c) There have been no significant changes in the nature of the principal activities of the federal reporting unit in the financial year ending 30th June 2024.
- d) The federal reporting unit has achieved satisfactory results from the above activities.

Significant changes in financial affairs

There was no significant change to the financial activities of the federal reporting unit for the financial year ended on 30th June 2024.

Right of members to resign

- a) A Member may resign from MTA Queensland upon giving written notice of the Member's intention to do so, addressed and delivered to the Secretary of MTA Queensland.
- b) A notice of termination from MTA Queensland takes effect:
 - i. where the Member ceases to be eligible to become a Member of MTA Queensland:
 - a) on the day on which the notice is received by the Member; or
 - b) on the day specified in the notice, which is a day not earlier than the day when the Member ceases to be eligible to become a Member; whichever is later; or
 - ii. in any other case:
 - (a) at the end of two (2) weeks after the notice is received by the Member; or
 - (b) on the day specified in the notice, whichever is later.

Operating report

"No officer or member of the reporting unit holds a position as a trustee or director of a superannuation entity or exempt public sector superannuation scheme where the criterion for holding such position is that they are an officer or member of an organisation."

Number of members

The number of members recorded on the register of members as at 30th June 2024 was 1,372.

Operating Report continued

For the year ended 30th June 2024

Number of employees

The federal reporting unit had 89 employees as at 30th June 2024.

Names of committee of management members and period positions held during the financial year

For the year of 1st July 2023 to 30th June 2024 the federal reporting unit's Committee of Management comprised of the following persons:

Name of officer	Position	Period
Paul John Peterson	Board Member MTAQ Chair MTAQ Chair Qld Motorcycle Industry Division	1 July 2023 to 30th June 2024
Peter Dever	Board Member MTAQ Vice Chair MTAQ Chair Used Car Division	1 July 2023 to 30th June 2024
Grant Harrison	Board Member MTAQ Secretary MTAQ Chair Rental Vehicle Industry Division	1 July 2023 to 30th June 2024
Mark Bryers	Board Member MTAQ Chair Engine Reconditioners Association of Qld	1 July 2023 to 30th June 2024
James William George Robertson	Board Member MTAQ Chair Australian Automotive Dealer Association Central Qld Representative	1 July 2023 to 30th June 2024
Andrea McCarthy	Board Member MTAQ Chair National Auto Collision Alliance	1 July 2023 to 30th June 2024
Rodney Pether	Board Member MTAQ North Qld District Representative	1 July 2023 to 30th June 2024
Mark David Dodge	Board Member MTAQ Chair Automotive Engineers Division	1 July 2023 to 30th June 2024
Lawrence Beacham	Board Member MTAQ Chair Automotive Parts Recyclers Division	1 July 2023 to 10 November 2023
Jasmine Flanagan	Board Member MTAQ Chair Automotive Parts Recyclers Division	10 November 2023 to 30th June 2024
Timothy Joseph Kane	Board Member MTAQ Chair Service Station and Convenience Store Association Qld	1 July 2023 to 30th June 2024
Michael Hart	Board Member MTAQ Chair Tyre and Undercar Division of Queensland	1 July 2023 to 30th June 2024

Names of Directors of MTA Institute of Technology Pty Ltd and period positions held during the financial year

For the year of 1st July 2024 to 30th June 2023 Board of Directors of MTA Institute of Technology Pty Ltd comprised of the following persons:

Name of officer	Position	Period
Paul John Peterson	Director MTAI - Acting Chair	1 July 2023 to 30th June 2024
Grant Harrison	Director MTAI	22 January 2024 to 30th June 2024
James William George Robertson	Director MTAI	1 July 2023 to 30th June 2024
Terri Butler	Director MTAI	1 July 2023 to 18 December 2023
Michael Milford	Director MTAI	1 July 2023 to 30th June 2024



Grant Harrison
Secretary

Dated: 15 October 2024

Committee of Management Statement

For the year ended 30th June 2024

On 15/10/2024 the MTA Queensland Board of the Motor Trades Association of Queensland Industrial Organisation of Employers passed the following resolution in relation to the general purpose financial report (GPFR) for the year ended 30th June 2024:

The MTA Queensland Board of the *Motor Trades Association of Queensland Industrial Organisation of Employers* declares that in its opinion:

- a) the financial statements and notes comply with the Australian Accounting Standards;
- b) the financial statements and notes comply with 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);
- 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 including the rules of a branch concerned; and
 - ii. the financial affairs of the reporting unit have been managed in accordance with the rules of the organisation including the rules of a branch concerned; and
 - iii. the financial records of the reporting unit have been kept and maintained in accordance with the RO Act; and
 - 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 with each of the other reporting units of the organisation; and
 - v. where information has been sought in any request by a member of the reporting unit or the Commissioner duly made under section 272 of the RO Act, that information has been provided to the member or the Commissioner; and
 - vi. where any order for inspection of financial records has been made by the Fair Work Commission under section 273 of the RO Act, there has been compliance.

This declaration is made in accordance with a resolution of the committee of management.



Paul Peterson
Chairman

15 October 2024 Brisbane



Grant Harrison
Secretary

15 October 2024 Brisbane

Consolidated Statement of Profit or Loss and Comprehensive Income

For the year ended 30th June 2024

		Consolidated	
	Notes	2024 \$	2023 \$
REVENUE FROM CONTRACTS WITH CUSTOMERS			
Membership subscription		1,246,462	1,241,880
Training		11,929,656	10,816,623
Other sales of goods or services to members		278,653	286,715
TOTAL REVENUE FROM CONTRACTS WITH CUSTOMERS	3	13,454,771	12,345,218
INCOME FOR FURTHERING OBJECTIVES			
Grants and/or donations	3A	1,592,593	493,421
TOTAL INCOME FOR FURTHERING OBJECTIVES		1,592,593	493,421
OTHER INCOME			
Investment income	3B	504,312	342,487
Rental revenue		58,292	10,136
Net gain/(loss) from sale of assets	3C	64,624	8,747
Other revenue		200,898	249,357
TOTAL OTHER INCOME		828,126	610,727
TOTAL INCOME		15,875,490	13,449,366
EXPENSES			
Employee expenses	4A	(9,666,011)	(8,616,904)
Administration expenses	4B	(2,726,582)	(1,756,020)
Grants or donations	4C	(29,909)	(15,860)
Depreciation and amortisation	4D	(880,577)	(802,029)
Finance costs	4E	(20,813)	(15,404)
Legal costs	4F	(52,845)	(28,051)
Audit fees	14	(68,360)	(58,669)
Insurance		(114,649)	(111,459)
Motor Vehicle		(381,097)	(253,543)
Cost of goods sold		(489,590)	(485,081)
TOTAL EXPENSES		(14,430,433)	(12,143,020)
SURPLUS (DEFICIT) FOR THE YEAR		1,445,057	1,306,346
OTHER COMPREHENSIVE INCOME			
Items that will not be subsequently reclassified to profit or loss			
Revaluation of land & buildings		-	2,068,445
Changes in the fair value of unlisted equity investments at fair value through other comprehensive income		-	(1,100,000)
Changes in the fair value of listed equity investments at fair value through other comprehensive income		246,612	220,546
TOTAL COMPREHENSIVE INCOME FOR THE YEAR		1,691,669	2,495,337

