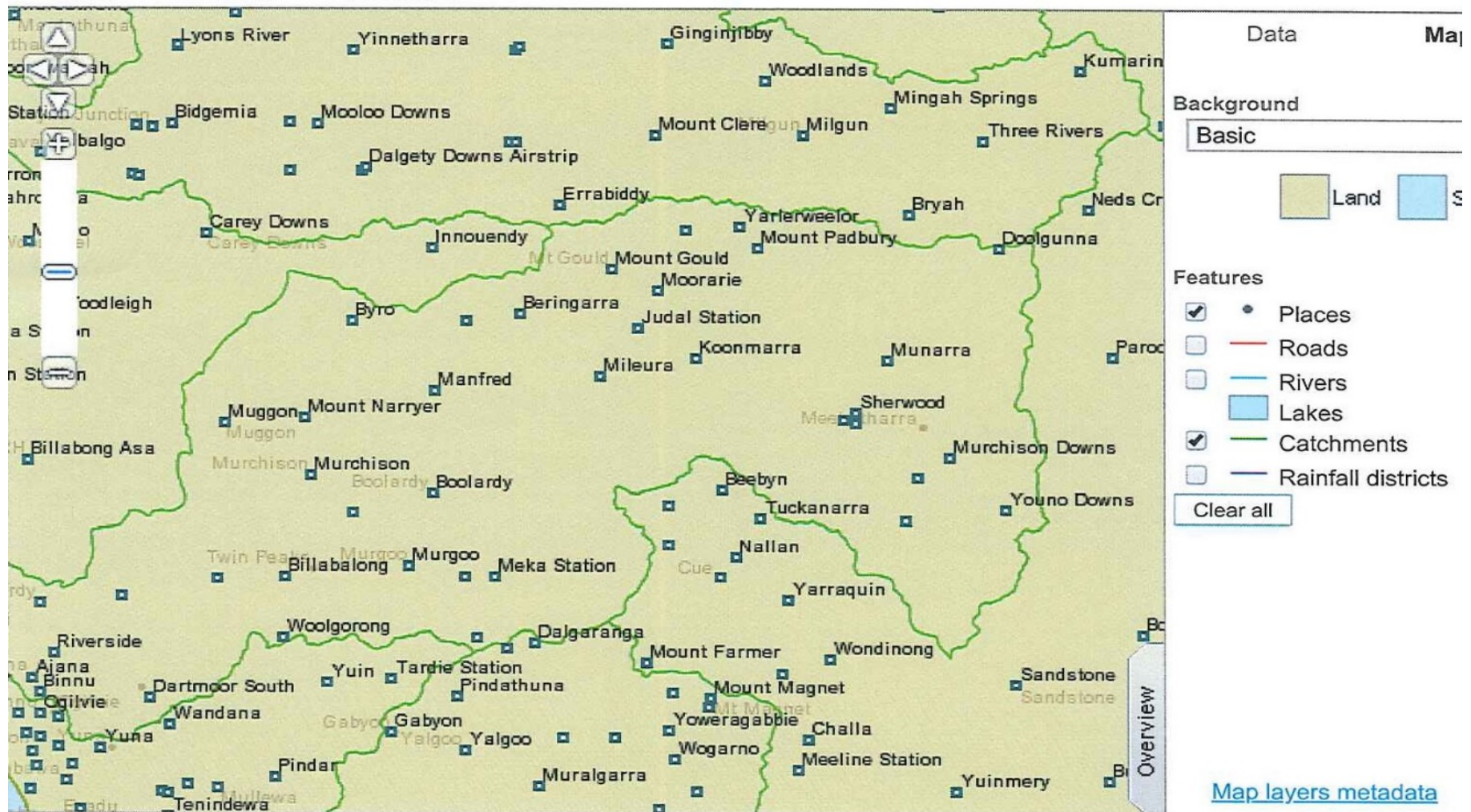


| Plant | Plant Description | Year | Rego | Total Costs | Total Recovered | Plant Hours YTD | Plant Hours since December |
|--------|---|------|---------|-------------|-----------------|-----------------|----------------------------|
| P001 | JD 770G Grader | 2011 | MU1063 | 29738.28 | 69475 | 992.5 | 205.5 |
| P004 | Ford New Holland Tractor | 2006 | MU 380 | 1005.78 | 0 | 0 | 0 |
| P005 | Dolly | 2001 | MU 2003 | 1573.22 | 0 | 0 | 0 |
| P007 | UD Nissan Prime Mover Truck | 2009 | 000 MU | 10783.43 | 16402.5 | 364.5 | 0 |
| P008 | Dolly | 2000 | MU 2009 | 2066.02 | 3590 | 359 | 116 |
| P009 | Iveco Prime Mover | 2003 | MU1065 | 3449.27 | 0 | 0 | 0 |
| P010 | Iveco Tipper 2004 | 2004 | MU 00 | 457.07 | 0 | 0 | 0 |
| P011 | Komatsu D85A Bulldozer | 1997 | | 42917.84 | 0 | 0 | 0 |
| P013 | Low Loader Float | 2008 | MU 663 | 6047.73 | 7950 | 132.5 | 60.5 |
| P014 | Low Loader Float | 2001 | MU 2004 | 2644.99 | 0 | 0 | 0 |
| P017 | Trailer - Evertrans Side Tipper | 2001 | MU 662 | 3683.78 | 8227 | 433 | 116 |
| P018 | Trailer - Side Tipping Roadwest | 2001 | MU2010 | 3951.27 | 9357.5 | 492.5 | 116 |
| P024 | Water Tanker Trailer | 2005 | MU 2024 | 15164.58 | 16653.5 | 876.5 | 198 |
| P027 | Volvo L110E Loader | 2006 | MU 65 | 10627.76 | 297.5 | 3.5 | 0 |
| P028 | LV Isuzu D-Max 4x4 | 2009 | MU 300 | 4243.83 | 592.5 | 39.5 | 3 |
| P032 | Genset - Construction | | | 3528.48 | 0 | 0 | 0 |
| P033 | Genset - Maintenance 13 KVA | | | 6977.77 | 0 | 0 | 0 |
| P034 | Genset Perkins On Mechanic Truck | | | 2563.97 | 0 | 0 | 0 |
| P035 | Genset Power House | 2011 | | 157788.58 | 24174.98 | 0 | 0 |
| P041 | Loader CAT 938 GII | 2004 | MU 193 | 15263.67 | 0 | 0 | 0 |
| P043 | BOMAG Roller (Rubber) | 2012 | MU1027 | 9024.14 | 12800 | 320 | 77.5 |
| P048 | Howard Porter Flat Trailer - Construction Gen | 1979 | MU 2026 | 774.61 | 0 | 0 | 0 |
| P049 | Howard Porter Fuel Trailer | 1972 | MU 2005 | 480.11 | 0 | 0 | 0 |
| P055 | Toyota Prado 3.0I T/D 5 door Wgn | 2012 | MU1011 | 4860.39 | 585.55 | 0 | 0 |
| P057 | Great Wall 2012 Gardeners Ute | 2012 | MU 167 | 5129.66 | 0 | 0 | 0 |
| P059 | Trailer - 45ft Flat top | 1978 | MU2044 | 3428.27 | 456 | 24 | 10 |
| P060 | Patient Transfer- Mercedes Sprinter | 2004 | MU 1009 | 2739.33 | 456.98 | 0 | 0 |
| P061 | Kenworth T604 Prime Mover | 2004 | MU 000 | 30755.75 | 37170 | 826 | 250.5 |
| P064 | Isuzu FRR500 5-Tonne Truck | 2013 | MU 140 | 20070.64 | 13884 | 178 | 48.5 |
| P065 | Generator 9 KVA Kuboto Machine | 2013 | | 3460.66 | 0 | 0 | 0 |
| P067 | Trailer - Side Tipper Roadwest | 2013 | MU2042 | 6260.48 | 7201 | 379 | 119.5 |
| P068 | BOMAG Padfoot Roller BW211PD-4 - Yellow | 2013 | MU1071 | 14439.69 | 20060 | 501.5 | 173 |
| P072 | Isuzu Fire Truck | 2013 | MU1068 | 1979.83 | 693.6 | 10 | 0 |
| P073 | Toyota Fire - Fast Attack | 2014 | MU1069 | 924.01 | 73.07 | 0 | 0 |
| P076 | Dolly | 2017 | | 775.88 | 0 | 0 | 0 |
| P077 | Kubota U25-3 Mini Excavator & Attachments | | | 519.23 | 275 | 5.5 | 0 |
| P080 | Fuso Canter | 2017 | MU120 | 7713.08 | 2730 | 35 | 0 |
| P081 | John Deere 670G Motor Grader | 2017 | MU105 | 32219.71 | 68705 | 981.5 | 294.5 |
| P082 | Isuzu/Dmax Sx - Works Supervisors Vehicle | 2017 | 01 MU | 10952.23 | 6855 | 457 | 116 |
| P086 | Maxitrans Tandem axle Dolly | 2012 | 1TNW068 | 87.66 | 4335 | 433.5 | 116 |
| P087 | Kubota Generator 20KVA SQ3200B-AU-B | 2018 | | 9122.8 | 0 | 0 | 0 |
| P089 | Toyota Prado GXL | 2019 | MU0 | 6741.26 | 767.67 | 0 | 0 |
| P091 | Caterpillar 950GC | 2019 | MU1039 | 7373.02 | 19677.5 | 231.5 | 62 |
| P092 | Kenworth T909 Prime Mover | 2019 | 1GXA630 | 17141.59 | 14467.5 | 321.5 | 119 |
| P11076 | Mower Ride on JDZ | 2013 | | 198.88 | 25.47 | 0 | 0 |
| P15003 | Grader John Deere 672G | 2012 | MU121 | 55150.44 | 61985 | 885.5 | 203 |
| P15006 | Truck - Isuzu NPR 65/45 | 2015 | MU1018 | 12291.89 | 21606 | 277 | 33.5 |
| P16063 | 2016 Toyota Prado | 2016 | MU1011 | 11189.93 | 0 | 0 | 0 |
| P16075 | Kubota Tractor B2301 HD with mower deck | 2016 | | 2881.63 | 2100 | 150 | 86 |

Murchison Flood Event Information





Technical Officer's Report to Council February 2020

A short report from the Technical Officer to keep you in the loop. The Works department has been quite busy over the supposed "quiet" period.

1. Museum Cottage

Works have been successfully completed on the Cottage, and the works included repairs to the bathroom and kitchen. Our current tenant is away for three weeks so made it easier for the Builder to complete his works.

2. 4B Kurara Way

4B was vacated in December and whilst the builder was in the Settlement, we did a walk through the unit. A list was drawn up of the works required, quote prepared and accepted.

The builder will carry out these works will be completed by end of February and ready for our new employee who commences in early March.

The Works Department will continue to bring current homes up to a good standard with repairs and where necessary the decommissioning of evaporative air-cons and replacing with Split A/C's that will suit the home. The evaporative's have caused massive ceiling and roof damage.

3. New Houses

Agreements have been signed, Bank Guarantees provided, insurances etc.

I have attended the offices of Quality Builders in December to choose the exterior colours of the homes. (note Colours scheme chosen are not over the top and kept in line with being in the Settlement.)

I attended again in January to choose internal colours. My goodness what a job (and responsibility)! Colours chosen have been kept to neutral toning's, so as to allow for any tenant to easily adapt their own colour schemes and accessorise to enhance the residence and make it their own.

We have received Approval for Construction drawings and Addendums and have gone through the paperwork and approved it all and sent back to Quality Builders.

Quality Builders have requested a BAL (Bushfire Attack Level Assessment) report, and the Shire discovered it does not have one. As we are in "pink" zone for the entire settlement we require the report. Quality Builders will prepare the report and we will provide photographic evidence that the land is not in a fire risk area.

Quality Builders team – John Herne and Nigel Barr will be coming to the Settlement late February / early March to look at the lots and work out where best to set out the houses for optimum winter sun and not so sun in the Summer.

Works are progressing well, and I am expecting the first progress claim to come through Mid/Late February.

4. eQUOTES

We have sent out the following e-quotes since last meeting of Council:

- 4.1 **Supply of Diesel Generator/s** – with Cummins having been chosen to supply the units. The units will be in situ in April.
The tenders received were sent out to the Plant Panel for their approval and approval was received.
- 4.2 **Re-Seal Works** have been sent out and will close on 13 February 2020.
- 4.3 **Flood 6 Provision of Supervision Support** have been sent out and closes 17 February 2020.

5. **Murchison Oasis Roadhouse** **Current Managers Nicole and Peter Mahoney**

We continue to have regular meetings with the managers to stay in the loop of what's happening and what's needed.

Planned Works for the Roadhouse were carried out by the Builder over the New Year Period to the satisfaction of the Managers.

Some maintenance work is required to be carried out on some units and when the Builder is here, we will do a walk through and make a list of what is required per unit. A list with costings will be prepared and submitted to the TO with a follow-up meeting with the Roadhouse to work out the works priorities.

Currently we have requested quotes from commercial range hood cleaners and I am waiting their response and quotation. And when they can make it to site. This is a required action that has been requested by the Environmental Health Officer some time ago.

We are seeking quotes to attend site to look at the fridges / freezers at the Roadhouse and the Community Shed. Will advise at the next Council meeting of the outcomes.

I commend this report to you.

Kaye Doyle
Technical / Project Officer.



Plant Replacement Program Report to Council February 2020

Introduction

As part of an Asset Management Strategy it is normal practice to develop up a strategic approach to the replacement of Councils Plant and Machinery. The financial results are then incorporated into an overall Long-Term Financial Plan.

Council has in the as past examined this aspect, but this appears to be some time ago such that an update is considered prudent.

Review

As part of this task the Works Supervisor and I have examined Councils current Plant list and operations and provided an update that includes indicative replacement costs, expected trade-ins, life of each plant and expected initial year of replacement. Also included are new items that potentially on the horizon.

In addition, a summary of financial operating performance has been undertaken to establish the balance between what is being charged out to works and what internal income has been created. The purpose of this is to see whether plant rates need to be altered or changes to reserve allocations made.

In order to provide a more adaptive analysis that can be readily amended each year a model has been developed which incorporates all of the above required features such that it can be readily changed from one year to another, to not only provide a ready update from year to year, but also test various assumptions such as inflation, changes to pricing, life of plant etc....

Plant Replacement Program

A copy of the 2020 Plant Replacement Program is attached

The Plant Replacement Program has been established to report each current Item of plant on a set line. So, whilst the Plant Number will from time to time change, for purposes of the program details will remain under the same line in the program. In this way the plan becomes a model that can be easily adapted every year.

Whilst the Program identifies when an item is likely to need replacement, the actual decision of whether to replace the item or keep it will still be required. In other words, this is a strategic document.

As with all good strategic documents one should always look at ensuring that an analysis looks not just the current operation but also potential improvements.

For these reasons a new Water Truck and Water Tanker Trailer have been included as the Works Supervisor is looking to see the operational savings that will result. Similarly, a low loader that was to be purchased a few years ago has been re-included. These and any other new items would be subject to further evaluation and justification, but at this stage it is considered prudent to notionally cater for their inclusion.

Plant Operating Analysis

A copy of the 2018/19 Plant Operating Analysis is attached, a summary of which is shown below. In part this Analysis has been used to see how over a year the whether the amount generated as internal income is sufficient and also how it compares to what was proposed to be transferred into the Plant Replacement Reserve.

However, especially with respect to Grant Funded projects it is entirely appropriate to ensure that Plant Rates that generate this internal income are of sufficient size to recover the true operating costs and avoid an unnecessary burden falling on the Shires own operations

| 2018/19 Plant Operating Analysis Summary | Total Costs \$ | Total Recovered \$ | Plant Hours YTD | Prop Recovered |
|---|---------------------------|-------------------------------|----------------------------|-----------------------|
| Totals | 927,343 | 1,140,716 | 16,146 | |
| Less Depreciation | 320,469 | | | |
| Total Cash Costs | 606,874 | | | |
| Net Cash Recovered | | 533,842 | | 188.0% |
| Amount Transferred to Reserves | | 434,986 | | |

As shown the amount to be transferred into Reserves is less than that recovered. This means that current Plant Rates are likely to be sufficient and that there is also scope for an additional allocation into reserves.

Plant Reserve Allocations

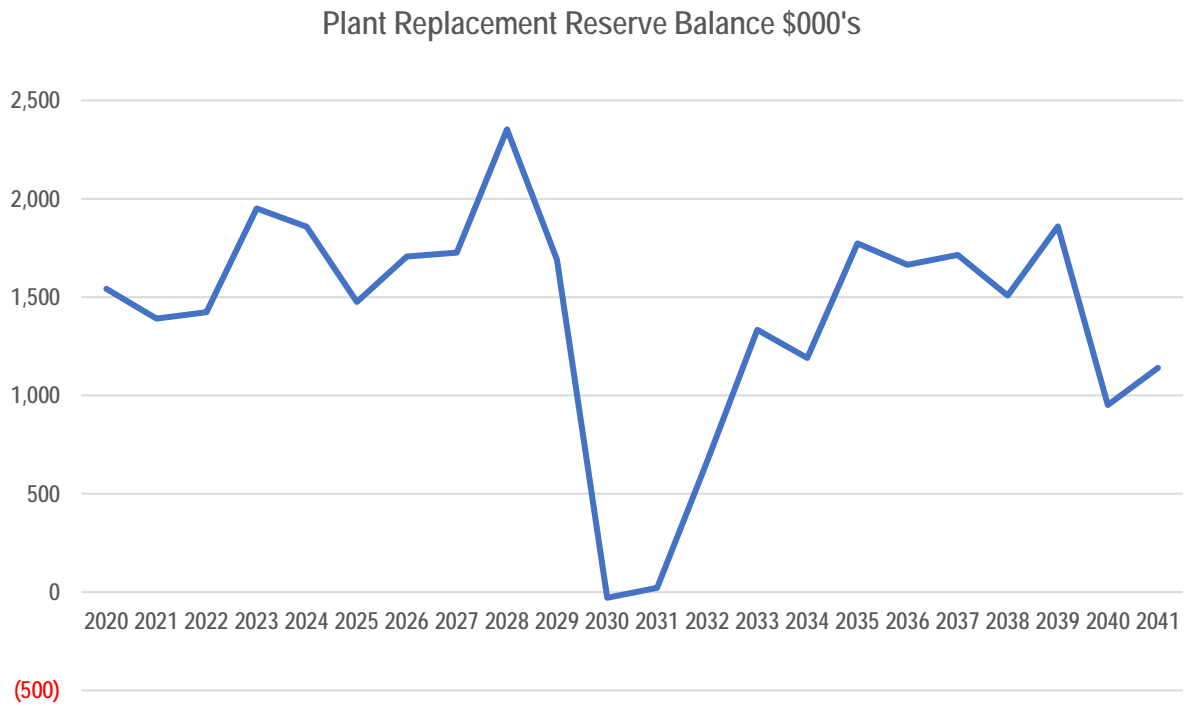
The amount that Council allocates to its Plant Replacement Reserve is entirely arbitrary and at its discretion. Ideally it should equate to the theoretical depreciation but in any event once an amount is transferred into the Reserve it is then treated in accounting terms as Restricted Cash and Cash Equivalents.

If a plant replacement program saw the same amount transferred into and out of reserves each year then it would effectively mean that all plant could be funded from an operating surplus; assuming there is one. In our instance this is not the case especially give the uneven cyclic nature of plant replacements.

What should be avoided is borrowing for plant replacements and incurring the double cost of servicing a loan (which can't be recovered from external funders) as well as covering depreciation.

At the bottom of the Plant Replacement Program is a model of the resultant balance in the Plant Replacement Reserve; assuming a regular allocation of sufficient size is made. It is not essential to always have this always in balance provided Council makes regular operating surpluses, but it is entirely prudent to do so. As indicated, it is proposed that the transferred into the Reserve be increased from that budgeted.

Over the long term the following Reserve Balances result. Projections show a close to negative balance this is not for some 10 years. Periodic Monitoring and adjustments will be required



Bill Boehm

Chief Executive Officer

Enc Murchison Shire 2020 Plant Replacement Program
2018/19 Plant Summary Analysis

| Plant Replacement Program Feb 2020 | | 2020 | | | | | | | | | | | | |
|------------------------------------|---|----------------------|-------------------------|----------------------|------|----------------|---------|--|---------|---------|----------|------|------------------------------|--|
| Plant | Plant Description | Plant Classification | Type A | Type B | Year | YTD Hrs Dec 19 | Rego | Comments | Cost | Trade | Net Cost | Life | Ist Replac | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | plant expenses inflation>>>> | |
| P011 | Komatsu D85A Bulldozer | Major Plant | Bulldozer | Bulldozers | 1997 | 3,804.2 | 0 | Use as a backup for Contractors following \$480k 2016 rebuild so does very little work | 450,000 | 10,000 | 440 | 25 | 2040 | |
| P005 | Dolly | Major Plant | Dollies | Dollies | 2001 | | MU 2003 | | 30,000 | 3,000 | 27 | 25 | 2027 | |
| P008 | Dolly | Major Plant | Dollies | Dollies | 2000 | 3,553.6 | MU 2009 | | 30,000 | 3,000 | 27 | 25 | 2030 | |
| P076 | Dolly | Major Plant | Dollies | Dollies | 2017 | 70.5 | 0 | | 30,000 | 3,000 | 27 | 25 | 2030 | |
| P086 | Maxitrans Tandem axle Dolly | Major Plant | Dollies | Dollies | 2012 | 994.5 | 1TNW068 | | 30,000 | 3,000 | 27 | 25 | 2030 | |
| P072 | Isuzu Fire Truck | Major Plant | Fire Truck | Fire Trucks | 2013 | 25.0 | MU1068 | 5 Tonne 4WD. Allow \$10k as our contribution. Balance DFES | 10,000 | | 10 | 17 | 2030 | |
| P073 | Toyota Fire - Fast Attack | Major Plant | Fire Truck Fast Attack | Fire Trucks | 2014 | | MU1069 | Landcruiser Ute. Allow \$10k as our contribution. Balance DFES | 10,000 | | 10 | 17 | 2030 | |
| P001 | JD 770G Grader | Major Plant | Graders | Graders | 2011 | 7,317.8 | MU1063 | Maintenance Grader. Top be replaced by Cat 140G | 455,000 | 90,000 | 365 | 7 | 2020 | |
| P081 | John Deere 670G Motor Grader | Major Plant | Graders | Graders | 2017 | 3,597.0 | MU105 | | 455,000 | 90,000 | 365 | 7 | 2022 | |
| P15003 | Grader John Deere 672G | Major Plant | Graders | Graders | 2015 | 5,581.5 | MU121 | | 450,000 | 90,000 | 360 | 7 | 2024 | |
| P027 | Volvo L110E Loader | Major Plant | Loaders | Loaders | 2006 | 2,855.1 | MU 65 | Replace by Cat 950 P091 | | 110,000 | (110) | 11 | 2020 | |
| P041 | Loader CAT 938 GII | Major Plant | Loaders | Loaders | 2004 | 1,283.5 | MU 193 | Backup Loader | 450,000 | 90,000 | 360 | 10 | 2030 | |
| P091 | Catepillar 950GC | Major Plant | Loaders | Loaders | 2019 | 182.0 | MU1039 | | 450,000 | 90,000 | 360 | 10 | 2029 | |
| P013 | Low Loader Float | Major Plant | Low Loader Floats | Low Loader Floats | 2008 | 864.5 | MU 663 | Tri-axle Loader | 187,000 | 37,400 | 150 | 30 | 2030 | |
| P014 | Low Loader Float | Major Plant | Low Loader Floats | Low Loader Floats | 2001 | 313.0 | MU 2004 | | 187,000 | 37,400 | 150 | 30 | 2038 | |
| P079 | Evertrans Low-Loader | Major Plant | Low Loader Floats | Low Loader Floats | 2017 | 7.5 | 0 | Never actually bought. | | | | | | |
| | Low-Loader | Major Plant | Low Loader Floats | Low Loader Floats | 2017 | 7.5 | 0 | New item revisted to minimise mobilisation costs and prvide greater flexibility | 187,000 | | 187 | 30 | 2025 | |
| P023 | Scrub Rake | Major Plant | Misc | Misc | | | | Fits onto Dozer | 25,000 | - | 25 | 30 | 2035 | |
| P043 | BOMAG Roller (Rubber) | Major Plant | Rollers | Rollers | 2012 | 2,451.5 | MU1027 | | 223,510 | 44,702 | 179 | 12 | 2026 | |
| P068 | BOMAG Padfoot Roller BW211PD-4 - Yellow | Major Plant | Rollers | Rollers | 2013 | 3,223.0 | MU1071 | | 233,000 | 46,600 | 186 | 10 | 2024 | |
| P035 | Genset Power House (2 Gensets) | Major Plant | Settlement Gen Sets | Settlement Gen Sets | 2011 | | 0 | Replace 110kVA and 150KVa with 2 no 220kVA. 2020 purchase not from Res | 150,000 | 5,000 | 145 | 10 | 2030 | |
| P004 | Ford New Holland Tractor | Major Plant | Tractors | Tractors | 2006 | 49.0 | MU 380 | | 80,000 | 16,000 | 64 | 20 | 2026 | |
| P017 | Trailer - Evertrans Side Tipper | Major Plant | Side Tippers & Trailers | Trailers | 2001 | 4,015.9 | MU 662 | | 170,000 | 34,000 | 136 | 15 | 2029 | |
| P018 | Trailer - Side Tipping Roadwest | Major Plant | Side Tippers & Trailers | Trailers | 2005 | 4,177.2 | MU2010 | | 130,000 | 11,000 | 119 | 8 | 2021 | |
| P048 | Howard Porter Flat Trailer - Construction Gen | Major Plant | Side Tippers & Trailers | Trailers | 1979 | | MU 2026 | Sold | - | - | 0 | | | |
| P049 | Howard Porter Fuel Trailer | Major Plant | Side Tippers & Trailers | Trailers | 1972 | | MU 2005 | Sold | - | - | 0 | | | |
| P059 | Trailer - 45ft Flat top | Major Plant | Side Tippers & Trailers | Trailers | 1978 | 71.5 | MU2044 | 2nd hand trailer | 100,000 | - | 100 | 35 | 2040 | |
| P067 | Trailer - Side Tipper Roadwest | Major Plant | Side Tippers & Trailers | Trailers | 2013 | 4,351.7 | MU2042 | | 190,000 | 20,000 | 170 | 25 | 2030 | |
| P090 | Plant trailer GH1055 | Major Plant | Small Trailers | Trailers | 2019 | | 0 | Excavator Trailer | 12,000 | | 12 | 11 | 2030 | |
| P007 | UD Nissan Prime Mover Truck | Major Plant | Heavy Trucks | Trucks | 2009 | 2,577.8 | 000 MU | 2nd Hand Prime Mover. To be sold following purchase of Kenworth P092 | - | 20,000 | (20) | | 2020 | |
| P009 | Iveco Prime Mover | Major Plant | Heavy Trucks | Trucks | 2003 | 3,051.0 | MU1065 | Sold. Not to be replaced | | | 0 | | | |
| P010 | Iveco Tipper 2004 | Major Plant | Heavy Trucks | Trucks | 2004 | 2,910.0 | MU 00 | 2nd Hand Prime Mover. Sold Last Year | | | 0 | | | |
| P061 | Kenworth T604 Prime Mover | Major Plant | Heavy Trucks | Trucks | 2004 | 5,068.5 | MU 000 | | 335,000 | 25,000 | 310 | 11 | 2025 | |
| P064 | Isuzu FRR500 5-Tonne Truck | Major Plant | Light Trucks | Trucks | 2013 | 1,557.5 | MU 140 | Construction. New motor 2019 but experiencing issues | 110,000 | 22,000 | 88 | 10 | 2020 | |
| P080 | Fuso Canter | Major Plant | Light Trucks | Trucks | 2017 | 257.0 | MU120 | Mechanics Truck | 75,000 | 15,000 | 60 | 10 | 2025 | |
| P092 | Kenworth T909 Prime Mover | Major Plant | Heavy Trucks | Trucks | 2019 | 233.5 | 1GXA630 | Trade more frequently whilst resale value high | 335,000 | 100,000 | 235 | 6 | 2025 | |
| P15006 | Truck - Isuzu NPR 65/45 | Major Plant | Light Trucks | Trucks | 2015 | 1,411.0 | MU1018 | Maintenance Gang. | 75,000 | 15,000 | 60 | 10 | 2022 | |
| | Water Truck | Major Plant | Heavy Trucks | Trucks | | | | New item to increase construction productivity | 335,000 | - | 335 | 11 | 2021 | |
| P024 | Water Tanker Trailer | Major Plant | Side Tippers & Trailers | Water Tanker Trailer | 2005 | 6,306.0 | MU 2024 | | 120,000 | 24,000 | 96 | 20 | 2030 | |
| | Water Tanker Trailer | Major Plant | Side Tippers & Trailers | Water Tanker Trailer | | | | New item to increase construction productivity | 120,000 | - | 120 | 20 | 2021 | |
| P021 | 28ft Elross Caravan MU2041 | Minor Plant | Caravans | Caravans | | | MU2041 | 28ft Elross Caravan MU2041 Custom Made with A/C and Microwave 2 axle | | | | | | |
| P022 | Used Caravan Construction | Minor Plant | Caravans | Caravans | 2017 | | | Assumed purchased in 2017 | 100,000 | 10,000 | 90 | 20 | 2037 | |
| P047 | Carvan | Minor Plant | Caravans | Caravans | | 3.5 | | Construction Gang. Greg | 100,000 | 10,000 | 90 | 20 | 2030 | |
| P050 | Box Trailer with Toilet (Maintenance) | Minor Plant | Caravans | Caravans | | | MU2045 | Maintenance Gang | 100,000 | 10,000 | 90 | 20 | 2030 | |
| P058 | Elross Caravan | Minor Plant | Caravans | Caravans | | | MU2045 | Ivor Dumbris | 100,000 | 10,000 | 90 | 20 | 2030 | |
| P069 | Elross Caravan | Minor Plant | Caravans | Caravans | 2013 | | MU2036 | Maintenance Gang. Neil | 100,000 | 10,000 | 90 | 20 | 2030 | |
| P070 | Elross Caravan | Minor Plant | Caravans | Caravans | 2013 | | MU2038 | Maintenance Gang. Greg | 100,000 | 10,000 | 90 | 20 | 2030 | |
| P071 | Bitumen Spray Unit | Minor Plant | Caravans | Caravans | | | | | 100,000 | 10,000 | 90 | 5 | 2030 | |
| P074 | Elross Caravan | Minor Plant | Caravans | Caravans | | | MU2035 | Construction Gang. Mark | 100,000 | 10,000 | 90 | 20 | 2030 | |
| P085 | Elross Caravan | Minor Plant | Caravans | Caravans | 2017 | | MU2047 | Construction. Mark | 100,000 | 10,000 | 90 | 20 | 2030 | |
| P077 | Kubota U25-3 Mini Excavator & Attachments | Minor Plant | Mini Excavator | Excavators | | 137.0 | 0 | | 16,000 | | 16 | 10 | 2027 | |
| P037 | Forklift 2nd Hand | Minor Plant | Forklifts | Forklifts | | | | | 40,000 | - | 40 | 8 | 2030 | |
| P032 | Genset - Construction | Minor Plant | Medium Gen Sets | Gensets | 2013 | | 0 | | 20,000 | 5,000 | 15 | 20 | 2021 | |
| P033 | Genset - Maintenance 12.5 KVA | Minor Plant | Medium Gen Sets | Gensets | 2013 | | 0 | | 20,000 | 5,000 | 15 | 8 | 2021 | |
| P034 | Genset Perkins On Mechanic Truck | Minor Plant | Medium Gen Sets | Gensets | 2013 | | 0 | Standby. Not to be replaced | 20,000 | 5,000 | 15 | 8 | 2030 | |
| P065 | Generator 9 KVA Kuboto Machine | Minor Plant | Medium Gen Sets | Gensets | 2013 | 3.0 | 0 | Standby only. Not to be replaced | | | 0 | | | |
| P066 | Genertor 6KVA Kuboto Machine | Minor Plant | Medium Gen Sets | Gensets | | | | Destroyed by fire | | | | | | |
| P087 | Kubota Generator 20KVA SQ3200B-AU-B | Minor Plant | Small Gen Sets | Gensets | 2018 | | | Construction Gen-Set | 8,000 | - | 8 | 8 | 2026 | |
| P051 | Fogger | Minor Plant | Misc | Misc | 2017 | | | Assumed purchased in 2017 | 4,000 | - | 4 | 5 | 2022 | |

| Plant Hours Report June 2019 | | | | | | | | | |
|------------------------------|---|------|---------|-------------|-----------------|-----------------|-----------------|------------|------------|
| Plant | Plant Description | Year | Rego | Total Costs | Total Recovered | Plant Hours YTD | Plant Hours Jun | Plant Rate | Prop Recov |
| P001 | JD 770G Grader | 2011 | MU1063 | 61,860 | 105,595 | 1,509 | 192 | 70.00 | 170.7% |
| P004 | Ford New Holland Tractor | 2006 | MU 380 | 1,818 | | | 0 | | |
| P005 | Dolly | 2001 | MU 2003 | 5,397 | | | 0 | | |
| P007 | UD Nissan Prime Mover Truck | 2009 | 000 MU | 35,665 | 41,085 | 913 | 161 | 45.00 | 115.2% |
| P008 | Dolly | 2000 | MU 2009 | 4,520 | 8,290 | 829 | 80.5 | 10.00 | 183.4% |
| P009 | Iveco Prime Mover | 2003 | MU1065 | 12,946 | 26,640 | 592 | 0 | 45.00 | |
| P010 | Iveco Tipper 2004 | 2004 | MU 00 | 3,804 | | | 0 | | |
| P011 | Komatsu D85A BullDozer | 1997 | 0 | 70,301 | 21,637 | 199 | 0 | 109.00 | |
| P013 | Low Loader Float | 2008 | MU 663 | 13,554 | 9,660 | 161 | 34.5 | 60.00 | 71.3% |
| P014 | Low Loader Float | 2001 | MU 2004 | 11,379 | | | 0 | | |
| P017 | Trailer - Evertrans Side Tipper | 2001 | MU 662 | 12,767 | 13,661 | 719 | 39.5 | 19.00 | 107.0% |
| P018 | Trailer - Side Tipping Roadwest | 2001 | MU2010 | 12,921 | 14,602 | 769 | 47 | 19.00 | 113.0% |
| P024 | Water Tanker Trailer | 2005 | MU 2024 | 21,357 | 26,182 | 1,378 | 128.5 | 19.00 | 122.6% |
| P027 | Volvo L110E Loader | 2006 | MU 65 | 42,969 | 31,793 | 481 | 28 | 66.17 | 74.0% |
| P028 | LV Isuzu D-Max 4x4 | 2009 | MU 300 | 10,729 | 705 | 47 | 0 | 15.00 | 6.6% |
| P032 | Genset - Construction | 0 | 0 | 14,618 | | | 0 | | |
| P033 | Genset - Maintenance 13 KVA | 0 | 0 | 11,428 | | | 0 | | |
| P034 | Genset Perkins On Mechanic Truck | 0 | 0 | 4,720 | | | 0 | | |
| P035 | Genset Power House | 2011 | 0 | 183,020 | 183,020 | | 0 | | 100.0% |
| P041 | Loader CAT 938 GII | 2004 | MU 193 | 23,048 | 9,068 | 140 | 0 | 65.00 | |
| P043 | BOMAG Roller (Rubber) | 2012 | MU1027 | 18,622 | 19,760 | 494 | 42 | 40.00 | 106.1% |
| P048 | Howard Porter Flat Trailer - Construction Gen | 1979 | MU 2026 | 1,944 | | | 0 | | |
| P049 | Howard Porter Fuel Trailer | 1972 | MU 2005 | 1,167 | | | 0 | | |
| P055 | Toyota Prado 3.0I T/D 5 door Wgn | 2012 | MU1011 | 13,228 | 13,228 | 10 | 0 | | |
| P057 | Great Wall 2012 Gardeners Ute | 2012 | MU 167 | 3,836 | | | 0 | | |
| P059 | Trailer - 45ft Flat top | 1978 | MU2044 | 3,956 | 665 | 35 | 2 | 19.00 | 16.8% |
| P060 | Patient Transfer- Mercedes Sprinter | 2004 | MU 1009 | 3,269 | 3,269 | | 0 | | 100.0% |
| P061 | Kenworth T604 Prime Mover | 2004 | MU 000 | 99,151 | 47,340 | 1,052 | 95 | 45.00 | 47.7% |
| P064 | Isuzu FRR500 5-Tonne Truck | 2013 | MU 140 | 65,305 | 20,709 | 266 | 32 | 78.00 | 31.7% |
| P065 | Generator 9 KVA Kuboto Machine | 2013 | 0 | 7,677 | | | 0 | | |
| P067 | Trailer - Side Tipper Roadwest | 2013 | MU2042 | 13,483 | 15,846 | 834 | 80.5 | 19.00 | 117.5% |
| P068 | BOMAG Padfoot Roller BW211PD-4 - Yellow | 2013 | MU1071 | 29,283 | 27,280 | 682 | 40.5 | 40.00 | 93.2% |
| P072 | Isuzu Fire Truck | 2013 | MU1068 | 14,819 | 14,819 | | 0 | | 100.0% |

| Plant Hours Report June 2019 | | | | | | | | | |
|------------------------------|---|------|---------|----------------|------------------|-----------------|-----------------|------------|---------------|
| Plant | Plant Description | Year | Rego | Total Costs | Total Recovered | Plant Hours YTD | Plant Hours Jun | Plant Rate | Prop Recov |
| P073 | Toyota Fire - Fast Attack | 2014 | MU1069 | 12,189 | 12,189 | | 0 | | |
| P076 | Dolly | 0 | 0 | 12,552 | 705 | 71 | 0 | 10.00 | |
| P077 | Kubota U25-3 Mini Excavator & Attachments | 0 | 0 | 7,327 | 5,375 | 108 | 4 | 50.00 | 73.4% |
| P079 | | | | | | | | | |
| P080 | Fuso Canter | 2017 | MU120 | 15,287 | 10,218 | 131 | 0 | 78.00 | 66.8% |
| P081 | John Deere 670G Motor Grader | 2017 | MU105 | 63,301 | 111,440 | 1,592 | 158.5 | 70.00 | 176.0% |
| P082 | Isuzu/Dmax Sx - Works Supervisors Vehicle | 2017 | 01 MU | 22,800 | 8,303 | 554 | 81.5 | 15.00 | 36.4% |
| P086 | Maxitrans Tandem axle Dolly | 2012 | 1TNW068 | 775 | 5,910 | 591 | 0 | 10.00 | 762.9% |
| P087 | | | | | | | | | |
| P089 | | | | | | | | | |
| P090 | Plant trailer GH1055 | 0 | 0 | 402 | | | 0 | | |
| P091 | | | | | | | | | |
| P092 | | | | | | | | | |
| P11076 | | | | | | | | | |
| P15003 | Grader John Deere 672G | 2012 | MU121 | 59,910 | 100,380 | 1,434 | 110 | 70.00 | 167.6% |
| P15006 | Truck - Isuzu NPR 65/45 | 2015 | MU1018 | 19,683 | 29,133 | 374 | 47.5 | 78.00 | 148.0% |
| P16063 | | | | | | | | | |
| P16075 | Kubota Tractor B2301 HD with mower deck | 2016 | 0 | 3,490 | 2,601 | 186 | 9 | 14.00 | 74.5% |
| | Adjustments | | | (124,932) | 199,611 | | | | |
| | Totals | | | 927,343 | 1,140,716 | 16,146 | 1,413.50 | 70.65 | 123.0% |
| | Less Depreciation | | | 320,469 | | | | | |
| | Total Cash Costs | | | 606,874 | 1,140,716 | | | | |
| | Net Cash Recovered | | | | 533,842 | | | | 188.0% |
| | Amount Transferred to Reserves | | | | 434,986 | | | | |
| | | | | 1,052,275 | | | | | |

| Plant Hours Report June 2019 | | | | | | | | | |
|--|--|------|------|---------------|-----------------|-----------------|-----------------|------------|------------|
| Plant | Plant Description | Year | Rego | Total Costs | Total Recovered | Plant Hours YTD | Plant Hours Jun | Plant Rate | Prop Recov |
| | Plant Operation Costs | | | | | | | | |
| GLA | Plant Operation Costs | | | Amount | | | | | |
| 14221 | Rebates and reimbursements - Plant | | | (7,617) | | | | | |
| 14302 | Insurance - Plant | | | 32,223 | | | | | |
| 14303 | Fuels & Oils | | | 417,804 | | | | | |
| 14304 | Tyres and Tubes | | | 16,606 | | | | | |
| 14305 | Parts & Repairs | | | 242,851 | | | | | |
| 14306 | Internal Repair Wages | | | 143,529 | | | | | |
| 14307 | Licences - Plant | | | 7,063 | | | | | |
| 14308 | Depreciation - Plant | | | 320,469 | | | | | |
| 14309 | Plant Operation Costs Allocated to Works | | | (1,140,716) | | | | | |
| 14312 | Plant Expenses - Tools & Minor Equipment | | | 4,279 | | | | | |
| 14321 | Insurance Rebate | | | | | | | | |
| 14322 | Fleet Rebate | | | | | | | | |
| | Plant Operation Costs | | | 36,491 | | | | | |
| | | | | | | | | | |
| Notes on what happens | | | | | | | | | |
| 1. Materials and other costs to GL codes under Plant Operation Costs and Job No (Plant No) | | | | | | | | | |
| 2. Depreciation to GL under Plant Operation Costs and Job No (Plant No) | | | | | | | | | |
| 3. Staff costs to GL salaries in Administration. Staff Labour costings @ Overheads to Job No (Plant No) with the corresponding income to GL (Overheads allocated to works) | | | | | | | | | |
| 4. Plant Recovery costs to GL (Plant Operation Costs Allocated to Works) and Job No (Plant No) | | | | | | | | | |
| 5. Plant Hours report summarises above but note that it includes depreciation | | | | | | | | | |
| 6. Transfer to Plant Reserves is a separate consideration | | | | | | | | | |



**Sealed Roads Program
Report to Council
February 2020**

Background

At the September 2019 Council Meeting the Works Supervisor advised Council that to improve the refinement of our resealed roads and improve overall management generally we have engaged Greenfields to undertake the assessment and programming of the sealed sections of the Carnarvon-Mullewa Road. This will give us a program for this year and beyond. In addition, they will conduct the tender management aspect. Supervision of the program will also follow once the program has been established and successful tenderer identified.

Actions to implement the 2019/20 Program have been put into place. Apart from three sealed sections on the Beringarra- Pindar Road plus a few sealed roads within the Murchison Settlement, Councils main sealed road is the Carnarvon- Mullewa Road.

Sealed Roads Program

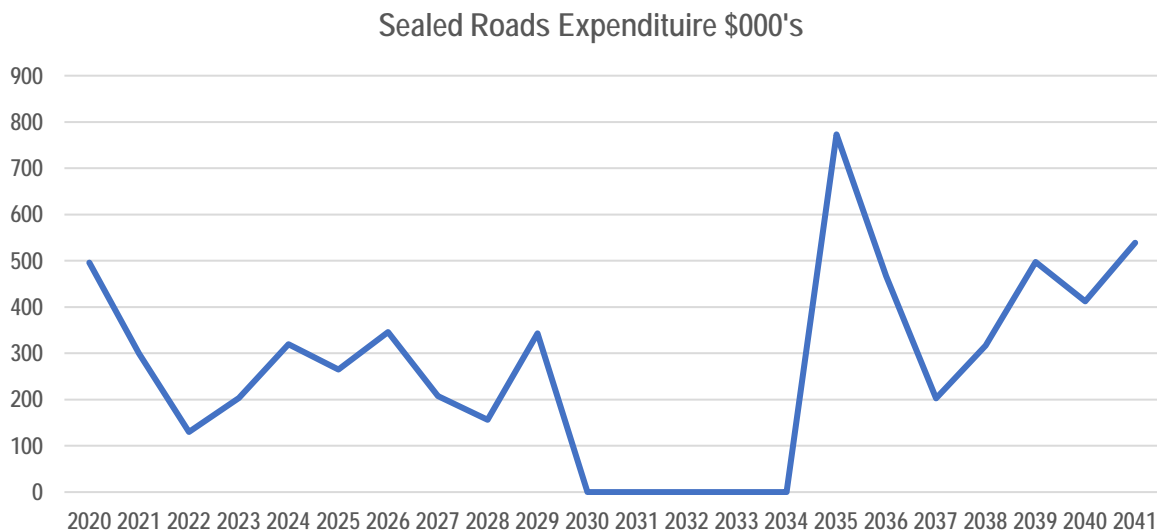
Based on Greenfields Report a 20year Sealed Roads Program has been established as attached.

In order to provide a more adaptive analysis that can be readily amended each year a model has been developed which incorporates all relevant features such that it can be readily changed from one year to another, to not only provide a ready update from year to year, but also test various assumptions such as inflation, changes to pricing, life of seal, treatment etc..

It is intended that this model will eventually expand to all of Council’s Assets thereby forming part of a rolling Asset Management Plan and Long-erm Financial Management Strategy

For the purposes of the exercise the model keeps the same assumptions as that outlined in Greenfields Assessment Report.

Summary of the financial impacts are shown as follows;



Bill Boehm
Chief Executive Officer

Enc Murchison Sealed Roads Program

| Shire of Murchison - Proposed Sealed Program - 2020 | | | | | | | | | | year>>> 2020 | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------|-----------|---------|---------------|----------------|----------------|----------------|------|------------|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------|----------|----------|----------|----------|------------|------------|------------|------------|------------|------------|------------|------|------|------|------|
| | | | | | | | | | | Reseal Rate>>> | \$4.69 | 496 | 300 | 130 | 203 | 319 | 265 | 346 | 207 | 157 | 343 | 0 | 0 | 0 | 0 | 0 | 773 | 467 | 202 | 317 | 497 | 412 | 539 | | |
| | | | | | | | | | | expenses inflation>>> | 0.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% |
| | | | | | | | | | | 100.0% | 103.0% | 106.1% | 109.3% | 112.6% | 115.9% | 119.4% | 123.0% | 126.7% | 130.5% | 134.4% | 138.4% | 142.6% | 146.9% | 151.3% | 155.8% | 160.5% | 165.3% | 170.2% | 175.4% | 180.6% | 186.0% | | | | |
| Road | Year | Slk Start | Slk End | Length (km) | Seal width (m) | Seal area (m2) | Cost (\$000's) | Life | Ist Replac | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | | | | |
| Carnavon-Mullewa | 7 | 225.20 | 225.27 | 0.07 | 4.0 | 280 | 1 | 15 | 2026 | | | | | | | 2 | | | | | | | | | | | | | | | 2 | | | | |
| Carnavon-Mullewa | 6 | 225.27 | 225.48 | 0.21 | 8.0 | 1,680 | 8 | 15 | 2025 | | | | | | 9 | | | | | | | | | | | | | | | | 14 | | | | |
| Carnavon-Mullewa | 3 | 225.48 | 226.00 | 0.52 | 4.0 | 2,080 | 10 | 15 | 2022 | | | 10 | | | | | | | | | | | | | | | 16 | | | | | | | | |
| Carnavon-Mullewa | 7 | 226.00 | 226.16 | 0.16 | 8.0 | 1,280 | 6 | 15 | 2026 | | | | | | | 7 | | | | | | | | | | | | | | | 11 | | | | |
| Carnavon-Mullewa | 9 | 226.16 | 226.58 | 0.42 | 4.0 | 1,680 | 8 | 15 | 2028 | | | | | | | | | 10 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 226.58 | 227.00 | 0.42 | 8.0 | 3,360 | 16 | 15 | 2028 | | | | | | | | | 20 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 227.00 | 227.26 | 0.26 | 4.0 | 1,040 | 5 | 15 | 2028 | | | | | | | | | 6 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 227.26 | 228.07 | 0.81 | 8.0 | 6,480 | 30 | 15 | 2028 | | | | | | | | | 38 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 228.07 | 228.85 | 0.78 | 4.0 | 3,120 | 15 | 15 | 2028 | | | | | | | | | 19 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 228.85 | 228.99 | 0.14 | 8.0 | 1,120 | 5 | 15 | 2028 | | | | | | | | | 7 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 228.99 | 229.36 | 0.37 | 4.0 | 1,480 | 7 | 15 | 2028 | | | | | | | | | 9 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 229.36 | 229.48 | 0.12 | 8.0 | 960 | 5 | 15 | 2028 | | | | | | | | | 6 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 229.48 | 229.84 | 0.36 | 4.0 | 1,440 | 7 | 15 | 2028 | | | | | | | | | 9 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 229.84 | 229.93 | 0.09 | 8.0 | 720 | 3 | 15 | 2028 | | | | | | | | | 4 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 229.93 | 230.54 | 0.61 | 4.0 | 2,440 | 11 | 15 | 2028 | | | | | | | | | 14 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 230.54 | 230.79 | 0.25 | 6.0 | 1,500 | 7 | 15 | 2028 | | | | | | | | | 9 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 10 | 230.79 | 230.88 | 0.09 | 0.0 | 0 | - | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 9 | 230.88 | 231.05 | 0.17 | 6.0 | 1,020 | 5 | 15 | 2028 | | | | | | | | | 6 | | | | | | | | | | | | | | | | | |
| Carnavon-Mullewa | 7 | 231.05 | 231.30 | 0.25 | 8.0 | 2,000 | 9 | 15 | 2026 | | | | | | | 11 | | | | | | | | | | | | | | | 17 | | | | |
| Carnavon-Mullewa | 3 | 231.30 | 231.70 | 0.40 | 4.0 | 1,600 | 8 | 15 | 2022 | | | 8 | | | | | | | | | | | | | | | 12 | | | | | | | | |
| Carnavon-Mullewa | 3/1 | 231.70 | 234.30 | 2.60 | 4.0 | 10,400 | 49 | 15 | 2020 | 49 | | | | | | | | | | | | | | | 76 | | | | | | | | | | |
| Carnavon-Mullewa | 7 | 234.30 | 234.50 | 0.20 | 8.0 | 1,600 | 8 | 15 | 2026 | | | | | | | 9 | | | | | | | | | | | | | | | 14 | | | | |
| Carnavon-Mullewa | 1 | 234.50 | 236.07 | 1.57 | 4.0 | 6,280 | 29 | 15 | 2020 | 29 | | | | | | | | | | | | | | | 46 | | | | | | | | | | |
| Carnavon-Mullewa | 7 | 236.07 | 236.28 | 0.21 | 8.0 | 1,680 | 8 | 15 | 2026 | | | | | | | 9 | | | | | | | | | | | | | | | 15 | | | | |
| Carnavon-Mullewa | 1 | 236.28 | 237.84 | 1.56 | 4.0 | 6,240 | 29 | 15 | 2020 | 29 | | | | | | | | | | | | | | | 46 | | | | | | | | | | |
| Carnavon-Mullewa | 7 | 237.84 | 238.36 | 0.52 | 8.0 | 4,160 | 20 | 15 | 2026 | | | | | | | 23 | | | | | | | | | | | | | | | 36 | | | | |
| Carnavon-Mullewa | 3/1 | 238.36 | 240.36 | 2.00 | 4.0 | 8,000 | 38 | 15 | 2020 | 38 | | | | | | | | | | | | | | | 58 | | | | | | | | | | |
| Carnavon-Mullewa | 3 | 240.36 | 240.71 | 0.35 | 8.0 | 2,800 | 13 | 15 | 2022 | | | 14 | | | | | | | | | | | | | | | 22 | | | | | | | | |
| Carnavon-Mullewa | 6/1 | 240.71 | 241.74 | 1.03 | 4.0 | 4,120 | 19 | 15 | 2020 | 19 | | | | | | | | | | | | | | | 30 | | | | | | | | | | |
| Carnavon-Mullewa | 3 | 260.00 | 260.51 | 0.51 | 6.0 | 3,060 | 14 | 15 | 2022 | | | 15 | | | | | | | | | | | | | | | 24 | | | | | | | | |
| Carnavon-Mullewa | 3 | 270.35 | 271.50 | 1.15 | 6.0 | 6,900 | 32 | 15 | 2022 | | | 34 | | | | | | | | | | | | | | | 53 | | | | | | | | |
| Beringarra-Pindar | 1 | 149.00 | 150.00 | 1.00 | 7.0 | 7,000 | 33 | 15 | 2020 | 33 | | | | | | | | | | | | | | | 51 | | | | | | | | | | |
| Beringarra-Pindar | 1 | 259.50 | 260.65 | 1.15 | 7.0 | 8,050 | 38 | 15 | 2020 | 38 | | | | | | | | | | | | | | | 59 | | | | | | | | | | |
| Beringarra-Pindar | 1 | 309.50 | 310.46 | 0.96 | 7.0 | 6,720 | 32 | 15 | 2020 | 32 | | | | | | | | | | | | | | | 49 | | | | | | | | | | |
| Totals | | | | 100.54 | | | 2,452 | | | 496 | 300 | 130 | 203 | 319 | 265 | 346 | 207 | 157 | 343 | 0 | 0 | 0 | 0 | 0 | 773 | 467 | 202 | 317 | 497 | 412 | 539 | | | | |



Roads 2030 Regional Strategies Report to Council February 2020

Overview

The first edition of Main Roads WA Regional Roads Development Strategy (Roads 2020) was released during 1997 and 1998, as an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association (then known as the Western Australian Municipal Association). The Memorandum of Understanding requires that the road development strategies be reviewed at five yearly intervals to incorporate the impact of changing circumstances.

The current Main Roads WA Roads 2030 documents a strategic review of regionally significant Local Government roads and the development strategies for them. The 2030 review superseded the previous Roads 2015 version which was undertaken in 2013 and then amended in 2015. Local Governments (via Regional Road Groups) have worked collaboratively to review and update Roads 2030 and the previous versions.

In December 2019 all Councils were provided an opportunity to provide any update to this strategy with submissions closing 17 February 2020. It is important that this action be taken as only those Roads that are included within Roads 2030 will be eligible for future Main Roads Grants Funding.

Following a briefing session with elected members on 30 January 2020 an update submission was prepared and lodged. This report formally updates the situation.

Introduction

From a strategic perspective it should be noted that at a State level, roads are classified according to a certain defined hierarchy. This is described in the attachment with a copy of the current map of Murchison Shire also attached

For Murchison Shire we have the following road hierarchy

| | |
|----------------------|--|
| Regional Distributor | Carnarvon-Mullewa Rd |
| Local Distributor | Byro-Woodleigh Rd, Beringarra-Byro Rd, Beringarra-Cue Rd, Cue-Kalli Rd, Beringarra-Pindar Rd (south of the Cue-Kalli Rd), Boolardy-Woolen Rd, Mt Wittenoom Rd, Meeberrie-Wooleen Rd and Butchers Track |
| Local Access | All others |

In essence, a road hierarchy describes in part the strategic function of the road, not necessarily usage, importance or even type of treatment that may follow. That is a separate decision-making process.

Given the above it is proposed that when Council reviews its own local strategy that aligns with the above.

An extract of the current Main Roads WA Roads 2030 strategy document as it applies to Murchison Shire is attached. Only those roads identified in Roads 2030 will be eligible for Main Roads funding

Page 95 of the document highlights a set of service levels that have been adopted regionally. Roads 2030 defines what each service level is. For each road identified in the document a service level is assigned as the ultimate desirable outcome. In turn it will dictate the treatment and hence cost associated with any subsequent application for Main Roads funding

For Murchison the following Service Levels are in practice being delivered historically

- Type 1 Unformed Road. Eg local tracks
- Type 2 Formed Road. Eg most trafficked roads
- Type 3 Gravel Road. Eg some higher category formed roads
- Type 4 Sealed Road - 6m seal width. Eg sections of the Carnarvon-Mullewa Rd
- Type 5 Sealed Road - 7m seal width. Eg sections of the Carnarvon-Mullewa Rd and some sections adjacent homesteads
- Type 6 Sealed Road - 8-9m seal width. Floodways and Grids

Given the above it is proposed that when Council reviews its own local strategy that aligns service levels with the above although also recognising that on some occasions it may not be able to be achieved.

Submission

Attached is a copy of the submission recently submitted which details the rationale behind the proposed changes. For each road a significant amount of update information and clear rationale has been provided for most of the existing routes that are already listed in the document. New additions have also been proposed.

Essentially the following changes are proposed

- **Byro-Woodleigh Road**
Existing route downgrade from a Type 3 - Gravel Road to Type 2 - Formed Road
- **Butchers Track**
Existing route upgrade **from a Type 2 – Formed Road to a Type 3 Gravel Road**
- **Carnarvon -Mullewa Road**
Existing route upgrade the section south of Murchison Settlement from a Type 4 - 6m seal width to a Type 5 - 7m seal width.
North of the Settlement adopt a Type 4 - 6m seal width till the Butchers Track turnoff then revert to a Type 3 – Gravel Road except for passing areas lanes which will be a Type 4 – 6m seal width and floodways and grids which will be a Type 6 – 8-9m seal
- **SKA Access Route**
Part existing route Upgrade to a Type 4 – 6m seal width if additional federal / state funding upgrade otherwise revert to a Type 3- Gravel Road
- **Coolcalalaya / New Forest Road**
New identified route to a Type 2- Formed Road
- **Beringarra-Pindar Road (Wreath Flowers Access)**
New route to a Type 6 – 8-9m seal width

No change is proposed to the Mt Magnet-Murchison Route

Summary

The above approach albeit not straight forward for future projects is intended to be taken when moving forward when managing the Roads 2030 Road network. Ultimately this approach will further inform Councils Asset Management and Long-Term Financial Plans and dictate whether these aspirations can be delivered.

Bill Boehm
Chief Executive Officer

Enc Main Roads WA Road Hierarchy & Murchison Map
Murchison Extract Roads 2030 Mid-West
Murchison Feb 2020 Roads 2030 Submission

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

| CRITERIA | PRIMARY DISTRIBUTOR (PD) (see Note 2) | DISTRICT DISTRIBUTOR A (DA) | DISTRICT DISTRIBUTOR B (DB) | REGIONAL DISTRIBUTOR (RD) | LOCAL DISTRIBUTOR (LD) | ACCESS ROAD (A) |
|-------------------------------------|---|--|--|--|---|--|
| <i>Primary Criteria</i> | | | | | | |
| 1. Location (see Note 3) | All of WA incl. BUA | Only Built Up Area. | Only Built Up Area. | Only Non Built Up Area. (see Note 4) | All of WA incl. BUA | All of WA incl. BUA |
| 2. Responsibility | Main Roads Western Australia. | Local Government. | Local Government. | Local Government. | Local Government. | Local Government. |
| 3. Degree of Connectivity | High. Connects to other Primary and Distributor roads. | High. Connects to Primary and/or other Distributor roads. | High. Connects to Primary and/or other Distributor roads. | High. Connects to Primary and/or other Distributor roads. | Medium. Minor Network Role Connects to Distributors and Access Roads. | Low. Provides mainly for property access. |
| 4. Predominant Purpose | Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads. | High capacity traffic movements between industrial, commercial and residential areas. | Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas. | Roads linking significant destinations and designed for efficient movement of people and goods between and within regions. | Movement of traffic within local areas and connect access roads to higher order Distributors. | Provision of vehicle access to abutting properties |
| <i>Secondary Criteria</i> | | | | | | |
| 5. Indicative Traffic Volume (AADT) | In accordance with Classification Assessment Guidelines. | Above 8 000 vpd | Above 6 000 vpd. | Greater than 100 vpd | <u>Built Up Area</u> - Maximum desirable volume 6 000 vpd. <u>Non Built Up Area</u> – up to 100 vpd. | <u>Built Up Area</u> - Maximum desirable volume 3 000 vpd. <u>Non Built Up Area</u> – up to 75 vpd. |
| 6. Recommended Operating Speed | 60 – 110 km/h (depending on design characteristics). | 60 – 80 km/h. | 60 – 70 km/h. | 50 – 110 km/h (depending on design characteristics). | <u>Built Up Area</u> 50 - 60 km/h (desired speed) <u>Non Built Up Area</u> 60 – 110 km/h (depending on design characteristics). | <u>Built Up Area</u> 50 km/h (desired speed). <u>Non Built Up Area</u> 50 – 110 km/h (depending on design characteristics). |
| 7. Heavy Vehicles permitted | Yes. | Yes. | Yes. | Yes. | Yes, but preferably only to service properties. | Only to service properties. |
| 8. Intersection treatments | Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation. | Controlled with appropriate measures e.g. traffic signals. | Controlled with appropriate Local Area Traffic Management. | Controlled with measures such as signing and line marking of intersections. | Controlled with minor Local Area Traffic Management or measures such as signing. | Self controlling with minor measures. |
| 9. Frontage Access | None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties. | Prefer not to have residential access. Limited commercial access, generally via service roads. | Residential and commercial access due to its historic status Prefer to limit when and where possible. | Prefer not to have property access. Limited commercial access, generally via lesser roads. | Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred. | Yes. |
| 10. Pedestrians | Preferably none. Crossing should be controlled where possible. | With positive measures for control and safety e.g. pedestrian signals. | With appropriate measures for control and safety e.g. median/islands refuges. | Measures for control and safety such as careful siting of school bus stops and rest areas. | Yes, with minor safety measures where necessary. | Yes. |
| 11. Buses | Yes. | Yes. | Yes. | Yes. | Yes. | If necessary (see Note 5) |
| 12. On-Road Parking | No (emergency parking on shoulders only). | Generally no. Clearways where necessary. | Not preferred. Clearways where necessary. | No – emergency parking on shoulders – encourage parking in off road rest areas where possible. | <u>Built Up Area</u> – yes, where sufficient width and sight distance allow safe passing. <u>Non Built Up Area</u> – no. Emergency parking on shoulders. | Yes, where sufficient width and sight distance allow safe passing. |
| 13. Signs & Linemarking | Centrelines, speed signs, guide and service signs to highway standard. | Centrelines, speed signs, guide and service signs. | Centrelines, speed signs, guide and service signs. | Centrelines, speed signs and guide signs. | Speed and guide signs. | Urban areas – generally not applicable. Rural areas - Guide signs. |
| 14. Rest Areas/Parking Bays | In accordance with Main Roads' <i>Roadside Stopping Places Policy</i> . | Not Applicable. | Not Applicable. | Parking Bays/Rest Areas. Desired at 60km spacing. | Not Applicable. | Not Applicable. |

DEFINITIONS

| | |
|--------------------|---|
| Built Up Areas | See Note 3 below. The criteria was provided by Clive Shepherd from the Western Australian Local Government Grants Commission (WALGGC). |
| Primary Criteria | A road, or road section, must meet all of these criteria to qualify for the category. |
| Secondary Criteria | These criteria are provided as indicators of the likely characteristics of a road designated under a particular road type. Ideally, a road should have all of these characteristics, but it is recognised that is unlikely to occur in a number of instances, particularly for traffic volumes in rural areas. |
| vpd | vehicles per day |

NOTES

1. The type designated to each road should represent the role that the road is intended to perform. It may not necessarily reflect the current conditions on the road.
2. Declared Roads under the Main Roads Act ('highways' and 'main roads')
3. Built Up Areas (as defined by the Western Australian Local Government Grants Commission)
Built up areas are identified because roads within them generally involve greater expenditure than roads in non built up areas. This is because roads in built up areas :
 - have high traffic volumes;
 - have large numbers of intersections, necessitating intersection treatments, pavement markings, signs, etc;
 - require kerbing for traffic control and or drainage;
 - require an asphalt surface where traffic volumes are high, or where noise reduction is important;
 - require underground drainage because surface drainage is impractical;
 - involve high cost of service alterations during reconstruction;
 - involve high costs because road works have to be carried out under heavy traffic.

The following definition is intended to limit built up areas to localities where the above conditions prevail.

Residential localities, which have lots with areas less than 0.45 ha, and commercial and industrial areas that meet the following criteria are classed as built up:

- at least half the blocks are developed;¹
- existing roads have a minimum standard of a gravel road for old subdivisions and a sealed road for new subdivisions.

Areas serving sporting complexes, schools and caravan parks are classed as built up where:

- they are located in an area which is developed as residential; or
- the existing roads serving these facilities are already sealed and kerbed.

A road connecting two built up areas is classed as a road in a built up area where the connecting road is less than 300m in length.

4. Except where the Regional Distributor is passing through, or terminating in a town.
5. Buses may need to use Access Roads in some instances e.g. Rural areas for school buses and in cities and towns to provide connectivity for a route.

¹ Roads within new subdivisions being developed in accordance with a Structure Plan should be designed and constructed in accordance with the planned use of the road once the area is fully developed. They should be categorised on the basis of the intended purpose.

DESCRIPTION OF ROAD HIERARCHY

Primary Distributors :

Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads Western Australia.

District Distributor A : Urban area roads - (Built Up Area -)

Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.

District Distributor B : Urban area roads - (Built Up Area)

Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government.

Regional Distributor : Rural - (Non Built Up Area)

Roads that are not Primary Distributors but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government.

Local Distributor :

Urban - (Built Up Area)

Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to, or serving the area. These roads should accommodate buses, but discourage trucks.

Rural - (Non Built Up Area)

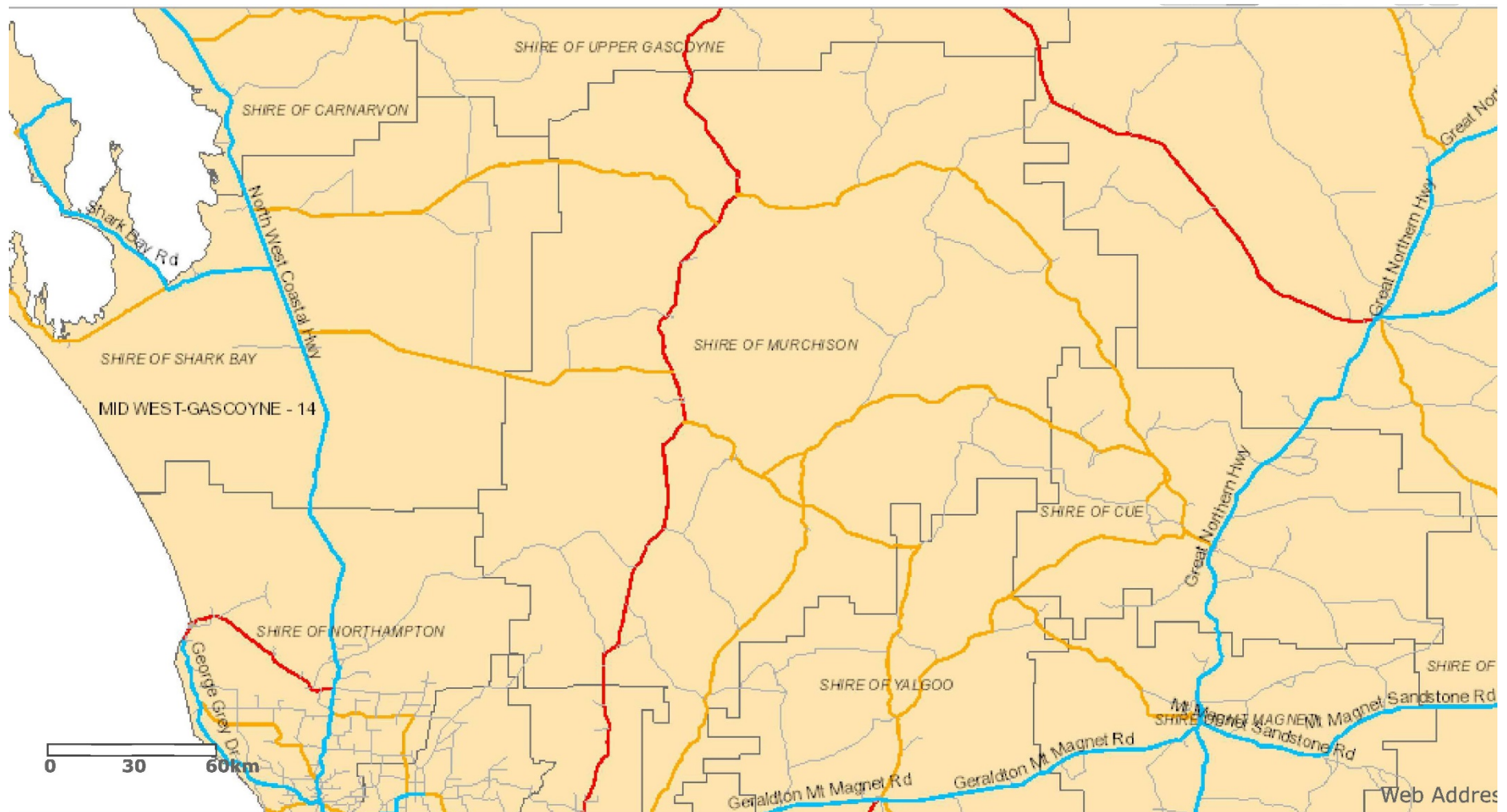
Connect to other Rural Distributors and to Rural Access Roads.

Not Regional Distributors, but which are designed for efficient movement of people and goods within regional areas

Urban and Rural Local Distributor roads are managed by local government.

Access Roads :

Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.

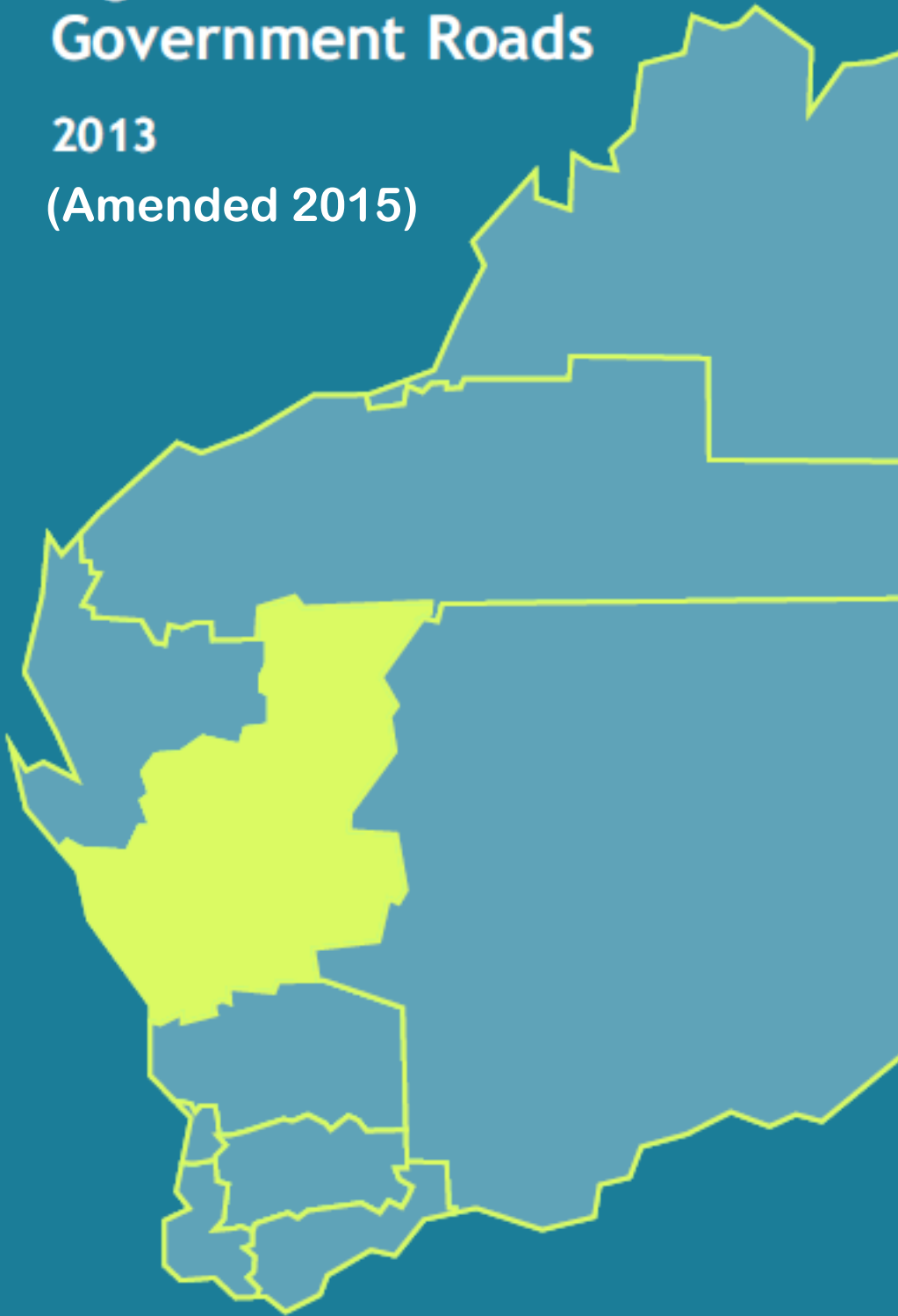


ROADS 2030

Regional Strategies for Significant Local Government Roads

2013

(Amended 2015)



Mid West



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ROADS 2030 – REGIONAL STRATEGIES FOR SIGNIFICANT LOCAL ROADS MID WEST REGION

REVISED MARCH 2015

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ROADS 2030 ROAD DEVELOPMENT STRATEGY

Roads 2030 documents a strategic review of regionally significant Local Government roads and the development strategies for them. This is the second review of regional road development strategies and is intended to respond to the changes in demand on the road network.

The first editions, Roads 2020 Regional Road Development Strategies, were released during 1997 and 1998, as an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association (then known as the Western Australian Municipal Association). The Memorandum of Understanding requires that the road development strategies be reviewed at five yearly intervals to incorporate the impact of changing circumstances. This document updates and supersedes Roads 2025.

Local Governments (via Regional Road Groups) have worked collaboratively to review and update Roads 2025 to produce this latest strategy, Roads 2030. This provides an agreed, strategic approach to allocation of limited funding across the extensive road network in the Great Southern. Only projects on local roads included in Roads 2030 will be eligible for *Road Project Grant* funding under the *State Road Funds to Local Government Agreement 2011/12 – 2015/16*. The Guidelines for the development of Roads 2030 are included in the Annexure.

CHANGES AND AMENDMENTS

The five yearly reviews balance the need for a strategic approach to funding allocation with changes in demand on the road network within the region.

Should a Regional Road Group agree to seek an amendment to the endorsed road development strategy this should be documented and endorsed by the *State Road Funds to Local Government Advisory Committee*. If an affected road crosses into another Region, agreement should be reached with the adjoining Regional Road Group on the proposed change.

A separate Main Roads WA process is required to amend the Functional Road Hierarchy category to reflect proposed changes to Roads 2030.

THE MID WEST REGION

The Mid West Region covers approximately 293 021 square kilometres (including offshore islands). The Region extends along the coast from Greenhead in the south, where it borders the Wheatbelt North Region, to beyond Kalbarri in the north where it is bordered by the Gascoyne Region. The region also extends more than 600 km east into the mineral rich hinterland where it is bordered by the Pilbara Region (north-east) and the Goldfields-Esperance Region (east and south-east). With an area well over the size of the United Kingdom, the Mid West Region embraces a wide range of landscapes and land uses.

Land uses range from the rich fishing and agricultural areas along and near the coast to the valuable pastoral and mining areas inland. The Mid West Region comprises 16 local government authorities, following the amalgamation of the Shires of Greenough and Mullewa into the City of Greater Geraldton, which is the Region's major commercial, administrative and service centre.

The economy of the Mid West is predominantly based on the mining, agriculture, and fishing and tourism industries and is an important contributor to the Western Australian economy. Continued diversification and value adding across all sectors, combined with

a further strengthening of the Region's strategic infrastructure and further development of its tourism potential, will ensure the Mid West's continued growth.

The Mid West Region had an estimated resident population of 54 368 as at 2011. At this time, the population makes up 10.5 per cent of the people living in regional Western Australia and 2.3 per cent of the State's population. The local government areas with the most significant growth in the 12 months to 30 June 2011 were the Shire of Yalgoo, and Shire of Perenjori reflecting the economic growth opportunities in these Shires, particularly from mining projects. However, the City of Greater Geraldton remains the predominant population centre, with 70.9 per cent of the Region's population in 2011, with the coastal Shires of Irwin, Chapman Valley and Northampton having a large share of the remainder (14.5 per cent).

The Mid West is well serviced with a network of major sealed roads connecting Geraldton to Perth, the North West and the hinterland, which provides extensive use of double and triple road trains. Major arterial roads include: Brand Highway linking Perth to Geraldton; North West Coastal Highway from Geraldton to the North West via Northampton, Carnarvon, Karratha and Port Hedland; Midlands Road between Moora and Dongara; and the eastern connection from Geraldton to Leinster via Mullewa, Yalgoo, Mt Magnet and Sandstone.

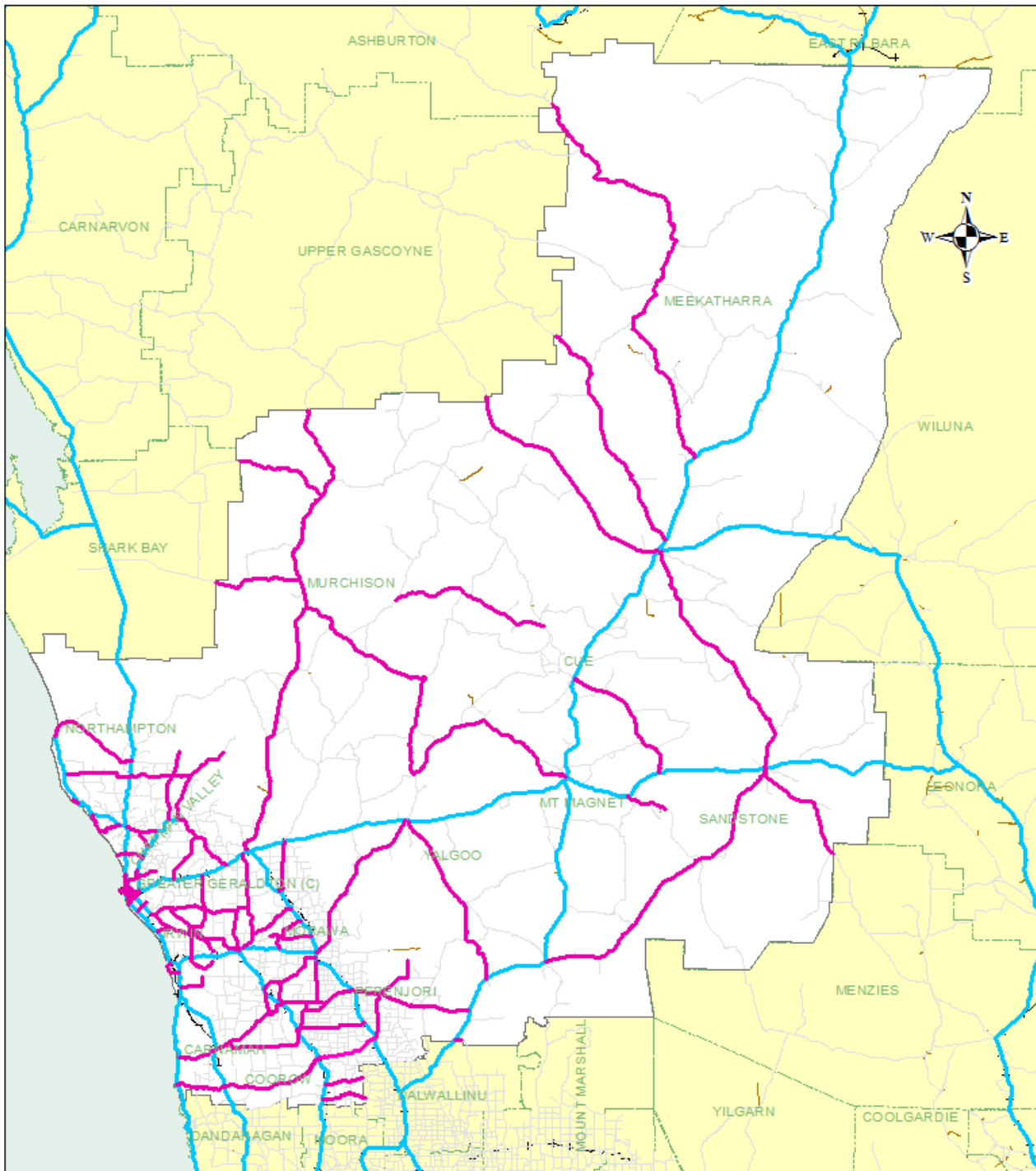
The upgrade and sealing of the Meekatharra to Wiluna section of Goldfields Highway is a priority for the Region as is the upgrade of Indian Ocean Drive. These works will play a vital role in opening up and further developing the mining, pastoral and tourist sectors, as well as serving the needs of Mid West communities.

Work on the \$88 million Geraldton Southern Transport Corridor Stage 1 was completed in late 2005 to provide a new direct transport link to the port of Geraldton for both road and rail from the Narngulu industrial estate. Stage 2 was completed in 2010 and has further improved the road corridor to Narngulu and the Geraldton-Mt Magnet Road and enhanced the separation of light and heavy vehicles.




Strong growth in the mining sector is placing extra demands on the Region's road network, with most of the activity being located in the Murchison Goldfields. The agricultural sector continues to place demands on the network, especially on the Wubin-Mullewa Road.

Tourism developments along the coastal strip from Greenhead to Kalbarri and steady growth in population centres such as Geraldton are also driving the need for quality road infrastructure.

The major demands listed above are being felt by the State Network, however, the significant network of Local Roads that are the subject of the 2030 review, also play a major role in dealing with the increased demand throughout the region.