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

Consolidated Statement of Financial Position

As at 30th June 2024

	Notes	Consolidated	
		2024 \$	2023 \$
ASSETS			
Current Assets			
Cash and cash equivalents	5A	11,287,434	9,258,583
Trade and other receivables	5B	1,942,469	2,462,723
Inventory	5C	63,696	87,013
Other current assets	5D	372,923	235,002
Total current assets		13,666,522	12,043,321
Non-current Assets			
Land and buildings	6A	13,611,875	13,900,000
Plant and equipment	6B	1,252,712	954,004
Intangibles	6C	111,806	35,624
Right-of-use assets	6D	287,167	125,459
Other non-current assets	6E	4,527,078	4,260,828
Total non-current assets		19,790,638	19,275,915
TOTAL ASSETS		33,457,160	31,319,236
LIABILITIES			
Current Liabilities			
Trade payables	7A	1,047,513	650,906
Other payables	7B	1,889,288	2,155,151
Employee provisions	8A	1,158,360	995,436
Lease liabilities	6D	119,111	61,309
Total current liabilities		4,214,272	3,862,802
Non-current Liabilities			
Employee provisions	8A	97,238	106,294
Lease liabilities	6D	164,698	60,857
Total non-current liabilities		261,936	167,151
TOTAL LIABILITIES		4,476,208	4,029,953
NET ASSETS		28,980,952	27,289,283
EQUITY			
Reserves	10A	7,110,118	7,000,933
Retained earnings		21,870,834	20,288,350
TOTAL EQUITY		28,980,952	27,289,283

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

Consolidated Statement of Changes In Equity

For the year ended 30th June 2024

	Notes	Consolidated		
		General Funds/ Reserves \$	Retained earnings \$	Total equity \$
Balance as at 1 July 2022		5,960,416	18,833,530	24,793,946
Adjustment for changes in accounting policies		-	1,306,346	1,306,346
Surplus / (deficit)		-	1,306,346	1,306,346
Other comprehensive income		1,188,991	-	1,188,991
Total comprehensive income		1,188,991	1,306,346	2,495,337
Transfer to/from reserves		(148,474)	148,474	-
CLOSING BALANCE AS AT 30 JUNE 2023		7,000,933	20,288,350	27,289,283
Surplus / (deficit)		-	1,445,057	1,445,057
Other comprehensive income		246,612	-	246,612
Total comprehensive income		246,612	1,445,057	1,691,669
Transfer to/from reserves	10A	(137,427)	137,427	-
CLOSING BALANCE AS AT 30TH JUNE 2024		7,110,118	21,870,834	28,980,952

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

Consolidated Statement of Cash Flows

For the year ended 30th June 2024

	Notes	Consolidated	
		2024 \$	2023 \$
OPERATING ACTIVITIES			
Cash received			
Receipts from customers		17,053,936	14,917,614
Donations and grants		29,909	15,860
Interest		371,159	173,000
Dividends		133,153	169,487
Other		-	-
Cash used			
Suppliers and Employees		(14,539,702)	(12,575,320)
Interest payments		(32,560)	(16,616)
NET CASH FROM (USED BY) OPERATING ACTIVITIES	11A	3,015,895	2,684,025
INVESTING ACTIVITIES			
Cash received			
Proceeds from sale of investments		1,488,013	1,453,162
Proceeds from sale of plant and equipment		-	-
Cash used			
Purchase of plant and equipment and intangibles		(865,720)	(401,734)
Payment for investments		(1,509,255)	(1,571,702)
NET CASH FROM (USED BY) INVESTING ACTIVITIES		(886,962)	(520,274)
FINANCING ACTIVITIES			
Cash used			
Repayment of lease liabilities		(100,082)	(142,402)
Net cash from (used by) financing activities		(100,082)	(142,402)
Net increase (decrease) in cash held		2,028,851	2,021,349
Cash & cash equivalents at the beginning of the reporting period		9,258,583	7,237,234
CASH & CASH EQUIVALENTS AT THE END OF THE REPORTING PERIOD	5A	11,287,434	9,258,583

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



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Notes to the Financial Statements

For the year ended 30th June 2024

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 (RO Act). For the purpose of preparing the general purpose financial statements, the Motor Trades Association of Queensland Industrial Organisation of Employers is a not-for-profit entity.

The financial statements, except cash flow information, have been prepared on an accrual basis and in accordance with the historical cost, except for certain assets and liabilities measured at fair value, as explained in the accounting policies below. Historical cost is generally based on the fair values of the consideration given in exchange for assets. Except where stated, no allowance is made for the effect of changing prices on the results or the financial position. The financial statements are presented in Australian dollars.

1.2 Principles of Consolidation

The consolidated financial statements incorporate all of the assets, liabilities and results of the parent (Motor Trades Association of Queensland Industrial Organisation of Employers) and all of the subsidiaries (including any structured entities). Subsidiaries are entities the parent controls. The parent controls an entity when it is exposed to, or has rights to, variable returns from its involvement with the entity and has the ability to affect those returns through its power over the entity.

Wholly owned subsidiaries of the Motor Trades Association of Queensland Industrial Organisation of Employers:-

- MTA Institute of Technology Pty Ltd
- Motor Trades Association of Queensland Ltd
- MTAQ Management Pty Ltd
- MTA Global Pty Ltd
- MTAQ Trust

The assets, liabilities and results of all subsidiaries are fully consolidated into the financial statements of the group from the date on which control is obtained by the Group. There are no restriction on the Group's ability to access or use assets and settle liabilities of the subsidiary by the Group. The consolidation of a subsidiary is discontinued from the date that control ceases. Intercompany transactions, balances and unrealised gains or losses on transactions between group entities are fully eliminated on consolidation. Accounting policies of subsidiaries have been changed and adjustments made where necessary to ensure uniformity of the accounting policies adopted by the group. There were no change in the control of the subsidiaries during the year and the subsidiaries continue to 100% owned by the Group consistent with prior year.

Equity interests in a subsidiary not attributable, directly or indirectly, to the Group are presented as "non-controlling interests". There are no non-controlling interest to report for the current or prior year as the Group owns 100% of the subsidiaries.

1.3 Comparative amounts

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

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 except for the following amendments to accounting standards and other changes in accounting policy, which have been adopted for the first time this financial year:

- AASB 2021-2 Amendments to Australian Accounting Standards – Disclosure of Accounting Policies and Definition of Accounting Estimates

The amendments clarify that a change in an estimate occurs when there is either a change in a measurement technique or a change in an input. There has been no impact on the financial statements as a result of adoption of the amendment during the financial year.

Future Australian Accounting Standards Requirements

Australian Accounting Standards and Interpretations that have recently been issued or amended but are not yet mandatory, have not been early adopted by the Organisation for the annual reporting period ended 30 June 2024. The Organisation has not yet assessed the impact of these new or amended Accounting Standards and Interpretations.

1.5 Acquisition of assets and or liabilities that do not constitute a business combination

Motor Trades Association of Queensland Industrial Organisation of Employers did not acquire an asset or liability due to an amalgamation under Part 2 of Chapter 3 of the RO Act, a restructure of the branches of the organisation, a determination or revocation by the General Manager of the Fair Work Commission under subsections 245(1) or 249(1) of the RO Act.

1.6 Current versus non-current classification

Motor Trades Association of Queensland Industrial Organisation of Employers presents assets and liabilities in the statement of financial position based on current/non-current classification.

An asset is current when it is:

- Expected to be realised or intended to be sold or consumed in the normal operating cycle;
- Held primarily for the purpose of trading;
- Expected to be realised within twelve months after the reporting period; or
- Cash or cash equivalent unless restricted from being exchanged or used to settle a liability for at least twelve months after the reporting period

All other assets are classified as non-current.

A liability is current when:

- It is expected to be settled in the normal operating cycle;
- It is held primarily for the purpose of trading;
- It is due to be settled within twelve months after the reporting period; or
- There is no unconditional right to defer the settlement of the liability for at least twelve months after the reporting period

The terms of the liability that could, at the option of the counterparty, result in its settlement by the issue of equity instruments do not affect its classification.

Motor Trades Association of Queensland Industrial Organisation of Employers classifies all other liabilities as non-current.

Notes to the Financial Statements continued

For the year ended 30th June 2024

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES CONTINUED

1.7 Revenue

The Motor Trades Association of Queensland Industrial Organisation of Employers 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 Motor Trades Association of Queensland Industrial Organisation of Employers has a contract with a customer, the Motor Trades Association of Queensland Industrial Organisation of Employers recognises revenue when or as it transfers control of goods or services to the customer. The Motor Trades Association of Queensland Industrial Organisation of Employers 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.

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 Motor Trades Association of Queensland Industrial Organisation of Employers.

If there is only one distinct membership service promised in the arrangement, the Motor Trades Association of Queensland Industrial Organisation of Employers recognises revenue as the membership service is provided, which is typically based on the passage of time over the subscription period to reflect the Motor Trades Association of Queensland Industrial Organisation of Employers 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 Motor Trades Association of Queensland Industrial Organisation of Employers 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 Motor Trades Association of Queensland Industrial Organisation of Employers 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 Motor Trades Association of Queensland Industrial Organisation of Employers recognises revenue at the amount of the transaction price that was allocated to that performance obligation.

For member subscriptions paid annually in advance, the Motor Trades Association of Queensland Industrial Organisation of Employers 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 Motor Trades Association of Queensland Industrial Organisation of Employers at their standalone selling price, the Motor Trades Association of Queensland Industrial Organisation of Employers accounts for those sales as a separate contract with a customer.

Capitation fees

Where the Motor Trades Association of Queensland Industrial Organisation of Employers arrangement with a branch or another reporting unit meets the criteria to be a contract with a customer, the Motor Trades Association of Queensland Industrial Organisation of Employers recognises the capitation fees promised under that arrangement when or as it transfers the goods or service.

In circumstances where the criteria for a contract with a customer are not met, the Motor Trades Association of Queensland Industrial Organisation of Employers will recognise capitation fees as income upon receipt.

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 Motor Trades Association of Queensland Industrial Organisation of Employers transfers the goods or service.

In circumstances where the criteria for a contract with a customer are not met, the Motor Trades Association of Queensland Industrial Organisation of Employers will recognise levies as income upon receipt.

Income of the Motor Trades Association of Queensland Industrial Organisation of Employers as a Not-for-Profit Entity

Consideration is received by the Motor Trades Association of Queensland Industrial Organisation of Employers to enable the entity to further its objectives. The Motor Trades Association of Queensland Industrial Organisation of Employers recognises each of these amounts of consideration as income when the consideration is received (which is when the Motor Trades Association of Queensland Industrial Organisation of Employers 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 Motor Trades Association of Queensland Industrial Organisation of Employers recognition of the cash contribution does not give to any related liabilities.

During the year, Motor Trades Association of Queensland Industrial Organisation of Employers received cash consideration from the following arrangements whereby that consideration will be recognised as income upon receipt:

- donations and voluntary contribution from members (including whip rounds); and
- government grants.

Income recognised from transfers

Where, as part of an enforceable agreement, the Motor Trades Association of Queensland Industrial Organisation of Employers receives consideration to acquire or construct a non-financial asset such as property, plant and equipment to an identified specification and for the Motor Trades Association of Queensland Industrial Organisation of Employers 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.

Notes to the Financial Statements continued

For the year ended 30th June 2024

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES CONTINUED

1.8 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 Motor Trades Association of Queensland Industrial Organisation of Employers 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.

1.9 Leases

The Motor Trades Association of Queensland Industrial Organisation of Employers assesses at contract inception whether a contract is, or contains, a lease. That is, if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration.

Motor Trades Association of Queensland Industrial Organisation of Employers as a lessee

The Motor Trades Association of Queensland Industrial Organisation of Employers applies a single recognition and measurement approach for all leases, except for short-term leases and leases of low-value assets. The Motor Trades Association of Queensland Industrial Organisation of Employers recognises lease liabilities to make lease payments and right-of-use assets representing the right to use the underlying assets.

Right-of-use assets

The Motor Trades Association of Queensland Industrial Organisation of Employers recognises right-of-use assets at the commencement date of the lease (i.e., the date the underlying asset is available for use). Right-of-use assets are measured at cost, less any accumulated depreciation and impairment losses, and adjusted for any remeasurement of lease liabilities. The cost of right-of-use assets includes the amount of lease liabilities recognised, initial direct costs incurred, and lease payments made at or before the commencement date less any lease incentives received. Right-of-use assets are depreciated on a straight-line basis over the shorter of the lease term and the estimated useful lives of the assets, as follows:

	2024	2023
Plant and equipment	3 to 5 years	3 to 5 years

If ownership of the leased asset transfers to the Motor Trades Association of Queensland Industrial Organisation of Employers at the end of the lease term or the cost reflects the exercise of a purchase option, depreciation is calculated using the estimated useful life of the asset. The right-of-use assets are also subject to impairment.

Lease liabilities

At the commencement date of the lease, the Motor Trades Association of Queensland Industrial Organisation of Employers recognises lease liabilities measured at the present value of lease payments to be made over the lease term. The lease payments include fixed payments (including in-substance fixed payments) less any lease incentives receivable, variable lease payments that depend on an index or a rate, and amounts expected to be paid under residual value guarantees. The lease payments also include the exercise price of a purchase option reasonably certain to be exercised by the Motor Trades Association of Queensland Industrial Organisation of Employers and payments of penalties for terminating the lease, if the lease term reflects the Motor Trades Association of Queensland Industrial Organisation of Employers exercising the option to terminate. Variable lease payments that do not depend on an index or a rate are recognised as expenses (unless they are incurred to produce inventories) in the period in which the event or condition that triggers the payment occurs.

In calculating the present value of lease payments, the Motor Trades Association of Queensland Industrial Organisation of Employers uses the incremental borrowing rate if the implicit lease rate is not readily determinable. After the commencement date, the amount of lease liabilities is increased to reflect the accretion of interest and reduced for the lease payments made. In addition, the carrying amount of lease liabilities is remeasured if there is a modification, a change in the lease term, a change in the lease payments (e.g., changes to future payments resulting from a change in an index or rate used to determine such lease payments) or a change in the assessment of an option to purchase the underlying asset.

1.10 Borrowing costs

All borrowing costs are recognised in profit and loss in the period in which they are incurred.

1.11 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.

1.12 Financial instruments

Financial assets and financial liabilities are recognised when the Motor Trades Association of Queensland Industrial Organisation of Employers entity becomes a party to the contractual provisions of the instrument

1.13 Financial assets

Contract assets and receivables

A contract asset is recognised when the Motor Trades Association of Queensland Industrial Organisation of Employers right to consideration in exchange goods or services that has transferred to the customer when that right is conditioned on the Motor Trades Association of Queensland Industrial Organisation of Employers 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.

Notes to the Financial Statements continued

For the year ended 30th June 2024

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES CONTINUED

Initial recognition and measurement

Motor Trades Association of Queensland Industrial Organisation of Employers financial assets include trade receivables.

Financial assets are classified as financial assets subsequently measured at amortised cost because 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.

The classification of financial assets is performed at an instrument level at initial recognition of the financial asset.

Motor Trades Association of Queensland Industrial Organisation of Employers initially measures a financial asset at its fair value plus transaction costs. However contract assets and trade receivables that do not contain a significant financing component are measured at the transaction price as determined in accordance with the revenue policy.