NETWORKS

-  Roads 2030
-  Main Roads
-  Main Roads
-  Local Road
-  Miscellaneous Road

MID WEST SECTION
OF
MID WEST - GASCOYNE
REGION

BOOLARDY – KALLI ROAD

Road No. 7050005
Local Distributor

MWR RRG Category 1

Murchison Shire

Last Reviewed: March 2013

FUNCTION

The road currently provides access between Murchison Settlement and Cue and is increasingly being used by tourists and travellers who are looking for an alternative and direct route across to Great Northern Highway without having to travel down to Mullewa. It is already included as a road of regional significance by Cue and Murchison Shire which had resolved to apply to have it included as a Road of Regional Significance at the November 2012 meeting of council.

Development of the ASKAP/MRO site has seen increased traffic to this part of the shire and therefore this road is getting more use and is now of a higher significance than prior to the development.

Traffic counts are not available and due to the tourist season being April – October, cannot be obtained until later in the year. Counts are projected to be around 20 vehicles per day, mainly non heavy vehicles.

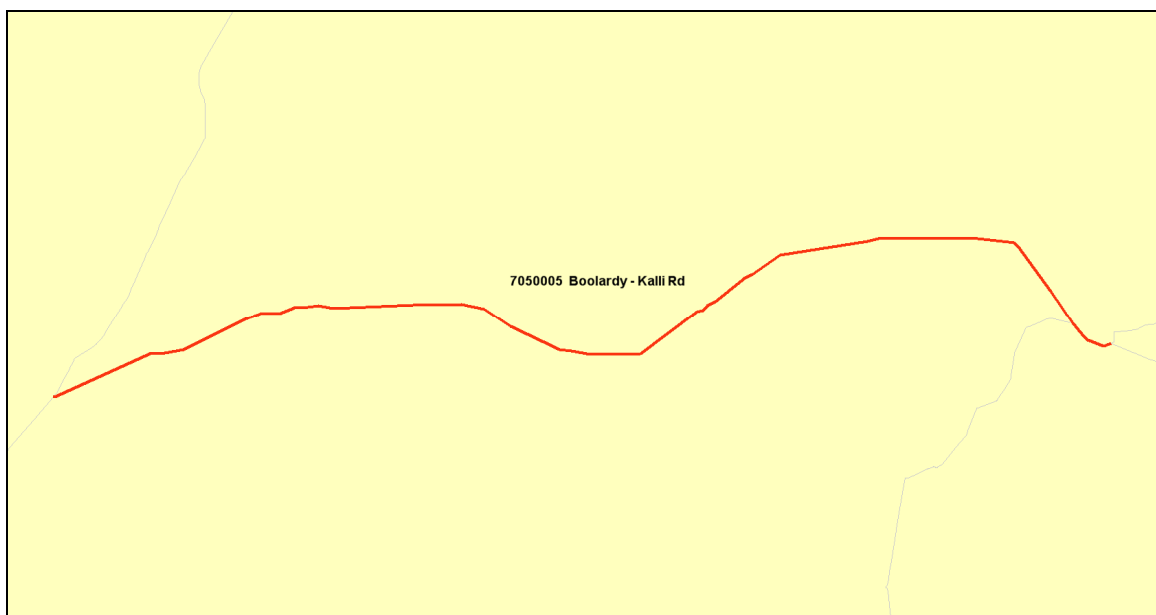
DEVELOPMENT NEED

The road is unsealed and will need to be improved and maintained to a Type 2 standard capable of providing reliable access in all but exceptionally wet weather.

DEVELOPMENT STRATEGY

The importance of this road as an east-west link will be monitored. Initially, weak points should be improved with better drainage, filling, forming and gravel sheeting problem sections. The creek crossing area just before the shire boundary with Cue needs some upgrade work to improve its resilience to flooding.

The shire will factor these works into its capital and maintenance road program over the coming years with funding from Roads 2 Recovery or CLGF likely to be used for the proposed works.



BUTCHERS TRACK

Road No. 7050035
Local Distributor

MWR RRG Category 1

Murchison Shire

Last Reviewed: March 2013

FUNCTION

The road is an east-west connection between Carnarvon – Mullewa Road and North West Coastal Highway. When the Murchison River is in flood this road is the only means of access for the Murchison Settlement and pastoral properties located north of the river. It links Monkey Mia with the wildflower country of the Murchison and several “station stay” destinations. It is a link for the transport of livestock to the Carnarvon abattoir.

The route then continues from the Murchison Settlement across via Meeberrie – Wooleen Road and Meeberrie – Mt Wittenoom Road to connect with Yalgoo North Road down to the junction with Dalgaranga/Mt Magnet Road across to Mt Magnet.

This gives access from North West Coastal Highway to Great Northern Highway providing an alternative route for tourists and travellers that wish to cut inland from the coast across to the central Murchison area.

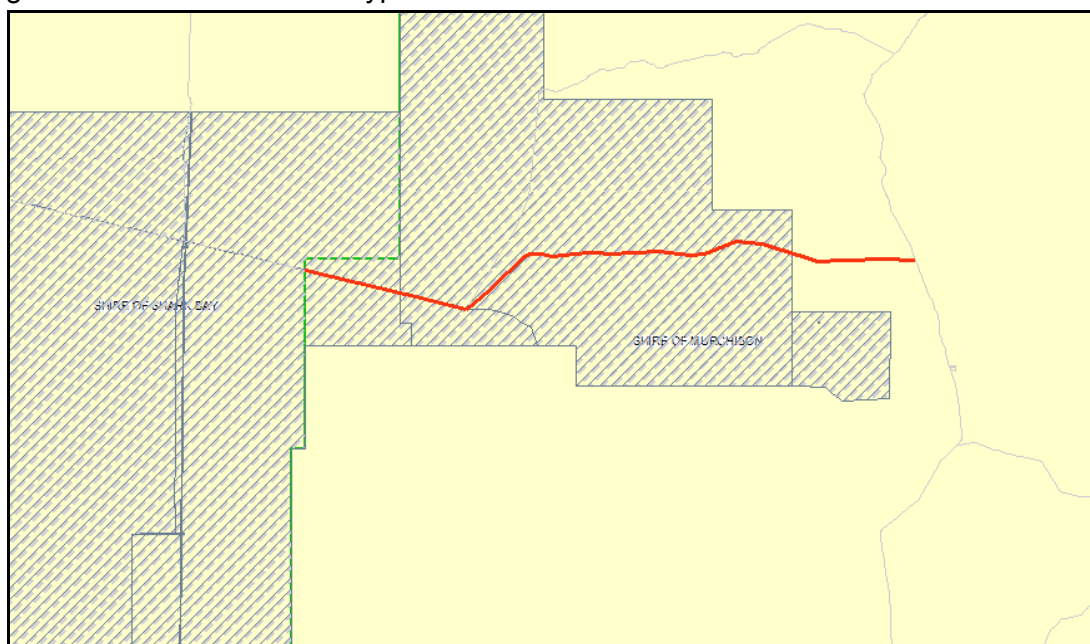
DEVELOPMENT NEED

The road has been upgraded to a uniform Type 2 standard.

There is a need to improve the road and maintain it to a Type 2 standard capable of providing reliable access in all but exceptionally wet weather.

DEVELOPMENT STRATEGY

The relative importance of this road as an east-west link should be monitored. Initially, weak points should be upgraded by draining, filling and forming, with the ultimate aim to upgrade the whole road to a Type 2 standard.



BYRO – WOODLEIGH ROAD

Road No. 7050006
Local Distributor

MWR RRG Category 2

Murchison Shire

Last Reviewed: March 2013

FUNCTION

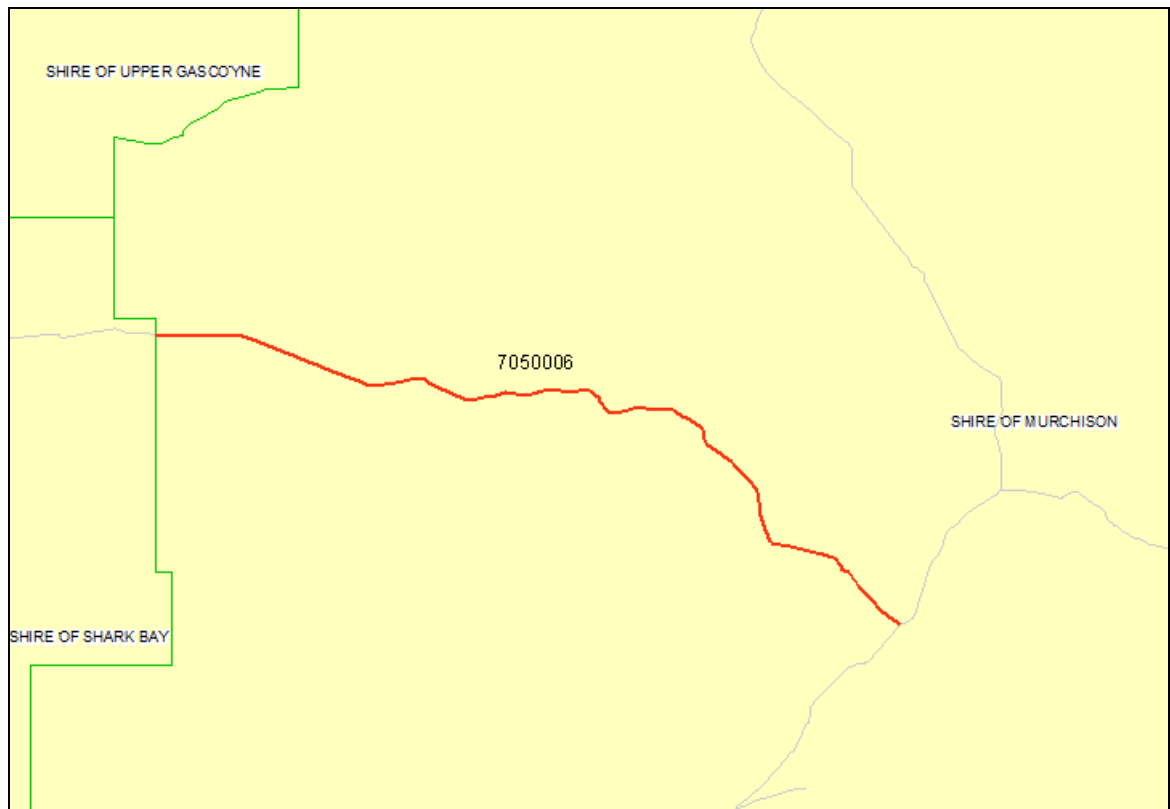
This road provides for access to the Ballythunna Pastoral Station and acts as a link between North West Coastal Highway and Carnarvon – Mullewa Road. This is used by tourists travelling off the beaten track to access sights such as Mt Augustus.

DEVELOPMENT NEED

The formation width of this road is quite narrow in places and can create problems for tourists not used to driving on this type of road. When this is mixed with some heavy vehicle movements, it can pose a serious safety risk.

DEVELOPMENT STRATEGY

Widen the formation and provide a uniform Type 3 standard to improve the safety and amenity of this road.



CARNARVON – MULLEWA ROAD

Road No. 5050756 and 7050043
Regional Distributor

MWR RRG Category 1

Greater Geraldton City and Murchison Shire

Last Reviewed: April 2013

FUNCTION

This road currently provides access between Mullewa, Murchison Settlement and Gascoyne Junction. From Talling Peak to Mullewa, it carries heavy traffic associated with some mineral development in that area. It provides access to some areas of pastoral activity and is used by tourists.

Carnarvon – Mullewa Road, 5050756, is a RAV Network 9 road.

Carnarvon – Mullewa Road, 7050043, is a RAV Network 7 road.

DEVELOPMENT NEED

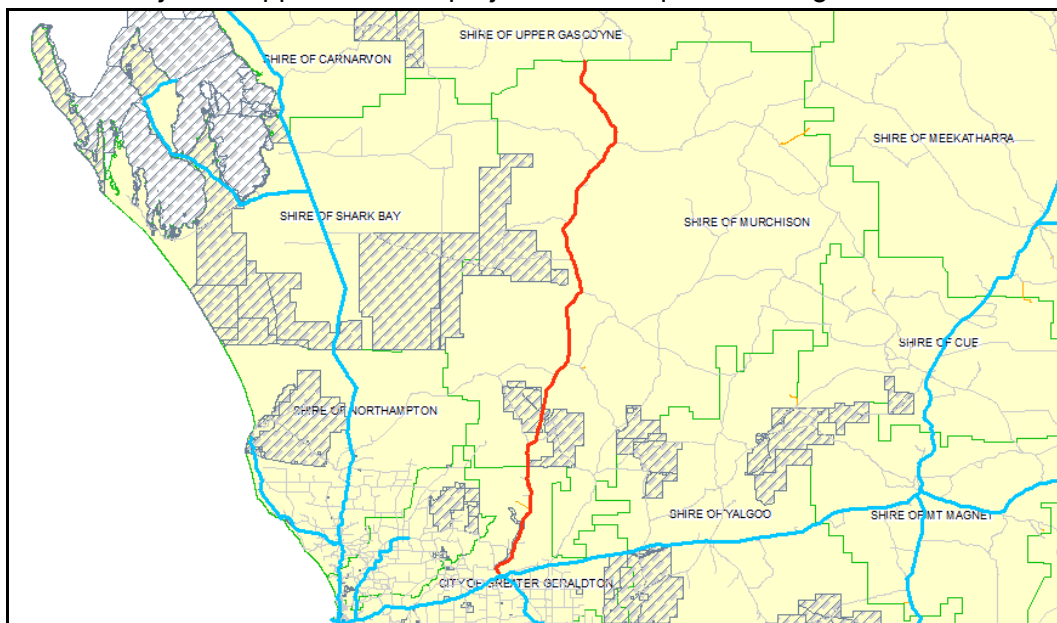
With the future traffic needs that are likely to be resulting from the construction and operation of the Square Kilometre Array (SKA) radar in the Murchison, major improvement works will be required between the Murchison Settlement and Talling Peak. The first 65 km south of the Murchison Settlement is T4 with a 4 m seal.

The rest of the road is an unsealed surface that carries large RAV combinations which can create a dust visibility hazard. Ballinyoo Bridge over the Murchison River is a single lane structure now past its life expectancy and is currently open to light vehicles only with a 30 km hour restriction. A low level crossing has been built adjacent to the bridge to allow improved vehicle access, although this can be subject to long closure periods following flooding or significant weather events.

DEVELOPMENT STRATEGY

Following the final approval being granted for the SKA project in May 2012, the road should undergo reconstruction and sealing to a uniform Type 4 standard between Murchison Settlement and Talling Peak.

Bridge replacement for the single lane structure is being planned with funding from CLGF via Regional allocations and the MIWIP being sought with a construction date of 2014/2015, subject to approval of the project and adequate funding.



CUE – MURCHISON ROAD (KALLI)

Road No. 7020012 and 7050033
Local Distributor

MWR RRG Category 1

Cue and Murchison Shires

Last Reviewed: March 2013

FUNCTION

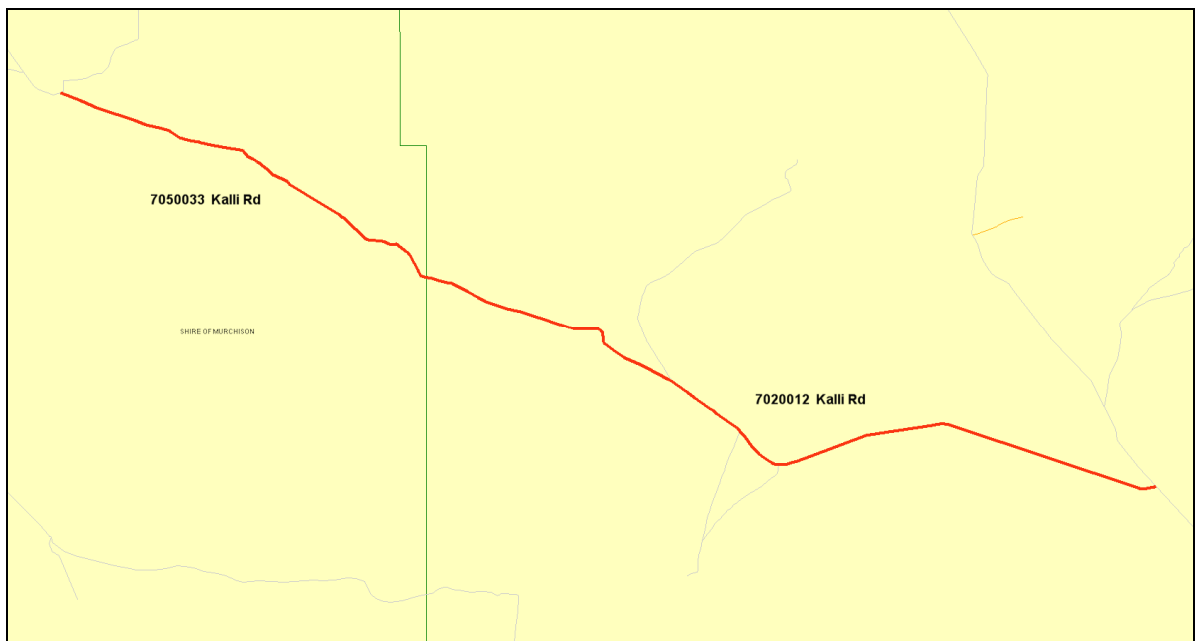
Kalli Road is an essential regional link between Cue and the SKA at Boolardy.

DEVELOPMENT NEED

The existing road is unsealed. It needs to be maintained regularly to maintain safe access.

DEVELOPMENT STRATEGY

Shire of Cue proposes to maintain road as Type 3 unsealed.



MT MAGNET TO MURCHISON ROUTE

Dalgaranga Road (7070018) – Local Distributor
Dalgaranga - Mt Magnet Road (7070051) – Local Distributor
Meeberrie - Mt Witte Road (7050027) – Local Distributor
Meeberrie - Wooleen Road (7050026) – Local Distributor
Meka - Mt Wittenoom Road (7070046) – Local Distributor
Mt Farmer Road (7040027) – Local Distributor
Mt Magnet Hill 50 Road (7040001) – Local Distributor
Mt Wittenoom Road (7050028) – Local Distributor
Yalgoo North Road (7070009) – Local Distributor

MWR RRG Category 1

Murchison, Yalgoo and Mt Magnet Shires

Last Reviewed: March 2013

FUNCTION

This route links Murchison Settlement via Meeberrie Wooleen Road, Meeberrie – Mt Witte Road connecting with the Yalgoo North Road down to the junction with Dalgaranga Road and Dalgaranga – Mt Magnet Road connecting to Mt Farmer Road across to Mt Magnet.

In conjunction with Butchers Track this gives access from North West Coastal Highway to Great Northern Highway providing an alternative route for tourists and travellers that wish to cut inland from the coast across to the central Murchison area.

Mt Magnet Hill 50 Road completes the link of regional roads from the GNH via Mt Farmer Road and Dalgaranga Road through the Shire of Yalgoo and Murchison to the coast.

Yalgoo North Road as at April 2013 is a RAV Network 6 road, however, this classification is under current review and Main Roads WA has recommended that this be reduced to a RAV Network 4 road with standard low volume road conditions.

DEVELOPMENT NEED

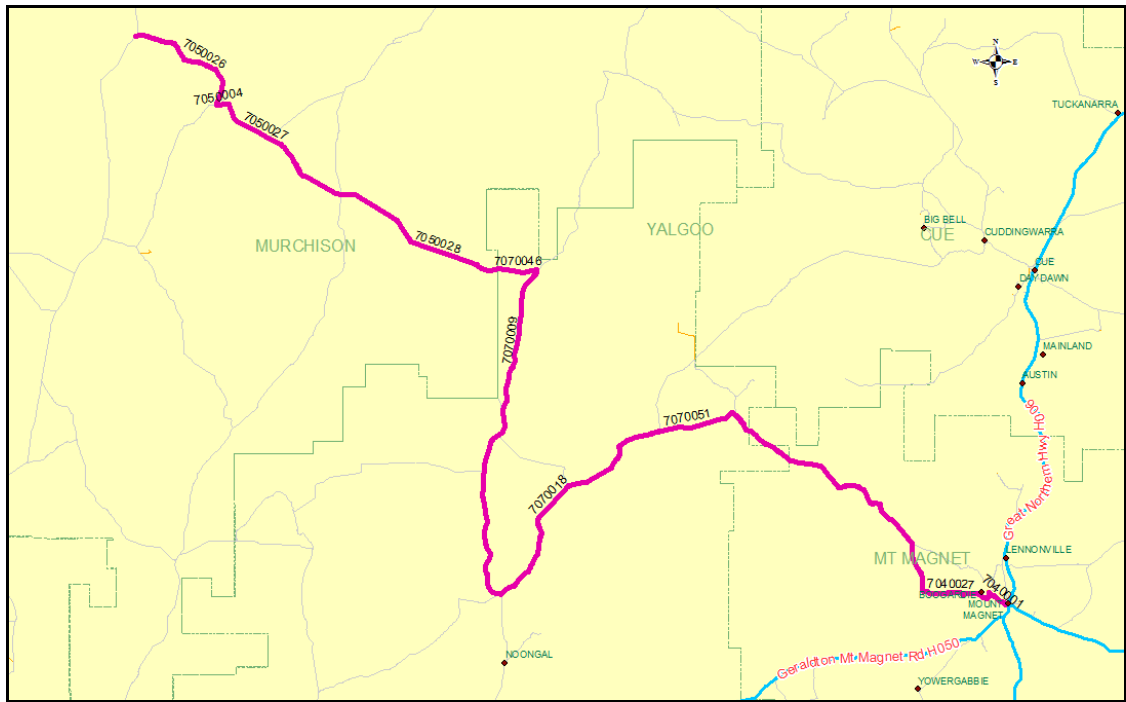
Roads in this route are in varying condition. There is a need to improve and maintain the roads to a consistent standard, being a Type 2 standard capable of providing reliable access in all but exceptionally wet weather.

DEVELOPMENT STRATEGY

The relative importance of this road network as an east-west link should be monitored. Initially, weak points should be upgraded by draining, filling and forming, with the ultimate aim to upgrade the whole road network to a consistent Type 2 standard.

PROGRESS ON EXISTING ROADS 2020 DEVELOPMENT PROPOSALS

All roads in the route require to be upgraded to a uniform Type 2 standard. Progress has been achieved at a very steady rate concentrating on weaker section.



SERVICE LEVELS

Type 1 – Unformed Road

(Cleared-flat bladed. Minimum construction. Formation consists of adjacent material)
This type is the first stage development of the road when the alignment is cleared of all vegetation with the running surface constructed from materials in-situ. This type of road allows for light traffic. With minimal drainage provision, the road is prone to closure during periods of heavy rainfall.

Type 2 – Formed Road

(Formed (raised) and drained road without imported material or a constructed pavement)
To avoid possible further relocation of the road and the resultant impact on the landscape environment, Type 2 earthworks are constructed using local road-making material and improved drainage control.

Type 3 – Gravel Road

(Road construction from imported material of adequate thickness, shaped and drained)
When maintenance costs increase to unacceptable levels or when economic or social benefits are evident, a Type 2 road can be improved by sheeting the surface with suitable gravel material to become a Type 3 road.

Type 4 – Sealed Road (6 m Seal Width)

(Sealed with no kerbing)

Sealing is carried out to improve road-user comfort and safety when the road is experiencing higher traffic volumes or when significant numbers of heavy vehicles are required to use a Type 3 road. A Type 3 road is upgraded to Type 4 by building up the residual gravel pavement to full thickness. This is then compacted and sealed.

Type 5 – Sealed Road (7 m Seal Width)

This is further development of the Type 4 road with extra seal width being provided to cater for higher traffic volumes and a high proportion of heavy vehicles.

Type 6 – Sealed Road (8 – 9 m Seal Width)

This stage represents further development of a Type 4 or Type 5 road with additional seal width being provided as traffic volumes increase to improve safety; reduce maintenance costs; provide space for a stationary vehicle to stand clear of traffic lanes; and to assist cyclists.

Type 7 – Sealed Road With Overtaking Lane

An additional lane is provided on two-laned sealed roads when the traffic volume; proportion of heavy vehicles; and overtaking opportunities on adjoining sections of road cause traffic bunching to occur.

Type 8 – Dual Carriageway

An additional carriageway is provided to improve safety and increase the capacity on high volume roads.

ROAD NUMBERING SYSTEM

The road numbering system used throughout this Strategy document is explained as follows.

State Roads, managed by Main Roads Western Australia, have road numbers beginning with the letter “H” (designating that the State Road is a Highway) or the letter “M” (designating that the State Road is a Main Road).

Local Roads, managed by Local Government Authorities (LGAs), have seven digit road numbers. The first three digits indicate the LGA that manages the Local Road, the final four digits denote the number, or label, assigned to that road by the LGA. The following table summarises the LGA codes for the Mid West region.

| Local Government Authority | Code |
|-----------------------------------|-------------|
| Carnamah | 501 |
| Greater Geraldton (C) | 505 |
| Irwin | 508 |
| Mingenew | 509 |
| Morawa | 511 |
| Northampton | 513 |
| Perenjori | 514 |
| Three Springs | 515 |
| Chapman Valley | 516 |
| Coorow | 519 |
| Sandstone | 701 |
| Cue | 702 |
| Meekatharra | 703 |
| Mt Magnet | 704 |
| Murchison | 705 |
| Yalgoo | 707 |

As an example consider Balla – Whelarra Road. The portion of Balla – Whelarra Road (5130025) managed by Northampton Shire has been allocated “0025”. Chapman Valley Shire has numbered its portion of Balla – Whelarra Road (5160019) as “0019”.

RESTRICTED ACCESS VEHICLE (RAV) NETWORKS

Main Roads Western Australia has granted certain Restricted Access Vehicles (RAVs) conditional access to specified Western Australian roads, through the gazettal of a Class 2 and 3 Notice under the provisions of the Road Traffic (Vehicle Standards) Regulations 2002.

The following pages diagrammatically display the vehicle categories that comprise the Class 2 and 3 Notices. Further information can be found at

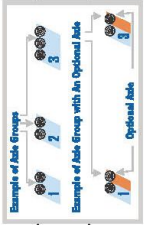
<https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/Pages/HeavyVehiclesHome.aspx>.

Truck, Trailer Combinations



VEHICLE DESCRIPTION AND CONFIGURATION CHART (RAV) – TRUCK, TRAILER COMBINATIONS EXAMPLES

| Category | Vehicle Description and Configuration | Age Spacing Method | Length (m) | Mass (T) (Maximum Permitted) | Height (m) (U = see U) | Axle Groups | RAV Network |
|----------|--|--------------------|--------------|------------------------------|------------------------|-------------|-------------|
| 1 | (A) TRUCK LIVESTOCK OR VEHICLE CARRIER | A | <12.5 | 27.5 | 54.8 | 2 | 1 |
| | (B) TRUCK TOWING A PIG TRAILER | A | <12.5 | 27.5 | 54.8 | 2 | |
| | (C) TRUCK TOWING A DOG TRAILER | B | <12.5 | 50 | 54.8 | 4 | |
| | (D) TRUCK TOWING A CAR CARRIER TRAILER | A | <12.5 | 42.6 | 54.8 | 3 | |
| 2 | (A) TRUCK TOWING A 4 AXLE DOG TRAILER | A | 52.5 | 67.5 | 54.8 | 4 | 2 |
| | (C) TRUCK TOWING A 2, 3, 4 OR 5 AXLE DOG TRAILER | B | 52.5 | 64.9 | 54.8 | 4 | |
| 7 | (A) TRUCK TOWING 2 X 5 OR 6 AXLE DOG TRAILERS | A | >27.5, ≤38.5 | 107.5 | 54.3 | 6 | 7 |
| | (A) TRUCK TOWING 2 DOG TRAILERS | A | >27.5, ≤38.5 | 102.5 | 54.3 | 6 | |
| 8 | (A) TRUCK TOWING 2 DOG TRAILERS | A | >27.5, ≤38.5 | 102.5 | 54.3 | 6 | 8 |



NOTES

- Operations using a category of RAV outlined in this document must operate their RAV in accordance with the OPERATING CONDITIONS and only as the network specifies.
- Operators must refer to the OPERATING CONDITIONS for the full vehicle description.
- The height of the vehicle can exceed 4.3 m but MUST NOT exceed 4.8 m when it is:
 - built to carry livestock or;
 - carrying a crate to carry livestock or;
 - carrying vehicles on more than one deck or;
 - carrying a trailer with a stabilisable item or;
 - when operating with an appropriately licensed over height certain axle or partitioned trailer.
- Maximum height of Pig Trailer only.

Heavy Vehicle Operations
 Tel: 138 HVO (138 486)
 Email: hvo@mainroads.wa.gov.au
 Website: www.mainroads.wa.gov.au



Guidelines to Regional Road Groups (RRGs) for development of Roads 2030

Updated June 2013

1.1 Overview

1.2 Background

The Roads 2020 Regional Road Development Strategies, released during 1997 and 1998, were an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association, then known as the Western Australian Municipal Association.

Local government roads in the Strategies were designated 'Significant Roads'.

The Roads 2025 Regional Road Development Strategies for each rural Region constituted the first review of the Roads 2020 Regional Road Development Strategies. They were commenced in 2004 and completed in the latter part of 2007.

The Memorandum of Understanding requires that the road development strategies be reviewed at five yearly intervals to assess the effects of changing circumstances. The next update of the Strategies is due for development in 2012.

1.3 Strategy Principles

Regional Road Development Strategies (i.e. Roads 2030) are an investment planning tool to assist with allocating available funding in a systematic fashion to achieve long term strategic planning goals for the Region and State through improvement of road infrastructure. Inclusion of a road in a Development Strategy does not influence the amount of funding provided to a Regional Road Group.

1.3.1 Roads 2030 and Maintenance

Funds to implement the Roads 2030 improvement strategy are sourced from the Road Project Grants (Category 1) of the State Road Funds to Local Government Agreement (SRFLGA). State funding to assist with general maintenance needs of the local road network is typically allocated as Direct Grants.

The Office of the Auditor General (OAG) defines maintenance¹ under two main types:

Reactive maintenance includes sealing cracks and fixing potholes, cleaning up verges, road markings and signs. It is short term and needs to be done on a day to day basis to keep roads safe and serviceable,

Planned maintenance is more costly but has long term benefits. It includes:

- Resurfacing of roads in response to aging, traffic wear and to prevent water damage, bridge repairs and replacing road markings;
- Rebuilding to restore the structure of roads and bridges. That may include strengthening the roads and bridges, correcting the shape of the road or minor changes in road width.

¹ Maintaining the State Road Network” report (page 10),

1.3.2 Routine Maintenance

Reactive maintenance is often referred to as Routine Maintenance. Routine maintenance work is not to be included in strategies for individual roads within Roads 2030 as it is assumed such activities will always be undertaken on roads and thus do not need to be referred to in improvement strategies. Furthermore, by its nature, routine maintenance does not improve the road.

1.3.3 Periodic Maintenance

Planned maintenance is more often referred to as Periodic Maintenance.

The need for major periodic maintenance works can be included in strategies for individual roads in Roads 2030. This includes works such as reseals and resheeting, rehabilitation, shoulder reconditioning and other heavy maintenance type works.

The potential need for inclusion of any periodic heavy maintenance work on a road must be documented as part of the overall strategy for the road.

1.3.4 Reconstruction

The Office of the Auditor General (OAG) uses the term “rebuilding”² to describe works more often called “reconstruction” in the road industry.

Reconstruction of roads is not maintenance as it replaces the existing asset with a new one, typically with a design life of 40 years. Where appropriate, the need to undertake reconstruction of all or part of a road is to be included in strategies for individual roads within Roads 2030.

1.3.5 Roads forming Routes

The term “road” is used throughout this document. In some instances, a number of roads may be combined to create a route which is given an appropriate name for the purposes of identification. In the context of this document, “road” includes routes which have more than one individual road and an identifying route name.

² Maintaining the State Road Network” report (page 10),

2. CONTENT

2.1 Significant Roads

2.1.1 Definition

Roads that do, or will, provide a positive contribution to the economic and/or social wellbeing of the region and Western Australia as a whole.

2.1.2 Road Types

The following are defined as Significant Roads for inclusion in Roads 2030.

- All 'highways' and 'main roads'
- Road Hierarchy roads with a category of District Distributor or Regional Distributor. (Roads with a lesser classification may be included if it can be demonstrated to the State Advisory Committee (SAC) they do, or will, have a clear role in the provision of a positive and measurable contribution to the economic and/or social wellbeing of Western Australia.)
- Roads shown at Appendix B Figure 5 of the *Local Government Grain Freight Heavy Vehicle Strategic Pathway Mapping and Access Policy* report.

2.2 Development Strategy Roads

All Significant Roads with a development need are to have a high level improvement strategy prepared. This can be as little as a two or three sentence statement. In the rare instance where it is intended to include major maintenance as part of the high level strategy, the need for it must be clearly documented.

Significant Roads which do not require improvement are to be listed by road name and number in a table.

2.3 Structure of Roads 2030 Strategy documents

Each Regional Road Development strategy is to have the same format. An electronic version of the relevant Roads 2025 document will be provided to each Regional Road Group to facilitate production of the Roads 2030 document. The 2030 documents will comprise:

Cover Sheet

Contents Page(s)

Overview of Regional Road Development Strategy document (includes history of previous development strategies and relationship to Roads 2030). (Updated content from Roads 2025).

Overview of Region (updated content from Roads 2025).

Map(s) of Region showing colour coded roads in the following categories:

- State Roads ('highways' and 'main roads');
- Road Hierarchy roads (District Distributors, Regional Distributors, Local Distributors and Access Roads);
- Significant Roads requiring improvement/development to meet strategic role;
- Significant Roads not requiring improvement/development; and
- Grain Freight Routes.

State Roads

Strategy and map for each road (in alphabetical order)

Local Roads

- Table of all Significant Roads (in alphabetical order), including individual roads comprising any Routes. Roads which have development strategies are to be shown in bold text, with other Significant Roads in a following list in plain text;
- Strategy and map for each road requiring development (other than in exceptional instances, excludes roads which only require ongoing maintenance). See below for content of individual road strategies.
-

2.4 Content of Individual Road Strategy Pages

The format is to be the same as Roads 2025:

- Road or Route Name
- Road Number(s)
- Local Government name
- Last Review date (i.e. 2007)
- Function (including Road Hierarchy category and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and Western Australia as a whole)
- Development Need
- Development Strategy (A brief, high level summary. Include proposed funding sources e.g. Road Project Grant, Black Spot)
- Locality Map
Maps will be prepared centrally as arranged by Main Roads, based on Road Number and SLK start and end for each road (or roads if a route comprises more than one road) provided by RRGs.

3. ALLOCATION OF ROAD PROJECT GRANT FUNDING

Road Project Grant funding is not to be allocated to a road which does not have a SAC approved Roads 2030 strategy.

All projects seeking funding are to contain a brief statement on how the project will contribute to delivery of the road's Roads 2030 strategy.

4. CHANGES TO ROADS IN SAC APPROVED ROADS 2030 STRATEGIES

Clause 4 of the 2011/12 – 2015/16 SRFLGA refers to Regional Roads Groups making recommendations to the State Advisory Committee “in relation to amendments to Roads 2025 Strategy or its updated equivalent document”.

It is recognised that significant changes in road use and/or the role of a road could occur unexpectedly during the life of a five year strategy. If, due to such a change, it is necessary to amend the overall strategy through inclusion or deletion of a road, the RRG is to seek approval from SAC for the change. The request is to clearly demonstrate the reason or basis for the request i.e. how the function of the road has changed, and the factors responsible for this change. A road development strategy is to accompany the submission.

5. MONITORING PROGRESS

RRGs are to report annually³ to SAC on works undertaken using Road Project Grant funds to improve Significant Roads identified in Roads 2030. The Report is to include:

- road name and number
(or roads comprising the route if multiple roads were combined to form a route)
- start and end SLKs
- brief description of works
- amount spent

This reporting will assist with calculation of the KPIs referred to in Clause 5.3 of the current SRFLGA.

³ on a financial year basis

MID WEST REGION REGIONAL ROAD GROUP
ROADS 2030–Road Justification and Development Strategy Submission/Amendment
Assessment Form

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Local Government Authority Name & No: Shire of Murchison **LGA No** 705

Road Description and Location

Include as much information as possible in all areas to allow the TWG to assess each submission on its full merits

| | |
|---------------------------|----------------------------|
| Road / Route Name: | Byro-Woodleigh Road |
|---------------------------|----------------------------|

| Road Name | Road Number | Start SLK | Finish SLK | Length (km) | Is this road currently in the Roads 2030 document |
|-------------------|-------------|-----------|------------|-------------|---|
| Byro-Woodleigh Rd | 7050006 | 0.00 | 70.60 | 70.60 | Yes |

Road Justification

Road Function: Include road hierarchy category, RAV Network No (if applicable) and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and WA as a whole. **Traffic count data must be included** – average daily vehicles over a two-week period and % of heavy vehicles using the road.

This Local Distributor Road provides for access to the Ballythunna Pastoral Station and acts as a link between North West Coastal Highway and Carnarvon – Mullewa Road. It also links up with the Beringarra-Byro Rd to provide a northern east west link to Meekatharra. This is used by tourists travelling off the beaten track to access sights such as Mt Augustus which with the closing of climbing access to Ayers Rock in the Northern Territory has the potential to increase tourist numbers.

Notwithstanding this of the three (3) east-west links to the Murchison Settlement (Butchers Track, Byro-Woodleigh and Coolcalalaya Road), this is however the least most important

There are no local traffic counts available but what is being submitted is merely a minor variation on the existing status.

Road Development Need: Provide details of the road's future use

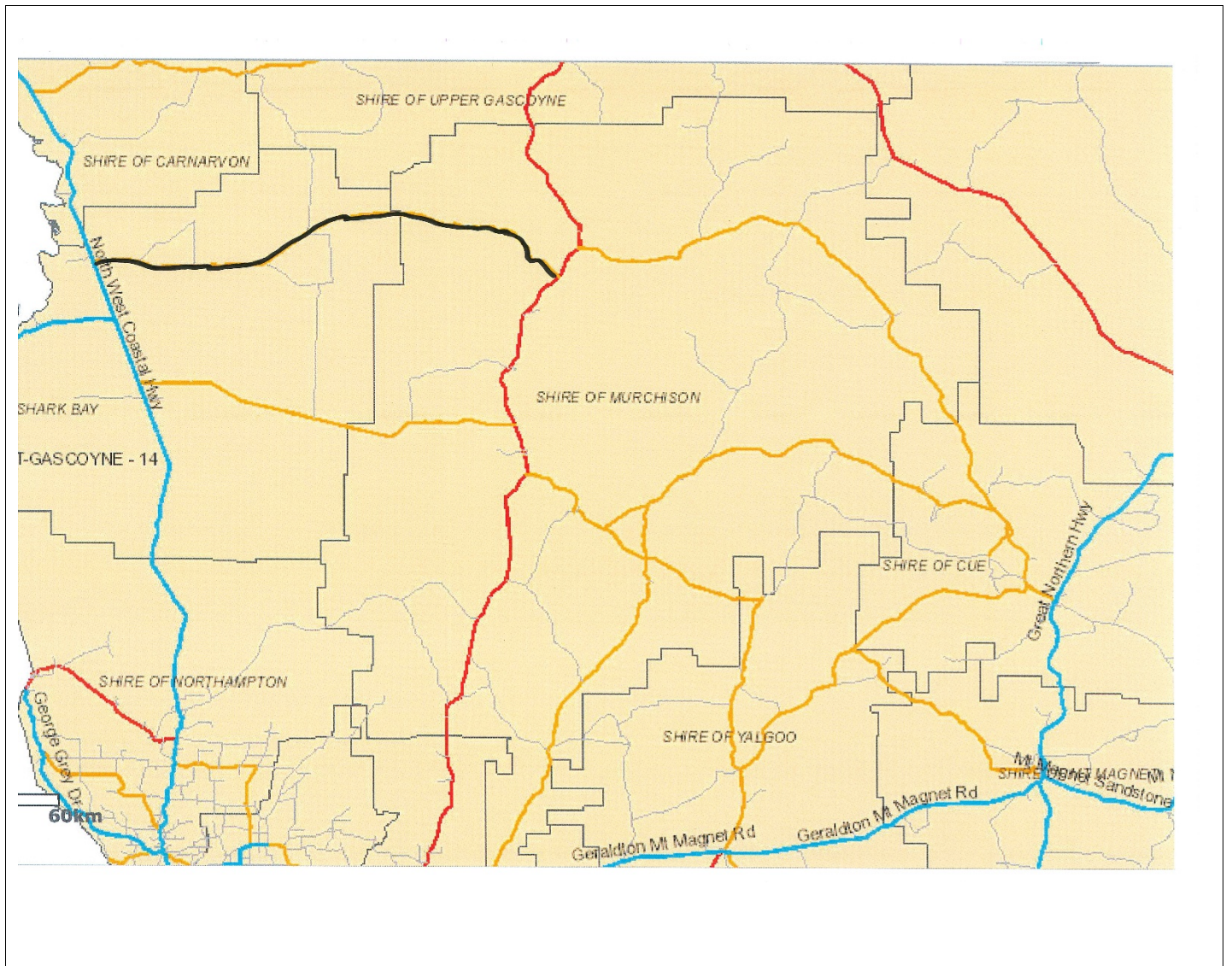
The formation width of this road is quite narrow in places and can create problems for tourists not used to driving on this type of road. When this is mixed with some heavy vehicle movements, it can pose a serious safety risk.