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

Derecognition

A financial asset is derecognised when:

- The rights to receive cash flows from the asset have expired or
- The Motor Trades Association of Queensland Industrial Organisation of Employers 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 Motor Trades Association of Queensland Industrial Organisation of Employers has transferred substantially all the risks and rewards of the asset, or
 - b) the Motor Trades Association of Queensland Industrial Organisation of Employers has neither transferred nor retained substantially all the risks and rewards of the asset but has transferred control of the asset.

When the Motor Trades Association of Queensland Industrial Organisation of Employers 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 Motor Trades Association of Queensland Industrial Organisation of Employers 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.

Impairment

Expected credit losses ("ECL")

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 Motor Trades Association of Queensland Industrial Organisation of Employers applies a simplified approach in calculating expected credit losses which requires lifetime expected credit losses to be recognised from initial recognition of the receivables.

Therefore, the Motor Trades Association of Queensland Industrial Organisation of Employers does not track changes in credit risk, but instead recognises a loss allowance based on lifetime ECLs at each reporting date. The Motor Trades Association of Queensland Industrial Organisation of Employers 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.

1.14 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 Motor Trades Association of Queensland Industrial Organisation of Employers 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 Financial Instruments are satisfied.

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.

Notes to the Financial Statements continued

For the year ended 30th June 2024

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES CONTINUED

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.

1.15 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 Motor Trades Association of Queensland Industrial Organisation of Employers transfers the related goods or services. Contract liabilities include deferred income. Contract liabilities are recognised as revenue when the Motor Trades Association of Queensland Industrial Organisation of Employers 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 Motor Trades Association of Queensland Industrial Organisation of Employers refund liabilities arise from customers' right of return. The liability is measured at the amount the Motor Trades Association of Queensland Industrial Organisation of Employers ultimately expects it will have to return to the customer. The Motor Trades Association of Queensland Industrial Organisation of Employers updates its estimates of refund liabilities (and the corresponding change in the transaction price) at the end of each reporting period.

1.16 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.

1.17 Land, buildings, plant and equipment

Asset Recognition Threshold

Purchases of land, buildings, plant and equipment 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.

Revaluations—Land and Buildings

Following initial recognition at cost, land and buildings are carried at fair value less subsequent accumulated depreciation and accumulated impairment losses. Revaluations are performed with sufficient frequency such that the carrying amount of assets do not differ materially from those that would be determined using fair values as at the reporting date. It is the policy of the Organisation to have an independent valuation at least every five years.

Revaluation adjustments are made on a class basis. Any revaluation increment is credited to equity under the heading of asset revaluation reserve except to the extent that it reversed a previous revaluation decrement of the same asset class that was previously recognised in the surplus/deficit. Revaluation decrements for a class of assets are recognised directly in the profit or loss except to the extent that they reverse a previous revaluation increment for that class. Any accumulated depreciation as at the revaluation date is eliminated against the gross carrying amount of the asset and the asset is restated to the revalued amount.

Depreciation

Depreciable property, 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:

	2024	2023
Land & buildings	40 years	40 years
Plant and equipment	2 to 7 years	2 to 7 years
Motor Vehicles	3 years	3 years
Leased Assets	5 years	5 years
Learning Resources	3 years	-
Fixture and Fittings	5 years	5 years

Derecognition

An item of land, buildings, 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.

1.18 Intangibles

Intangible assets with finite lives that are acquired separately are carried at cost less accumulated amortisation and accumulated impairment losses. Amortisation is recognised on a straight-line basis over their estimated useful life. The estimated useful lives and amortisation method are reviewed at the end of each reporting period, with the effect of any changes in estimate being accounted for on a prospective basis. Intangible assets with indefinite useful lives that are acquired separately are carried at cost less accumulated impairment losses. The useful life of Motor Trades Association of Queensland Industrial Organisation of Employers intangible assets are:

	2024	2023
Intangibles	1 to 3 years	1 to 3 years

Derecognition

An intangible asset is derecognised on disposal, or when no future economic benefits are expected from use or disposal. Gains or losses arising from derecognition of an intangible asset, measured as the difference between the net disposal proceeds and the carrying amount of the asset are recognised in profit and loss when the asset is derecognised.

1.19 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 Motor Trades Association of Queensland Industrial Organisation of Employers were deprived of the asset, its value in use is taken to be its depreciated replacement cost.

Notes to the Financial Statements continued

For the year ended 30th June 2024

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES CONTINUED

1.20 Non-current assets held for sale

Non-current assets are classified as held for sale if their carrying amount will be recovered principally through a sale transaction rather than through continuing use. This condition is regarded as met only when the sale is highly probable, and the non-current asset is available for immediate sale in its present condition. Management must be committed to the sale, which should be expected to qualify for recognition as a completed sale within one year from the date of classification.

Non-current assets classified as held for sale are measured at the lower of their previous carrying amount and fair value less costs of disposal.

1.21 Taxation

The Motor Trades Association of Queensland Industrial Organisation of Employers 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.

1.22 Fair value measurement

The Motor Trades Association of Queensland Industrial Organisation of Employers measures financial instruments, such as, financial assets as at fair value through the profit and loss, financial assets at fair value through OCI, 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 16A.

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 Motor Trades Association of Queensland Industrial Organisation of Employers. 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 Motor Trades Association of Queensland Industrial Organisation of Employers 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.

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 Motor Trades Association of Queensland Industrial Organisation of Employers 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 Motor Trades Association of Queensland Industrial Organisation of Employers 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.

1.23 Going concern

Motor Trades Association of Queensland Industrial Organisation of Employers is not reliant on the agreed financial support of another reporting unit to continue on a going concern basis.

Motor Trades Association of Queensland Industrial Organisation of Employers has not agreed to provide financial support to another reporting unit to ensure they can continue on a going concern basis.

NOTE 2: EVENTS AFTER THE REPORTING PERIOD

There has not been any other matter or circumstance occurring subsequent to the end of the financial year that has significantly affected, or may significantly affect, the operations of the Motor Trades Association of Queensland Industrial Organisation of Employers, the results of those operations, or the state of affairs of the Motor Trades Association of Queensland Industrial Organisation of Employers in subsequent financial periods.

Notes to the Financial Statements continued

For the year ended 30th June 2024

NOTE 3: REVENUE AND INCOME

Disaggregation of revenue from contracts with customers

A disaggregation of the Motor Trades Association of Queensland Industrial Organisation of Employers 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	2024	Consolidated	2023
	\$		\$
Members subscriptions	1,246,462		1,241,880
Other reporting units	-		-
User choice fees	11,068,715		9,855,609
Members training	860,941		961,014
Other parties	278,653		286,715
TOTAL REVENUE FROM CONTRACTS WITH CUSTOMERS	13,454,771		12,345,218

NOTE 3A: GRANTS OR DONATIONS

Grants	1,592,593	493,421
Donations	-	-
TOTAL GRANTS OR DONATIONS	1,592,593	493,421

NOTE 3B: INVESTMENT INCOME

Interest	371,159	173,000
Deposits	-	-
Other Income	-	-
Dividends	133,153	169,487
TOTAL INVESTMENT INCOME	504,312	342,487

NOTE 3C: NET GAIN/(LOSS) FROM SALE OF ASSETS

Plant and equipment	64,624	8,747
Intangibles	-	-
TOTAL NET GAIN FROM SALE OF ASSETS	64,624	8,747

NOTE 4: EXPENSES

NOTE 4A: EMPLOYEE EXPENSES

	2024	Consolidated	2023
	\$		\$
Holdings of office:			
Wages and salaries	1,471,751		1,418,970
Superannuation	139,597		118,948
Leave and other entitlements	17,963		(12,780)
Separation and redundancies	-		-
Other employee expenses	129,398		51,561
Subtotal employee expenses holders of office	1,758,709		1,576,699

Employees other than office holders:

Wages and salaries	7,145,453	6,249,928
Superannuation	783,053	664,297
Leave and other entitlements	(12,320)	43,924
Separation and redundancies	-	-
Other employee expenses	(8,884)	82,056
Subtotal employee expenses employees other than office holders	7,907,302	7,040,205

TOTAL EMPLOYEE EXPENSES **9,666,011** **8,616,904**

NOTE 4B: ADMINISTRATION EXPENSES

Conference and meeting expenses	31,530	25,052
Contractors/consultants	913,373	363,974
Property expenses	197,752	188,473
Office expenses	226,197	213,822
Information communications technology	495,917	344,885
Other	861,813	619,814
TOTAL ADMINISTRATION EXPENSE	2,726,582	1,756,020

NOTE 4C: GRANTS OR DONATIONS

Grants:

Total expensed that were \$1,000 or less	-	-
Total expensed that exceeded \$1,000	-	-

Donations:

Total expensed that were \$1,000 or less	-	1,000
Total expensed that exceeded \$1,000	29,909	14,860

TOTAL GRANTS OR DONATIONS **29,909** **15,860**

Notes to the Financial Statements continued

For the year ended 30th June 2024

	2024	Consolidated	2023
	\$		\$

NOTE 4: EXPENSES CONTINUED

NOTE 4D: DEPRECIATION AND AMORTISATION

Depreciation			
Land & buildings	288,125		268,750
Property, plant and equipment	447,012		356,954
Leases	101,622		149,724
TOTAL DEPRECIATION	836,759		775,428

Amortisation			
Intangibles	43,818		26,601
Total amortisation	43,818		26,601
TOTAL DEPRECIATION AND AMORTISATION	880,577		802,029

NOTE 4E: FINANCE COSTS

Overdrafts/loans	20,813		16,616
TOTAL FINANCE COSTS	20,813		16,616

NOTE 4F: LEGAL COSTS

Litigation	-		-
Other legal costs	52,845		28,051
Total legal costs	52,845		28,051

NOTE 5: CURRENT ASSETS

NOTE 5A: CASH AND CASH EQUIVALENTS

Cash at bank	1,870,827		1,511,344
Cash on hand	11,220		11,300
Short term deposits	9,405,387		7,735,939
TOTAL CASH AND CASH EQUIVALENTS	11,287,434		9,258,583

NOTE 5B: TRADE AND OTHER RECEIVABLES

Receivables from other reporting unit	-		-
Trade Receivables	899,369		1,106,790
TOTAL RECEIVABLES	899,369		1,106,790

	2024	Consolidated	2023
	\$		\$

Less allowance for expected credit losses			
Receivables from other reporting unit	-		-
Trade Receivables	(8,882)		(10,002)
Total allowance for expected credit losses	(8,882)		(10,002)
TOTAL NET TRADE AND OTHER RECEIVABLES	890,487		1,096,788

Other receivables:

Other	1,051,982		1,365,935
Total other receivables	1,051,982		1,365,935
Total trade and other receivables (net)	1,942,469		2,462,723

The movement in the allowance for expected credit losses of trade and other receivables is as follows:

At 1 July	(10,002)		(10,739)
Provision for expected credit losses	1,120		737
Write-off	-		-
At 30 June	(8,882)		(10,002)

NOTE 5C: INVENTORY

Current			
Inventory	63,696		87,013
TOTAL CURRENT INVENTORIES	63,696		87,013

NOTE 5D: OTHER CURRENT ASSETS

Prepayments	372,923		235,002
TOTAL OTHER CURRENT ASSETS	372,923		235,002

NOTE 6: NON-CURRENT ASSETS

NOTE 6A: LAND AND BUILDINGS

Land and buildings:			
Fair value	13,900,000		12,900,000
Accumulated depreciation	-		(806,250)
TOTAL LAND AND BUILDINGS	13,900,000		12,093,750

Notes to the Financial Statements continued

For the year ended 30th June 2024

NOTE 6: NON-CURRENT ASSETS CONTINUED

Reconciliation of opening and closing balances of land and buildings

	2024	Consolidated	2023
	\$		\$
As at 1 July			
Gross book value	13,900,000		12,900,000
Accumulated depreciation and impairment	-		(806,250)
NET BOOK VALUE 1 JULY	13,900,000		12,093,750
Revaluations	-		2,068,445
Additions	-		6,555
Depreciation expense	(288,125)		(268,750)
NET BOOK VALUE 30 JUNE	13,611,875		13,900,000
Net book value as of 30 June represented by:			
Gross book value	13,611,875		13,900,000
Accumulated depreciation and impairment	-		-
NET BOOK VALUE 30 JUNE	13,611,875		13,900,000

The revalued land and buildings consist of land \$2,375,000 and buildings \$11,525,000 at Building 8, 2728 Logan Road, Eight Mile Plains Q 4113. Management determined that these constitute one class of asset under AASB 13, based on the nature, characteristics and risks of the property.

Fair value of the properties was determined by using market comparable method. This means that valuations performed by the valuer are based on active market prices, significantly adjusted for the difference in the nature, location or condition of the specific property. The most recent valuation was obtained on the 4th April 2023. The valuation was adopted by management on 4th April 2023. The valuation was performed by CBRE Valuation Pty Limited an accredited independent valuer (Registered Valuer No.1735). The Group is satisfied that there has been no significant movement in the fair value since the last independent valuation performed and the carrying value represents the fair value.

Significant unobservable valuation input	Range
Value \$ per square meter of Net Lettable Area	\$5,200 - \$5,600

A significant increase (decrease) in estimated price per square metre in isolation would result in a significantly higher (lower) fair value.

NOTE 6B: PLANT AND EQUIPMENT

	2024	Consolidated	2023
	\$		\$
Plant and equipment:			
at cost	3,978,707		3,361,403
accumulated depreciation	(2,725,995)		(2,407,399)
TOTAL PLANT AND EQUIPMENT	1,252,712		954,004

	2024	Consolidated	2023
	\$		\$

Reconciliation of opening and closing balances of plant and equipment

As at 1 July			
Gross book value	3,483,932		3,089,504
Accumulated depreciation and impairment	(2,529,928)		(2,172,963)
NET BOOK VALUE 1 JULY	954,004		916,541
Additions	791,551		395,179
Depreciation expense	(447,012)		(356,955)
Disposals	(45,831)		(761)
NET BOOK VALUE 30 JUNE	1,252,712		954,004
Net book value as of 30 June represented by:			
Gross book value	4,229,652		3,483,932
Accumulated depreciation and impairment	(2,976,940)		(2,529,928)
NET BOOK VALUE 30 JUNE	1,252,712		954,004

NOTE 6C: INTANGIBLES

Computer software at cost:			
Purchased	298,502		298,502
accumulated amortisation	(277,842)		(262,878)
Learning Resources at cost:			
Purchased	120,000		-
accumulated amortisation	(28,854)		-
TOTAL INTANGIBLES	111,806		35,624

Reconciliation of opening and closing balances of intangibles

As at 1 July			
Gross book value	298,502		298,502
Accumulated amortisation and impairment	(262,878)		(236,277)
NET BOOK VALUE 1 JULY	35,624		62,225
Additions	120,000		-
Amortisation	(43,818)		(26,601)
Disposals	-		-
NET BOOK VALUE 30 JUNE	111,806		35,624

Notes to the Financial Statements continued

For the year ended 30th June 2024

	2024	Consolidated	2023
	\$		\$

NOTE 6: NON-CURRENT ASSETS CONTINUED

Net book value as of 30 June represented by:

Net book value as of 30 June represented by:

Gross Book value	418,502		298,502
Accumulated amortisation and impairment	(306,696)		(262,878)
NET BOOK VALUE 30 JUNE	111,806		35,624

NOTE 6D: LEASES

Motor Trades Association of Queensland Industrial Organisation of Employer as a lessee

Set out below are the carrying amounts of right-of-use assets recognised and the movements during the period:

	Motor vehicles \$	Printers \$	Total \$
As at 1 July 2023	122,982	2,477	125,459
Additions	263,329	-	263,329
Depreciation expense	(99,144)	(2,477)	(101,621)
Disposals	-	-	-
Impairment	-	-	-
AS AT 30TH JUNE 2024	287,167	-	287,167

	2024	Consolidated	2023
	\$		\$

Set out below are the carrying amounts of lease liabilities (included under interest-bearing loans and borrowings) and the movements during the period:

As at 1 July	122,166	180,482
Additions	275,076	84,086
Payments	(113,433)	(142,402)
AS AT 30TH JUNE 2024	283,809	122,166
Current	119,111	61,309
Non-current	164,698	60,857

The maturity analysis of lease liabilities is disclosed in Note 15D.