Road Development Strategy: Provide a brief high-level summary for the future development of the road including proposed funding sources (i.e. Road Project Grant, Black Spot)

Rather than the current Type 3 – Gravel Road standard that has been identified in the current Roads 2030 document, widening the formation and providing a uniform Type 2 – Formed Road standard should be undertaken to improve the safety and amenity of this road.

Funding via Main Roads WA, Roads to Recovery and Local Council.

Locality Plan:



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Local Government Authority Name & No: Shire of Murchison **LGA No** 705

Road Description and Location

Include as much information as possible in all areas to allow the TWG to assess each submission on its full merits

| | |
|---------------------------|-----------------------|
| Road / Route Name: | Butchers Track |
|---------------------------|-----------------------|

| Road Name | Road Number | Start SLK | Finish SLK | Length (km) | Is this road currently in the Roads 2030 document |
|----------------|-------------|-----------|------------|-------------|---|
| Butchers Track | 7050035 | 0.00 | 64.54 | 64.54 | Yes |

Road Justification

Road Function: Include road hierarchy category, RAV Network No (if applicable) and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and WA as a whole. **Traffic count data must be included** – average daily vehicles over a two-week period and % of heavy vehicles using the road.

This Local Distributor Road is an east-west connection between Carnarvon–Mullewa Road and North West Coastal Highway. It links Monkey Mia with the wildflower country of the Murchison and several “station stay” destinations. It is a secondary link to Carnarvon and beyond which although slightly longer than via the Carnarvon-Mullewa Rd through Gascoyne Junction is more attractive as it has a greater length of seal. When the Murchison River is in flood this road is the only means of access for the Murchison Settlement and pastoral properties located north of the river. It therefore also fits the freight and community access and tourism / recreation criteria.

The route then continues from the Murchison Settlement across via Meeberrie – Wooleen Road and Meeberrie – Mt Wittenoom Road to connect with Yalgoo North Road down to the junction with Dalgara/Mt Magnet Road across to Mt Magnet. It also connects with the Cue– Murchison– Cue / Meeberrie Route via the Boolardy-Kalli Rd. This gives access from North West Coastal Highway to Great Northern Highway providing an alternative route for tourists and travellers that wish to cut inland from the coast across to the central Murchison area.

Of the three (3) east-west links to the Murchison Settlement (Butchers Track, Byro-Woodleigh and Coolcalalaya Road), this is the most important as it has a greater length of gravel pavement with the unsealed sections in good condition and with minimal alignment issues. The Murchison River does not affect the road in times when the river floods.

There are no local traffic counts available but what is being submitted is merely a minor variation on the existing status.

Road Development Need: Provide details of the road’s future use

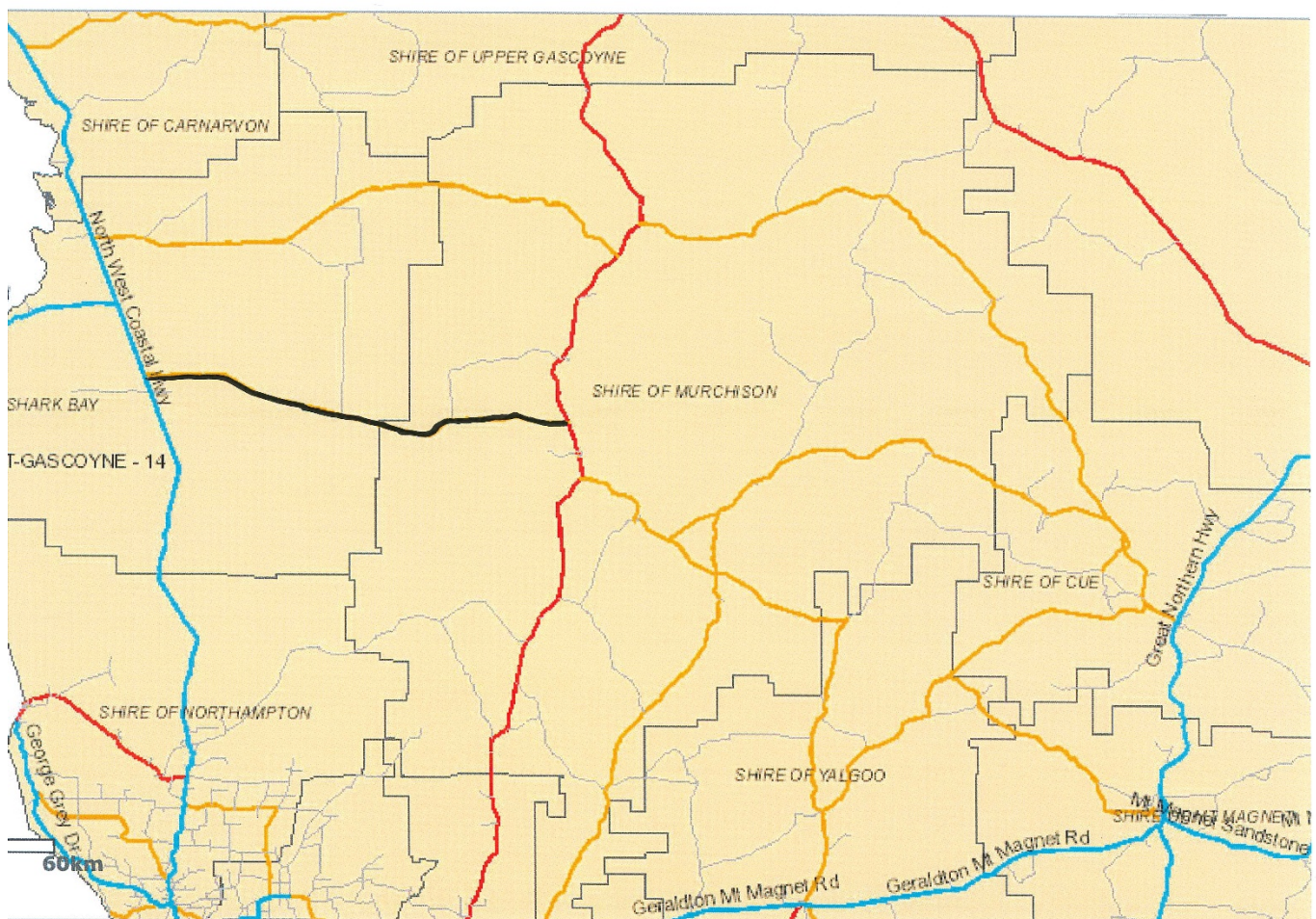
Some weak points have been upgraded by draining, filling and forming, to a uniform Type 2 standard with some gravel sections capable of providing reliable access in all but exceptionally wet weather.

Road Development Strategy: Provide a brief high-level summary for the future development of the road including proposed funding sources (i.e. Road Project Grant, Black Spot)

The relative importance of this road as an east-west link has over time increased. The ultimate aim is to upgrade the whole road to a Type 3 Gravel Road standard rather than the current Type 2- Formed Road standard that has been identified in the current Roads 2030 document.

Funding via Main Roads WA, Roads to Recovery and Local Council.

Locality Plan:



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Local Government Authority Name & No: Shire of Murchison **LGA No** 705

Road Description and Location

Include as much information as possible in all areas to allow the TWG to assess each submission on its full merits

| | |
|---------------------------|-------------------------------|
| Road / Route Name: | Carnarvon-Mullewa Road |
|---------------------------|-------------------------------|

| Road Name | Road Number | Start SLK | Finish SLK | Length (km) | Is this road currently in the Roads 2030 document |
|------------------------|-------------|-----------|------------|-------------|---|
| Carnarvon-Mullewa Road | 7050043 | 0.00 | 278.86 | 278.86 | Yes |

Road Justification

Road Function: Include road hierarchy category, RAV Network No (if applicable) and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and WA as a whole. **Traffic count data must be included** – average daily vehicles over a two-week period and % of heavy vehicles using the road.

This Regional Distributor Road currently provides access between from the Mullewa, Murchison Settlement and Gascoyne Junction. From Tallering Peak to Mullewa, it carries heavy traffic associated with some mineral development in that area. From there to the Twin Peaks-Wooleen Road turnoff it provides for access to CSIRO's Radio Observatory and SKA Project. From the Twin Peaks-Wooleen Road turnoff it provides access to the Murchison Settlement and then further northward to Gascoyne Junction and beyond. It therefore also fits the freight and community access and tourism / recreation criteria.

It in part it also incorporates a raft of east-west connections via the Coolcalalaya Rd, Butchers Track, Byro-Woodleigh, and the Murchison – Cue and Mt Magnet routes. The Carnarvon – Mullewa Road, 5050756, is a RAV Network 9 road. The Carnarvon – Mullewa Road, 7050043, is a RAV Network 7 road.

Road Development Need: Provide details of the road's future use

With the future traffic needs including additional heavy vehicles, local service traffic and a significant number of international visitors and workers and that resulting from the construction and operation of the Square Kilometre Array (SKA) radar in the Murchison, major improvement works will be required to cater for this long-term project with works required between the Murchison Settlement and Tallering Peak.

The first 118 km south of the Murchison Settlement is predominantly a 4m seal which needs to be widened with three vertical curves with poor stopping and intermediate sight distances a priority. Apart from a 7.5km section immediately north of the Murchison Settlement the rest of the road is an unsealed surface that carries large RAV combinations which can create a dust visibility hazard.

The 2017 replacement of the single lane Ballinyoo Bridge over the Murchison River with accompanying wide low-level crossing has significantly improved safety and the isolation of the Murchison Settlement in times of flooding

It also provides access to large areas of pastoral activity and is used by tourists as part of a north-south movement to including the major Mt Augustus tourist attraction, which with the closing of climbing access to

Ayers Rock in the Northern Territory has the potential to increase tourist numbers. It also in part facilitates east-west tourist movements from Mt Magnet and Cue to Kalbarri and Denham.

There are local traffic counts available that have been previously been provided but what is being submitted is recognition of the strategic importance of the route that has already attracted additional funding with a minor increase in Service Level as a result

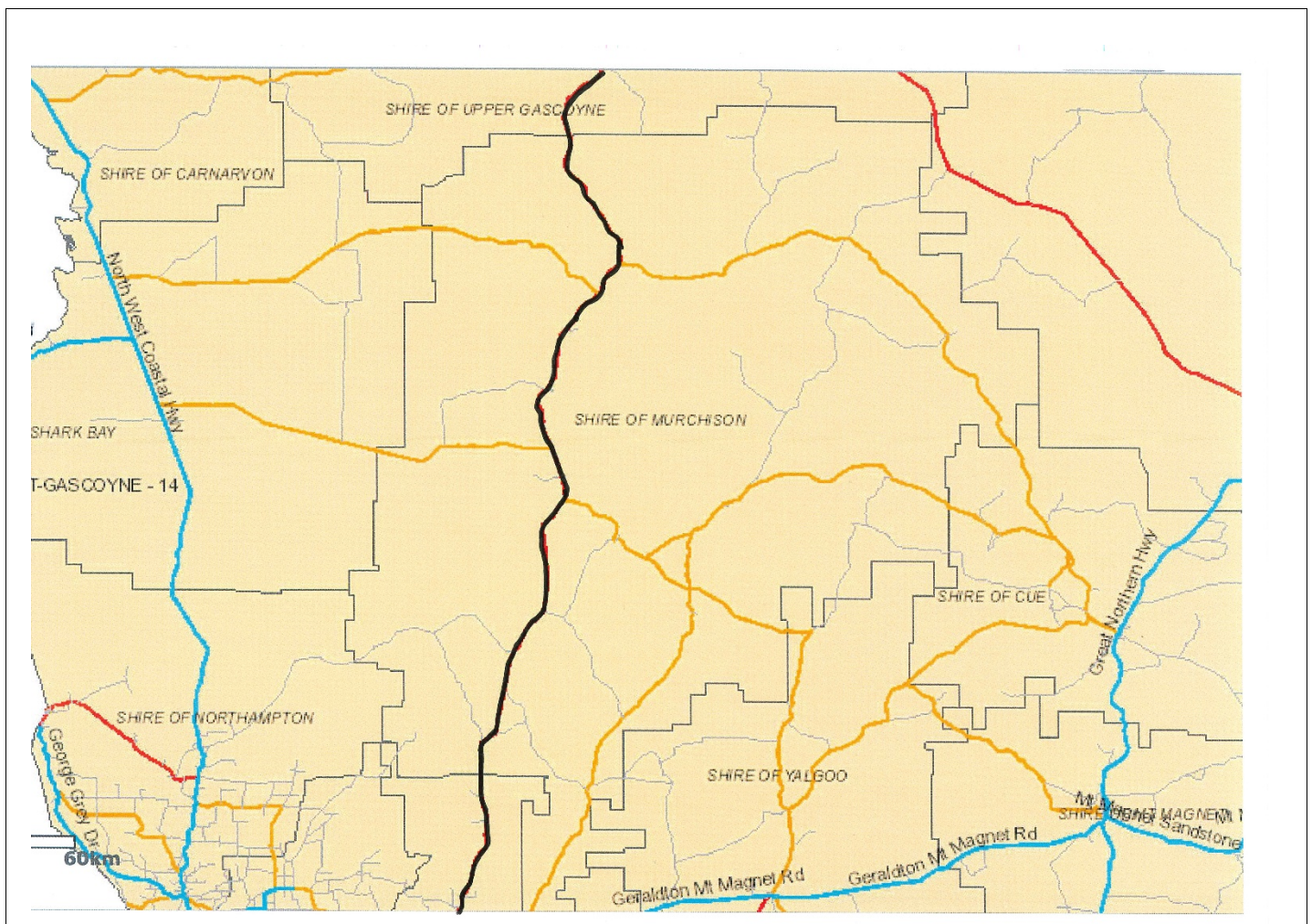
Road Development Strategy: Provide a brief high-level summary for the future development of the road including proposed funding sources (i.e. Road Project Grant, Black Spot)

Following the final approval being granted for the SKA project in May 2012, and the soon to be finalised agreement to facilitate the construction of the SKA, the road should undergo reconstruction and sealing to a uniform Type 5 standard between Murchison Settlement and Tallering Peak. This upgrade be assisted upon additional funds outside of the normal Main Roads WA being available

North of the Murchison Settlement a Type 4 – 6m seal classification is considered justified with the remaining section to the Butchers Track turnoff and sections associated with floodways considered to be the priority so that adequate passing opportunities are provided at strategic locations. The balance of the route should be a Type 3 Gravel.

Special Purpose State and Federal Funding is required supplemented by Main Roads WA, Roads to Recovery and Local Council Funding.

Locality Plan:



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Local Government Authority Name & No: Shire of Murchison **LGA No** 705

Road Description and Location

Include as much information as possible in all areas to allow the TWG to assess each submission on its full merits

| | |
|---------------------------|---|
| Road / Route Name: | SKA Access Route (Carnarvon-Mullewa Road to Boolardy Kalli Road) |
|---------------------------|---|

| Road Name | Road Number | Start SLK | Finish SLK | Length (km) | Is this road currently in the Roads 2030 document |
|-------------------------|-------------|-----------|------------|-------------|---|
| Twin Peaks-Wooleen Road | 7050004 | 0.00 | 45.66 | 45.66 | No |
| Wooleen-Mt Wittenoom Rd | 7050027 | 0.00 | 13.00 | 13.00 | Yes |
| Boolardy-Wooleen Rd | 7050032 | 19.08 | 0.00 | 19.08 | No |
| Beringarra-Pindar Road | 7050001 | 145.67 | 117.36 | 28.31 | No |
| Boolardy-Kalli | 7050005 | 0.00 | 57.30 | 57.30 | Yes |

Road Justification

Road Function: Include road hierarchy category, RAV Network No (if applicable) and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and WA as a whole. **Traffic count data must be included** – average daily vehicles over a two-week period and % of heavy vehicles using the road.

This Route provides direct access via the Carnarvon-Mullewa Road to CSIRO's Radio Observatory and SKS Project. It carries heavy traffic associated with the SKA Project which is long-term key economic driver. Sections have been recently been partly upgraded via State Government Funds to a Type 2 Formed Standard Roads with a major multi-pipe culverts installed on a section of the Twin-Peaks-Wooleen Rd over the Murchison River via a realigned section of the road. With the exception of the Twin-Peaks-Wooleen Rd, all of the roads associated with the route are classified as Local Distributors.

The Boolardy-Kalli Rd section of the route in part also currently provides access between Murchison Settlement and Cue and is increasingly being used by tourists and travellers who are looking for an alternative and direct route across to Great Northern Highway without having to travel down to Mullewa. This section is already included as a road of regional significance by Cue and Murchison Shires and forms part of an east-west link between Cue and Meekatharra to the coast.

The Wooleen-Mt Wittenoom Rd section also forms part of the existing Mt Magnet to Murchison Route. The Twin Peaks-Wooleen Road also provides to Wooleen Farm Stay, the Murchison Shires main pastoral tourist / accommodation establishment.

It therefore also fits the freight and community access and tourism / recreation criteria.

There are no local traffic counts available but what is being submitted is recognition of the strategic importance of the route that has already attracted additional funding.

Road Development Need: Provide details of the road's future use

With the future traffic needs including additional heavy vehicles, local service traffic and a significant number of international visitors and workers and that resulting from the construction and operation of the Square Kilometre Array (SKA) radar in the Murchison, major improvement works will be required to cater for this long-term project

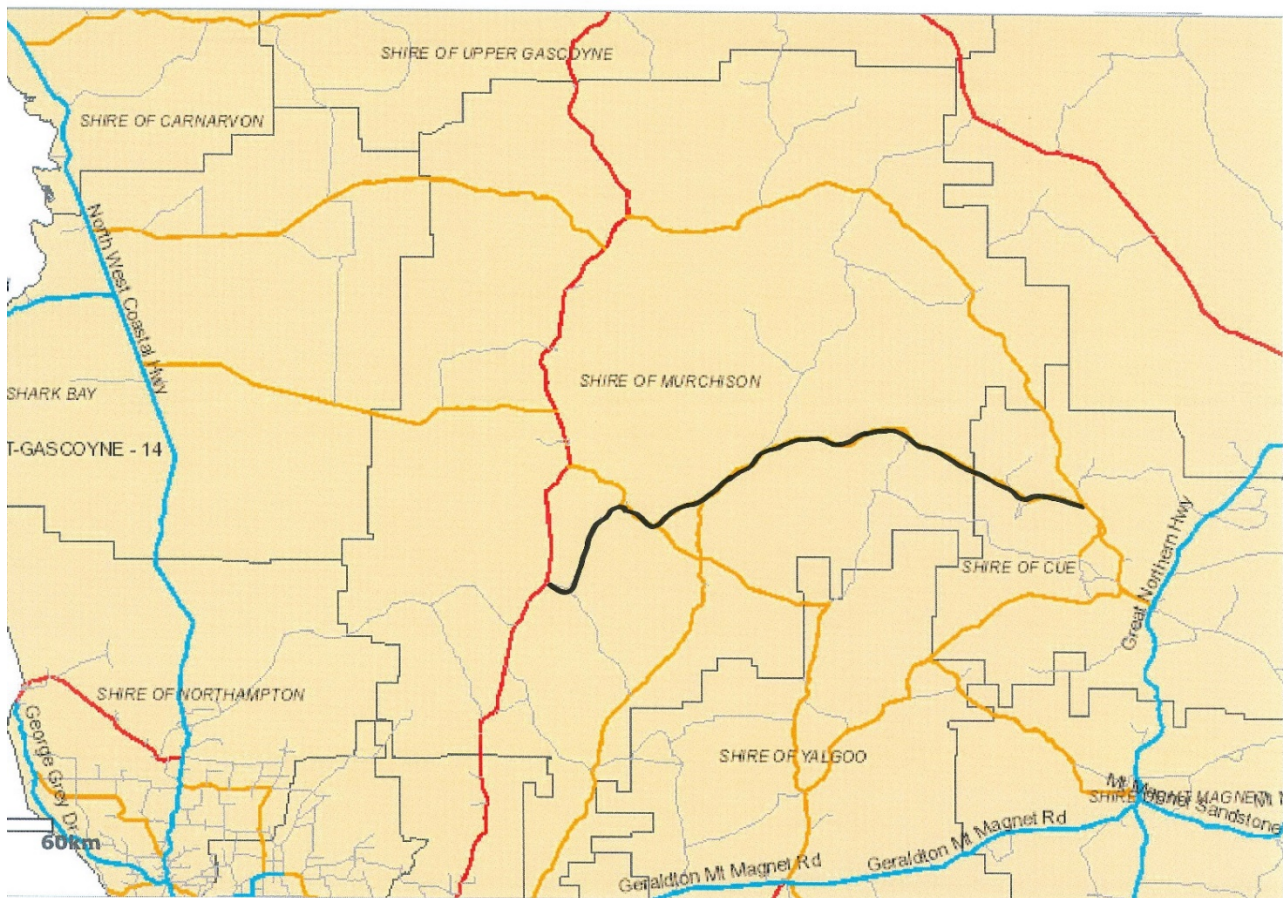
Road Development Strategy: Provide a brief high-level summary for the future development of the road including proposed funding sources (i.e. Road Project Grant, Black Spot)

The road is unsealed and will need to be improved and maintained to a Type 4 standard with a 6m seal if it to achieve its strategic purpose. This upgrade will likely be contingent upon additional funds outside of the normal Main Roads WA being available. If this is not forthcoming, then the route should be reclassified to a Type 3 – Gravel Road.

In part it will also see traffic reduce on the southern section of the Beringarra- Pindar Road south of the Boolardy- Kalli Road turnoff. The creek crossing area just before the shire boundary with Cue needs some upgrade work to improve its resilience to flooding as does the main crossing over the Roderick River.

Special Purpose State and Federal Funding is required supplemented by Main Roads WA, Roads to Recovery and Local Council.

Locality Plan:



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ROADS 2030–Road Justification and Development Strategy Submission/Amendment
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Local Government Authority Name & No: Shire of Murchison **LGA No** 705

Road Description and Location

Include as much information as possible in all areas to allow the TWG to assess each submission on its full merits

| | |
|---------------------------|---|
| Road / Route Name: | Coolcalalaya / New Forrest-Yallalong Roads |
|---------------------------|---|

| Road Name | Road Number | Start SLK | Finish SLK | Length (km) | Is this road currently in the Roads 2030 document |
|--------------------------|-------------|-----------|------------|-------------|---|
| Coolcalalaya Rd | 7050010 | 0.00 | 33.50 | 33.50 | No |
| New Forrest-Yallalong Rd | 7050008 | 0.00 | 37.15 | 37.15 | No |

Road Justification

Road Function: Include road hierarchy category, RAV Network No (if applicable) and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and WA as a whole. **Traffic count data must be included** – average daily vehicles over a two-week period and % of heavy vehicles using the road.

This Local Access Road is an east-west connection between Carnarvon – Mullewa Road and North West Coastal Highway. It provides a direct link to the major tourist coastal town of Kalbarri. and several “station stay” destinations and by definition is more akin to a Local Distributor Road.

The route then continues either to the Murchison Settlement or to Mt Magnet via the Twin Peaks-Wooleen Rd Meeberrie – Mt Wittenoorn Road to connect with Yalgoo North Road down to the junction with Dalgara/Mt Magnet Road across to Mt Magnet or to the Cue – Murchison – Cue / Meekatharra Route via the Boolardy-Kalli Rd

This gives access from North West Coastal Highway to Great Northern Highway providing an alternative route for tourists and travellers that wish to cut inland from the coast across to the central Murchison area.

Road is subject to flooding when the Murchison River is in flood. Within the Murchison Shire the road is approaching appropriate standard whilst within Northampton Shire sections between farming and pastoral areas require some improvement.

It therefore also fits the freight and community access and tourism / recreation criteria. There are no local traffic counts available but what is being submitted is merely a reflection of the strategic importance of the route.

Road Development Need: Provide details of the road's future use

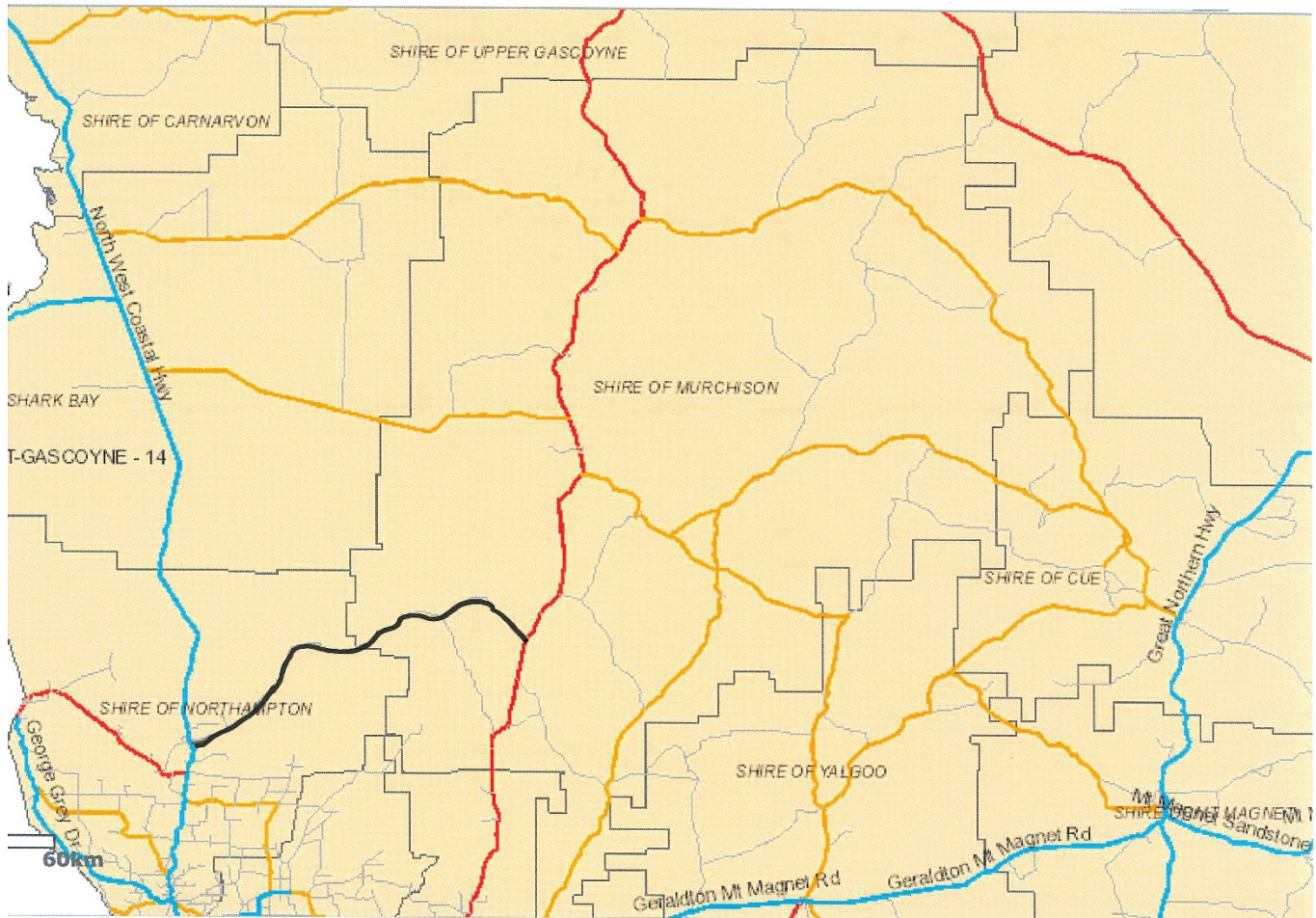
Within the Murchison Shire the road has been upgraded to a uniform Type 2 standard. There is a need to improve the road and maintain it to a Type 2 standard capable of providing reliable access in all but exceptionally wet weather. The road should be reclassified to a Local Distributor.

Road Development Strategy: Provide a brief high-level summary for the future development of the road including proposed funding sources (i.e. Road Project Grant, Black Spot)

Widening the formation and providing a uniform Type 2 – Formed Road standard should be undertaken to improve the safety and amenity of this road.

Funding via Main Roads WA, Roads to Recovery and Local Council.

Locality Plan:



MID WEST REGION REGIONAL ROAD GROUP
ROADS 2030–Road Justification and Development Strategy Submission/Amendment
Assessment Form

Technical Committee Determination

Accepted

Rejected

Office Use Only

Local Government Authority Name & No:

Shire of Murchison

LGA No

705

Road Description and Location

Include as much information as possible in all areas to allow the TWG to assess each submission on its full merits

Road / Route Name:

Beringarra-Pindar Road (Wreath Flowers Access)

| Road Name | Road Number | Start SLK | Finish SLK | Length (km) | Is this road currently in the Roads 2030 document |
|--------------------------|-------------|-----------|------------|-------------|---|
| Beringarra-Pindar Rd | 7050006 | 311.36 | 317.42 | 6.06 | No |
| Wreath Flowers Access Rd | 7050068 | 0.00 | 0.61 | 0.61 | No |

Road Justification

Road Function: Include road hierarchy category, RAV Network No (if applicable) and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and WA as a whole. **Traffic count data must be included** – average daily vehicles over a two-week period and % of heavy vehicles using the road.

Beringarra- Pindar is a Local Distributor Road providing local access to pastoral stations between Pindar and Beringarra as well as gold mine at A-Zone and Mixy at Yuin.

The lower portion including Wreath Flowers Access Road serves as a major traffic generator for tourists visiting a Wreath Flowers attraction. During wildflower season traffic volumes spike, well over and above the functioning capacity of this formed road. It therefore also fits the freight and community access and tourism / recreation criteria

There is a regular and continuing safety issue with very high tourist numbers as illustrated by the following weekly traffic count summary. (Details attached)



| Date | Min | Av | Max |
|------------|-----|-----|-----|
| 6/08/2018 | 21 | 49 | 69 |
| 13/08/2018 | 62 | 101 | 193 |
| 20/08/2018 | 78 | 165 | 309 |
| 27/08/2018 | 9 | 245 | 441 |
| 3/09/2018 | 208 | 328 | 553 |
| 10/09/2018 | 83 | 353 | 504 |
| 17/09/2018 | 234 | 370 | 436 |
| 24/09/2018 | 249 | 312 | 500 |
| 1/10/2018 | 68 | 176 | 290 |
| 8/10/2018 | 54 | 84 | 118 |

Road Development Need: Provide details of the road's future use

The surface of this road and formation is such that when this is mixed with some heavy vehicle movements, it can pose a serious safety risk.

Road Development Strategy: Provide a brief high-level summary for the future development of the road including proposed funding sources (i.e. Road Project Grant, Black Spot)

Rather than the current Type 2 – Formed Road that more or less exists a combination of a Type 5 Sealed 6m Road and Type 6 Sealed Road is considered justified to improve the safety and amenity of what is a relatively short section of this road in the southern part of the Murchison Shire and abutting City of Greater Geraldton. Use of the Wreath Flower Access Road as part of the solution should be also considered.

Funding via Main Roads WA, Roads to Recovery and Local Council.

Locality Plan:





Carnarvon-Mullewa Road Report to Council February 2020

Background

At the September 2019 Council Meeting the Works Supervisor advised Council that to improve the refinement of our resealed roads and improve overall management generally we have engaged Greenfields to undertake the assessment and programming of the sealed sections of the Carnarvon-Mullewa Road. This will give us a program for this year and beyond. In addition, they will conduct the tender management aspect. Supervision of the program will also follow once the program has been established and successful tenderer identified.

Actions to implement the 2019/20 Program have been put into place

Apart from three sealed sections on the Beringarra- Pindar Road plus a few sealed roads within the Murchison Settlement, Councils main sealed road is the Carnarvon- Mullewa Road.

Accordingly, Greenfields were requested to not just review the existing sealed conditions and come up with a ten-year sealed program but also look at options and rationale for a potential widening program.

A copy of their report on the Carnarvon-Mullewa Road Seal Surfacing Future Widening Extension Assessment is attached which aids discussion on a review of the overall strategy associated with this road.

Status and Function

As separately advised the Carnarvon-Mullewa Road is classified under the Main Roads WA road hierarchy as a Regional Distributor. This is the only road in the Shire not being classified as a Local Road.

This Regional Distributor Road currently provides access between from the Mullewa, Murchison Settlement and Gascoyne Junction. From Tallering Peak to Mullewa, it carries heavy traffic associated with some mineral development in that area. From there to the Twin Peaks-Wooleen Road turnoff it provides for access to CSIRO's Radio Observatory and SKA Project; which has increased the volume and long-term nature of the traffic. From the Twin Peaks-Wooleen Road turnoff it provides access to the Murchison Settlement and then further northward to Gascoyne Junction and beyond.

It in part it also incorporates a raft of east-west connections via the Coolcalalaya Rd, Butchers Track, Byro-Woodleigh, and the Murchison – Cue and Mt Magnet routes. The Carnarvon – Mullewa Road, 5050756, is a RAV Network 9 road. The Carnarvon – Mullewa Road, 7050043, is a RAV Network 7 road

With the future traffic needs including additional heavy vehicles, local service traffic and a significant number of international visitors and workers and that resulting from the construction and operation of the Square Kilometre Array (SKA) radar in the Murchison, major improvement works will be required to cater for this long-term project with works required between the Murchison Settlement and Tallering Peak.

The first 77 km south of the Murchison Settlement is predominantly a 4m seal. Apart from a 7.5km section immediately north of the Murchison Settlement the rest of the road is an unsealed surface that carries large RAV combinations which can create a dust visibility hazard.

The 2017 replacement of the single lane Ballinyoo Bridge over the Murchison River with accompanying wide low-level crossing has significantly improved safety and the isolation of the Murchison Settlement in times of flooding.

The existing Mid-West Main Road 2030 Roads Regional Strategies for Local Government Roads Document assigns a Type 4 Service Level. ie a sealed road with a 6m seal width by building up the residual gravel pavement to full thickness.

Whilst it is understood that this standard was later reduced for existing roads between 50-100 vehicles per day to 4m for new roads and for 5.6m for existing roads the standard as identified is considered appropriate for Murchison.

The February 2020 submission to the Mid-West Main Road essentially proposes an upgrade of the Service Levels as follows:

- Section south of Murchison Settlement to be upgraded from a Type 4 - 6m seal width to a Type 5 - 7m seal width.
- Section north of the Murchison Settlement adopt a Type 4 - 6m seal width till the Butchers Track turnoff then revert to a Type 3 – Gravel Road except for passing areas lanes which will be a Type 4 – 6m seal width and floodways and grids which will be a Type 6 – 8-9m seal width

Seal Width

As indicated, notwithstanding the strategic intent the in the Mid-West Roads 2030 Report, most of the existing sealed road has a seal width of 4.0m.

| Seal Width (m) | Length (km) | % |
|----------------|--------------|---------------|
| 4.0 | 67.28 | 69.1% |
| 5.0 | 0.33 | 0.3% |
| 6.0 | 2.08 | 2.1% |
| 7.0 | 8.83 | 5.9% |
| 8.0 | 20.53 | 21.3% |
| 10.0 | 1.20 | 1.2% |
| Totals | 97.34 | 100.0% |

Issues with such a 4.0m seal width design width include the following:

1. In cost terms purely associated with the costs of bituminous sealing including mobilisation costs is around \$4.69 per m². For every 1.0km length the sealed costs are as follows:

| | |
|-----------|----------|
| 4.0m seal | \$18,760 |
| 6.0m seal | \$28,140 |
| 7.0m seal | \$32,830 |

However, the actual costs to form the road and construct the road pavement, which are by far the most significant portion of a sealed road construction project will remain much the same.

As shown below of the 67.61 km length of 4.0 and 5.0m seals the pavement in situ in many instances would be pretty much adequate to cater for a 6.0m seal.

| Pavement Width (m) | Length (km) | % |
|--------------------|--------------|---------------|
| 8.0 | 42.13 | 62.3% |
| 8.5 | 2.42 | 3.6% |
| 9.0 | 16.72 | 24.7% |
| 9.7 | 1.42 | 2.1% |
| 10.0 | 4.3 | 6.4% |
| 11.5 | 0.62 | 0.9% |
| Totals | 67.61 | 100.0% |

This means that on a km basis the additional length of seal that could be constructed will not be anywhere near the length that could be assumed purely from the cost of the seal.

This is amply illustrated in Greenfields Report where the sealing costs associated widening the road represents approximately 21% of the total construction costs.

2. A 4.0m seal, whilst prevalent in other States is not something that is well practiced within the Mid-West WA. Most other Shires have long ago abandoned this as a standard moving to 6-7, seals and indeed going back to widen existing narrow seals. Costs of edge wear, future edge wear and maintenance type and future traffic need to be factored in.
3. Invariable a 4m seal means that traffic, especially heavy vehicles will track in the centre of the road rather than spread the load more evenly across the carriageway.
4. From a road safety aspect, especially in a high-speed low traffic environment where animal and vehicular avoidance issues are a significant risk, a 4.0m seal will invariably mean a variation in potential controllability with potential windscreen damage. A wider road simply increases road safety and provides better opportunity for avoiding wildlife.
5. Whenever a 4.0m seal is constructed on horizontal and vertical curves is normal design practice to widen the seal and formation. Whilst this has been undertaken north of the Murchison Settlement there are 3 sections south of the Settlement where there is insufficient stopping and intermediate site distances available. In these locations a design speed of around 75km applies far less than the likely 85%ile speed of around 100km/hr. This is a significant road safety design flaw. It may also apply to some horizontal curves.
6. The practicalities of construction associated with curves (horizontal and vertical), floodways and grids invariably mean that pavement and formation widths remain the same for large sections with only the seal width differing. This is demonstrated by Greenfields investigation.

In broad terms such a 4m seal standard it is generally meant to be used for low traffic roads but as with all standards there is a no hard and fast science with respect to what traffic level of traffic constitutes what standard.

Seal Widening Options

Greenfields Report highlights the obvious in that the costs to widen an existing seal (predominately due to the cost of earthworks and pavement construction) being is far greater after the initial construction than if carried out at the time.

From a cost perspective, without additional funding it will be difficult to see how Council can implement a broad scale widening program to a 7.0m width compared to say extending the sealed length which is an obvious priority.

Greenfields Report however highlights two aspects namely

- that if widening is to occur then it is desirable that it be undertaken so that it can coincide with a scheduled reseal of the existing road.
- the actual costs of widening are based on a variety of assumptions such that it would be desirable for the Shire to select a 1-2km section so that the actual costs of the Shire using our own staff, plant and equipment can be accurately determined.

In this regard at two of the three sections of that road that need widening on vertical curves could be used to meet both objectives. Given the road safety issues a case for Main Roads WA Funding assistance may be able to be successfully argued.

Given at it appears that for most of the length adequate pavement width exists then other areas could also be trialled with a 6m seal width is created by building up the residual gravel pavement to full thickness. There are however some risks associated with this as invariably the shoulder formation width may be less than desirable.

Importantly the method of construction will be critical as the costs, practicalities of construction will need to be reviewed. Eg profiling or stabilisation etc. We will be looking at possible cost-effective future treatments.

Pavement Materials

Significant factors to be considered also include the location, quantity, quality, availability consistency and depth of pavement material used. It is likely that this is an issue with respect to the existing road as well as into the future both for construction and maintenance.

As a general comment whilst the existing road may be able to cope with the current traffic any additional loading over especially when concentrated for short periods over and above local use will be likely be an issue. Recent pavement shoving immediately north of the Murchison Settlement due to carting of materials for the Errabiddy Bluff Track is one such minor example. Any future mining operation will be an issue.

Road Geometry

Both the horizontal and vertical alignment will alignment are considerations moving forward as will the application of appropriate design standards.

South of the Murchison Settlement along the existing area seal there are three vertical curves with poor stopping and intermediate sight distances in 4.0m sections where widening is desirable. There appear to be some horizontal curves which could be improved from a travel comfort perspective with some widening

On any new work depending on the grade change appropriately designed vertical curves should be undertaken. The further south we go the more likely it will be that construction costs increase given the nature of the terrain. This will also likely apply to some horizontal curves. Both issues have already been considered by Main Roads WA with respect to the SKA Project traffic requirements

New Seal Extensions

For these reasons all future new sealed road extension work should be at least to a 6m seal width and preferably a 7.0m sealed width.

In priority terms extending the seal south towards the City of Great Geraldton should be the priority. Apart from the obvious benefits we will attract additional road funding via the Grants Commission. As we move further south into more undulating road geometry will be a design and construction which may influence priorities.

North of the Settlement there is a different strategy, with an opportunity to be explored to look creating sections of wider sealed areas so provide for passing opportunities. Using an opportunistic approach around floodways would be good start as it has the following advantages.