	2024	Consolidated	2023
	\$		\$

The following are the amounts recognised in profit or loss:

Depreciation expense of right-of-use assets	101,622	149,724
Interest expense on lease liabilities	11,747	6,530
Expense relating to short-term leases	-	-
Expense relating to leases of low-value assets (included in administrative expenses)	-	-
Variable lease payments	-	-
TOTAL AMOUNT RECOGNISED IN PROFIT OR LOSS	113,369	156,254

For the year ended 30th June 2024, the Motor Trades Association of Queensland Industrial Organisation of Employers made fixed rental payments of \$101,622.

NOTE 6E: OTHER NON-CURRENT ASSETS

Investments	4,527,078	4,260,828
TOTAL OTHER NON-CURRENT ASSETS	4,527,078	4,260,828

NOTE 7: CURRENT LIABILITIES

NOTE 7A: TRADE PAYABLES

Trade creditors and accruals	1,047,513	650,906
Operating lease rentals	-	-
Subtotal trade creditors	1,047,513	650,906
TOTAL TRADE PAYABLES	1,047,513	650,906

Settlement is usually made within 30 days.

NOTE 7B: OTHER PAYABLES

Wages and salaries	-	-
Superannuation	-	-
Prepayments received/unearned revenue	1,610,241	1,951,954
GST payable	103,097	82,842
Other	175,950	120,355
TOTAL OTHER PAYABLES	1,889,288	2,155,151

Total other payables are expected to be settled in:

No more than 12 months	1,889,287	2,155,051
More than 12 months	-	-
TOTAL OTHER PAYABLES	1,889,287	2,155,051

Notes to the Financial Statements continued

For the year ended 30th June 2024

	2024	Consolidated	2023
	\$		\$
NOTE 8: PROVISIONS			
NOTE 8A: EMPLOYEE PROVISIONS			
Office Office holders:			
Annual leave	116,002		71,921
Long service leave	106,590		111,493
Subtotal employee provisions—office holders	222,592		183,414
Employees other than office holders:			
Annual leave	560,459		456,316
Long service leave	472,547		462,000
Subtotal employee provisions—employees other than office holders	1,033,006		918,316
TOTAL EMPLOYEE PROVISIONS	1,255,598		1,101,730
Current	1,158,360		995,436
Non-current	97,238		106,294
TOTAL EMPLOYEE PROVISIONS	1,255,598		1,101,730

NOTE 9: NON-CURRENT LIABILITIES

Non-current liabilities	-		-
TOTAL EMPLOYEE PROVISIONS	-		-

NOTE 10: EQUITY

NOTE 10A: RESERVES

Revaluation increments/(decrements) – Listed and unlisted equity			
Balance as at start of year	(394,905)		633,023
<i>Listed equity - Dalton Nicol Reid Portfolio</i>			
Fair value increase of listed equity investments at fair value through other comprehensive income	246,612		220,546
Transfer of fair value movement of listed equity to retained earnings on sale of listed equity	(137,427)		(148,474)
<i>Unlisted equity</i>			
Fair value decrease of unlisted equity investments at fair value through other comprehensive income - Block Two Investments	-		(500,000)
Fair value decrease of unlisted equity investments at fair value through other comprehensive income - GDTC Investment	-		(600,000)
Balance as at end of year	(285,720)		(394,905)

	2024	Consolidated	2023
	\$		\$
Revaluation increments/(decrements) – Land & Buildings			
Balance as at start of year	7,395,838		5,327,393
Revaluation increment	-		2,068,445
Balance as at end of year	7,395,838		7,395,838
TOTAL RESERVES	7,110,118		7,000,933

NOTE 11: CASH FLOW

NOTE 11A: CASH FLOW RECONCILIATION

Reconciliation of cash and cash equivalents as per balance sheet to cash flow statement:

Cash and cash equivalents as per:

Cash flow statement	11,287,434		9,258,583
Balance sheet	11,287,434		9,258,583

DIFFERENCE -

Reconciliation of profit/(deficit) to net cash from operating activities:

Profit/(deficit) for the year	1,445,057		1,306,346
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Adjustments for non-cash items

Depreciation/amortisation (includes lease liability)	880,577		802,029
Gain/(loss) on disposal of assets	-		761

Changes in assets/liabilities

(Increase)/decrease in net receivables	382,333		(61,857)
(Increase)/decrease in inventory	23,317		12,454
Increase/(decrease) in supplier and other payables	130,743		614,248
Increase/(decrease) in provisions	153,868		10,044

NET CASH FROM (USED BY) OPERATING ACTIVITIES **3,015,895** **2,684,025**

NOTE 12: CONTINGENT LIABILITIES, ASSETS AND COMMITMENTS

NOTE 12A: COMMITMENTS AND CONTINGENCIES

There are no commitments or contingencies.

NOTE 13: RELATED PARTY DISCLOSURES

NOTE 13A: RELATED PARTY TRANSACTIONS FOR THE REPORTING PERIOD

The Board member's businesses are all current members of the Association and also purchase stationery and training courses from the Association which are on standard terms.

Director fees paid during the reporting period were \$171,402 (2024) \$170,492 (2023).

Apart from the above, there are no other Related Party Transaction during the financial year ended 30th June 2024.

Notes to the Financial Statements continued

For the year ended 30th June 2024

	2024	Consolidated	2023
	\$		\$

NOTE 13: RELATED PARTY DISCLOSURES CONTINUED

Names of Committee of Management Officers who held office during the year are:

Committee of management

Peter Dever	Michael Hart	Paul Peterson	Jasmin Flanagan
Grant Harrison	James William Robertson	Mark Bryers	Mark Dodge
Andrea McCarthy	Timothy Kane	Lawrence Beacham	Rodney Pether

Board of Directors of MTA Institute of Technology Pty Ltd

Paul John Peterson	Michael Milford	James William Robertson	Terri Butler
Grant Harrison			

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 30th June 2024, the Motor Trades Association of Queensland Industrial Organisation of Employers has not recorded any impairment of receivables relating to amounts owed by related parties and declared person or body (2023: \$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.

NOTE 13B: KEY MANAGEMENT PERSONNEL REMUNERATION FOR THE REPORTING PERIOD

	\$	\$
Short-term employee benefits		
Salary (including annual leave taken)	1,311,196	1,251,946
Annual leave accrued	12,397	(178)
Performance bonus*	160,555	143,332
Other FBT	129,398	51,561
TOTAL SHORT-TERM EMPLOYEE BENEFITS	1,613,546	1,446,661

* These figures include only formally approved amounts accrued and paid which are relevant to the current financial year to which they relate.