- Where flood damage works are undertaken, mobilisation and construction costs are met by external funding. By Council providing top up expenditure and sealing the road at our cost the dual food protection. road safety aims will be achieved at only the marginal cost of the full project cost.
- With a sealed floodway road safety is significantly improved, especially for small rainfall events with the road more likely to be closed for less time then would otherwise be the case
- For large flood events where it is possible that the seal may be stripped, almost the full cost of repair will be externally funded as well as the normal reseal costs perhaps being avoided.

The section immediately north of the settlement north to Butchers Track could also be sealed as part of this strategy in part as Butchers Track is the main alternative route when the Murchison is in flood.

Seal Application

From observation it seems that historically most of the bituminous sealing works have involved two separate seal applications some years apart. Ie a primer seal in one year followed by a final seal at some later period in most cases outside of what is desirable.

Primer seals are by their very nature and design intended for short periods of 1-2 years. They are temporary treatments with a restricted design life. They often include a significant amount of cutter which will keep the bitumen "alive" in times of cold weather. If they are left too long, they can crack and allow moisture to penetrate. When a final seal is then applied, especially after a few years invariably some additional agent such as rubber or modified binder may need to be added. This will invariably increase costs.

It has also been noted that on the last section of the Carnarvon-Mullewa Road seal south of the Settlement stripped due to insufficient binder being spayed. However, where a two-coat seal was provided at floodway sections there were no such problems despite the likely under application of binder in the first seal.

If a Council has and will have an annual reseal program then there may be some benefit for such an approach, but in our instance, this is not the case. As a result, we carry greater risk and haven't the opportunity of maximising mobilisation costs.

As indicted on smaller sections of floodways and grids a two-cost initial primer seal with a 14mm aggregate immediately followed by a 10mm final seal or a 10mm aggregate with a 7 mm final seal will maximise the design life of the seal as well as significantly reducing our risk. The second coat of stone should bed into the gaps in the 14mm first seal.

Wherever possible this should be the approach moving forward.

Road Formation / Drainage

Greenfields Report also provides commentary on roadside drainage which comprises roadside table drains, isolated culverts and numerous sealed floodways, some with rock protection. Throughout the unsealed segments there are also numerous unsealed floodways, table drains and offshoot drains.

Although a formal waterways analysis was outside the scope of this report, from visual observations during the site inspection it is clear that in certain segments significant volumes of water pond either adjacent the existing road or pond on the sealed surface; this is particularly prevalent at sealed floodways. It appears that this pond is more pronounced in segments of the road where the surrounding natural surface is quite flat, and the road formation is minimal.

From a road management and maintenance perspective, water ponding adjacent or on top of the road pavement / surfacing is undesirable as the risk of water ingress into the pavement increases. Water contained within the pavement material may reduce the strength of the material and increase the risk of pavement failure especially if the pavement is subject to traffic loading.

Ideally, the road formation would be constructed to minimise the risk of water ingress into the pavement. However, given that the formation is already in place there may be a significant cost to improve / rectify these issues on entire road base. Costs may be prohibitive, but in any event should be explored with a view to of potentially reconstructing sections of what should have been floodways through coordinating any improvements with the programmed reseal.

Prior to extending the seal onto road segments that are currently unsealed, it is recommended that the Shire consider the appropriate finished level for the new road formation and pavement as well as how the existing drainage assets will perform with the upgraded pavement and seal. The Shire may also want to consider whether any additional drainage assets are required to manage the various water crossing points.

To a large extent in recent times this is the approach that we have taken.

Summary

The above approach albeit not straight forward for future projects is intended to be taken when moving forward when managing the Carnarvon-Mullewa Road. Ultimately this approach will further inform Councils Asset Management and Long-Term Financial Plans and dictate whether these aspirations can be delivered.

Bill Boehm
Chief Executive Officer

Enc Greenfields Carnarvon-Mullewa Road Seal Surfacing Future Widening Extension Assessment Report December 2019



SHIRE OF MURCHISON

**CARNARVON MULLEWA RD SEAL SURFACING, FUTURE
WIDENING & EXTENSION ASSESSMENT**



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| Revision Status | | | | | | |
|-----------------|----------|----------------------------|----------|----------|----------|---|
| Rev | Date | Purpose | Prepared | Reviewed | Approved | Details |
| A | 25/11/19 | Issued for internal review | JK | NG | N/A | First draft |
| B | 26/11/19 | Issued for external review | JK | BB | N/A | Various changes from internal review incorporated, sent for Client review. |
| 0 | 06/12/19 | Issued for use | JK | BB | N/A | Reviewed cost estimates for earthworks, included estimate build-up in Appendix C and added commentary on establishing actual cost in Section 5.0. |
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1.0 BACKGROUND

The Carnarvon Mullewa Rd in the Shire of Murchison (Shire) is a Regional Distributor road that runs approximately north – south through the Shire and is a key transport link for local and regional businesses, properties and tourism. Based on traffic count data near the Ballinyoo Bridge from 2018, the road experiences a traffic volume of between 50 – 60 Average Annual Daily Traffic (AADT). The Shire are currently considering various options with regards to the renewal, maintenance, upgrade and expansion of the seal surfacing on the Carnarvon Mullewa Rd.

In October 2019, the Shire engaged Greenfield Technical Services (Greenfield) to assess the existing sealed segments of the Carnarvon Mullewa Rd as well as the remaining unsealed pavement areas on the southern end of the road. The purpose of the assessment was to:

- Identify the current condition of the existing seal surfacing and determine the nature of any works required and timing for such works,
- Identify the areas of narrow sealed pavement and assess the viability of widening seal (and the associated widening of the subgrade and pavement) to provide a consistent carriageway width of 7.2m,
- Review the remaining unsealed segments at the southern end of the road in terms of identifying the high-level scope of work required to complete the seal surfacing.

This report provides a summary of Greenfield's assessment. As part of the preparation of this report, a site inspection was completed on 17th and 18th October 2019.

2.0 SCOPE OF ASSESSMENT

The scope of the assessment comprised a portion of the Carnarvon Mullewa Rd as described in the table below.

| Road | Start SIK | Start Terminus | End SIK | End Terminus | Length (km) |
|----------------------|-----------|---|---------|-------------------------|-------------|
| Carnarvon Mullewa Rd | 145.97 | Northern end of seal surfacing approx. 10km north of Murchison Settlement | 278.86 | Southern Shire boundary | 132.89 |

Table 1: Scope of assessment

The seal surfacing, exposed pavement in the narrow seal width sections and unsealed pavement was first visually inspected with the key attributes being recorded include surfacing and pavement width, type and any other distinguishing features.

Following this, the surface texture of the existing seal surfacing was assessed using the sand patch method. The existing texture of the seal surface has been used in developing the proposed scope of work. Note, sand patch testing was targeted and completed on sections of seal that were significantly different from other sections based on visual observations.



3.0 EXISTING ROAD DESCRIPTION AND ASSESSMENT

3.1 GENERAL

The Carnarvon Mullewa Rd within the scope of this assessment comprises three types of carriageway surface:

1. Unsealed pavement,
2. Narrow sealed pavement (~4m wide seal), and
3. Full width sealed pavement (~7 – 8m wide seal).

The road generally follows the natural surface and the extent of the formation embankment is minimal. The finished height of the running surface is typically between -50mm / +100mm of the natural surface. There are numerous floodways along the length of the road segment and roadside drainage throughout most sections.

| Carriageway Surface | Approx. Total Length (km) |
|--|---------------------------|
| Unsealed Pavement | 35.46 |
| Narrow Sealed Pavement (~4m wide seal) | 67.28 |
| Full Width Sealed Pavement (~6 – 8m wide seal) | 30.15 |
| Total Length | 132.89 |

Table 2: Summary of existing carriageway surfaces

3.2 SEALED PAVEMENT

The sealed pavement extends between the following sections:

- Slk 145.97 – 241.74,
- Slk 260.00 – 260.51, and
- Slk 270.35 – 217.50.

The existing sealed pavement varies in width between approx. 7m to 47m (Jiggernoo Emergency Airstrip). Based on only a visual inspection, the pavement depth appears to vary between approx. 50 – 150mm.

| Sealed Pavement Width | Approx. Total Length (km) |
|---------------------------|---------------------------|
| Narrow Pavement (~7 – 8m) | 56.01 |
| Widened Pavement (>8m) | 41.42 |
| Total Length | 97.43 |

Table 3: Summary of sealed pavement widths

In general, the sealed pavement is comprised of a gravelly material and was in varying condition. In parts, the pavement displayed evidence of recent scouring and wear and there were a few sections



where the pavement has been affected by salt or has been damaged by other external factors. In other areas, the pavement width is not currently wide enough to accommodate any seal widening and still provide an appropriate width unsealed shoulder on both sides.

3.3 UNSEALED PAVEMENT

The unsealed pavement inspected comprised only those sections south of the Murchison settlement being between:

- Slk 241.74 – 260.00,
- Slk 260.51 – 270.35, and
- Slk 271.50 – 278.86.

The unsealed road segments comprise naturally occurring gravel sheeting material of varying thicknesses and widths over a natural formed subgrade material. At the time of the inspection, the surface was in average condition with some areas of loose sheeting material and corrugations.

Drainage comprises unsealed floodways, roadside drains and offshoot drains the majority of which were in average to good condition.

3.4 SEAL SURFACING

Of the existing seal surfacing, five different types were identified as summarised below.

| Surfacing Type | Aggregate Type | Approx. Total Length (km) |
|---|--------------------|---------------------------|
| Single Coat Seal | Both 10mm and 14mm | 32.34 |
| Single Coat Seal with Emulsion Enrichment | 14mm | 8.76 |
| 2 Coat Seal | 14 / 10mm | 15.65 |
| Reseal | Both 10mm and 14mm | 20.41 |
| Fabric Seal | Both 10mm and 14mm | 20.27 |
| Total Length | | 97.43 |

Table 4: Summary of seal surfacing types

The condition of the seal surfacing varied significantly depending on the segment inspected. Some segments were in very good condition and are not likely not to require any work in the short to medium term whereas there were other segments which contained isolated segments of edge wear / breaks, pavement damage, cracking and aggregate stripping / plucking. The edge wear / breaks are likely the result of having a narrow seal and vehicles travelling on / off the seal when meeting oncoming traffic. Somewhat surprisingly, the edge wear was relatively limited given the extent of the narrow seal.

In general terms, the areas of fabric seal and some of the areas of existing single coat seal were observed to be in the poorest condition and will require works in the short term to preserve the seal surfacing and underlying pavement.



3.5 DRAINAGE

The drainage comprises roadside table drains, isolated culverts and numerous sealed floodways, some with rock protection. Throughout the unsealed segments there are also numerous unsealed floodways, table drains and offshoot drains.

Although a formal waterways analysis was outside the scope of this report, from visual observations during the site inspection it is clear that in certain segments significant volumes of water pond either adjacent the existing road or pond on the sealed surface; this is particularly prevalent at sealed floodways. It appears that this pond is more pronounced in segments of the road where the surrounding natural surface is quite flat, and the road formation is minimal. From a road management and maintenance perspective, water ponding adjacent or on top of the road pavement / surfacing is undesirable as the risk of water ingress into the pavement increases. Water contained within the pavement material may reduce the strength of the material and increase the risk of pavement failure especially if the pavement is subject to traffic loading.

Ideally, the road formation would be constructed to minimise the risk of water ingress into the pavement. However, given that the formation is already in place there would be a significant cost to improve / rectify these issues. This this prohibitive cost, no improvement / reconstruction works are recommended.

Prior to extending the seal onto road segments that are currently unsealed, it is recommended that the Shire consider the appropriate finished level for the new road formation and pavement as well as how the existing drainage assets will perform with the upgraded pavement and seal. The Shire may also want to consider whether any additional drainage assets are required to manage the various water crossing points.

4.0 PROPOSED SCOPE OF WORK

4.1 GENERAL

There are two elements to the proposed scope of work:

1. Scope required to preserve the existing seal surfacing (resealing), and
2. Scope required to widen the existing seal surfacing to provide a consistent 7.2m wide seal.

Although there is some natural overlap and interface between these two elements, they will be discussed and summarised separately below in order to provide transparency to the Shire in terms of the available options. If the Shire does decide to pursue a seal widening program, it is strongly recommended that the widening work and seal renewal work for any particular segment is scheduled as a package of work; that is both scopes of work for a segment of road are completed simultaneously. This has multiple benefits including:

1. Minimising the mobilisation / demobilisation costs for the sealing contractor, and
2. Avoiding the seal joint / overlap that occurs if only the seal widening is completed since both the reseal of the existing sealed surface as well as the second coat of the seal widening area would be completed at the same time.

The following sections summarise the scope of work for both the resealing and widening works.

4.2 RENEWAL OF EXISTING SEAL SURFACING

The renewal of the existing seal surfacing focuses on those existing areas of seal requiring resealing. A program of work based on an approx. annual expenditure of \$200k - \$300k has been prepared



prioritising the areas in greater need of attention first. Depending on funding availability, the Shire may consider increasing or decreasing the nominated scope in each of the programme years.

Where possible, segments requiring similar works have been grouped together geographically for constructability and sequencing reasons.

Given the condition of the seal surfacing nominated for works in Year 1, it is recommended that the Shire commence this programme of works in the next 1 – 2 years. Furthermore, providing the reseal works between Sk 193.21 – 195.51 are completed within the short term, it is likely that the pavement damage identified in this area will not require reconstruction.

The table below summarises the approx. length and area of reseal required in each of the 10 years of the program. Given the variations in surface texture and the time between when the sand patch testing was completed as part of this report and when some of the resealing will be completed, a nominal seal design has been used across all segments to determine the indicative cost of the works. Prior to the resealing works being completed every year, it is recommended that a specific seal design (s) be completed accounting for the surface texture and condition at the time of the works.

| Program Year | Approx. Reseal Length (km) | Approx. Reseal Area (m2) |
|--------------|----------------------------|--------------------------|
| 1 | 12.49 | 61,520 |
| 2 | 14.87 | 71,960 |
| 3 | 7.85 | 34,550 |
| 4 | 8.61 | 39,640 |
| 5 | 11.26 | 60,480 |
| 6 | 9.26 | 52,800 |
| 7 | 11.00 | 61,780 |
| 8 | 8.08 | 35,920 |
| 9 | 4.80 | 26,360 |
| 10 | 9.21 | 56,660 |

Table 5: Summary of proposed 10-year reseal program

4.3 SEAL WIDENING

The seal widening scope will in many locations require widening of the pavement structure prior to widening the seal surfacing. The width of the pavement widening varies between approx. 0.2m – 2.2m and will require the existing subgrade material to be prepared prior to a pavement layer being constructed to match the existing carriageway cross-section.



The seal widening required to achieve a minimum 7.2m wide sealed width varies between approx. 0.2 – 3.2m. It is recommended that the widened pavement areas are sealed with a 2-coat bitumen seal with aggregate size appropriate for the interface with the existing seal surfacing and subsequent reseal. As previously mentioned, the seal (and associated pavement) widening works should preferably coincide with the seal renewal works and therefore the yearly allocation of the widening works shown in the tables below correspond to the reseal sections nominated in Section 4.2 above.

| Pavement Widening Width (m) | Approx. Total Length (km) |
|-----------------------------|---------------------------|
| 0.2 | 18.00 |
| 0.7 | 4.02 |
| 1.2 | 46.80 |
| 2.2 | 0.13 |

| Seal Widening Width (m) | Approx. Total Length (km) |
|-------------------------|---------------------------|
| 0.2 | 5.72 |
| 1.2 | 0.42 |
| 2.2 | 0.33 |
| 3.2 | 67.28 |

Table 6: Scope of widening works

4.4 SEAL EXTENSIONS

Based on the site inspection, no unique issues were identified with the existing unsealed road segments other than the standard constructability considerations such as water and gravel material sources that would impact extending the seal south towards the Shire boundary.

As mentioned in Section 3.5, the only item that the Shire may wish to review in further detail is the proposed finished road height and the need for any new or upgraded drainage structures to mitigate the risk of water damage to the sealed pavement.

5.0 10-YEAR PROGRAM COST ESTIMATE

A proposed scope of work has been developed based on a 10-year program. The objectives of the program were:

1. Complete the seal renewal works in a targeted manner to extend the life of the asset,
2. Develop a realistic, medium-term program that captured the full extent of the works to achieve a 7.2m wide sealed carriageway in the areas where the seal already exists, and
3. Balance the costs (where possible) across years whilst providing flexibility to increase / decrease the scope of works in any one year depending on other factors (e.g. Shire budget, weather, priorities).

Please note, the extension of the seal to complete the remainder of the unsealed portions of the road is not included in this program. The Shire will need to balance the need to renew, maintain and widen the existing seal and sealed pavement with the goal of extending the seal to the Shire's southern boundary.

A summary of the proposed program is provided in the table below; the full work program is contained in Appendix B. The cost estimate build-ups for each type of work have been shown in Appendix C.



| Year | Length (km) | Reseal Area (m2) | Est. Cost (Reseal Only) | Est. Cost (Widening + Reseal) |
|--------|-------------|------------------|-------------------------|-------------------------------|
| 1 | 12.49 | 61,520 | \$288,529 | \$1,501,394 |
| 2 | 13.21 | 62,000 | \$299,503 | \$1,648,338 |
| 3 | 7.85 | 34,550 | \$171,908 | \$1,076,435 |
| 4 | 8.61 | 39,640 | \$203,151 | \$1,161,067 |
| 5 | 11.26 | 60,480 | \$319,252 | \$1,399,038 |
| 6 | 9.26 | 52,800 | \$287,073 | \$1,052,893 |
| 7 | 11.00 | 61,780 | \$345,975 | \$1,283,243 |
| 8 | 8.08 | 35,920 | \$207,190 | \$1,266,161 |
| 9 | 4.80 | 26,360 | \$156,609 | \$616,715 |
| 10 | 9.12 | 56,120 | \$343,420 | \$1,002,163 |
| Totals | 95.68 | 491,170 | \$2,622,609 | \$12,007,446 |

Table 7: Summary of the proposed 10-year work program

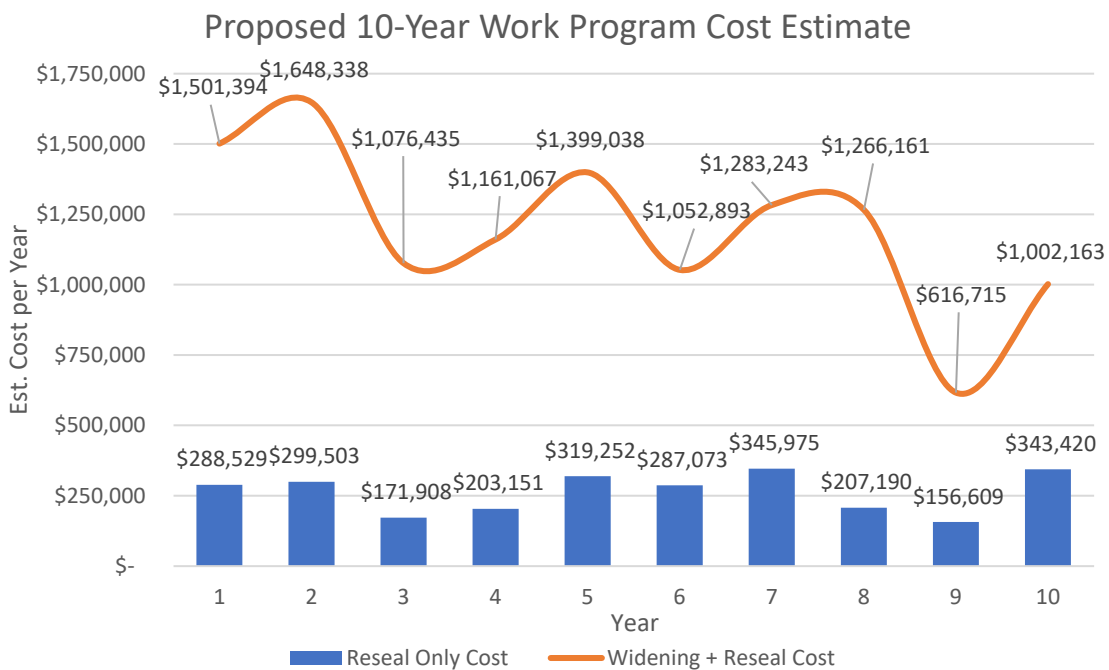


Figure 1: Summary of the proposed 10-year costs



As can be seen from the figure above, there is a significant difference in cost between only completing the resealing works compared to completing both the resealing and seal widening works. This cost primarily represents the cost of the earthworks and pavement construction required to widen the existing pavement.

Please note the following with regards to the costs presented above.

1. Bitumen costs have been based on recent previous tendered rates for similar works in the Mid-West. Unit rates have been escalated over the 10-year period at inflation.
2. It has been assumed that the Shire's own work crew would complete the earthworks required for the widening works. Typical Shire rates have been used in the preparation of the cost estimates for this work.
3. Where possible, the work scope has been adjusted to smooth the proposed yearly spend. However, the costs still vary on a year-by-year basis reflecting the need to renew some segments before others due to the current condition of the assets. Additionally, where possible similar types of work have been kept in the same year for efficiency purposes.
4. The above cost is subject to vary based on work efficiencies, bitumen prices, application rates, weather and various other factors which are not possible for Greenfield to estimate.
5. Depending on the Shire's available budget and other work priorities, the above program may need to be varied. Any variation to the program may affect the cost of the works.

Given the above estimate is based on numerous assumptions and the costs are likely to vary based on actual site conditions, the Shire might consider selecting a 1 – 2km section that requires widening as a trial and completing the works using the Shire work crew. Providing the trial section is largely representative of a typical section, this would be a reliable way of establishing a typical cost on which future work programs can be based.

6.0 SUMMARY

The Shire has a significant asset in the Carnarvon Mullewa Rd from both an extent and valuation perspective. To ensure that the asset continues to provide an appropriate level of service for road users, various asset preservation and maintenance activities are required.

The condition of the Carnarvon Mullewa Rd that was inspected as part of this report varies as would be expected due to the varying dates of construction for different segments of road. Whilst none of the road is currently worn beyond repair, it is recommended that the Shire begin to program and budget for the resealing items described within this report.

Furthermore, it is also recommended that the Shire consider the priority of widening the existing seal to a consistent 7.2m with respect to the Shire's other municipal priorities. Whilst widening the seal will reduce edge wear / breaks, there is a significant cost involved. Additionally, increasing the seal width will increase the reseal area which is an increased cost that the Shire will incur in the medium term.

Any enquiries regarding this report should be addressed to Joshua Kirk via email (josh.kirk@greenfieldtech.com.au) or phone (0498 999 484).



APPENDIX A – SITE INSPECTION RAW DATA

Shire of Murchison - Carnarvon Mullewa Rd Seal Assessment

November 2019

| Segment | Slk Start | Slk End | Length | Formation width (m) | Pavement width (m) | Seal width (m) | Seal Area (m2) | Surface Type (Seal) | Seal size (mm) | Table Drains | Surface Condition | Shape Condition | Drain Condition | Est. Lifespan (years) | Sand Patch Diameter (cm) | Comments |
|---------|-----------|---------|--------|---------------------|--------------------|----------------|----------------|---------------------|----------------|--------------|-------------------|-----------------|-----------------|-----------------------|--------------------------|---|
| 1 | 145.97 | 146.22 | 0.25 | 22 | 10 | 8 | 2000 | 2CS | 14 / 10 | Y | 1 | 1 | 1 | 14 | 19.5 | |
| 2 | 146.22 | 146.58 | 0.36 | 13 | 8 | 8 | 2880 | 2CS | 14 / 10 | Y | 1 | 1 | 1 | 14 | | Pavement Damage on LHS and no cracks |
| 3 | 146.58 | 147.43 | 0.85 | 13 | 8 | 8 | 6800 | 2CS | 14 / 10 | Y | 1 | 1 | 1 | 14 | | |
| 4 | 147.43 | 148.60 | 1.17 | 15 | 9.5 | 8 | 9360 | 2CS | 14 / 10 | Y | 1 | 1 | 1 | 14 | 16 | |
| 5 | 148.60 | 148.63 | 0.03 | 15 | 8 | 8 | 240 | S | 10 | N | 1 | 1 | 1 | 14 | | |
| 6 | 148.63 | 149.10 | 0.47 | 16.5 | 11 | 8 | 3760 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | 19.5 | |
| 7 | 149.10 | 149.50 | 0.40 | 16.2 | 8 | 4 | 1600 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | |
| 8 | 149.50 | 149.84 | 0.34 | 16.1 | 9 | 8 | 2720 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | |
| 9 | 149.84 | 150.55 | 0.71 | 16.2 | 8 | 4 | 2840 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | |
| 10 | 150.55 | 151.99 | 1.44 | 16 | 9.5 | 8 | 11520 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | 19 | |
| 11 | 151.99 | 152.10 | 0.11 | 9 | 9 | 4 | 440 | 2CS | 14 / 10 | N | 1 | 2 | - | 14 | | |
| 12 | 152.10 | 152.89 | 0.79 | 16 | 10 | 4 | 3160 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | |
| 13 | 152.89 | 154.00 | 1.11 | 13 | 8.5 | 7 | 7770 | 2CS | 14 / 10 | N | 2 | 2 | - | 10 | 20.5 | Minor cracks |
| 14 | 154.00 | 154.49 | 0.49 | 16 | 8.5 | 7 | 3430 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | 23.25 | |
| 15 | 154.49 | 154.60 | 0.11 | 16 | 8.5 | 4 | 440 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | Starting to pluck |
| 16 | 154.60 | 154.66 | 0.06 | 16 | 16 | 8 | 480 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | Starting to pluck |
| 17 | 154.66 | 155.06 | 0.40 | 16 | 9 | 4 | 1600 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | Starting to pluck |
| 18 | 155.06 | 155.18 | 0.12 | 16 | 9 | 7 | 840 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | Starting to pluck |
| 19 | 155.18 | 155.60 | 0.42 | 17 | 9 | 4 | 1680 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | Starting to pluck |
| 20 | 155.60 | 155.67 | 0.07 | 17 | 7 | 7 | 490 | Fabric | 10 | N | 9 | 2 | - | 2 | | Starting to pluck |
| 21 | 155.67 | 155.92 | 0.25 | 13.5 | 8.5 | 4 | 1000 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | Starting to pluck |
| 22 | 155.92 | 155.98 | 0.06 | 13.5 | 7 | 7 | 420 | Fabric | 10 | N | 9 | 2 | - | 2 | | Starting to pluck |
| 23 | 155.98 | 156.50 | 0.52 | 13.5 | 9.7 | 4 | 2080 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | Starting to pluck |
| 24 | 156.50 | 156.62 | 0.12 | 13.5 | 9.7 | 7 | 840 | Fabric | 10 | N | 9 | 2 | - | 2 | | Starting to pluck |
| 25 | 156.62 | 157.52 | 0.90 | 13.5 | 9.7 | 4 | 3600 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | Starting to pluck |
| 26 | 157.52 | 157.67 | 0.15 | 13.5 | 9.7 | 8 | 1200 | Fabric | 10 | N | 9 | 2 | - | 2 | | Starting to pluck |
| 27 | 157.67 | 158.29 | 0.62 | 16 | 11.5 | 4 | 2480 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | Starting to pluck |
| 28 | 158.29 | 158.38 | 0.09 | 16 | 9.7 | 8 | 720 | Fabric | 10 | N | 9 | 2 | - | 2 | | Starting to pluck |
| 29 | 158.38 | 159.90 | 1.52 | 16 | 10 | 4 | 6080 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | Starting to pluck |
| 30 | 159.90 | 160.12 | 0.22 | 16 | 8 | 8 | 1760 | Fabric | 10 | N | 9 | 2 | - | 2 | | Starting to pluck |
| 31 | 160.12 | 161.06 | 0.94 | 16 | 8.5 | 4 | 3760 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | 17.5 | Starting to pluck |
| 32 | 161.06 | 162.47 | 1.41 | 16 | 9.5 | 8 | 11280 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | |
| 33 | 162.47 | 164.46 | 1.99 | 16 | 10 | 4 | 7960 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | |
| 34 | 164.46 | 165.34 | 0.88 | 16 | 11 | 8 | 7040 | Fabric | 14 | Y | 8 | 2 | 2 | 3 | 17 | |
| 35 | 165.34 | 174.27 | 8.93 | 16 | 8 | 4 | 35720 | Fabric | 14 | Y | 9 | 2 | 2 | 2 | 17 | |
| 36 | 174.27 | 175.29 | 1.02 | 16 | 9 | 4 | 4080 | S | 14 | Y | 6 | 2 | 2 | 5 | 18.5 | |
| 37 | 175.29 | 175.59 | 0.30 | 16 | 8 | 4 | 1200 | RS | 14 / 10 | Y | 1 | 2 | 2 | 13 | 16.25 | |
| 38 | 175.59 | 175.71 | 0.12 | 16 | 8 | 8 | 960 | RS | 14 / 10 | Y | 1 | 2 | 2 | 13 | | |
| 39 | 175.71 | 178.26 | 2.55 | 16 | 8 | 4 | 10200 | RS | 14 / 10 | N | 1 | 2 | - | 13 | | |
| 40 | 178.26 | 178.31 | 0.05 | 16 | 8 | 8 | 400 | 2CS | 14 / 10 | N | 1 | 2 | - | 13 | | |
| 41 | 178.31 | 180.34 | 2.03 | 16 | 8 | 4 | 8120 | RS | 14 / 10 | Y | 1 | 2 | 2 | 13 | | |
| 42 | 180.34 | 180.42 | 0.08 | 16 | 8 | 8 | 640 | 2CS | 14 / 10 | N | 1 | 2 | - | 13 | | |
| 43 | 180.42 | 181.28 | 0.86 | 16 | 8 | 4 | 3440 | RS | 14 / 10 | Y | 1 | 2 | 2 | 13 | | |
| 44 | 181.28 | 181.52 | 0.24 | 16 | 8 | 8 | 1920 | S | 10 | N | 1 | 2 | - | 13 | | |
| 45 | 181.52 | 182.61 | 1.09 | 16 | 8 | 4 | 4360 | RS | 14 / 10 | Y | 1 | 2 | 2 | 13 | | |
| 46 | 182.61 | 182.68 | 0.07 | 16 | 8 | 8 | 560 | S | 10 | N | 1 | 2 | - | 13 | | |
| 47 | 182.68 | 183.51 | 0.83 | 16 | 8 | 4 | 3320 | RS | 14 / 10 | Y | 1 | 2 | 2 | 13 | 17 | |
| 48 | 183.51 | 183.68 | 0.17 | 16 | 8 | 8 | 1360 | 2CS | 14 / 10 | N | 1 | 2 | - | 13 | | |
| 49 | 183.68 | 185.03 | 1.35 | 16 | 8 | 4 | 5400 | RS | 14 / 10 | Y | 1 | 2 | 2 | 13 | | |
| 50 | 185.03 | 185.19 | 0.16 | 16 | 8 | 8 | 1280 | 2CS | 14 / 10 | N | 1 | 2 | - | 13 | | |
| 51 | 185.19 | 185.79 | 0.60 | 16 | 8 | 4 | 2400 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 13 | | |
| 52 | 185.79 | 185.85 | 0.06 | 16 | 8 | 8 | 480 | 2CS | 14 / 10 | N | 1 | 2 | - | 13 | | |
| 53 | 185.85 | 186.27 | 0.42 | 16 | 8 | 4 | 1680 | RS | 14 / 10 | Y | 1 | 2 | 2 | 13 | | |
| 54 | 186.27 | 186.39 | 0.12 | 16 | 8 | 8 | 960 | 2CS | 14 / 10 | N | 1 | 2 | - | 13 | | |
| 55 | 186.39 | 186.90 | 0.51 | 16 | 8 | 4 | 2040 | RS | 14 / 10 | Y | 7.5 | 2 | 2 | 3.5 | 17 | Starting to pothole |
| 56 | 186.90 | 186.98 | 0.08 | 16 | 8 | 8 | 640 | S | 10 | N | 6 | 2 | - | 5 | | |
| 57 | 186.98 | 188.75 | 1.77 | 16 | 8 | 4 | 7080 | RS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | |
| 58 | 188.75 | 189.23 | 0.48 | 16 | 8 | 4 | 1920 | S | 10 | Y | 6.5 | 2 | 2 | 4.5 | 18 | |
| 59 | 189.23 | 189.34 | 0.11 | 16 | 8 | 8 | 880 | S | 10 | N | 6.5 | 2 | - | 4.5 | | |
| 60 | 189.34 | 189.77 | 0.43 | 19 | 8 | 4 | 1720 | RS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | |
| 61 | 189.77 | 189.86 | 0.09 | 19 | 8 | 8 | 720 | 2CS | 14 / 10 | N | 3 | 2 | 2 | 8 | | |
| 62 | 189.86 | 190.97 | 1.11 | 19 | 8 | 4 | 4440 | RS | 14 / 10 | Y | 2 | 2 | 2 | 9 | | |
| 63 | 190.97 | 191.06 | 0.09 | 19 | 8 | 8 | 720 | 2CS | 14 / 10 | N | 3 | 2 | - | 8 | | |
| 64 | 191.06 | 192.15 | 1.09 | 17 | 8 | 4 | 4360 | RS | 14 / 10 | Y | 2 | 2 | 2 | 9 | | |
| 65 | 192.15 | 192.25 | 0.10 | 17 | 8 | 8 | 800 | 2CS | 14 / 10 | N | 3 | 2 | - | 8 | | |
| 66 | 192.25 | 193.06 | 0.81 | 17 | 8 | 4 | 3240 | RS | 14 / 10 | Y | 2 | 2 | 2 | 9 | | |
| 67 | 193.06 | 193.21 | 0.15 | 17 | 8 | 8 | 1200 | 2CS | 14 / 10 | Y | 3 | 2 | - | 8 | | Potholes in bad shape |
| 68 | 193.21 | 195.51 | 2.30 | 17 | 8 | 7 | 16100 | S | 14 | Y | 10 | 2 | 2 | 1 | 19 | Pavement appears to be affected by salt |
| 69 | 195.51 | 195.68 | 0.17 | 17 | 8 | 8 | 1360 | S | 14 | Y | 3.5 | 2 | 2 | 7.5 | 19 | |
| 70 | 195.68 | 195.97 | 0.29 | 17 | 8 | 7 | 2030 | S | 14 | Y | 8 | 2 | 2 | 3 | | |
| 71 | 195.97 | 197.17 | 1.20 | 47 | 45.2 | 10 | 12000 | S | 14 | N | 5.5 | 2 | - | 5.5 | | |
| 72 | 197.17 | 198.33 | 1.16 | 17 | 9 | 7 | 8120 | S | 14 | Y | 5.5 | 2 | 2 | 5.5 | | |
| 73 | 198.33 | 198.88 | 0.55 | 17 | 9 | 4 | 2200 | S | 14 | Y | 6.5 | 2 | 2 | 4.5 | | |
| 74 | 198.88 | 199.00 | 0.12 | 17 | 8 | 8 | 960 | 2CS | 14 / 10 | N | 3 | 2 | - | 8 | | |
| 75 | 199.00 | 199.68 | 0.68 | 17 | 8 | 4 | 2720 | S | 14 | Y | 6.5 | 2 | 2 | 4.5 | | |
| 76 | 199.68 | 199.76 | 0.08 | 17 | 8 | 8 | 640 | 2CS | 14 / 10 | N | 3.5 | 2 | - | 7.5 | | |
| 77 | 199.76 | 201.26 | 1.50 | 17 | 8 | 4 | 6000 | S | 14 | Y | 7 | 2 | 2 | 4 | 21.5 | |
| 78 | 201.26 | 201.33 | 0.07 | 17 | 8 | 8 | 560 | 2CS | 14 / 10 | N | 3 | 2 | - | 8 | | |
| 79 | 201.33 | 201.94 | 0.61 | 17 | 9 | 4 | 2440 | 2CS | 14 / 10 | Y | 6 | 2 | 2 | 5 | | |
| 80 | 201.94 | 202.07 | 0.13 | 17 | 8 | 8 | 1040 | S | 14 | N | 2 | 2 | - | 9 | | |
| 81 | 202.07 | 203.03 | 0.96 | 17 | 8 | 4 | 3840 | S | 14 | Y | 6.5 | 2 | 2 | 4.5 | | |
| 82 | 203.03 | 203.25 | 0.22 | 17 | 8 | 8 | 1760 | 2CS | 14 / 10 | N | 8.5 | 2 | - | 2.5 | | |
| 83 | 203.25 | 204.21 | 0.96 | 17 | 8 | 4 | 3840 | S | 14 | Y | 8.5 | 2 | 2 | 2.5 | | |
| 84 | 204.21 | 204.41 | 0.20 | 17 | 8 | 8 | 1600 | 2CS | 14 / 10 | N | 6 | 2 | - | 5 | | Minor cracks |
| 85 | 204.41 | 205.01 | 0.60 | 17 | 8 | 4 | 2400 | S | 14 | Y | 6 | 2 | 2 | 5 | | |
| 86 | 205.01 | 205.27 | 0.26 | 17 | 8 | 8 | 2080 | 2CS | 14 / 10 | N | 3 | 2 | - | 8 | 21.5 | |
| 87 | 205.27 | 206.24 | 0.97 | 17 | 8 | 4 | 3880 | S | 14 | Y | 7 | 2 | 2 | 4 | | |
| 88 | 206.24 | 206.44 | 0.20 | 17 | 8 | 8 | 1600 | 2CS | 14 / 10 | N | 2 | 2 | - | 9 | 21.5 | |
| 89 | 206.44 | 206.82 | 0.38 | 17 | 8 | 8 | 3040 | S | 14 | Y | 7.5 | 2 | 2 | 3.5 | | |
| 90 | 206.82 | 208.21 | 1.39 | 17 | 10 | 8 | 11120 | S | 14 | Y | 1 | 2 | 2 | 12 | | |
| 91 | 208.21 | 212.31 | 4.10 | 17 | 8 | 4 | 16400 | S | 14 | Y | 6.5 | 2 | 2 | 4.5 | 20 | Edges break |
| 92 | 212.31 | 212.95 | 0.64 | 17 | 8 | 4 | 2560 | S | 14 | Y | 6.5 | 2 | 2 | 4.5 | | Edges break |
| 93 | 212.95 | 213.15 | 0.20 | 17 | 8 | 8 | 1600 | 2CS | 14 / 10 | N | 2 | 2 | - | 9 | | |
| 94 | 213.15 | 213.85 | 0.70 | 17 | 10 | 8 | 5600 | S | 14 | Y | 5 | 2 | 2 | 6 | | |

| | | | | | | | | | | | | | | | | |
|-----|--------|--------|------|----|-----|---|-------|----------|---------|---|-----|---|---|-----|-------|--|
| 95 | 213.85 | 214.96 | 1.11 | 17 | 9 | 4 | 4440 | S | 14 | Y | 4.5 | 2 | 2 | 6.5 | | |
| 96 | 214.96 | 215.22 | 0.26 | 17 | 8 | 8 | 2080 | S | 14 | N | 5 | 2 | - | 6 | | |
| 97 | 215.22 | 215.49 | 0.27 | 17 | 8 | 4 | 1080 | S | 14 | Y | 5 | 2 | 2 | 6 | | |
| 98 | 215.49 | 216.16 | 0.67 | 17 | 9 | 8 | 5360 | S | 14 | Y | 6 | 2 | 2 | 5 | | |
| 99 | 216.16 | 216.67 | 0.51 | 17 | 9 | 4 | 2040 | S | 14 | Y | 5 | 2 | 2 | 6 | | |
| 100 | 216.67 | 216.77 | 0.10 | 17 | 9 | 8 | 800 | 2CS | 14 / 10 | N | 2.5 | 2 | - | 8.5 | | |
| 101 | 216.77 | 217.34 | 0.57 | 17 | 9 | 4 | 2280 | S | 14 | Y | 5 | 2 | 2 | 6 | 17.5 | |
| 102 | 217.34 | 217.50 | 0.16 | 17 | 8 | 8 | 1280 | 2CS | 14 / 10 | N | 4 | 2 | - | 7 | | |
| 103 | 217.50 | 218.08 | 0.58 | 17 | 8 | 4 | 2320 | S | 14 | Y | 4.5 | 2 | 2 | 6.5 | | |
| 104 | 218.08 | 218.21 | 0.13 | 17 | 8 | 8 | 1040 | 2CS | 14 / 10 | N | 3 | 2 | - | 8 | | |
| 105 | 218.21 | 218.45 | 0.24 | 17 | 8 | 4 | 960 | S | 14 | Y | 6 | 2 | 2 | 5 | | |
| 106 | 218.45 | 218.52 | 0.07 | 17 | 9 | 8 | 560 | S | 14 | Y | 6 | 2 | 2 | 5 | | |
| 107 | 218.52 | 218.98 | 0.46 | 17 | 8 | 4 | 1840 | S | 14 | Y | 6 | 2 | 2 | 5 | | |
| 108 | 218.98 | 219.08 | 0.10 | 17 | 8 | 8 | 800 | 2CS | 14 / 10 | N | 3 | 2 | - | 8 | | |
| 109 | 219.08 | 220.21 | 1.13 | 17 | 9 | 4 | 4520 | S | 14 | Y | 7.5 | 2 | 2 | 3.5 | | |
| 110 | 220.21 | 220.34 | 0.13 | 17 | 8 | 8 | 1040 | 2CS | 14 / 10 | N | 3 | 2 | - | 8 | | |
| 111 | 220.34 | 221.30 | 0.96 | 17 | 9 | 4 | 3840 | S | 14 | Y | 4.5 | 2 | 2 | 6.5 | | |
| 112 | 221.30 | 221.63 | 0.33 | 17 | 9 | 5 | 1650 | 2CS | 14 / 10 | N | 2.5 | 2 | - | 8.5 | 21 | |
| 113 | 221.63 | 222.31 | 0.68 | 17 | 9 | 4 | 2720 | S | 14 | Y | 6 | 2 | 2 | 5 | | |
| 114 | 222.31 | 223.43 | 1.12 | 17 | 8 | 8 | 8960 | S | 14 | N | 6 | 2 | - | 5 | | |
| 115 | 223.43 | 223.78 | 0.35 | 17 | 9 | 4 | 1400 | S | 14 | Y | 6 | 2 | 2 | 5 | | |
| 116 | 223.78 | 224.22 | 0.44 | 17 | 9 | 8 | 3520 | S | 14 | N | 7.5 | 2 | - | 3.5 | | |
| 117 | 224.22 | 224.32 | 0.10 | 17 | 9 | 4 | 400 | 2CS | 14 / 10 | Y | 2.5 | 2 | 2 | 8.5 | | |
| 118 | 224.32 | 224.61 | 0.29 | 17 | 8 | 8 | 2320 | S | 14 | N | 7.5 | 2 | - | 3.5 | | |
| 119 | 224.61 | 224.95 | 0.34 | 17 | 8.5 | 4 | 1360 | S | 14 | Y | 7.5 | 2 | 2 | 3.5 | | |
| 120 | 224.95 | 225.20 | 0.25 | 17 | 8.5 | 8 | 2000 | S | 14 | Y | 5 | 2 | 2 | 6 | | |
| 121 | 225.20 | 225.27 | 0.07 | 17 | 9 | 4 | 280 | 2CS | 14 / 10 | N | 2.5 | 2 | - | 8.5 | | |
| 122 | 225.27 | 225.48 | 0.21 | 17 | 8 | 8 | 1680 | S | 14 | Y | 4 | 2 | 2 | 7 | | |
| 123 | 225.48 | 226.00 | 0.52 | 17 | 9 | 4 | 2080 | S | 10 | N | 8 | 2 | - | 3 | | |
| 124 | 226.00 | 226.16 | 0.16 | 17 | 8 | 8 | 1280 | 2CS | 14 / 10 | Y | 2.5 | 2 | 2 | 8.5 | | |
| 125 | 226.16 | 226.58 | 0.42 | 17 | 9 | 4 | 1680 | RS | 10 | N | 1 | 2 | - | 13 | | |
| 126 | 226.58 | 227.00 | 0.42 | 17 | 9 | 8 | 3360 | RS | 10 | Y | 1 | 2 | 2 | 13 | | |
| 127 | 227.00 | 227.26 | 0.26 | 17 | 8 | 4 | 1040 | RS | 10 | N | 1 | 2 | - | 13 | | |
| 128 | 227.26 | 228.07 | 0.81 | 17 | 8 | 8 | 6480 | RS | 10 | Y | 1 | 2 | 2 | 13 | | |
| 129 | 228.07 | 228.85 | 0.78 | 17 | 8.5 | 4 | 3120 | RS | 10 | Y | 1 | 2 | 2 | 13 | | |
| 130 | 228.85 | 228.99 | 0.14 | 17 | 9 | 8 | 1120 | RS | 10 | N | 1 | 2 | - | 13 | | |
| 131 | 228.99 | 229.36 | 0.37 | 17 | 9 | 4 | 1480 | RS | 10 | Y | 1 | 2 | 2 | 13 | 17.5 | |
| 132 | 229.36 | 229.48 | 0.12 | 17 | 9 | 8 | 960 | RS | 10 | N | 1 | 2 | - | 13 | | |
| 133 | 229.48 | 229.84 | 0.36 | 17 | 9 | 4 | 1440 | RS | 10 | Y | 1 | 2 | 2 | 13 | | |
| 134 | 229.84 | 229.93 | 0.09 | 17 | 8 | 8 | 720 | RS | 10 | N | 1 | 2 | - | 13 | | |
| 135 | 229.93 | 230.54 | 0.61 | 17 | 8 | 4 | 2440 | RS | 10 | Y | 1 | 2 | 2 | 13 | | |
| 136 | 230.54 | 230.79 | 0.25 | 17 | 8 | 6 | 1500 | RS | 10 | N | 1 | 2 | - | 13 | | |
| 137 | 230.79 | 230.88 | 0.09 | 17 | 6 | 0 | 0 | Concrete | 10 | N | 1 | 1 | - | - | | |
| 138 | 230.88 | 231.05 | 0.17 | 17 | 8 | 6 | 1020 | RS | 10 | N | 1 | 2 | - | 13 | | |
| 139 | 231.05 | 231.30 | 0.25 | 17 | 10 | 8 | 2000 | RS | 10 | Y | 1 | 2 | 2 | 11 | | |
| 140 | 231.30 | 231.70 | 0.40 | 17 | 9 | 4 | 1600 | S | 14 | Y | 9 | 2 | 2 | 2 | 14.5 | |
| 141 | 231.70 | 234.30 | 2.60 | 17 | 9 | 4 | 10400 | S + ER | 14 | Y | 9 | 2 | 2 | 2 | | |
| 142 | 234.30 | 234.50 | 0.20 | 17 | 9 | 8 | 1600 | S | 14 | N | 2.5 | 2 | - | 8.5 | | |
| 143 | 234.50 | 236.07 | 1.57 | 17 | 9 | 4 | 6280 | S + ER | 14 | Y | 10 | 2 | 2 | 1 | | |
| 144 | 236.07 | 236.28 | 0.21 | 17 | 9 | 8 | 1680 | 2CS | 14 / 10 | N | 2.5 | 2 | - | 8.5 | | |
| 145 | 236.28 | 237.84 | 1.56 | 17 | 9 | 4 | 6240 | S + ER | 14 | Y | 10 | 2 | 2 | 1 | 15.75 | |
| 146 | 237.84 | 238.36 | 0.52 | 17 | 10 | 8 | 4160 | 2CS | 14 / 10 | N | 2.5 | 2 | - | 8.5 | | |
| 147 | 238.36 | 240.36 | 2.00 | 17 | 8 | 4 | 8000 | S + ER | 14 | Y | 9 | 2 | 2 | 2 | | |
| 148 | 240.36 | 240.71 | 0.35 | 17 | 8 | 8 | 2800 | 2CS | 14 / 10 | Y | 9 | 2 | 2 | 2 | | |
| 149 | 240.71 | 241.74 | 1.03 | 17 | 8 | 4 | 4120 | S + ER | 14 | Y | 3.5 | 2 | 2 | 7.5 | 16 | |
| 150 | 260.00 | 260.51 | 0.51 | 17 | 8 | 6 | 3060 | 2CS | 14 / 10 | Y | 6 | 2 | 2 | 4 | | |
| 151 | 270.35 | 271.50 | 1.15 | 17 | 8 | 6 | 6900 | 2CS | 14 / 10 | Y | 6 | 2 | 2 | 4 | | |

Legend

- Bridge
- Jigganoo Emergency Air Strip

| Rating Scale: 1 - 10 | |
|----------------------|-----------|
| 1 - Excellent | 10 - Poor |

- S + ER Single Coat Seal + Enrichment (Catalano)
- S Single Coat Seal
- 2CS 2 Coat Seal
- RS Existing Reseal
- Fabric Fabric Seal



APPENDIX B – PROPOSED WORKS PROGRAM

Shire of Murchison - Carnarvon Mullewa Rd Proposed Works Program

| Proposed Year | Segment | Slk Start | Slk End | Length | Formation width (m) | Pavement width (m) | Seal width (m) | Seal area | Surface Type (Seal) | Seal size (mm) | Table Drains | Surface Condition | Shape Condition | Drain Condition | Lifespan (years) | Diameter (cm) | Pavement Widening Required (m) | Seal Widening Required (m) | Reseal Segment Cost (Seal only) | Widening Segment Cost (Earthworks only) | Widening Segment Cost (Seal only) |
|---------------|---------|-----------|---------|--------|---------------------|--------------------|----------------|-----------|---------------------|----------------|--------------|-------------------|-----------------|-----------------|------------------|---------------|--------------------------------|----------------------------|---------------------------------|---|-----------------------------------|
| 1 | 14 | 154.00 | 154.49 | 0.49 | 16 | 8.5 | 7 | 3430 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | 23.25 | 0.7 | 0.2 | \$ 16,086.70 | \$ 23,313.54 | \$ 931.00 |
| 1 | 15 | 154.49 | 154.60 | 0.11 | 16 | 8.5 | 4 | 440 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0.7 | 3.2 | \$ 2,063.60 | \$ 9,847.42 | \$ 3,344.00 |
| 1 | 16 | 154.60 | 154.66 | 0.06 | 16 | 16 | 8 | 480 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0 | 0 | \$ 2,251.20 | \$ - | \$ - |
| 1 | 17 | 154.66 | 155.06 | 0.40 | 16 | 9 | 4 | 1600 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0.2 | 3.2 | \$ 7,504.00 | \$ 35,808.79 | \$ 12,160.00 |
| 1 | 18 | 155.06 | 155.18 | 0.12 | 16 | 9 | 7 | 840 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0.2 | 0.2 | \$ 3,939.60 | \$ 5,709.44 | \$ 228.00 |
| 1 | 19 | 155.18 | 155.60 | 0.42 | 17 | 9 | 4 | 1680 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0.2 | 3.2 | \$ 7,879.20 | \$ 37,599.23 | \$ 12,768.00 |
| 1 | 20 | 155.60 | 155.67 | 0.07 | 17 | 7 | 7 | 490 | Fabric | 10 | N | 9 | 2 | - | 2 | | 2.2 | 0.2 | \$ 2,298.10 | \$ 3,330.51 | \$ 133.00 |
| 1 | 21 | 155.67 | 155.92 | 0.25 | 13.5 | 8.5 | 4 | 1000 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0.7 | 3.2 | \$ 4,690.00 | \$ 22,380.49 | \$ 7,600.00 |
| 1 | 22 | 155.92 | 155.98 | 0.06 | 13.5 | 7 | 7 | 420 | Fabric | 10 | N | 9 | 2 | - | 2 | | 2.2 | 0.2 | \$ 1,968.80 | \$ 2,854.72 | \$ 114.00 |
| 1 | 23 | 155.98 | 156.50 | 0.52 | 13.5 | 9.7 | 4 | 2080 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0 | 3.2 | \$ 9,755.20 | \$ 46,551.42 | \$ 15,808.00 |
| 1 | 24 | 156.50 | 156.62 | 0.12 | 13.5 | 9.7 | 7 | 840 | Fabric | 10 | N | 9 | 2 | - | 2 | | 0 | 0.2 | \$ 3,939.60 | \$ 5,709.44 | \$ 228.00 |
| 1 | 25 | 156.62 | 157.52 | 0.90 | 13.5 | 9.7 | 4 | 3600 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0 | 3.2 | \$ 16,884.00 | \$ 80,569.77 | \$ 27,360.00 |
| 1 | 26 | 157.52 | 157.67 | 0.15 | 13.5 | 9.7 | 8 | 1200 | Fabric | 10 | N | 9 | 2 | - | 2 | | 0 | 0 | \$ 5,628.00 | \$ - | \$ - |
| 1 | 27 | 157.67 | 158.29 | 0.62 | 16 | 11.5 | 4 | 2480 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0 | 3.2 | \$ 11,631.20 | \$ 55,503.62 | \$ 18,848.00 |
| 1 | 28 | 158.29 | 158.38 | 0.09 | 16 | 9.7 | 8 | 720 | Fabric | 10 | N | 9 | 2 | - | 2 | | 0 | 0 | \$ 3,376.80 | \$ - | \$ - |
| 1 | 29 | 158.38 | 159.90 | 1.52 | 16 | 10 | 4 | 6080 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0 | 3.2 | \$ 28,515.20 | \$ 136,073.39 | \$ 46,208.00 |
| 1 | 30 | 159.90 | 160.12 | 0.22 | 16 | 8 | 8 | 1760 | Fabric | 10 | N | 9 | 2 | - | 2 | | 0 | 0 | \$ 8,254.40 | \$ - | \$ - |
| 1 | 31 | 160.12 | 161.06 | 0.94 | 16 | 8.5 | 4 | 3760 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | 17.5 | 0.7 | 3.2 | \$ 17,634.40 | \$ 84,150.65 | \$ 28,576.00 |
| 1 | 68 | 193.21 | 195.51 | 2.30 | 17 | 8 | 7 | 16100 | S | 14 | Y | 10 | 2 | 2 | 1 | 19 | 1.2 | 0.2 | \$ 75,509.00 | \$ 109,430.89 | \$ 4,370.00 |
| 1 | 143 | 234.50 | 236.07 | 1.57 | 17 | 9 | 4 | 6280 | S + ER | 14 | Y | 10 | 2 | 2 | 1 | | 0.2 | 3.2 | \$ 29,453.20 | \$ 140,549.49 | \$ 47,728.00 |
| 1 | 145 | 236.28 | 237.84 | 1.56 | 17 | 9 | 4 | 6240 | S + ER | 14 | Y | 10 | 2 | 2 | 1 | 15.75 | 0.2 | 3.2 | \$ 29,265.60 | \$ 139,654.27 | \$ 47,424.00 |
| 2 | 32 | 161.06 | 162.47 | 1.41 | 16 | 9.5 | 8 | 11280 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0 | 0 | \$ 54,490.30 | \$ - | \$ - |
| 2 | 33 | 162.47 | 164.46 | 1.99 | 16 | 10 | 4 | 7960 | Fabric | 10 | Y | 9 | 2 | 2 | 2 | | 0 | 3.2 | \$ 38,452.37 | \$ 183,493.18 | \$ 62,310.88 |
| 2 | 34 | 164.46 | 165.34 | 0.88 | 16 | 11 | 8 | 7040 | Fabric | 14 | Y | 8 | 2 | 2 | 3 | 17 | 0 | 0 | \$ 34,008.13 | \$ - | \$ - |
| 2 | 35 | 165.34 | 174.27 | 8.93 | 16 | 8 | 4 | 35720 | Fabric | 14 | Y | 9 | 2 | 2 | 2 | 17 | 1.2 | 3.2 | \$ 172,552.60 | \$ 823,414.13 | \$ 279,616.16 |
| 3 | 55 | 186.39 | 186.90 | 0.51 | 16 | 8 | 4 | 2040 | RS | 14 / 10 | Y | 7.5 | 2 | 2 | 3.5 | 17 | 1.2 | 3.2 | \$ 10,150.27 | \$ 48,436.67 | \$ 16,448.19 |
| 3 | 70 | 195.68 | 195.97 | 0.29 | 17 | 8 | 7 | 2030 | S | 14 | Y | 8 | 2 | 2 | 3 | | 1.2 | 0.2 | \$ 10,100.51 | \$ 14,638.09 | \$ 584.56 |
| 3 | 82 | 203.03 | 203.25 | 0.22 | 17 | 8 | 8 | 1760 | 2CS | 14 / 10 | N | 8.5 | 2 | - | 2.5 | | 0 | 0 | \$ 8,757.09 | \$ - | \$ - |
| 3 | 83 | 203.25 | 204.21 | 0.96 | 17 | 8 | 4 | 3840 | S | 14 | Y | 8.5 | 2 | 2 | 2.5 | | 1.2 | 3.2 | \$ 19,106.38 | \$ 91,174.90 | \$ 30,961.31 |
| 3 | 123 | 225.48 | 226.00 | 0.52 | 17 | 9 | 4 | 2080 | S | 10 | N | 8 | 2 | - | 3 | | 0.2 | 3.2 | \$ 10,349.29 | \$ 49,386.41 | \$ 16,770.71 |
| 3 | 140 | 231.30 | 231.70 | 0.40 | 17 | 9 | 4 | 1600 | S | 14 | Y | 9 | 2 | 2 | 2 | 14.5 | 0.2 | 3.2 | \$ 7,960.99 | \$ 37,989.54 | \$ 12,900.54 |
| 3 | 141 | 231.70 | 234.30 | 2.60 | 17 | 9 | 4 | 10400 | S + ER | 14 | Y | 9 | 2 | 2 | 2 | | 0.2 | 3.2 | \$ 51,746.46 | \$ 246,932.03 | \$ 83,853.54 |
| 3 | 147 | 238.36 | 240.36 | 2.00 | 17 | 8 | 4 | 8000 | S + ER | 14 | Y | 9 | 2 | 2 | 2 | | 1.2 | 3.2 | \$ 39,804.97 | \$ 189,947.72 | \$ 64,502.72 |
| 3 | 148 | 240.36 | 240.71 | 0.35 | 17 | 8 | 8 | 2800 | 2CS | 14 / 10 | Y | 9 | 2 | 2 | 2 | | 0 | 0 | \$ 13,931.74 | \$ - | \$ - |
| 3 | 150 | 260.00 | 260.51 | 0.51 | 17 | 8 | 6 | 3060 | 2CS | 14 / 10 | Y | 6 | 2 | 2 | 4 | | 1.2 | 1.2 | \$ 15,225.40 | \$ 29,168.80 | \$ 6,168.07 |
| 3 | 151 | 270.35 | 271.50 | 1.15 | 17 | 8 | 6 | 6900 | 2CS | 14 / 10 | Y | 6 | 2 | 2 | 4 | | 1.2 | 1.2 | \$ 34,331.78 | \$ 65,772.79 | \$ 13,908.40 |
| 4 | 36 | 174.27 | 175.29 | 1.02 | 16 | 9 | 4 | 4080 | S | 14 | Y | 6 | 2 | 2 | 5 | 18.5 | 0.2 | 3.2 | \$ 20,909.55 | \$ 99,779.53 | \$ 33,883.28 |
| 4 | 56 | 186.90 | 186.98 | 0.08 | 16 | 8 | 8 | 640 | S | 10 | N | 6 | 2 | - | 5 | | 0 | 0 | \$ 3,279.93 | \$ - | \$ - |
| 4 | 58 | 188.75 | 189.23 | 0.48 | 16 | 8 | 4 | 1920 | S | 10 | Y | 6.5 | 2 | 2 | 4.5 | 18 | 1.2 | 3.2 | \$ 9,839.79 | \$ 46,955.08 | \$ 15,945.07 |
| 4 | 59 | 189.23 | 189.34 | 0.11 | 16 | 8 | 8 | 880 | S | 10 | N | 6.5 | 2 | - | 4.5 | | 0 | 0 | \$ 4,509.90 | \$ - | \$ - |
| 4 | 73 | 198.33 | 198.88 | 0.55 | 17 | 9 | 4 | 2200 | S | 14 | Y | 6.5 | 2 | 2 | 4.5 | | 0.2 | 3.2 | \$ 11,274.76 | \$ 53,802.69 | \$ 18,270.40 |
| 4 | 75 | 199.00 | 199.68 | 0.68 | 17 | 8 | 4 | 2720 | S | 14 | Y | 6.5 | 2 | 2 | 4.5 | | 1.2 | 3.2 | \$ 13,939.70 | \$ 66,519.69 | \$ 22,588.85 |
| 4 | 77 | 199.76 | 201.26 | 1.50 | 17 | 8 | 4 | 6000 | S | 14 | Y | 7 | 2 | 2 | 4 | 21.5 | 1.2 | 3.2 | \$ 30,749.34 | \$ 146,734.61 | \$ 49,828.35 |
| 4 | 87 | 205.27 | 206.24 | 0.97 | 17 | 8 | 4 | 3880 | S | 14 | Y | 7 | 2 | 2 | 4 | | 1.2 | 3.2 | \$ 19,884.57 | \$ 94,888.38 | \$ 32,222.33 |
| 4 | 89 | 206.44 | 206.82 | 0.38 | 17 | 8 | 8 | 3040 | S | 14 | Y | 7.5 | 2 | 2 | 3.5 | | 0 | 0 | \$ 15,579.66 | \$ - | \$ - |
| 4 | 92 | 212.31 | 212.95 | 0.64 | 17 | 8 | 4 | 2560 | S | 14 | Y | 6.5 | 2 | 2 | 4.5 | | 1.2 | 3.2 | \$ 13,119.72 | \$ 62,606.77 | \$ 21,260.10 |
| 4 | 109 | 219.08 | 220.21 | 1.13 | 17 | 9 | 4 | 4520 | S | 14 | Y | 7.5 | 2 | 2 | 3.5 | | 0.2 | 3.2 | \$ 23,164.50 | \$ 110,540.07 | \$ 37,537.36 |
| 4 | 116 | 223.78 | 224.22 | 0.44 | 17 | 9 | 8 | 3520 | S | 14 | N | 7.5 | 2 | - | 3.5 | | 0 | 0 | \$ 18,039.61 | \$ - | \$ - |
| 4 | 118 | 224.32 | 224.61 | 0.29 | 17 | 8 | 8 | 2320 | S | 14 | N | 7.5 | 2 | - | 3.5 | | 0 | 0 | \$ 11,889.74 | \$ - | \$ - |
| 4 | 119 | 224.61 | 224.95 | 0.34 | 17 | 8.5 | 4 | 1360 | S | 14 | Y | 7.5 | 2 | 2 | 3.5 | | 0.7 | 3.2 | \$ 6,969.85 | \$ 33,259.84 | \$ 11,294.43 |
| 5 | 71 | 195.97 | 197.17 | 1.20 | 47 | 45.2 | 10 | 12000 | S | 14 | N | 5.5 | 2 | - | 5.5 | | 0 | 0 | \$ 63,343.64 | \$ - | \$ - |
| 5 | 79 | 201.33 | 201.94 | 0.61 | 17 | 9 | 4 | 2440 | 2CS | 14 / 10 | Y | 6 | 2 | 2 | 5 | | 0.2 | 3.2 | \$ 12,879.87 | \$ 61,462.24 | \$ 20,871.44 |
| 5 | 81 | 202.07 | 203.03 | 0.96 | 17 | 8 | 4 | 3840 | S | 14 | Y | 6.5 | 2 | 2 | 4.5 | | 1.2 | 3.2 | \$ 20,269.96 | \$ 96,727.46 | \$ 32,846.85 |
| 5 | 84 | 204.21 | 204.41 | 0.20 | 17 | 8 | 8 | 1600 | 2CS | 14 / 10 | N | 6 | 2 | - | 5 | | 0 | 0 | \$ 8,445.82 | \$ - | \$ - |
| 5 | 85 | 204.41 | 205.01 | 0.60 | 17 | 8 | 4 | 2400 | S | 14 | Y | 6 | 2 | 2 | 5 | | 1.2 | 3.2 | \$ 12,668.73 | \$ 60,454.66 | \$ 20,529.28 |
| 5 | 91 | 208.21 | 212.31 | 4.10 | 17 | 8 | 4 | 16400 | S | 14 | Y | 6.5 | 2 | 2 | 4.5 | 20 | 1.2 | 3.2 | \$ 86,569.64 | \$ 413,106.84 | \$ 140,283.42 |
| 5 | 98 | 215.49 | 216.16 | 0.67 | 17 | 9 | 8 | 5360 | S | 14 | Y | 6 | 2 | 2 | 5 | | 0 | 0 | \$ 28,293.49 | \$ - | \$ - |
| 5 | 105 | 218.21 | 218.45 | 0.24 | 17 | 8 | 4 | 960 | S | 14 | Y | 6 | 2 | 2 | 5 | | 1.2 | 3.2 | \$ 5,067.49 | \$ 24,181.86 | \$ 8,211.71 |
| 5 | 106 | 218.45 | 218.52 | 0.07 | 17 | 9 | 8 | 560 | S | 14 | Y | 6 | 2 | 2 | 5 | | 0 | 0 | \$ 2,956.04 | \$ - | \$ - |
| 5 | 107 | 218.52 | 218.98 | 0.46 | 17 | 8 | 4 | 1840 | S | 14 | Y | 6 | 2 | 2 | 5 | | 1.2 | 3.2 | \$ 9,712.69 | \$ 46,348.57 | \$ 15,739.12 |
| 5 | 113 | 221.63 | 222.31 | 0.68 | 17 | 9 | 4 | 2720 | S | 14 | Y | 6 | 2 | 2 | 5 | | 0.2 | 3.2 | \$ 14,357.89 | \$ 68,515.28 | \$ 23,266.52 |
| 5 | 114 | 222.31 | 223.43 | 1.12 | 17 | 8 | 8 | 8960 | S | 14 | N | 6 | 2 | - | 5 | | 0 | 0 | \$ 47,296.58 | \$ - | \$ - |
| 5 | 115 | 223.43 | 223.78 | 0.35 | 17 | 9 | 4 | 1400 | S | 14 | Y | 6 | 2 | 2 | 5 | | 0.2 | 3.2 | \$ 7,390.09 | \$ 35,265.22 | \$ 11,975.41 |
| 6 | 61 | 189.77 | 189.86 | 0.09 | 19 | 8 | 8 | 720 | 2CS | 14 / 10 | N | 3 | 2 | 2 | 8 | | 0 | 0 | \$ 3,914.64 | \$ - | \$ - |
| 6 | 63 | 190.97 | 191.06 | 0.09 | 19 | 8 | 8 | 720 | 2CS | 14 / 10 | N | 3 | 2 | - | 8 | | 0 | 0 | \$ 3,914.64 | \$ - | \$ - |
| 6 | 65 | 192.15 | 192.25 | 0.10 | 17 | 8 | 8 | 800 | 2CS | 14 / 10 | N | 3 | 2 | - | 8 | | 0 | 0 | \$ 4,349.60 | \$ - | \$ - |
| 6 | 67 | 193.06 | 193.21 | 0.15 | 17 | 8 | 8 | 1200 | 2CS | 14 / 10 | Y | 3 | 2 | - | 8 | | 0 | 0 | \$ 6,524 | | |

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| | | | | | | | | | | | | | | | | | | | | | |
|----|-----|--------|--------|------|------|-----|---|-------|-----|---------|---|---|---|---|----|------|-----|-----|--------------|---------------|--------------|
| 9 | 134 | 229.84 | 229.93 | 0.09 | 17 | 8 | 8 | 720 | RS | 10 | N | 1 | 2 | - | 13 | | 0 | 0 | \$ 4,277.63 | \$ - | \$ - |
| 9 | 135 | 229.93 | 230.54 | 0.61 | 17 | 8 | 4 | 2440 | RS | 10 | Y | 1 | 2 | 2 | 13 | | 1.2 | 3.2 | \$ 14,496.41 | \$ 69,176.29 | \$ 23,490.98 |
| 9 | 136 | 230.54 | 230.79 | 0.25 | 17 | 8 | 6 | 1500 | RS | 10 | N | 1 | 2 | - | 13 | | 1.2 | 1.2 | \$ 8,911.73 | \$ 17,073.08 | \$ 3,610.29 |
| 9 | 138 | 230.88 | 231.05 | 0.17 | 17 | 8 | 6 | 1020 | RS | 10 | N | 1 | 2 | - | 13 | | 1.2 | 1.2 | \$ 6,059.97 | \$ 11,609.69 | \$ 2,455.00 |
| 10 | 1 | 145.97 | 146.22 | 0.25 | 22 | 10 | 8 | 2000 | 2CS | 14 / 10 | Y | 1 | 1 | 1 | 14 | 19.5 | 0 | 0 | \$ 12,238.77 | \$ - | \$ - |
| 10 | 2 | 146.22 | 146.58 | 0.36 | 13 | 8 | 8 | 2880 | 2CS | 14 / 10 | Y | 1 | 1 | 1 | 14 | | 0 | 0 | \$ 17,623.83 | \$ - | \$ - |
| 10 | 3 | 146.58 | 147.43 | 0.85 | 13 | 8 | 8 | 6800 | 2CS | 14 / 10 | Y | 1 | 1 | 1 | 14 | | 0 | 0 | \$ 41,611.83 | \$ - | \$ - |
| 10 | 4 | 147.43 | 148.60 | 1.17 | 15 | 9.5 | 8 | 9360 | 2CS | 14 / 10 | Y | 1 | 1 | 1 | 14 | 16 | 0 | 0 | \$ 57,277.46 | \$ - | \$ - |
| 10 | 5 | 148.60 | 148.63 | 0.03 | 15 | 8 | 8 | 240 | S | 10 | N | 1 | 1 | 1 | 14 | | 0 | 0 | \$ 1,468.65 | \$ - | \$ - |
| 10 | 6 | 148.63 | 149.10 | 0.47 | 16.5 | 11 | 8 | 3760 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | 19.5 | 0 | 0 | \$ 23,008.89 | \$ - | \$ - |
| 10 | 7 | 149.10 | 149.50 | 0.40 | 16.2 | 8 | 4 | 1600 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | 1.2 | 3.2 | \$ 9,791.02 | \$ 46,722.35 | \$ 15,866.04 |
| 10 | 8 | 149.50 | 149.84 | 0.34 | 16.1 | 9 | 8 | 2720 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | 0 | 0 | \$ 16,644.73 | \$ - | \$ - |
| 10 | 9 | 149.84 | 150.55 | 0.71 | 16.2 | 8 | 4 | 2840 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | 1.2 | 3.2 | \$ 17,379.06 | \$ 82,932.16 | \$ 28,162.22 |
| 10 | 10 | 150.55 | 151.99 | 1.44 | 16 | 9.5 | 8 | 11520 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | 19 | 0 | 0 | \$ 70,495.33 | \$ - | \$ - |
| 10 | 11 | 151.99 | 152.10 | 0.11 | 9 | 9 | 4 | 440 | 2CS | 14 / 10 | N | 1 | 2 | - | 14 | | 0.2 | 3.2 | \$ 2,692.53 | \$ 12,848.65 | \$ 4,363.16 |
| 10 | 12 | 152.10 | 152.89 | 0.79 | 16 | 10 | 4 | 3160 | 2CS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | 0 | 3.2 | \$ 19,337.26 | \$ 92,276.63 | \$ 31,335.43 |
| 10 | 57 | 186.98 | 188.75 | 1.77 | 16 | 8 | 4 | 7080 | RS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | 1.2 | 3.2 | \$ 43,325.25 | \$ 206,746.38 | \$ 70,207.24 |
| 10 | 60 | 189.34 | 189.77 | 0.43 | 19 | 8 | 4 | 1720 | RS | 14 / 10 | Y | 1 | 2 | 2 | 14 | | 1.2 | 3.2 | \$ 10,525.34 | \$ 50,226.52 | \$ 17,056.00 |
| 10 | 137 | 230.79 | 230.88 | 0.09 | 17 | 6 | 0 | 0 | RS | 10 | N | 1 | 1 | - | 14 | | 0 | 0 | \$ - | \$ - | \$ - |

Legend

| | |
|------------------------------|----------------------|
| Bridge | Rating Scale: 1 - 10 |
| Jigganoo Emergency Air Strip | 1 - Excellent |
| | 10 - Poor |

- S + ER Single Coat Seal + Enrichment (Catalano)
- S Single Coat Seal
- 2CS 2 Coat Seal
- RS Existing Reseal
- Fabric Fabric Reseal



APPENDIX C – DETAILED BUDGET ESTIMATES

| | | | | |
|---|--|---|---|-------------------|
| Shire of Murchison - Carnarvon Mullewa Rd Seal Assessment Project Summary | | | | |
| LOCATION, start, end, scope | | Widen sealed road from existing 4m standard to a 7.2m sealed standard | | |
| estimate by Greenfield Technical Services, Geraldton | | rev | 0 | N Goode 19-Nov-19 |
| limits | | | | |

| | |
|----------------|--------------|
| SLK | |
| 0.00 | 67.71 |
| cost per km \$ | 89,521.97 |
| cost per lm \$ | 89.52 |

| ENTER BASIC JOB DIMENSIONS | NOTES |
|--------------------------------------|-------------------|
| start SLK | 0.000 |
| end SLK | 67.710 |
| road length | 67.710 kms |
| Clearing/grubbing width | 6.0 m |
| Total clearing/grubbing area | 406260 m2 |
| allow avg depth of drift materials | 0 |
| Total wind drift materials to spoil | 0 m3 |
| allow avg depth of fill | 0.005 m |
| allow % of all fill - to be imported | 100% |
| fill volume to be imported (bank) | 2031 m3 bank |
| fill bulking factor | 1.4 |
| imported fill volume (loose) | 2844 m3 loose |
| allow avg cut to spoil | 0 m |
| allow % of cut to spoil | 0% |
| volume - Cut to spoil (bank) | 0 m3 bank |
| bulking factor | 1.4 |
| Cut to spoil volume (loose) | 0 m3 loose |
| subgrade width | 10.2 m |
| subgrade area | 690642 m2 |
| basecourse width | 7.2 m |
| basecourse area | 487512 m2 |
| basecourse thickness | 0.15 m |
| basecourse volume (compacted) | 73126.8 m3 bank |
| basecourse bulking factor | 1.5 |
| basecourse volume (loose) | 109690.2 m3 loose |
| prime seal width | 3.50 m |
| prime seal area | 236985 m2 |
| second coat width | 3.50 m |
| second coat seal area | 236985 m2 |

| ENTER Plant Rates Assumed | Plant Rate | Depreciation | Operator Rate | Total Rate |
|--|------------|--------------|---------------|------------|
| Grader | \$ 49.00 | \$ 20.00 | \$ 64.62 | \$ 137.63 |
| 950 Loader | \$ 94.00 | \$ 50.00 | \$ 64.62 | \$ 214.88 |
| Backhoe | \$ 52.00 | \$ 45.00 | \$ 64.62 | \$ 166.47 |
| semi side tipper (18m3) | \$ 43.00 | \$ 17.00 | \$ 64.62 | \$ 128.36 |
| Triple road train side tipper (54m3) | \$ 85.00 | \$ 38.00 | \$ 64.62 | \$ 193.25 |
| 6 wheel tipper + 10 wheel dog trailer (26m3) | \$ 68.00 | \$ 28.00 | \$ 64.62 | \$ 165.44 |
| Multi / second roller | \$ 37.00 | \$ 15.00 | \$ 64.62 | \$ 120.12 |
| Vibe Roller | \$ 24.00 | \$ 20.00 | \$ 64.62 | \$ 111.88 |
| Watercart | \$ 43.00 | \$ 17.00 | \$ 64.62 | \$ 128.36 |
| Labourer | \$ - | \$ - | \$ 64.62 | \$ 66.56 |
| Broom | \$ - | \$ - | \$ 64.62 | \$ 66.56 |
| Light Trucks | \$ 150.00 | \$ 30.00 | \$ 64.62 | \$ 251.96 |
| bobcat | \$ 140.00 | \$ 20.00 | \$ 64.62 | \$ 231.36 |
| Contract Dozer | \$ 140.00 | \$ 8.00 | \$ 64.62 | \$ 219.00 |
| Contract 30T Excavator | \$ 140.00 | \$ - | \$ - | \$ 144.20 |
| mini-excavator | \$ 7.00 | \$ 8.00 | \$ 64.62 | \$ 82.01 |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| Shire Leading Hand | \$ - | \$ - | \$ 64.62 | \$ 66.56 |

| hrs |
|-------|
| 4551 |
| 812 |
| 0 |
| 0 |
| 843 |
| 0 |
| 2971 |
| 4382 |
| 10837 |
| 100 |
| 0 |
| 0 |
| 0 |
| 675 |
| 0 |
| 0 |
| 1990 |
| 27161 |

| Item | Description | Quantity | Unit | Rate | Amount |
|-------------|--|----------|-------------|----------------------|----------------------|
| 1.00 | PROJECT DIRECT COSTS | | | | |
| 1.01 | Survey requirements for the Works | 1 | Item | \$ 210,081.56 | \$ 210,081.56 |
| | Survey crew - Initial pickup | 67.71 | kms | \$ 1,671.33 | \$ 113,165.98 |
| | Survey crew - Earthworks setout | 67.71 | kms | \$ 1,431.33 | \$ 96,915.58 |
| | Survey crew - Pavement setout | 67.71 | kms | \$ - | \$ - |
| | Survey equipment hire | 455.09 | day | \$ - | \$ - |
| 1.02 | Supervision | 1 | Item | \$ 128,570.73 | \$ 128,570.73 |
| | Shire Leading Hand | 1990 | hrs | \$ 64.62 | \$ 128,570.73 |
| | list as required | 1 | Item | \$ - | \$ - |
| | list as required | 1 | Item | \$ - | \$ - |
| 1.03 | Service works | 1 | Item | \$ - | \$ - |
| | Water Pipe | 1 | Item | \$ - | \$ - |
| | list as required | | Item | \$ - | \$ - |
| | list as required | | Item | \$ - | \$ - |
| 1.04 | Allow for all charges relating to site organisation | 1 | Item | \$ 2,500.00 | \$ 2,500.00 |
| | mob / demob all plant | 1 | Item | \$ 2,000.00 | \$ 2,000.00 |
| | establish and maintain camp | 547 | days | \$ - | \$ - |
| | any other set-up costs | 1 | Item | \$ 500.00 | \$ 500.00 |
| 1.05 | Allow for all charges relating to construction programs and testing | 1 | Item | \$ - | \$ - |
| | subgrade testing | 67.71 | km | \$ - | \$ - |
| | basecourse supply testing | 67.71 | km | \$ - | \$ - |
| | basecourse testing | 67.71 | km | \$ - | \$ - |

| 1.06 Allow for all charges relating to water supply for construction | | 1 | Item | \$ | 91,018.40 | \$ | 91,018.40 |
|---|--|--------|----------|-----------|-------------------|-----------|-------------------|
| | construct and install bore | 1 | Item | \$ | - | \$ | - |
| | bore pumping costs | 455 | days | \$ | 100.00 | \$ | 45,509.20 |
| | construct and line turkey's nest | 1 | Item | \$ | - | \$ | - |
| | standpipe and pumping costs | 455 | days | \$ | 100.00 | \$ | 45,509.20 |
| 1.07 Allow for all charges relating to fill material for construction | | 2844 | Item | \$ | 1.35 | \$ | 3,843.46 |
| | clearing | 0.21 | Ha | \$ | 341.10 | \$ | 71.13 |
| | push-up cost (includes 10% extra for waste / excess) | 2844 | m3 loose | \$ | 1.31 | \$ | 3,736.76 |
| | royalty cost (includes 10% extra for waste / excess) | 2844 | m3 loose | \$ | - | \$ | - |
| | rehabilitation cost | 0.21 | Ha | \$ | 170.55 | \$ | 35.57 |
| 1.08 Allow for all charges relating to gravel supply for construction | | 109690 | Item | \$ | 1.35 | \$ | 148,247.66 |
| | clearing | 8.04 | Ha | \$ | 341.10 | \$ | 2,743.77 |
| | push-up cost (includes 10% extra for waste / excess) | 109690 | m3 loose | \$ | 1.31 | \$ | 144,132.00 |
| | Screen and condition gravel | 109690 | m3 loose | \$ | - | \$ | - |
| | Mobe/demobe (screening) | 1 | item | \$ | - | \$ | - |
| | royalty cost (includes 10% extra for waste / excess) | 109690 | m3 loose | \$ | - | \$ | - |
| | rehabilitation cost | 8.04 | Ha | \$ | 170.55 | \$ | 1,371.88 |
| Total Project Direct Costs | | | | \$ | 584,261.80 | \$ | 584,261.80 |

Note: Traffic Management is a function of total work days and is calculated at the bottom of the estimate

pit depth = 1.5
e.g. 5,000m3 x 1.0m deep
requires 5,000 m2 pit plus 10%

pit depth = 1.5
e.g. 5,000m3 x 1.0m deep
requires 5,000 m2 pit plus 10%
all-round