Post-employment benefits:

Superannuation	139,597	118,948
TOTAL POST-EMPLOYMENT BENEFITS	139,597	118,948

Other long-term benefits:

Long-service leave	5,566	(12,602)
Total other long-term benefits	5,566	(12,602)
Termination benefits	-	23,692
TOTAL	1,758,709	1,576,699

	2024	Consolidated	2023
	\$		\$

NOTE 14: REMUNERATION OF AUDITORS

Value of the services provided

Financial statement audit services	58,669	56,084
Other services	-	-
TOTAL REMUNERATION OF AUDITORS	58,669	56,084

No other services were provided by the auditors of the financial statements.

NOTE 15: FINANCIAL INSTRUMENTS

MTAQ is exposed to risks that arise from its use of financial instruments. This note describes the company's objectives, policies and processes for managing those risks and the methods used to measure them. Further quantitative information in respect of these risks is presented throughout these financial statements. There have been no substantive changes in the entity's exposure to financial instrument risks, its objectives, policies and processes for managing those risks or the methods used to measure them from previous years unless otherwise stated in this note.

NOTE 15A: CATEGORIES OF FINANCIAL INSTRUMENTS

Financial assets

Fair value through other comprehensive income:

Dalton Nicol Reid Share Portfolio	4,127,078	3,860,828
Fair value through profit and loss:		
GDTC Ltd	400,000	400,000
Total	4,527,078	4,260,828

Cash at bank:

Cash and cash equivalents	11,287,434	9,258,583
Total	11,287,434	9,258,583

Loans and receivables:

Trade and other receivables	1,942,469	2,462,723
Other current assets	372,923	235,002
Total	2,315,392	2,697,725

CARRYING AMOUNT OF FINANCIAL ASSETS

	18,129,904	16,217,136
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Financial liabilities

Other financial liabilities:

Trade payables	1,047,513	650,096
Other payables*	279,048	203,197
Total	1,326,561	853,293

CARRYING AMOUNT OF FINANCIAL LIABILITIES

	1,326,561	853,293
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*Excluding unearned income

Notes to the Financial Statements continued

For the year ended 30th June 2024

NOTE 15: FINANCIAL INSTRUMENTS CONTINUED

NOTE 15B: NET INCOME AND EXPENSE FROM FINANCIAL ASSETS

	2024	2023
	\$	\$
Held-to-maturity		
Interest revenue	371,159	173,000
Net gain/(loss) held-to-maturity	371,159	173,000
Financial assets at fair value through other comprehensive income under AASB 9		
Interest revenue	-	-
Dividend revenue	133,153	169,487
Exchange gains/(loss)	-	-
Net income/(expense) from financial assets at fair value through other comprehensive income	133,153	169,487
Fair value gain/loss recognised in other comprehensive income under AASB 9	246,612	220,546
	246,612	220,546

NOTE 15C: CREDIT RISK

The Maximum exposure to credit risk at balance date is accounts receivable balances.

The following table illustrates the entity's gross exposure to credit risk, excluding any collateral or credit enhancements.

Financial assets		
Trade Receivables	890,487	1,096,788
TOTAL	890,487	1,096,788
Financial liabilities		
Nil	-	-
TOTAL	-	-

In relation to the entity's gross credit risk, no collateral is held.

Lease liabilities are of fixed interest rates, therefore there is no credit risk.

Set out below is the information about the credit risk exposure on financial assets using a provision matrix:

30 June 2024	Trade and other receivables					Total
	Days past due					
	Current	<30 days	30-60 days	61-90 days	>91 days	
	\$	\$	\$	\$	\$	\$
Expected credit loss rate	0%	7%	93%	0%	0%	100%
Estimate total gross	-	63,927	835,369	73	-	899,369
carrying amount at default						
Expected credit loss	-	-	(8,809)	(73)	-	(8,882)
	-	63,927	826,560	-	-	890,487

30 June 2023

	Trade and other receivables					Total
	Days past due					
	Current	<30 days	30-60 days	61-90 days	>91 days	
	\$	\$	\$	\$	\$	\$
Expected credit loss rate	0%	100%	0%	0%	0%	100%
Estimate total gross	-	1,101,356	3,677	1,756	-	1,106,789
carrying amount at default	-	-	-	-	-	-
Expected credit loss	-	(4,568)	(3,677)	(1,756)	-	(10,001)
	-	1,096,788	-	-	-	1,096,788

The Motor Trades Association of Queensland Industrial Organisation of Employers maximum exposure to credit risk for the components of the statement of financial position at 30th June 2024 and 2023 is the carrying amounts as illustrated in Note 15D.

NOTE 15D: LIQUIDITY RISK

Liquidity risk is the risk that the entity may encounter difficulties raising funds to meet commitments associated with financial instruments. It is the policy of the Board of Directors of MTAQ to maintain adequate committed credit facilities. The unused bank overdraft credit facility at balance date was \$2,500,000. The bank overdraft facilities may be drawn down at any time but may be terminated by the bank without notice.

Contractual maturities for financial liabilities 2024

	On demand	<1 year	1-2 years	2-5 years	>5 years	Total
	\$	\$	\$	\$	\$	\$
Trade and other payables	-	1,047,513	-	-	-	1,047,513
Other payables*	-	279,048	-	-	-	279,048
TOTAL	-	1,326,561	-	-	-	1,326,561

Contractual maturities for financial liabilities 2023

	On demand	<1 year	1-2 years	2-5 years	>5 years	Total
	\$	\$	\$	\$	\$	\$
Trade and other payables	-	650,906	-	-	-	650,906
Other payables*	-	203,197	-	-	-	203,197
TOTAL	-	854,103	-	-	-	854,103

*Excluding unearned income

Notes to the Financial Statements continued

For the year ended 30th June 2024

NOTE 15: FINANCIAL INSTRUMENTS CONTINUED

NOTE 15D: LIQUIDITY RISK CONTINUED

Lease liability maturities for 2024

	On demand \$	<1 year \$	1-2 years \$	2-5 years \$	>5 years \$	Total \$
Motor Motor Vehicles	-	128,077	109,668	55,343	-	293,088
Computer equipment	-	-	-	-	-	-
TOTAL	-	128,077	109,668	55,343	-	293,088

Lease liability maturities for 2023

	On demand \$	<1 year \$	1-2 years \$	2-5 years \$	>5 years \$	Total \$
Motor vehicle	-	66,176	37,382	19,424	-	122,982
Computer equipment	-	2,477	-	-	-	2,477
TOTAL	-	68,653	37,382	19,424	-	125,459

NOTE 15E: MARKET RISK

Interest rate risk

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 current year results and equity which could result from a change in this risk. As at 30th June 2024, the effect on profit and equity as a result of changes in the interest rate, with all other variables remaining constant, would be as follows:

Sensitivity analysis of the risk that the entity is exposed to for 2024

	Risk variable	Change in risk variable %	Effect on profit and loss \$	Effect on equity \$
Interest rate risk	11,287,434	[+ 2%]	225,749	225,749
Interest rate risk	11,287,434	[- 2%]	(225,749)	(225,749)

Sensitivity analysis of the risk that the entity is exposed to for 2023

	Risk variable	Change in risk variable %	Effect on profit and loss \$	Effect on equity \$
Interest rate risk	9,258,583	[+ 2%]	185,172	185,172
Interest rate risk	9,258,583	[- 2%]	(185,172)	(185,172)

Due to the changes in interest rates over the last financial year trending downwards, the interest rate risk exposure for 2024 has been based on 2% which was the same as last years.