Estimate is based on following assumptions

| | |
|---------------------------------|--------------|
| No of Trucks, X | 1 |
| light - 500 m/hr, heavy 200m/hr | |
| lin m per hr per side | 400 |
| Total clearing/grubbing area | 406260 |
| m2 per hour | 2400 |
| total hectares | 40.63 |
| Sub Total | \$ 92,382.81 |
| Cost per m/2 | \$ 0.23 |
| Cost per ha | \$ 2,273.98 |

| 2.00 EARTHWORKS / FORMATION | | | | \$ | 2,273.98 | \$ | 92,382.81 |
|-------------------------------------|--|---------|------|-----------|-------------------|-----------|-------------------|
| 2.01 Clearing and grubbing | | 40.626 | Ha | \$ | 2,273.98 | \$ | 92,382.81 |
| | 950 Loader | 169 | hrs | \$ | 214.88 | \$ | 36,373.58 |
| | Triple road train side tipper (54m3) | 169 | hrs | \$ | 193.25 | \$ | 32,712.16 |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | | hrs | \$ | 165.44 | \$ | - |
| | Grader | 169 | hrs | \$ | 137.63 | \$ | 23,297.08 |
| | Watercart | | hrs | \$ | 128.36 | \$ | - |
| | Labourer | 0 | hrs | \$ | 64.62 | \$ | - |
| 2.02 Shape up and widen formation | | 690.642 | m2 | \$ | 0.39 | \$ | 268,333.64 |
| Widen formation/cut to fill | | | m3 | \$ | - | \$ | 150,916.37 |
| | Labourer (note all plant hrs are referenced to the Grader hrs) | 0 | hrs | \$ | 64.62 | \$ | - |
| | Grader (note hrs are referenced to the production rate) | 209 | hrs | \$ | 137.63 | \$ | 28,803.66 |
| | Vibe Roller | 209 | hrs | \$ | 111.88 | \$ | 23,414.56 |
| | Multi / second roller | 209 | hrs | \$ | 214.88 | \$ | 44,970.97 |
| | 950 Loader | 0 | hrs | \$ | 214.88 | \$ | - |
| | Triple road train side tipper (54m3) | 0 | hrs | \$ | 193.25 | \$ | - |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | 0 | hrs | \$ | 165.44 | \$ | - |
| | allow for pit loader x half time | 0 | hrs | \$ | 214.88 | \$ | - |
| | Watercart | 419 | hrs | \$ | 128.36 | \$ | 53,727.18 |
| Cut to Spoil | | | m3 | \$ | - | \$ | - |
| | Labourer | 0 | hrs | \$ | 64.62 | \$ | - |
| | Grader (note all hrs are referenced to the trucking hours) | 0 | hrs | \$ | 137.63 | \$ | - |
| | Vibe Roller | 0 | hrs | \$ | 111.88 | \$ | - |
| | Multi / second roller | 0 | hrs | \$ | 120.12 | \$ | - |
| | 950 Loader | 0 | hrs | \$ | 214.88 | \$ | - |
| | Triple road train side tipper (54m3) | 0 | hrs | \$ | 193.25 | \$ | - |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | 0 | hrs | \$ | 165.44 | \$ | - |
| | allow for pit loader x half time | 0 | hrs | \$ | 214.88 | \$ | - |
| | Watercart | 0 | hrs | \$ | 64.62 | \$ | - |
| Import Fill | | 2,844 | m3 | \$ | 20.64 | \$ | 58,708.63 |
| | Labourer | 0 | hrs | \$ | 64.62 | \$ | - |
| | Grader (note all hrs are referenced to the trucking hours) | 63 | hrs | \$ | 137.63 | \$ | 8,715.98 |
| | Vibe Roller | 63 | hrs | \$ | 111.88 | \$ | 7,085.24 |
| | Multi / second roller | 63 | hrs | \$ | 120.12 | \$ | 7,607.08 |
| | 950 Loader | 0 | hrs | \$ | 214.88 | \$ | - |
| | Triple road train side tipper (54m3) | 63 | hrs | \$ | 193.25 | \$ | 12,238.39 |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | | hrs | \$ | 165.44 | \$ | - |
| | allow for pit loader x half time | 32 | hrs | \$ | 214.88 | \$ | 6,804.10 |
| | Watercart | 127 | hrs | \$ | 128.36 | \$ | 16,257.84 |
| 2.03 Subgrade preparation | | 690.642 | m2 | \$ | 0.61 | \$ | 424,096.85 |
| | Labourer | 0 | hrs | \$ | 64.62 | \$ | - |
| | Vibe Roller | 677 | hrs | \$ | 111.88 | \$ | 75,753.00 |
| | Multi / second roller | 677 | hrs | \$ | 120.12 | \$ | 81,332.30 |
| | Grader | 677 | hrs | \$ | 137.63 | \$ | 93,188.33 |
| | Watercart | 1354 | hrs | \$ | 128.36 | \$ | 173,823.22 |
| | stabilise subgrade - mob / demob | 1 | item | \$ | - | \$ | - |
| | stabilise subgrade -rate per m2 | 690642 | m2 | \$ | - | \$ | - |
| Total Earthworks / Formation | | | | \$ | 726,104.66 | \$ | 726,104.66 |

| | | | |
|--------------------------|-------------|----------|---------------|
| Assumes | | | |
| No of Trucks, X | 1 | | |
| avg m long x 3m wide /hr | 3300 | m2 /hr | |
| No of water trucks | 2 | | |
| No of Trucks, X | 1 | | |
| No of water trucks | 2 | | |
| No of Trucks, X | 1 | | |
| avg m long x 3m wide /hr | 10905 | m2 /hr | |
| No of Trucks, X | 1 | | |
| No of water trucks | 2 | | |
| Assume | | | |
| | mts wide | mts long | long per hour |
| | 10.2 | 100 | |
| | m2 per hour | 1020 | |
| | m2 per day | 8160 | |
| | l/m per day | 800 | |
| No of water trucks | 2 | | |

| 3.00 DRAINAGE | | | | \$ | - | \$ | - |
|---|-------------|---|-----|-----------|----------|-----------|----------|
| 3.01 Clean out extend and install headwalls on inlets & outlets of culverts | | 1 | No | \$ | - | \$ | - |
| | Labourer | | hrs | \$ | 64.62 | \$ | - |
| | 950 Loader | | hrs | \$ | 214.88 | \$ | - |
| | light truck | | hrs | \$ | 251.96 | \$ | - |
| | Backhoe | | hrs | \$ | 166.47 | \$ | - |
| | Materials | | ea | \$ | - | \$ | - |
| Total Drainage | | | | \$ | - | \$ | - |

| 4.00 PAVEMENT | | | | \$ | 5,019 | \$ | 2,446,636.87 |
|--|--|---------|------|-----------|-------------|-----------|---------------------|
| 4.01 Pavement: placing, waterbinding, and compaction | | 487512 | m2 | \$ | 5,019 | \$ | 2,446,636.87 |
| | Import basecourse | 109,690 | m3 | \$ | - | \$ | 631,729.97 |
| | Labourer | 0 | hrs | \$ | 64.62 | \$ | - |
| | Grader (note all hrs are referenced to the trucking hours) | 611 | hrs | \$ | 137.63 | \$ | 84,046.99 |
| | Vibe Roller | 611 | hrs | \$ | 111.88 | \$ | 68,321.99 |
| | Multi / second roller | 611 | hrs | \$ | 120.12 | \$ | 73,353.99 |
| | 950 Loader | 611 | hrs | \$ | 214.88 | \$ | 131,222.00 |
| | Triple road train side tipper (54m3) | 611 | hrs | \$ | 193.25 | \$ | 118,013.00 |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | | hrs | \$ | 165.44 | \$ | - |
| | allow for pit loader x half time | 0 | hrs | \$ | 214.88 | \$ | - |
| | Watercart | 1221 | hrs | \$ | 128.36 | \$ | 156,771.99 |
| Total | | | | \$ | 2.41 | \$ | 1,175,855.75 |
| | Labourer | 0 | hrs | \$ | 66.56 | \$ | - |
| | Grader | 1693 | hrs | \$ | 137.63 | \$ | 232,970.81 |
| | Vibe Roller | 1693 | hrs | \$ | 111.88 | \$ | 189,382.50 |
| | Multi / second roller | 846 | hrs | \$ | 120.12 | \$ | 101,665.38 |
| | watercart | 5078 | hrs | \$ | 128.36 | \$ | 651,837.06 |
| | stabilise basecourse - mob / demob | 1 | item | \$ | - | \$ | - |
| | stabilise basecourse - rate per m2 | 487512 | m2 | \$ | - | \$ | - |
| Total | | | | \$ | 1.31 | \$ | 639,051.16 |

| | | | |
|--------------------------------|-------------|--------|--|
| Assumes | | | |
| No of Trucks, X | 2 | | |
| m2 per hour | 798 | | |
| lm per hour | 111 | | |
| No of water trucks | 2 | | |
| | 7.2 | 40.0 | |
| | m2 per hour | 288 | |
| | m2 per day | 2073.6 | |
| | l/m per day | 288 | |
| No of water trucks | 3 | | |
| nominate area to be stabilised | | | |

| | | | | | |
|-----------------------|---|-----------|----------------|------------------------|---------------------|
| Trim | Labourer | 0 | hrs | \$ 66.56 | \$ - |
| | Grader | 1129 | hrs | \$ 137.63 | \$ 155,313.88 |
| | Vibe Roller | 1129 | hrs | \$ 111.88 | \$ 126,255.00 |
| | Multi / second roller | 564 | hrs | \$ 120.12 | \$ 67,776.92 |
| | Watercart | 2257 | hrs | \$ 128.36 | \$ 289,705.36 |
| 4.02 Sealing | 236,985 | m2 | \$ 6.75 | \$ 1,598,769.68 | |
| | Sealing Contractor - Mob/Demob | 1 | item | \$ - | \$ - |
| | Crack patching | | m2 | \$ - | \$ - |
| | Primerseal (14mm) | 236985 | m2 | \$ 3.91 | \$ 926,611.35 |
| | topcoat seal - Full width (7mm) | 236985 | m2 | \$ 2.63 | \$ 623,270.55 |
| | Watercart | 381 | hrs | \$ 128.36 | \$ 48,887.78 |
| | asphalt 40mm thick x size 14 intersection mix | 0 | m2 | \$ - | \$ - |
| Total Pavement | | | | \$ | 4,045,406.55 |

| | |
|--------------|--------|
| 7.2 | 60.0 |
| m/2 per hour | 432 |
| m/2 per day | 3110.4 |
| l/m per day | 432 |

No of water trucks 2

| | | | | | |
|---|--------------------------------------|-----------|------------------|---------------------|------------------|
| 5.00 TRAFFIC FACILITIES | | | | | |
| 5.01 Signs, Lines and guideposts | 67.71 | km | \$ 519.33 | \$ 35,164.09 | |
| | Linemarking | | Item | \$ 8.00 | \$ - |
| | RRPM's | | Item | \$ 13.00 | \$ - |
| | Give way sign | | Item | \$ 160.00 | \$ - |
| | Curve sign | | Item | \$ 160.00 | \$ - |
| | Finger sign | | Item | \$ 200.00 | \$ - |
| | Hazard board | | Item | \$ 360.00 | \$ - |
| | Direction yellow/black chevron signs | 16 | Item | \$ 100.00 | \$ 1,600.00 |
| | Labourer | 100 | hrs | \$ 64.62 | \$ 6,480.09 |
| | Guideposts (incl labour) | 542 | No. | \$ 50.00 | \$ 27,084.00 |
| 6.00 Other | | | | | |
| 6.01 | 67.71 | km | \$ - | \$ - | |
| | | | Item | \$ - | \$ - |
| | | | Item | \$ - | \$ - |
| | | | No. | \$ - | \$ - |
| | | | No. | \$ - | \$ - |
| | | | No. | \$ - | \$ - |
| Total Traffic Facilities | | | | \$ | 35,164.09 |

| | | | | | |
|--|--|-------------|------------------|---------------------|--------------|
| 7.00 ANCILLARY COSTS | | | | | |
| 7.01 Traffic management during construction | 497 | days | \$ 130.25 | \$ 64,785.36 | |
| | Prepare TMP | 1 | Item | \$ 500.00 | \$ 500.00 |
| | Erect signs | 1 | Item | \$ - | \$ - |
| | Maintain signs only (2 men x 1 hrs per day) | 497 | days | \$ 129.24 | \$ 64,285.36 |
| | add for Flagman Control subcontractor - 2 Man crew | | days | \$ 2,100.00 | \$ - |

| | |
|---|--------------|
| total work hours on site (work hrs) | 4551 |
| total work days on site (work days) | 455 |
| add for sealing (days) | 42.3 |
| total TMP days (days) | 497 |
| total weeks (10 day working fortnight) | 49.74 |

| | | | | | |
|---------------------------------|--|-------------|----------------------|----------------------|-------------------|
| 7.02 Engineering Support | 1 | Item | \$ 156,807.69 | \$ 156,807.69 | |
| | Initial site visit & report / submission | 20 | hrs | \$ 185.00 | \$ 3,700.00 |
| | travel | 600 | kms | \$ 1.50 | \$ 900.00 |
| | Design & project documentation | 1 | Item | \$ - | \$ - |
| | on-going support on site | 597 | hrs | \$ 145.00 | \$ 86,549.47 |
| | on-going support ex-office | 15917 | kms | \$ 1.50 | \$ 23,875.72 |
| | | 298 | each | \$ 140.00 | \$ 41,782.50 |
| Total Ancillary Costs | | | | \$ | 221,593.05 |

| | |
|------------------------------------|------------------------|
| Actual Direct Cost | \$ 5,612,530.16 |
| Project Admin | 0% \$ - |
| Project Profit | 0% \$ - |
| Contingency | 8% \$ 449,002.41 |
| Total Project Margin | 108% |
| TOTAL Project Cost | \$ 6,061,532.57 |
| Cost per km | \$ 89,521.97 |
| add GST | \$ 606,153.26 |
| TOTAL Project Cost incl GST | \$ 6,667,685.83 |

BUDGET
Over/Under

NOTE
All rates and costs are GST-EXCLUSIVE
DISCLAIMER
Whilst we prepare our estimates with all due care and consideration, we are not to know what production rates you can achieve, nor what delays you may encounter in executing the works so, these figures must be treated as ESTIMATES of the Order-of-Costs that you can expect if the work proceeds in an efficient manner.

| | | | |
|---|-----|---|-------------------|
| Shire of Murchison - Carnarvon Mullewa Rd Seal Assessment Project Summary | | | |
| LOCATION, start, end, scope | | Widen sealed road from existing 6m standard to a 7.2m sealed standard | |
| estimate by Greenfield Technical Services, Geraldton | rev | 0 | N Goode 19-Nov-19 |
| limits | | | |

| | |
|----------------|-----------|
| SLK | |
| 0.00 | 0.25 |
| cost per km \$ | 53,910.58 |
| cost per lm \$ | 53.91 |

| ENTER BASIC JOB DIMENSIONS | NOTES |
|--------------------------------------|-----------------|
| start SLK | 0.000 |
| end SLK | 0.250 |
| road length | 0.250 kms |
| Clearing/grubbing width | 6.0 m |
| Total clearing/grubbing area | 1500 m2 |
| allow avg depth of drift materials | 0 |
| Total wind drift materials to spoil | 0 m3 |
| allow avg depth of fill | 0.005 m |
| allow % of all fill - to be imported | 100% |
| fill volume to be imported (bank) | 8 m3 bank |
| fill bulking factor | 1.4 |
| imported fill volume (loose) | 11 m3 loose |
| allow avg cut to spoil | 0 m |
| allow % of cut to spoil | 0% |
| volume - Cut to spoil (bank) | 0 m3 bank |
| bulking factor | 1.4 |
| Cut to spoil volume (loose) | 0 m3 loose |
| subgrade width | 8.2 m |
| subgrade area | 2050 m2 |
| basecourse width | 6.2 m |
| basecourse area | 1550 m2 |
| basecourse thickness | 0.15 m |
| basecourse volume (compacted) | 232.5 m3 bank |
| basecourse bulking factor | 1.5 |
| basecourse volume (loose) | 348.75 m3 loose |
| prime seal width | 1.50 m |
| prime seal area | 375 m2 |
| second coat width | 1.50 m |
| second coat seal area | 375 m2 |

| ENTER Plant Rates | Plant Rate | Depreciation | Operator Rate | Total Rate |
|--|------------|--------------|---------------|------------|
| Assumed | | | | |
| Grader | \$ 49.00 | \$ 20.00 | \$ 64.62 | \$ 137.63 |
| 950 Loader | \$ 94.00 | \$ 50.00 | \$ 64.62 | \$ 214.88 |
| Backhoe | \$ 52.00 | \$ 45.00 | \$ 64.62 | \$ 166.47 |
| semi side tipper (18m3) | \$ 43.00 | \$ 17.00 | \$ 64.62 | \$ 128.36 |
| Triple road train side tipper (54m3) | \$ 85.00 | \$ 38.00 | \$ 64.62 | \$ 193.25 |
| 6 wheel tipper + 10 wheel dog trailer (26m3) | \$ 68.00 | \$ 28.00 | \$ 64.62 | \$ 165.44 |
| Multi / second roller | \$ 37.00 | \$ 15.00 | \$ 64.62 | \$ 120.12 |
| Vibe Roller | \$ 24.00 | \$ 20.00 | \$ 64.62 | \$ 111.88 |
| Watercart | \$ 43.00 | \$ 17.00 | \$ 64.62 | \$ 128.36 |
| Labourer | \$ - | \$ - | \$ 64.62 | \$ 66.56 |
| Broom | \$ - | \$ - | \$ 64.62 | \$ 66.56 |
| Light Trucks | \$ 150.00 | \$ 30.00 | \$ 64.62 | \$ 251.96 |
| bobcat | \$ 140.00 | \$ 20.00 | \$ 64.62 | \$ 231.36 |
| Contract Dozer | \$ 140.00 | \$ 8.00 | \$ 64.62 | \$ 219.00 |
| Contract 30T Excavator | \$ 140.00 | \$ - | \$ - | \$ 144.20 |
| mini-excavator | \$ 7.00 | \$ 8.00 | \$ 64.62 | \$ 82.01 |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| Shire Leading Hand | \$ - | \$ - | \$ 64.62 | \$ 66.56 |

| hrs |
|-----|
| 16 |
| 3 |
| 0 |
| 0 |
| 3 |
| 0 |
| 10 |
| 16 |
| 18 |
| 2 |
| 0 |
| 0 |
| 0 |
| 2 |
| 0 |
| 0 |
| 7 |
| 77 |

| Item | Description | Quantity | Unit | Rate | Amount |
|-------------|--|----------|-------------|------------------|------------------|
| 1.00 | PROJECT DIRECT COSTS | | | | |
| 1.01 | Survey requirements for the Works | 1 | Item | \$ - | \$ - |
| | Survey crew - Initial pickup | 0.00 | kms | \$ 1,671.33 | \$ - |
| | Survey crew - Earthworks setout | 0.00 | kms | \$ 1,431.33 | \$ - |
| | Survey crew - Pavement setout | 0.25 | kms | \$ - | \$ - |
| | Survey equipment hire | 1.62 | day | \$ - | \$ - |
| 1.02 | Supervision | 1 | Item | \$ 460.23 | \$ 460.23 |
| | Shire Leading Hand | 7 | hrs | \$ 64.62 | \$ 460.23 |
| | list as required | 1 | Item | \$ - | \$ - |
| | list as required | 1 | Item | \$ - | \$ - |
| 1.03 | Service works | 1 | Item | \$ - | \$ - |
| | Water Pipe | 1 | Item | \$ - | \$ - |
| | list as required | Item | \$ - | \$ - | |
| | list as required | Item | \$ - | \$ - | |
| 1.04 | Allow for all charges relating to site organisation | 1 | Item | \$ - | \$ - |
| | mob / demob all plant | 0 | Item | \$ 2,000.00 | \$ - |
| | establish and maintain camp | 2 | days | \$ - | \$ - |
| | any other set-up costs | 0 | Item | \$ 500.00 | \$ - |
| 1.05 | Allow for all charges relating to construction programs and testing | 1 | Item | \$ - | \$ - |
| | subgrade testing | 0.25 | km | \$ - | \$ - |
| | basecourse supply testing | 0.25 | km | \$ - | \$ - |
| | basecourse testing | 0.25 | km | \$ - | \$ - |

| 1.06 Allow for all charges relating to water supply for construction | | 1 | Item | \$ | 324.85 | \$ | 324.85 |
|---|--|------|----------|-----------|-----------------|-----------|-----------------|
| | construct and install bore | 1 | Item | \$ | - | \$ | - |
| | bore pumping costs | 2 | days | \$ | 100.00 | \$ | 162.43 |
| | construct and line turkey's nest | 1 | Item | \$ | - | \$ | - |
| | standpipe and pumping costs | 2 | days | \$ | 100.00 | \$ | 162.43 |
| 1.07 Allow for all charges relating to fill material for construction | | 11 | Item | \$ | 1.35 | \$ | 14.19 |
| | clearing | 0.00 | Ha | \$ | 341.10 | \$ | 0.26 |
| | push-up cost (includes 10% extra for waste / excess) | 11 | m3 loose | \$ | 1.31 | \$ | 13.80 |
| | royalty cost (includes 10% extra for waste / excess) | 11 | m3 loose | \$ | - | \$ | - |
| | rehabilitation cost | 0.00 | Ha | \$ | 170.55 | \$ | 0.13 |
| 1.08 Allow for all charges relating to gravel supply for construction | | 349 | Item | \$ | 1.35 | \$ | 471.34 |
| | clearing | 0.03 | Ha | \$ | 341.10 | \$ | 8.72 |
| | push-up cost (includes 10% extra for waste / excess) | 349 | m3 loose | \$ | 1.31 | \$ | 458.25 |
| | Screen and condition gravel | 349 | m3 loose | \$ | - | \$ | - |
| | Mobe/demobe (screening) | 1 | Item | \$ | - | \$ | - |
| | royalty cost (includes 10% extra for waste / excess) | 349 | m3 loose | \$ | - | \$ | - |
| | rehabilitation cost | 0.03 | Ha | \$ | 170.55 | \$ | 4.36 |
| Total Project Direct Costs | | | | \$ | 1,270.62 | \$ | 1,270.62 |

Note, Traffic Management is a function of total work days and is calculated at the bottom of the estimate

pit depth = 1.5
e.g. 5,000m3 x 1.0m deep
requires 5,000 m2 pit plus 10%

pit depth = 1.5
e.g. 5,000m3 x 1.0m deep
requires 5,000 m2 pit plus 10% all-round

Estimate is based on following assumptions

| | |
|---------------------------------|-------------|
| No of Trucks, X | 1 |
| light - 500 m/hr, heavy 200m/hr | |
| lin m per hr per side | 400 |
| Total clearing/grubbing area | 1500 |
| m2 per hour | 2400 |
| total hectares | 0.15 |
| Sub Total | \$ 341.10 |
| Cost per m2 | \$ 0.23 |
| Cost per ha | \$ 2,273.98 |

| 2.00 EARTHWORKS / FORMATION | | | | \$ | | \$ | |
|-------------------------------------|--|-------|------|-----------|-----------------|-----------|-----------------|
| 2.01 Clearing and grubbing | | 0.15 | Ha | \$ | 2,273.98 | \$ | 341.10 |
| | 950 Loader | 1 | hrs | \$ | 214.88 | \$ | 134.30 |
| | Triple road train side tipper (54m3) | 1 | hrs | \$ | 193.25 | \$ | 120.78 |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | 1 | hrs | \$ | 165.44 | \$ | - |
| | Grader | 1 | hrs | \$ | 137.63 | \$ | 86.02 |
| | Watercart | 1 | hrs | \$ | 128.36 | \$ | - |
| | Labourer | 0 | hrs | \$ | 64.62 | \$ | - |
| 2.02 Shape up and widen formation | | 2,050 | m2 | \$ | 0.37 | \$ | 752.54 |
| Widen formation/cut to fill | | | m3 | \$ | - | \$ | 379.04 |
| | Labourer (note all plant hrs are referenced to the Grader hrs) | 0 | hrs | \$ | 64.62 | \$ | - |
| | Grader (note hrs are referenced to the production rate) | 1 | hrs | \$ | 137.63 | \$ | 72.34 |
| | Vibe Roller | 1 | hrs | \$ | 111.88 | \$ | 58.81 |
| | Multi / second roller | 1 | hrs | \$ | 120.12 | \$ | - |
| | 950 Loader | 0 | hrs | \$ | 214.88 | \$ | 112.95 |
| | Triple road train side tipper (54m3) | 0 | hrs | \$ | 193.25 | \$ | - |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | 0 | hrs | \$ | 165.44 | \$ | - |
| | allow for pit loader x half time | 0 | hrs | \$ | 214.88 | \$ | - |
| | Watercart | 1 | hrs | \$ | 128.36 | \$ | 134.94 |
| Cut to Spoil | | | m3 | \$ | - | \$ | - |
| | Labourer | 0 | hrs | \$ | 64.62 | \$ | - |
| | Grader (note all hrs are referenced to the trucking hours) | 0 | hrs | \$ | 137.63 | \$ | - |
| | Vibe Roller | 0 | hrs | \$ | 111.88 | \$ | - |
| | Multi / second roller | 0 | hrs | \$ | 120.12 | \$ | - |
| | 950 Loader | 0 | hrs | \$ | 214.88 | \$ | - |
| | Triple road train side tipper (54m3) | 0 | hrs | \$ | 193.25 | \$ | - |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | 0 | hrs | \$ | 165.44 | \$ | - |
| | allow for pit loader x half time | 0 | hrs | \$ | 214.88 | \$ | - |
| | Watercart | 0 | hrs | \$ | 128.36 | \$ | - |
| Import Fill | | 11 | m3 | \$ | 17.79 | \$ | 186.75 |
| | Labourer | 0 | hrs | \$ | 64.62 | \$ | - |
| | Grader (note all hrs are referenced to the trucking hours) | 0 | hrs | \$ | 137.63 | \$ | 32.18 |
| | Vibe Roller | 0 | hrs | \$ | 111.88 | \$ | 26.16 |
| | Multi / second roller | 0 | hrs | \$ | 120.12 | \$ | 28.09 |
| | 950 Loader | 0 | hrs | \$ | 214.88 | \$ | - |
| | Triple road train side tipper (54m3) | 0 | hrs | \$ | 193.25 | \$ | 45.19 |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | 0 | hrs | \$ | 165.44 | \$ | - |
| | allow for pit loader x half time | 0 | hrs | \$ | 214.88 | \$ | 25.12 |
| | Watercart | 0 | hrs | \$ | 128.36 | \$ | 30.01 |
| 2.03 Subgrade preparation | | 2,050 | m2 | \$ | 0.61 | \$ | 1,244.96 |
| | Labourer | 0 | hrs | \$ | 64.62 | \$ | - |
| | Vibe Roller | 3 | hrs | \$ | 111.88 | \$ | 279.70 |
| | Multi / second roller | 3 | hrs | \$ | 120.12 | \$ | 300.30 |
| | Grader | 3 | hrs | \$ | 137.63 | \$ | 344.07 |
| | Watercart | 3 | hrs | \$ | 128.36 | \$ | 320.90 |
| | stabilise subgrade - mob / demob | 1 | item | \$ | - | \$ | - |
| | stabilise subgrade -rate per m2 | 2050 | m2 | \$ | - | \$ | - |
| Total Earthworks / Formation | | | | \$ | 2,151.85 | \$ | 2,151.85 |

Assumes
No of Trucks, X 1
1300 avg m long x 3m wide /hr 3900 m2 /hr

No of water trucks 2

No of Trucks, X 1

No of water trucks 1

No of Trucks, X 1
2922 avg m long x 3m wide /hr 8767 m2 /hr

No of Trucks, X 1

No of water trucks 1

| | | |
|--------|-------------|----------|
| Assume | mts wide | mts long |
| | 8.2 | 100 |
| | m2 per hour | 820 |
| | m2 per day | 6560 |
| | l/m per day | 800 |

No of water trucks 1

| 3.00 DRAINAGE | | | | \$ | | \$ | |
|---|-------------|---|-----|-----------|----------|-----------|----------|
| 3.01 Clean out extend and install headwalls on inlets & outlets of culverts | | 1 | No | \$ | - | \$ | - |
| | Labourer | 1 | hrs | \$ | 64.62 | \$ | - |
| | 950 Loader | 1 | hrs | \$ | 214.88 | \$ | - |
| | light truck | 1 | hrs | \$ | 251.96 | \$ | - |
| | Backhoe | 1 | hrs | \$ | 166.47 | \$ | - |
| | Materials | 1 | ea | \$ | - | \$ | - |
| Total Drainage | | | | \$ | - | \$ | - |

| 4.00 PAVEMENT | | | | \$ | | \$ | |
|--|--|------|------|-----------|-----------------|-----------|-----------------|
| 4.01 Pavement: placing, waterbinding, and compaction | | 1550 | m2 | \$ | 4.078 | \$ | 6,321.03 |
| | Import basecourse | 349 | m3 | \$ | - | \$ | 1,759.31 |
| | Labourer | 0 | hrs | \$ | 64.62 | \$ | - |
| | Grader (note all hrs are referenced to the trucking hours) | 2 | hrs | \$ | 137.63 | \$ | 267.22 |
| | Vibe Roller | 2 | hrs | \$ | 111.88 | \$ | 217.22 |
| | Multi / second roller | 2 | hrs | \$ | 120.12 | \$ | 233.22 |
| | 950 Loader | 2 | hrs | \$ | 214.88 | \$ | 417.21 |
| | Triple road train side tipper (54m3) | 2 | hrs | \$ | 193.25 | \$ | 375.21 |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | 1 | hrs | \$ | 165.44 | \$ | - |
| | allow for pit loader x half time | 0 | hrs | \$ | 214.88 | \$ | - |
| | Watercart | 2 | hrs | \$ | 128.36 | \$ | 249.22 |
| | | 1550 | m2 | \$ | 1.77 | \$ | 2,737.03 |
| | Labourer | 0 | hrs | \$ | 66.56 | \$ | - |
| | Grader | 6 | hrs | \$ | 137.63 | \$ | 860.18 |
| | Vibe Roller | 6 | hrs | \$ | 111.88 | \$ | 699.24 |
| | Multi / second roller | 3 | hrs | \$ | 120.12 | \$ | 375.37 |
| | watercart | 6 | hrs | \$ | 128.36 | \$ | 802.24 |
| | stabilise basecourse - mob / demob | 1 | item | \$ | - | \$ | - |
| | stabilise basecourse - rate per m2 | 1550 | m2 | \$ | - | \$ | - |
| Total Pavement | | | | \$ | 1,824.69 | \$ | 1,824.69 |

Assumes
No of Trucks, X 2
m2 per hour 798
lm per hour 129

No of water trucks 1

| | | |
|--|-------------|--------|
| | 6.2 | 40.0 |
| | m2 per hour | 248 |
| | m2 per day | 1537.6 |
| | l/m per day | 248 |

No of water trucks 1
nominate area to be stabilised

| | | | | | | | |
|------|-----------------------|---|-----|----|--------|----|--------|
| Trim | Labourer | 0 | hrs | \$ | 66.56 | \$ | - |
| | Grader | 4 | hrs | \$ | 137.63 | \$ | 573.45 |
| | Vibe Roller | 4 | hrs | \$ | 111.88 | \$ | 466.16 |
| | Multi / second roller | 2 | hrs | \$ | 120.12 | \$ | 250.25 |
| | Watercart | 4 | hrs | \$ | 128.36 | \$ | 534.83 |

| | |
|--------------|--------|
| 6.2 | 60.0 |
| m/2 per hour | 372 |
| m/2 per day | 2306.4 |
| l/m per day | 372 |

No of water trucks 1

| | | | | | | | |
|-----------------------|---|-----|------|----|--------|-----------|-----------------|
| 4.02 | Sealing | 375 | m2 | \$ | 7.02 | \$ | 2,633.00 |
| | Sealing Contractor - Mob/Demob | 1 | item | \$ | - | \$ | - |
| | Crack patching | | m2 | \$ | - | \$ | - |
| | Primerseal (14mm) | 375 | m2 | \$ | 3.91 | \$ | 1,466.25 |
| | topcoat seal - Full width (7mm) | 375 | m2 | \$ | 2.63 | \$ | 986.25 |
| | Watercart | 1 | hrs | \$ | 128.36 | \$ | 180.50 |
| | asphalt 40mm thick x size 14 intersection mix | 0 | m2 | \$ | - | \$ | - |
| Total Pavement | | | | | | \$ | 8,954.03 |

5.00 TRAFFIC FACILITIES

| | | | | | | | |
|------|--------------------------------------|------|------|----|--------|----|--------|
| 5.01 | Signs, Lines and guideposts | 0.25 | km | \$ | 916.96 | \$ | 229.24 |
| | Linemarking | | Item | \$ | 8.00 | \$ | - |
| | RRPM's | | Item | \$ | 13.00 | \$ | - |
| | Give way sign | | Item | \$ | 160.00 | \$ | - |
| | Curve sign | | Item | \$ | 160.00 | \$ | - |
| | Finger sign | | Item | \$ | 200.00 | \$ | - |
| | Hazard board | | Item | \$ | 360.00 | \$ | - |
| | Direction yellow/black chevron signs | 0 | Item | \$ | 100.00 | \$ | - |
| | Labourer | 2 | hrs | \$ | 64.62 | \$ | 129.24 |
| | Guideposts (incl labour) | 2 | No. | \$ | 50.00 | \$ | 100.00 |

6.00 Other

| | | | | | | | |
|------|--|------|------|----|---|----|---|
| 6.01 | | 0.25 | km | \$ | - | \$ | - |
| | | | Item | \$ | - | \$ | - |
| | | | Item | \$ | - | \$ | - |
| | | | No. | \$ | - | \$ | - |
| | | | No. | \$ | - | \$ | - |
| | | | No. | \$ | - | \$ | - |

Total Traffic Facilities \$ 229.24

7.00 ANCILLARY COSTS

| | | | | | | | |
|------|--|---|------|----|----------|----|--------|
| 7.01 | Traffic management during construction | 2 | days | \$ | 129.24 | \$ | 230.11 |
| | Prepare TMP | 0 | Item | \$ | 500.00 | \$ | - |
| | Erect signs | 1 | Item | \$ | - | \$ | - |
| | Maintain signs only (2 men x 1 hrs per day) | 2 | days | \$ | 129.24 | \$ | 230.11 |
| | add for Flagman Control subcontractor - 2 Man crew | | days | \$ | 2,100.00 | \$ | - |

| | |
|---|-------------|
| total work hours on site (work hrs) | 16 |
| total work days on site (work days) | 2 |
| add for sealing (days) | 0.2 |
| total TMP days (days) | 2 |
| total weeks (10 day working fortnight) | 0.18 |

| | | | | | | | |
|------|--|---|------|----|--------|----|---|
| 7.02 | Engineering Support | 1 | Item | \$ | - | \$ | - |
| | Initial site visit & report / submission | 0 | hrs | \$ | 185.00 | \$ | - |
| | travel | 0 | kms | \$ | 1.50 | \$ | - |
| | Design & project documentation | 1 | Item | \$ | - | \$ | - |
| | on-going support on site | 0 | hrs | \$ | 145.00 | \$ | - |
| | on-going support ex-office | 0 | kms | \$ | 1.50 | \$ | - |
| | on-going support ex-office | 0 | each | \$ | 140.00 | \$ | - |

Total Ancillary Costs \$ 230.11

| | |
|------------------------------------|---------------------|
| Actual Direct Cost | \$ 12,835.85 |
| Project Admin | 0% \$ - |
| Project Profit | 0% \$ - |
| Contingency | 5% \$ 641.79 |
| Total Project Margin | 105% |
| TOTAL Project Cost | \$ 13,477.64 |
| Cost per km | \$ 53,910.58 |
| add GST | \$ 1,347.76 |
| TOTAL Project Cost incl GST | \$ 14,825.41 |

BUDGET
Over/Under

NOTE

All rates and costs are GST-EXCLUSIVE

DISCLAIMER

Whilst we prepare our estimates with all due care and consideration, we are not to know what production rates you can achieve, nor what delays you may encounter in executing the works so, these figures must be treated as ESTIMATES of the Order-of-Costs that you can expect if the work proceeds in an efficient manner.

| | | | |
|---|---|---|-------------------|
| Shire of Murchison - Carnarvon Mullewa Rd Seal Assessment Project Summary | | | |
| LOCATION, start, end, scope | Widen sealed road from existing 7m standard to a 7.2m sealed standard | | |
| estimate by Greenfield Technical Services, Geraldton | rev | 0 | N Goode 19-Nov-19 |
| limits | | | |

| | |
|----------------|-----------|
| SLK | |
| 0.00 | 6.22 |
| cost per km \$ | 47,578.65 |
| cost per lm \$ | 47.58 |

| ENTER BASIC JOB DIMENSIONS | NOTES |
|--------------------------------------|------------------|
| start SLK | 0.000 |
| end SLK | 6.220 |
| road length | 6.220 kms |
| Clearing/grubbing width | 2.0 m |
| Total clearing/grubbing area | 12440 m2 |
| allow avg depth of drift materials | 0 |
| Total wind drift materials to spoil | 0 m3 |
| allow avg depth of fill | 0.005 m |
| allow % of all fill - to be imported | 100% |
| fill volume to be imported (bank) | 62 m3 bank |
| fill bulking factor | 1.4 |
| imported fill volume (loose) | 87 m3 loose |
| allow avg cut to spoil | 0 m |
| allow % of cut to spoil | 0% |
| volume - Cut to spoil (bank) | 0 m3 bank |
| bulking factor | 1.4 |
| Cut to spoil volume (loose) | 0 m3 loose |
| subgrade width | 4.0 m |
| subgrade area | 24880 m2 |
| basecourse width | 7.5 m |
| basecourse area | 46650 m2 |
| basecourse thickness | 0.05 m |
| basecourse volume (compacted) | 2332.5 m3 bank |
| basecourse bulking factor | 1.5 |
| basecourse volume (loose) | 3498.75 m3 loose |
| prime seal width | 0.50 m |
| prime seal area | 3110 m2 |
| second coat width | 0.50 m |
| second coat seal area | 3110 m2 |

| ENTER Plant Rates | Plant Rate | Depreciation | Operator Rate | Total Rate |
|--|------------|--------------|---------------|------------|
| Assumed | | | | |
| Grader | \$ 49.00 | \$ 20.00 | \$ 64.62 | \$ 137.63 |
| 950 Loader | \$ 94.00 | \$ 50.00 | \$ 64.62 | \$ 214.88 |
| Backhoe | \$ 52.00 | \$ 45.00 | \$ 64.62 | \$ 166.47 |
| semi side tipper (18m3) | \$ 43.00 | \$ 17.00 | \$ 64.62 | \$ 128.36 |
| Triple road train side tipper (54m3) | \$ 85.00 | \$ 38.00 | \$ 64.62 | \$ 193.25 |
| 6 wheel tipper + 10 wheel dog trailer (26m3) | \$ 68.00 | \$ 28.00 | \$ 64.62 | \$ 165.44 |
| Multi / second roller | \$ 37.00 | \$ 15.00 | \$ 64.62 | \$ 120.12 |
| Vibe Roller | \$ 24.00 | \$ 20.00 | \$ 64.62 | \$ 111.88 |
| Watercart | \$ 43.00 | \$ 17.00 | \$ 64.62 | \$ 128.36 |
| Labourer | \$ - | \$ - | \$ 64.62 | \$ 66.56 |
| Broom | \$ - | \$ - | \$ 64.62 | \$ 66.56 |
| Light Trucks | \$ 150.00 | \$ 30.00 | \$ 64.62 | \$ 251.96 |
| bobcat | \$ 140.00 | \$ 20.00 | \$ 64.62 | \$ 231.36 |
| Contract Dozer | \$ 140.00 | \$ 8.00 | \$ 64.62 | \$ 219.00 |
| Contract 30T Excavator | \$ 140.00 | \$ - | \$ - | \$ 144.20 |
| mini-excavator | \$ 7.00 | \$ 8.00 | \$ 64.62 | \$ 82.01 |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| 0 | \$ - | \$ - | \$ - | \$ - |
| Shire Leading Hand | \$ - | \$ - | \$ 64.62 | \$ 66.56 |

| hrs |
|------|
| 313 |
| 26 |
| 0 |
| 0 |
| 27 |
| 0 |
| 199 |
| 308 |
| 806 |
| 18 |
| 0 |
| 0 |
| 0 |
| 22 |
| 0 |
| 0 |
| 141 |
| 1858 |

| Item | Description | Quantity | Unit | Rate | Amount |
|-------------|--|----------|-------------|-------------|--------------------|
| 1.00 | PROJECT DIRECT COSTS | | | | |
| 1.01 | Survey requirements for the Works | 1 | Item | | \$ - |
| | Survey crew - Initial pickup | | kms | \$ 1,671.33 | \$ - |
| | Survey crew - Earthworks setout | | kms | \$ 1,431.33 | \$ - |
| | Survey crew - Pavement setout | 6.22 | kms | \$ - | \$ - |
| | Survey equipment hire | 31.29 | day | \$ - | \$ - |
| 1.02 | Supervision | 1 | Item | | \$ 9,092.18 |
| | Shire Leading Hand | 141 | hrs | \$ 64.62 | \$ 9,092.18 |
| | list as required | 1 | Item | \$ - | \$ - |
| | list as required | 1 | Item | \$ - | \$ - |
| 1.03 | Service works | 1 | Item | | \$ - |
| | Water Pipe | 1 | Item | \$ - | \$ - |
| | list as required | | Item | \$ - | \$ - |
| | list as required | | Item | \$ - | \$ - |
| 1.04 | Allow for all charges relating to site organisation | 1 | Item | | \$ 2,500.00 |
| | mob / demob all plant | 1 | Item | \$ 2,000.00 | \$ 2,000.00 |
| | establish and maintain camp | 39 | days | \$ - | \$ - |
| | any other set-up costs | 1 | Item | \$ 500.00 | \$ 500.00 |
| 1.05 | Allow for all charges relating to construction programs and testing | 1 | Item | | \$ - |
| | subgrade testing | 6.22 | km | \$ - | \$ - |
| | basecourse supply testing | 6.22 | km | \$ - | \$ - |
| | basecourse testing | 6.22 | km | \$ - | \$ - |

| 1.06 Allow for all charges relating to water supply for construction | | | | |
|---|--|------|-----------|-----------------------|
| 1 | Item | | \$ | \$ |
| | construct and install bore | 1 | Item | \$ - \$ - |
| | bore pumping costs | 31 | days | \$ 100.00 \$ 3,128.81 |
| | construct and line turkey's nest | 1 | Item | \$ - \$ - |
| | standpipe and pumping costs | 31 | days | \$ 100.00 \$ 3,128.81 |
| 1.07 Allow for all charges relating to fill material for construction | | | | |
| 1 | Item | | \$ | \$ |
| | clearing | 0.01 | Ha | \$ 341.10 \$ 2.18 |
| | push-up cost (includes 10% extra for waste / excess) | 87 | m3 loose | \$ 1.31 \$ 114.42 |
| | royalty cost (includes 10% extra for waste / excess) | 87 | m3 loose | \$ - \$ - |
| | rehabilitation cost | 0.01 | Ha | \$ 170.55 \$ 1.09 |
| 1.08 Allow for all charges relating to gravel supply for construction | | | | |
| 1 | Item | | \$ | \$ |
| | clearing | 0.26 | Ha | \$ 341.10 \$ 87.52 |
| | push-up cost (includes 10% extra for waste / excess) | 3499 | m3 loose | \$ 1.31 \$ 4,597.33 |
| | Screen and condition gravel | 3499 | m3 loose | \$ - \$ - |
| | Mobe/demobe (screening) | 1 | item | \$ - \$ - |
| | royalty cost (includes 10% extra for waste / excess) | 3499 | m3 loose | \$ - \$ - |
| | rehabilitation cost | 0.26 | Ha | \$ 170.55 \$ 43.76 |
| Total Project Direct Costs | | | \$ | \$ 22,696.09 |