NOTE 16: FAIR VALUE MEASUREMENT

NOTE 16A: FINANCIAL ASSETS AND LIABILITIES

Management of the reporting unit assessed that cash, trade receivables, trade payables, and other current liabilities approximate their carrying amounts largely due to the short term maturities of these instruments.

The fair value of financial assets and liabilities is included at the amount which the instrument could be exchanged in a current transaction between willing parties. The following methods and assumptions were used to estimate the fair values:

- Fair value of listed financial assets carried at fair value through other comprehensive income is derived from quoted market prices in active markets.
- Fair value of unlisted financial assets carried at fair value through profit or loss is derived from previous sales transactions.
- Long-term fixed-rate and variable-rate receivables/borrowings are evaluated by the Motor Trades Association of Queensland Industrial Organisation of Employers based on parameters such as interest rates and individual credit worthiness of the customer. Based on this evaluation, allowances are taken into account for the expected losses of these receivables. As at 30th June 2024 the carrying amounts of such receivables, net of allowances, were not materially different from their calculated fair values.

The following table contains the carrying amounts and related fair values for the Motor Trades Association of Queensland financial assets and liabilities:

	Carrying amount 2024 \$	Fair value 2024 \$	Carrying amount 2023 \$	Fair value 2023 \$
Financial assets				
Dalton Nicol Reid Share Portfolio	4,127,078	4,127,078	3,860,828	3,860,828
GDTC Ltd	400,000	400,000	400,000	400,000
TOTAL	4,527,078	4,527,078	4,260,828	4,260,828

NOTE 16B: FINANCIAL AND NON-FINANCIAL ASSETS AND LIABILITIES FAIR VALUE HIERARCHY

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 – 30 June 2024

	Date of valuation 30 June 2024	Level 1 \$	Level 2 \$	Level 3 \$
Dalton Nicol Reid Share Portfolio		4,127,078	-	-
Block Two Pty Ltd		-	-	-
GDTC Ltd		-	-	400,000
Land and buildings		-	-	13,611,875
TOTAL		4,127,078	-	14,011,875

Liabilities measured at fair value

Nil	-	-	-
TOTAL	-	-	-

Notes to the Financial Statements continued

For the year ended 30th June 2024

NOTE 16: FAIR VALUE MEASUREMENT CONTINUED

NOTE 16B: FINANCIAL AND NON-FINANCIAL ASSETS AND LIABILITIES FAIR VALUE HIERARCHY CONTINUED

Fair value hierarchy – 30 June 2023

	Date of valuation 30 June 2023	Level 1 \$	Level 2 \$	Level 3 \$
Dalton Nicol Reid Share Portfolio		3,860,828	-	-
Block Two Pty Ltd		-	-	-
GDTC Ltd		-	-	400,000
Land and buildings		-	-	13,900,000
TOTAL		3,860,828	-	14,300,000

Liabilities measured at fair value

Nil	-	-	-
TOTAL	-	-	-

Level 3 financial assets include investments in Block Two Pty Ltd, Green Distillation Technologies Corporation Limited and valuation of land and buildings.

Unlisted equity

Fair value has been determined on the basis of the last capital transactions conducted by the investee with external parties as this is the best evidence of fair value. Where capital transaction is greater than 12 months or there are no recent capital transactions with external parties, alternative methods have been used including comparable recent transactions of similar companies or maintainable earnings valuation methods. For the current year, the last capital transaction occurred during the financial year for Green Distillation Technologies Corporate Limited and the pricing of those transactions are the basis for determination of fair value.

Land and buildings

Refer note 6A for valuation methodology.

NOTE 17: ADMINISTRATION OF FINANCIAL AFFAIRS BY A THIRD PARTY

Motor Trades Association of Queensland Industrial Organisation of Employers did not use third party for the administration of affairs during the year or prior year.

NOTE 18: 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 Commissioner:

- 1) A member of a reporting unit, or the Commissioner, 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 19: INTEREST IN SUBSIDIARIES

The consolidated financial statements incorporate the assets, liabilities and results of the following wholly-owned subsidiaries in accordance with the accounting policy described in note 1:

Name	Principal place of business/ Country of incorporation	Ownership interest	
		2024 %	2023 %
MTA Institute of Technology Pty Ltd	Australia	100.00%	100.00%
Motor Trades Association of Queensland Ltd	Australia	100.00%	100.00%
MTAQ Management Pty Ltd	Australia	100.00%	100.00%
MTA Global Pty Ltd	Australia	100.00%	100.00%
MTAQ Trust	Australia	100.00%	100.00%
MTA Institute of Technology Pty Ltd	Australia	100.00%	100.00%

NOTE 20: PARENT ENTITY INFORMATION

Set out below is the supplementary information about the parent entity.

Statement of profit or loss and other comprehensive income.

	2024 \$	Parent 2023 \$
Surplus for the year	(1,976,364)	(1,600,760)
Other comprehensive income	246,612	1,188,991
TOTAL COMPREHENSIVE INCOME	(1,729,752)	411,769

Statement of financial position

Total current assets	4,687,311	4,101,397
Total assets	23,822,471	17,719,273
Total current liabilities	(4,393,303)	(3,466,579)
Total liabilities	(11,584,970)	(3,752,021)
NET ASSETS	12,237,501	13,967,252
Equity		
General funds	951,707	705,095
Asset Revaluation Reserve	6,295,838	6,295,838
Retained earnings	4,989,956	6,966,319
TOTAL EQUITY	12,237,501	13,967,252

NOTE 20: PARENT ENTITY INFORMATION CONTINUED

Contingent liabilities

The parent entity had no contingent liabilities as at 30th June 2024 and 30 June 2023.

Capital commitments - Property, plant and equipment

The parent entity had no capital commitments for property, plant and equipment as at 30th June 2024 and 30 June 2023.

Significant accounting policies

The accounting policies of the parent entity are consistent with those of the consolidated entity, as disclosed in note 1, except for the following:

- Investments in subsidiaries are accounted for at cost, less any impairment, in the parent entity.
- Dividends received from subsidiaries are recognised as other income by the parent entity and its receipt may be an indicator of an impairment of the investment

I, Grant Harrison being the Secretary of the Motor Trades Association of Queensland Industrial Organisation of Employers, declare that the following activities did not occur during the reporting period ending 30th June 2024.

The Motor Trades Association of Queensland Industrial Organisation of Employers did not:

- agree to receive financial support from another reporting unit to continue as a going concern (refers to agreement regarding financial support not dollar amount)
- agree to provide financial support to another reporting unit to ensure they continue as a going concern (refers to agreement regarding financial support not dollar amount)
- acquire 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 or revocation by the General Manager, Fair Work Commission
- receive capitation fees or any other revenue amount from another reporting unit
- receive revenue via compulsory levies
- receive revenue from undertaking recovery of wages activity
- incur fees as consideration for employers making payroll deductions of membership subscriptions
- pay capitation fees or any other expense to another reporting unit
- pay affiliation fees to other entity
- pay compulsory levies
- pay separation and redundancy to holders of office
- pay separation and redundancy 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 legal costs relating to litigation
- pay a penalty imposed under the RO Act or the Fair Work Act 2009
- have a receivable with other reporting unit(s)
- have a payable with other reporting unit(s)
- 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 employees (other than holders of office)
- have other employee provisions in respect of employees (other than holders of office)
- have a fund or account for compulsory levies, voluntary contributions or required by the rules of the organisation or branch
- transfer to or withdraw from a fund (other than the general fund), account, asset or controlled entity
- have a balance within the general fund
- provide cash flows to another reporting unit and/or controlled entity
- receive cash flows from another reporting unit and/or controlled entity
- have another entity administer the financial affairs of the reporting unit
- make a payment to a former related party of the reporting unit



Grant Harrison
Secretary

Dated: 15 October 2024