Note, Traffic Management is a function of total work days and is calculated at the bottom of the estimate

pit depth = 1.5
e.g. 5,000m3 x 1.0m deep
requires 5,000 m2 pit plus 10%

pit depth = 1.5
e.g. 5,000m3 x 1.0m deep
requires 5,000 m2 pit plus 10%
all-round

Estimate is based on following assumptions

| | |
|---------------------------------|-------------|
| No of Trucks, X | 1 |
| light - 500 m/hr, heavy 200m/hr | |
| lin m per hr per side | 400 |
| Total clearing/grubbing area | 12440 |
| m2 per hour | 2400 |
| total hectares | 1.24 |
| Sub Total | \$ 2,828.83 |
| Cost per m2 | \$ 0.23 |
| Cost per ha | \$ 2,273.98 |

| 2.00 EARTHWORKS / FORMATION | | | | |
|-------------------------------------|--|--------|-----------|-------------------------|
| 2.01 | Clearing and grubbing | 1,244 | Ha | \$ 2,273.98 \$ 2,828.83 |
| | 950 Loader | 5 | hrs | \$ 214.88 \$ 1,113.79 |
| | Triple road train side tipper (54m3) | 5 | hrs | \$ 193.25 \$ 1,001.67 |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | | hrs | \$ 165.44 \$ - |
| | Grader | 5 | hrs | \$ 137.63 \$ 713.37 |
| | Watercart | | hrs | \$ 128.36 \$ - |
| | Labourer | 0 | hrs | \$ 64.62 \$ - |
| 2.02 | Shape up and widen formation | 24,880 | m2 | \$ 0.33 \$ 8,195.68 |
| Widen formation/cut to fill | | | | |
| | Labourer (note all plant hrs are referenced to the Grader hrs) | 0 | hrs | \$ 64.62 \$ - |
| | Grader (note hrs are referenced to the production rate) | 6 | hrs | \$ 137.63 \$ 878.00 |
| | Vibe Roller | 6 | hrs | \$ 111.88 \$ 713.73 |
| | Multi / second roller | 6 | hrs | \$ 214.88 \$ 1,370.82 |
| | 950 Loader | 0 | hrs | \$ 214.88 \$ - |
| | Triple road train side tipper (54m3) | 0 | hrs | \$ 193.25 \$ - |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | 0 | hrs | \$ 165.44 \$ - |
| | allow for pit loader x half time | 0 | hrs | \$ 214.88 \$ - |
| | Watercart | 13 | hrs | \$ 128.36 \$ 1,637.72 |
| Cut to Spoil | | | | |
| | Labourer | 0 | hrs | \$ 64.62 \$ - |
| | Grader (note all hrs are referenced to the trucking hours) | 0 | hrs | \$ 137.63 \$ - |
| | Vibe Roller | 0 | hrs | \$ 111.88 \$ - |
| | Multi / second roller | 0 | hrs | \$ 120.12 \$ - |
| | 950 Loader | 0 | hrs | \$ 214.88 \$ - |
| | Triple road train side tipper (54m3) | 0 | hrs | \$ 193.25 \$ - |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | 0 | hrs | \$ 165.44 \$ - |
| | allow for pit loader x half time | 0 | hrs | \$ 214.88 \$ - |
| | Watercart | 0 | hrs | \$ 64.62 \$ - |
| Import Fill | | | | |
| | Labourer | 87 | m3 | \$ - \$ 1,797.70 |
| | Grader (note all hrs are referenced to the trucking hours) | 2 | hrs | \$ 137.63 \$ 266.89 |
| | Vibe Roller | 2 | hrs | \$ 111.88 \$ 216.96 |
| | Multi / second roller | 2 | hrs | \$ 120.12 \$ 232.93 |
| | 950 Loader | 0 | hrs | \$ 214.88 \$ - |
| | Triple road train side tipper (54m3) | 2 | hrs | \$ 193.25 \$ 374.75 |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | 1 | hrs | \$ 165.44 \$ - |
| | allow for pit loader x half time | 1 | hrs | \$ 214.88 \$ 208.35 |
| | Watercart | 4 | hrs | \$ 128.36 \$ 497.83 |
| 2.03 | Subgrade preparation | 24,880 | m2 | \$ 1.57 \$ 38,958.53 |
| | Labourer | 0 | hrs | \$ 64.62 \$ - |
| | Vibe Roller | 62 | hrs | \$ 111.88 \$ 6,958.85 |
| | Multi / second roller | 62 | hrs | \$ 120.12 \$ 7,471.38 |
| | Grader | 62 | hrs | \$ 137.63 \$ 8,560.50 |
| | Watercart | 124 | hrs | \$ 128.36 \$ 15,967.81 |
| | stabilise subgrade - mob / demob | 1 | item | \$ - \$ - |
| | stabilise subgrade -rate per m2 | 24880 | m2 | \$ - \$ - |
| Total Earthworks / Formation | | | \$ | \$ 48,185.34 |

Assumes
No of Trucks, X 1
1300 avg m long x 3m wide /hr 3900 m2 /hr

No of water trucks 2

No of Trucks, X 1

No of water trucks 2

No of Trucks, X 1
4277 avg m long x 3m wide /hr 12830 m2 /hr

No of Trucks, X 1

No of water trucks 2

| | | | |
|--------|-------------|----------|---------------|
| Assume | | | |
| | mts wide | mts long | |
| | 4.0 | 100 | long per hour |
| | m2 per hour | 400 | |
| | m2 per day | 3200 | |
| | l/m per day | 800 | |

No of water trucks 2

| 3.00 DRAINAGE | | | | |
|-----------------------|--|---|-----------|----------------|
| 3.01 | Clean out extend and install headwalls on inlets & outlets of culverts | 1 | No | \$ - \$ - |
| | Labourer | | hrs | \$ 64.62 \$ - |
| | 950 Loader | | hrs | \$ 214.88 \$ - |
| | light truck | | hrs | \$ 251.96 \$ - |
| | Backhoe | | hrs | \$ 166.47 \$ - |
| | Materials | | ea | \$ - \$ - |
| Total Drainage | | | \$ | \$ - |

| 4.00 PAVEMENT | | | | |
|---------------|--|-------|------|------------------------|
| 4.01 | Pavement: placing, water binding, and compaction | 46650 | m2 | \$ 3.502 \$ 163,389.79 |
| | Import basecourse | 3,499 | m3 | \$ - \$ 20,150.07 |
| | Labourer | 0 | hrs | \$ 64.62 \$ - |
| | Grader (note all hrs are referenced to the trucking hours) | 19 | hrs | \$ 137.63 \$ 2,680.82 |
| | Vibe Roller | 19 | hrs | \$ 111.88 \$ 2,179.24 |
| | Multi / second roller | 19 | hrs | \$ 120.12 \$ 2,339.75 |
| | 950 Loader | 19 | hrs | \$ 214.88 \$ 4,185.54 |
| | Triple road train side tipper (54m3) | 19 | hrs | \$ 193.25 \$ 3,764.22 |
| | 6 wheel tipper + 10 wheel dog trailer (26m3) | | hrs | \$ 165.44 \$ - |
| | allow for pit loader x half time | 0 | hrs | \$ 214.88 \$ - |
| | Watercart | 39 | hrs | \$ 128.36 \$ 5,000.50 |
| | | 46650 | m2 | \$ 2.32 \$ 108,016.88 |
| | Labourer | 0 | hrs | \$ 66.56 \$ - |
| | Grader | 156 | hrs | \$ 137.63 \$ 21,401.25 |
| | Vibe Roller | 156 | hrs | \$ 111.88 \$ 17,397.12 |
| | Multi / second roller | 78 | hrs | \$ 120.12 \$ 9,339.22 |
| | watercart | 467 | hrs | \$ 128.36 \$ 59,879.29 |
| | stabilise basecourse - mob / demob | 1 | item | \$ - \$ - |
| | stabilise basecourse - rate per m2 | 46650 | m2 | \$ - \$ - |
| | | 46650 | m2 | \$ 0.76 \$ 35,222.85 |

Assumes
No of Trucks, X 2
m2 per hour 2395
lm per hour 319

No of water trucks 2

| | | | |
|--|-------------|------|--|
| | 7.5 | 40.0 | |
| | m2 per hour | 300 | |
| | m2 per day | 2250 | |
| | l/m per day | 300 | |

No of water trucks 3
nominate area to be stabilised

| | | | | | |
|---------------------|---|--------------|-----------|-----------------------|----------------------|
| Trim | Labourer | 0 | hrs | \$ 66.56 | \$ - |
| | Grader | 62 | hrs | \$ 137.63 | \$ 8,560.50 |
| | Vibe Roller | 62 | hrs | \$ 111.88 | \$ 6,958.85 |
| | Multi / second roller | 31 | hrs | \$ 120.12 | \$ 3,735.69 |
| | Watercart | 124 | hrs | \$ 128.36 | \$ 15,967.81 |
| 4.02 Sealing | | 3,110 | m2 | \$ 7.98 | \$ 24,830.35 |
| | Sealing Contractor - Mob/Demob | 1 | item | \$ - | \$ - |
| | Crack patching | | m2 | \$ - | \$ - |
| | Primerseal (14mm) | 3110 | m2 | \$ 3.91 | \$ 12,160.10 |
| | topcoat seal - Full width (7mm) | 3110 | m2 | \$ 2.63 | \$ 8,179.30 |
| | Watercart | 35 | hrs | \$ 128.36 | \$ 4,490.95 |
| | asphalt 40mm thick x size 14 intersection mix | 0 | m2 | \$ - | \$ - |
| | | | | Total Pavement | \$ 188,220.14 |

| | |
|--------------|-------|
| 7.5 | 100.0 |
| m/2 per hour | 750 |
| m/2 per day | 5625 |
| l/m per day | 750 |

No of water trucks 2

| | | | | | |
|---|--------------------------------------|-------------|-----------|---------------------------------|--------------------|
| 5.00 TRAFFIC FACILITIES | | | | | |
| 5.01 Signs, Lines and guideposts | | 6.22 | km | \$ 847.29 | \$ 5,270.12 |
| | Linemarking | | Item | \$ 8.00 | \$ - |
| | RRPM's | | Item | \$ 13.00 | \$ - |
| | Give way sign | | Item | \$ 160.00 | \$ - |
| | Curve sign | | Item | \$ 160.00 | \$ - |
| | Finger sign | | Item | \$ 200.00 | \$ - |
| | Hazard board | | Item | \$ 360.00 | \$ - |
| | Direction yellow/black chevron signs | 16 | Item | \$ 100.00 | \$ 1,600.00 |
| | Labourer | 18 | hrs | \$ 64.62 | \$ 1,182.12 |
| | Guideposts (incl labour) | 50 | No. | \$ 50.00 | \$ 2,488.00 |
| 6.00 Other | | | | | |
| 6.01 | | 6.22 | km | \$ - | \$ - |
| | | | Item | \$ - | \$ - |
| | | | Item | \$ - | \$ - |
| | | | No. | \$ - | \$ - |
| | | | No. | \$ - | \$ - |
| | | | No. | \$ - | \$ - |
| | | | | Total Traffic Facilities | \$ 5,270.12 |

| | | | | | |
|--|--|-----------|-------------|------------------|--------------------|
| 7.00 ANCILLARY COSTS | | | | | |
| 7.01 Traffic management during construction | | 35 | days | \$ 143.45 | \$ 5,046.09 |
| | Prepare TMP | 1 | Item | \$ 500.00 | \$ 500.00 |
| | Erect signs | 1 | Item | \$ - | \$ - |
| | Maintain signs only (2 men x 1 hrs per day) | 35 | days | \$ 129.24 | \$ 4,546.09 |
| | add for Flagman Control subcontractor - 2 Man crew | | days | \$ 2,100.00 | \$ - |

| | |
|---|-------------|
| total work hours on site (work hrs) | 313 |
| total work days on site (work days) | 31 |
| add for sealing (days) | 3.9 |
| total TMP days (days) | 35 |
| total weeks (10 day working fortnight) | 3.52 |

| | | | | | |
|---------------------------------|--|----------|-------------|------------------------------|--------------------|
| 7.02 Engineering Support | | 1 | Item | \$ 4,600.00 | \$ 4,600.00 |
| | Initial site visit & report / submission | 20 | hrs | \$ 185.00 | \$ 3,700.00 |
| | travel | 600 | kms | \$ 1.50 | \$ 900.00 |
| | Design & project documentation | 1 | Item | \$ - | \$ - |
| | on-going support on site | 42 | hrs | \$ - | \$ - |
| | on-going support ex-office | 1126 | kms | \$ - | \$ - |
| | | 21 | each | \$ - | \$ - |
| | | | | Total Ancillary Costs | \$ 9,646.09 |

| | |
|------------------------------------|----------------------|
| Actual Direct Cost | \$ 274,017.77 |
| Project Admin | 0% \$ - |
| Project Profit | 0% \$ - |
| Contingency | 8% \$ 21,921.42 |
| Total Project Margin | 108% |
| TOTAL Project Cost | \$ 295,939.20 |
| Cost per km | \$ 47,578.65 |
| add GST | \$ 29,593.92 |
| TOTAL Project Cost incl GST | \$ 325,533.11 |

BUDGET
Over/Under

NOTE
All rates and costs are GST-EXCLUSIVE
DISCLAIMER
Whilst we prepare our estimates with all due care and consideration, we are not to know what production rates you can achieve, nor what delays you may encounter in executing the works so, these figures must be treated as ESTIMATES of the Order-of-Costs that you can expect if the work proceeds in an efficient manner.



Murchison Roads Review Report to Council February 2020

Introduction

Since October 2005 Council has considered and adopted a Road Hierarchy to assist in the optimum use of resources to manage our vast road network. Over time circumstances change with regular reviews appropriate.

This this report formally updates and reviews the situation.

Background

In October 2005, Council considered a Road Hierarchy, the purpose of which was to then broadly indicate to the community a priority of effort and standards that the Council would endeavour to follow in order to prioritise resources.

Roads were then divided into five categories namely:

| | |
|------------|---------------|
| Category A | Main Arterial |
| Category B | Main Feeder |
| Category C | Minor Feeder |
| Category D | Major Access |
| Category E | Minor Access |

Each had a description of importance desired standards and grading frequency desired.

In October 2016 a further review which included the 2005 Review was undertaken which introduced a Category F (Roads no longer maintained) with a move to commence the process to formally close them if investigation proves that they are not already closed.

A copy of an extract from the Minutes of the October 2016 Meeting is attached. In this report 11 roads were then essentially to be removed from the data base and in part on the basis that the grant funding associated with because they would not cover the associated maintained costs as determined by averaging the then current maintenance costs.

Roads Data Base

There have been several reviews of Councils roads data base which is essentially defined by Main Roads WA in formal listing and recording plus spatially through GPS. Amongst other things there are those roads that Main Roads WA have listed along with those that are currently recorded through the Grants Commission Process. Council also had its own records in 2005.

Total Roads Lengths are as follows:

| Source | No | Length (km) |
|------------------------|----|-------------|
| Main Roads WA | 68 | 1,874.31 |
| Grants Commission Calc | | 1,791.55 |
| Current | 57 | 1,664.06 |
| 2005 Council Data Base | 40 | 1,876.41 |

As indicated, there is a variation in numbers of roads and lengths between the current Main Roads WA data base and that recorded via the Grants Commission. who receive information from Council. Anomalies should be rectified.

Roads Status

Council has attempted to seek support from Landgate to ascertain the legal status of our road network. Unfortunately, this has become problematic with only some roads having been investigated for evidence of any gazettal or dedication. Not all roads have been investigated. The gaps are significant and, in some occasions, raise further questions. For instance, some have been gazetted, others gazetted but not located within the dedicated road boundary, others located on pastoral lease and others closed but on our data base. The attached Roads Review Document includes a column summarising this advice

The situation is not unique to Murchison with Landgate resources only being able to address and review a particular situation when they have reason for doing so.

There is also a further problem in that the processes of closing a road are tedious and invariably may lead to a road area being incorporated into a pastoral lease which may then open up potential native title claim.

For these reasons it would seem to be of little value to proceed with any formal road closures on a general Council wide basis and restrict such an action to specific justified requests.

The 2016 changes which saw Council suggest a process to close some roads or at least treat them as closed internally even if the Grants Commission data has remained unaltered. There are however some issues such as the following.

1. The 2016 update suggested in analysis that the road grants that Council received were less than the average expenditure on roads that are no longer maintained. The reality is that there is no expectation or requirement to set aside a set amount for all roads as it's a needs-based approach and historically there very little money had been historically spent on these roads anyway. This means that rather than a net saving there would likely have been a net cost to Council through a reduction road funding if the actual lengths as recorded by the Grants Commission were then changed.
2. Whilst some roads have had signs erected signifying them as closed, others do not, meaning that there is no physical advice present and on not all occasions is there advice on Council Road Condition Reports. Each is still physically trafficable with signs easily bypassed and those with GPS systems will still be able to know that they are on a dedicated road regardless.
3. Notwithstanding minimal effort being undertaken for some of these roads, in some areas the Council would have potentially been eligible for any flood damage funding that may have been found to have occurred.
4. Some of these roads form an important function of inter station access which may have been neglected to be considered.

It is potentially unwise for members of the general public, other than those visiting local Stations to be encouraged to use these roads, which in many cases have gates erected and are they rarely trafficked and are isolated. Local Station owners would not really like to see them used but the public anyway. The same however could be said for other non-Council roads as many would appear on commercial road maps.

Given the above it would seem prudent to revert to that held by Main Roads WA as our data base going forward and update the data base at the Grants Commission as a result.

With respect to those roads that the general public should not be encouraged to travel on, all that can be undertaken would be to either physically erect warning signs for the general public plus also advise people via the Council's road condition reports.

The refined road classification system described provides such an opportunity to more or less treat these types of roads in accordance with Councils Policy 2.3.4 relating to the Maintenance of Station Shearing Sheds. ie

“Grading of Station access roads from the nearest Council road to the nominated station sheering shed or cattle yard will be carried out as required by the Maintenance Crew while the machines are in the vicinity and upon request from the landowner or manager to the Chief Executive Officer. Grading of the shearing shed or cattle yard access roads will be carried out at no cost and all requests for grading must be directed to and approved by the Chief Executive Officer prior to commencement of the works when the machinery is in the vicinity.”

Grants Commission Funding Calculation

An update Grants Commission calculation is attached. By adopting the Main Roads WA data base length an annual estimated increase of around \$28,000 in Grants would likely arise. However, should the 2016 Council resolution been implemented, and Grants Commission data base updated as a result, there would have been 127.49km less road length with an annual reduction of around \$43,000 in funding.

As illustrated Grant Commission Funding is a significant consideration.

Insurance Implications

As Council is aware from experience Councils insurance does not extend to damage caused on any road by vehicular traffic. That is addressed through litigation separately under the *Roads Traffic (Administration) Act 2008*, an applies to any road whether closed or not.

Councils insurance does however cover out works crew for any negligence for any Council authorised works meaning that the legal status of the road has no bearing.

Road Classification


From a strategic perspective it should be noted that at a State level, roads are classified according to a certain defined hierarchy. This is described in the attachment with a copy of the current map of Murchison Shire also attached

For Murchison Shire we have the following road hierarchy

| | |
|----------------------|---|
| Regional Distributor | Carnarvon-Mullewa Rd |
| Local Distributor | Byro-Woodleigh Rd, Beringarra-Byro Rd, Beringarra-Cue Rd, Cue-Kalli Rd, Beringarra-Pindar Rd (south of the Cue-Kalli Rd), Boolardy-Woollen Rd, Mt Wittenoom Rd, Meeberrie-Wooleen Rd and Butchers Track |
| Local Access | All others |

In essence, a road hierarchy describes in part the strategic function of the road, not necessarily usage, importance or even type of treatment that may follow. That is a separate decision-making process.

Council’s own local strategy has therefore been reviewed so that it that aligns with the above with the following road classifications proposed as a further refinement. *Note colours refer to accompanying map.*

| | | |
|-------|----------------------------|---|
| Cat A | Regional Distributor |  |
| Cat B | Local Distributor |  |
| Cat C | Local Feeder |  |
| Cat D | Local Access |  |
| Cat E | Local Station Access Only. |  |

Service Levels

Regardless of the road classification or function each road or section of road would be assigned a Service Level based on the Main Roads 2030 Review. This is broadly speaking the desire strategic aim but will not necessarily relate to what treatments are proposed. This will alter depending on the natural condition, traffic usage, policy settings and resource etc. Broadly speaking in the main adopting Main Roads 2030 Criteria would seem a prudent approach as follows:

Type 1 – Unformed Road

(Cleared-flat bladed. Minimum construction. Formation consists of adjacent material) This type is the first stage development of the road when the alignment is cleared of all vegetation with the running surface constructed from materials in-situ. This type of road allows for light traffic. With minimal drainage provision, the road is prone to closure during periods of heavy rainfall.

Examples would include predominately Station Tracks

Type 2 – Formed Road

(Formed (raised) and drained road without imported material or a constructed pavement) To avoid possible further relocation of the road and the resultant impact on the landscape environment, Type 2 earthworks are constructed using local road-making material and improved drainage control.

Examples would include most Local Distributor and Local Access Roads

Type 3 – Gravel Road

(Road construction from imported material of adequate thickness, shaped and drained) When maintenance costs increase to unacceptable levels or when economic or social benefits are evident, a Type 2 road can be improved by sheeting the surface with suitable gravel material to become a Type 3 road.

Examples would include parts of the Carnarvon-Mullewa Road (Regional Distributor) and major Local Distributors such as Butchers Track and the SKA Access Routes

Type 4 – Sealed Road (6m Seal Width) (Sealed with no kerbing)

Sealing is carried out to improve road-user comfort and safety when the road is experiencing higher traffic volumes or when significant numbers of heavy vehicles are required to use a Type 3 road. A Type 3 road is upgraded to Type 4 by building up the residual gravel pavement to full thickness. This is then compacted and sealed.

Whilst it is understood that this standard was later reduced for existing roads between 50-100 vehicles per day to 4m for new roads and for 5.6m for existing roads the standard as identified is considered appropriate for Murchison.

Examples include sections of the Carnarvon-Mullewa Rd (Regional Distributor) and major Local Distributors such as SKA Access Routes

Type 5 – Sealed Road (7m Seal Width) This is further development of the Type 4 road with extra seal width being provided to cater for higher traffic volumes and a high proportion of heavy vehicles.

Examples include sections of the Carnarvon-Mullewa Rd (Regional Distributor) south of the Murchison Settlement some sections adjacent to homesteads

Type 6 – Sealed Road (8– 9m Seal Width)

This stage represents further development of a Type 4 or Type 5 road with additional seal width being provided as traffic volumes increase to improve safety; reduce maintenance costs; provide space for a stationary vehicle to stand clear of traffic lanes; and to assist cyclists.

Examples include Floodways sections and approaches to 8m grids.

Treatment Implications

Regardless of the classification or service level of a road the treatment may likely be different not just for each road but also along lengths of the same road. This will alter depending on the natural condition, traffic usage, policy settings and resource etc. For instance, should Muggon or Woolgorong Stations become working Stations then naturally the road needs will change.

It is not considered practicable to specify precisely what level of maintenance or frequency of maintenance grading will be undertaken nor levels of rehabilitation as this may vary but it is desirable to provide a guide or commentary to indicate Council's broad intentions.

Budget Implications

As it currently stands all maintenance works for each road are accounted for separately on a job by job basis with job numbers aligning to the road number under one General Ledger Number. On some occasions it may also appropriate to segment out a particular road according to specific maintenance works. So, having a record of operational budgets and expenditure will enable an overview analysis to be undertaken if required

Summary

The attached Roads 2020 Review Document combines all of the above elements on a road by roads basis. The 2020 Condition Review currently being undertaken by Greenfields will further inform the situation.

Ultimately both will further inform Councils Asset Management and Long-Term Financial Plans and dictate whether these aspirations can be delivered.

Bill Boehm

Chief Executive Officer

*Enc Main Roads WA Road Hierarchy
Extract from the Minutes of the October 2016 Meeting
Grants Commission Funding Calculation Estimate
Murchison Roads Review Document
Murchison Roads Road Hierarchy Map*

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

| CRITERIA | PRIMARY DISTRIBUTOR (PD) (see Note 2) | DISTRICT DISTRIBUTOR A (DA) | DISTRICT DISTRIBUTOR B (DB) | REGIONAL DISTRIBUTOR (RD) | LOCAL DISTRIBUTOR (LD) | ACCESS ROAD (A) |
|-------------------------------------|---|--|--|--|---|--|
| <i>Primary Criteria</i> | | | | | | |
| 1. Location (see Note 3) | All of WA incl. BUA | Only Built Up Area. | Only Built Up Area. | Only Non Built Up Area. (see Note 4) | All of WA incl. BUA | All of WA incl. BUA |
| 2. Responsibility | Main Roads Western Australia. | Local Government. | Local Government. | Local Government. | Local Government. | Local Government. |
| 3. Degree of Connectivity | High. Connects to other Primary and Distributor roads. | High. Connects to Primary and/or other Distributor roads. | High. Connects to Primary and/or other Distributor roads. | High. Connects to Primary and/or other Distributor roads. | Medium. Minor Network Role Connects to Distributors and Access Roads. | Low. Provides mainly for property access. |
| 4. Predominant Purpose | Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads. | High capacity traffic movements between industrial, commercial and residential areas. | Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas. | Roads linking significant destinations and designed for efficient movement of people and goods between and within regions. | Movement of traffic within local areas and connect access roads to higher order Distributors. | Provision of vehicle access to abutting properties |
| <i>Secondary Criteria</i> | | | | | | |
| 5. Indicative Traffic Volume (AADT) | In accordance with Classification Assessment Guidelines. | Above 8 000 vpd | Above 6 000 vpd. | Greater than 100 vpd | <u>Built Up Area</u> - Maximum desirable volume 6 000 vpd. <u>Non Built Up Area</u> – up to 100 vpd. | <u>Built Up Area</u> - Maximum desirable volume 3 000 vpd. <u>Non Built Up Area</u> – up to 75 vpd. |
| 6. Recommended Operating Speed | 60 – 110 km/h (depending on design characteristics). | 60 – 80 km/h. | 60 – 70 km/h. | 50 – 110 km/h (depending on design characteristics). | <u>Built Up Area</u> 50 - 60 km/h (desired speed) <u>Non Built Up Area</u> 60 – 110 km/h (depending on design characteristics). | <u>Built Up Area</u> 50 km/h (desired speed). <u>Non Built Up Area</u> 50 – 110 km/h (depending on design characteristics). |
| 7. Heavy Vehicles permitted | Yes. | Yes. | Yes. | Yes. | Yes, but preferably only to service properties. | Only to service properties. |
| 8. Intersection treatments | Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation. | Controlled with appropriate measures e.g. traffic signals. | Controlled with appropriate Local Area Traffic Management. | Controlled with measures such as signing and line marking of intersections. | Controlled with minor Local Area Traffic Management or measures such as signing. | Self controlling with minor measures. |
| 9. Frontage Access | None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties. | Prefer not to have residential access. Limited commercial access, generally via service roads. | Residential and commercial access due to its historic status Prefer to limit when and where possible. | Prefer not to have property access. Limited commercial access, generally via lesser roads. | Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred. | Yes. |
| 10. Pedestrians | Preferably none. Crossing should be controlled where possible. | With positive measures for control and safety e.g. pedestrian signals. | With appropriate measures for control and safety e.g. median/islands refuges. | Measures for control and safety such as careful siting of school bus stops and rest areas. | Yes, with minor safety measures where necessary. | Yes. |
| 11. Buses | Yes. | Yes. | Yes. | Yes. | Yes. | If necessary (see Note 5) |
| 12. On-Road Parking | No (emergency parking on shoulders only). | Generally no. Clearways where necessary. | Not preferred. Clearways where necessary. | No – emergency parking on shoulders – encourage parking in off road rest areas where possible. | <u>Built Up Area</u> – yes, where sufficient width and sight distance allow safe passing. <u>Non Built Up Area</u> – no. Emergency parking on shoulders. | Yes, where sufficient width and sight distance allow safe passing. |
| 13. Signs & Linemarking | Centrelines, speed signs, guide and service signs to highway standard. | Centrelines, speed signs, guide and service signs. | Centrelines, speed signs, guide and service signs. | Centrelines, speed signs and guide signs. | Speed and guide signs. | Urban areas – generally not applicable. Rural areas - Guide signs. |
| 14. Rest Areas/Parking Bays | In accordance with Main Roads' <i>Roadside Stopping Places Policy</i> . | Not Applicable. | Not Applicable. | Parking Bays/Rest Areas. Desired at 60km spacing. | Not Applicable. | Not Applicable. |

DEFINITIONS

| | |
|--------------------|---|
| Built Up Areas | See Note 3 below. The criteria was provided by Clive Shepherd from the Western Australian Local Government Grants Commission (WALGGC). |
| Primary Criteria | A road, or road section, must meet all of these criteria to qualify for the category. |
| Secondary Criteria | These criteria are provided as indicators of the likely characteristics of a road designated under a particular road type. Ideally, a road should have all of these characteristics, but it is recognised that is unlikely to occur in a number of instances, particularly for traffic volumes in rural areas. |
| vpd | vehicles per day |

NOTES

1. The type designated to each road should represent the role that the road is intended to perform. It may not necessarily reflect the current conditions on the road.
2. Declared Roads under the Main Roads Act ('highways' and 'main roads')
3. Built Up Areas (as defined by the Western Australian Local Government Grants Commission)
Built up areas are identified because roads within them generally involve greater expenditure than roads in non built up areas. This is because roads in built up areas :
 - have high traffic volumes;
 - have large numbers of intersections, necessitating intersection treatments, pavement markings, signs, etc;
 - require kerbing for traffic control and or drainage;
 - require an asphalt surface where traffic volumes are high, or where noise reduction is important;
 - require underground drainage because surface drainage is impractical;
 - involve high cost of service alterations during reconstruction;
 - involve high costs because road works have to be carried out under heavy traffic.

The following definition is intended to limit built up areas to localities where the above conditions prevail.

Residential localities, which have lots with areas less than 0.45 ha, and commercial and industrial areas that meet the following criteria are classed as built up:

- at least half the blocks are developed;¹
- existing roads have a minimum standard of a gravel road for old subdivisions and a sealed road for new subdivisions.

Areas serving sporting complexes, schools and caravan parks are classed as built up where:

- they are located in an area which is developed as residential; or
- the existing roads serving these facilities are already sealed and kerbed.

A road connecting two built up areas is classed as a road in a built up area where the connecting road is less than 300m in length.

4. Except where the Regional Distributor is passing through, or terminating in a town.
5. Buses may need to use Access Roads in some instances e.g. Rural areas for school buses and in cities and towns to provide connectivity for a route.

¹ Roads within new subdivisions being developed in accordance with a Structure Plan should be designed and constructed in accordance with the planned use of the road once the area is fully developed. They should be categorised on the basis of the intended purpose.

DESCRIPTION OF ROAD HIERARCHY

Primary Distributors :

Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads Western Australia.

District Distributor A : Urban area roads - (Built Up Area -)

Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.

District Distributor B : Urban area roads - (Built Up Area)

Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government.

Regional Distributor : Rural - (Non Built Up Area)

Roads that are not Primary Distributors but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government.

Local Distributor :

Urban - (Built Up Area)

Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to, or serving the area. These roads should accommodate buses, but discourage trucks.

Rural - (Non Built Up Area)

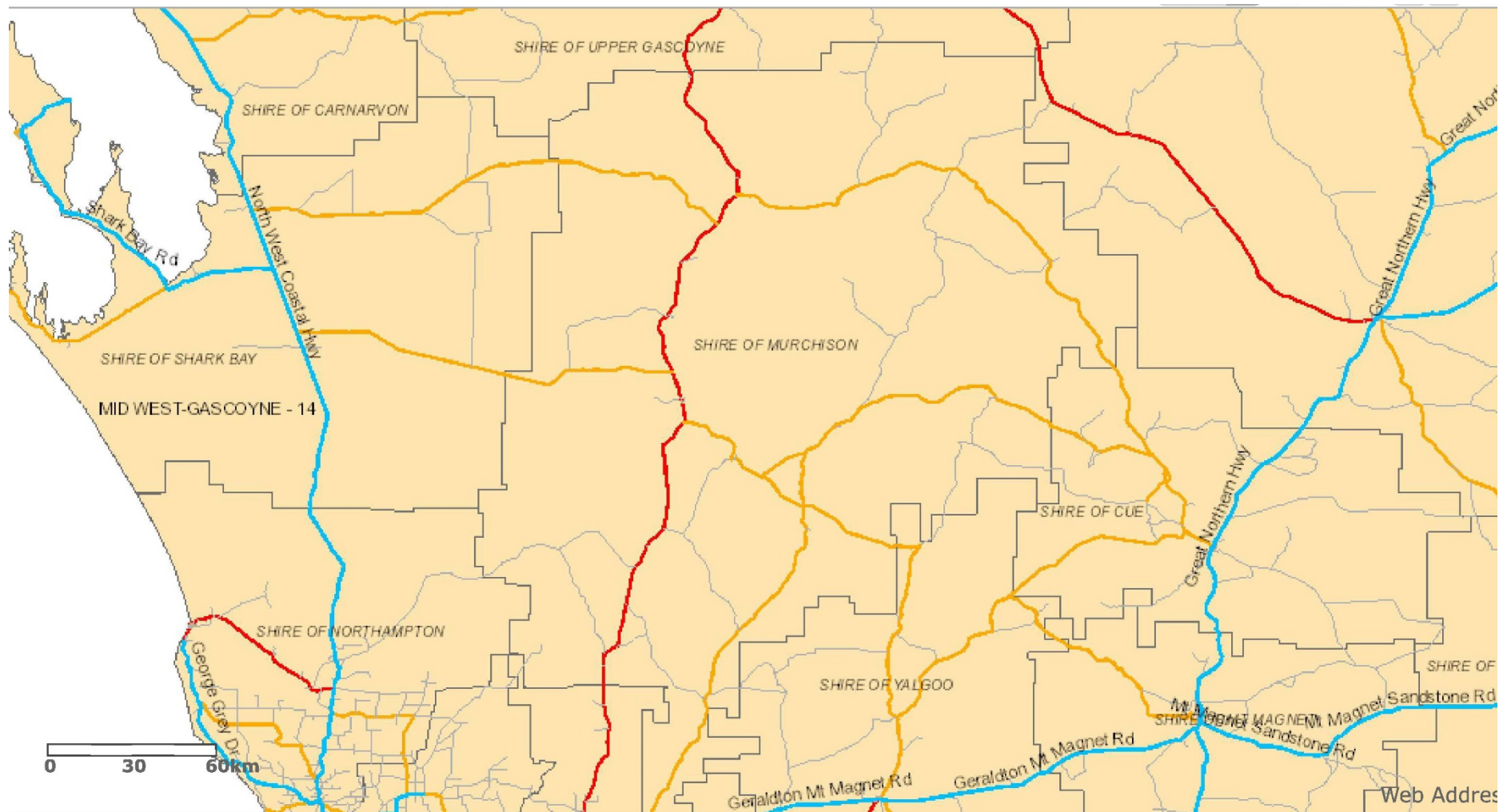
Connect to other Rural Distributors and to Rural Access Roads.

Not Regional Distributors, but which are designed for efficient movement of people and goods within regional areas

Urban and Rural Local Distributor roads are managed by local government.

Access Roads :

Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.



| | |
|------------|---|
| 10/10/2016 | Admin meeting |
| 13/10/2016 | RFQ 6.2016-17 for Design/Manage Tenders/Superintend Bitumen South of Ballinyoo Bridge – Design Brief prepared and posted to WALGA Equotes (closes 27/10/2016) |
| 14/10/2016 | Meeting with Tony Chishlom – final check of flood damage works ready to make last WANDRRA claim; and clarifications regarding RFT 3.2016-17 and RFT 4.2016-17 |
| 17/10/2016 | Admin meeting |
| 17/10/2016 | RSM awarded the work of preparing the Strategic Community Plan – will have teleconference with Council at its meeting on the 21 st , publish survey the following week and aim for community meeting on the 25 th November. |

Recommendation:

That the CEO's Activity Report be accepted.

Cr S Broad returned to the meeting at 1:00 pm

Voting Requirements:

Simple Majority

Council Decision:

Moved: Councillor E Foulkes-Taylor

Seconded: Councillor M Williams

That the CEO's Activity Report be accepted.

Carried

For: 5

Against: 0

The meeting adjourned for lunch at 1:00pm and resumed at 2:15pm

17. DEVELOPMENT

Order of Business resumed

17.1 Road Hierarchy Review

| | |
|--------------------|--|
| File: | 12.8 |
| Author: | Dianne Daniels - CEO |
| Interest Declared: | No interest to disclose |
| Date: | 17 October 2016 |
| Attachments: | Shire of Murchison Road Hierarchy – adopted 21/10/2005 |

Matter for Consideration:

Council to consider amending the Road Hierarchy as part of the r review of the Road Network.

Background:

In October 2005, Council adopted a Road Hierarchy to ensure optimum use of resources and sound management of its vast road network – refer attachment. The roads were categorised A through to E, with category A receiving the most maintenance and capital works and category E, the least.

Comment:

The roads listed in the Shire of Murchison Road Hierarchy are numbered according to the last two digits of the official Main Roads listing eg on our list, the Carnarvon Mullewa Road is number 43 and the Main Roads number is 7050043 – all roads in the hierarchy can be prefaced with 70500.

There are several changes that I can see that are necessary to update the Road Hierarchy:

1. The length in kilometres does not align with the official Main Roads listing and I suggest that we amend the Road Hierarchy to align with the Main Roads Listing;
2. Several roads in the hierarchy are no longer maintained by the Shire due to changes in circumstances;
3. A road is incorrectly named in original Hierarchy; and
4. Council may also wish to re-classify some roads due to demographic changes in the Shire over the last ten years.

15.6.1 - February 2020

| MRWA Road No. | Road Name | Classification | Road length | Correct Road Length | Description/Comment |
|---------------|---|----------------|-------------|---------------------|---|
| 70500 | | | | | |
| A | MAIN ARTERIAL ROADS | | | | |
| 1 | Beringarra-Pindar as far North as Kalli Turnoff | A | 202.25 | 200.80 | Formed subgrade |
| 43 | Carnarvon-Mullewa | A | 279.55 | 278.63 | Formed subgrade; unsealed pavement; sealed pavement |
| 39 | Roderick Street | A | 0.40 | 0.40 | Formed subgrade; unsealed pavement |
| | | | 482.20 | 479.83 | |
| B | MAIN FEEDER ROADS | | | | |
| 7 | Billabalong-New Forest | B | 17.48 | 17.73 | No longer a maintained road |
| 5 | Boolarly-Kalli | B | 57.30 | 57.30 | Formed subgrade; unsealed pavement |
| 32 | Boolarly-Wooleen | B | 16.50 | 19.08 | Formed subgrade |
| 35 | Butchers Track | B | 60.65 | 64.54 | Formed subgrade; unsealed pavement |
| 10 | Coolcalalalya | B | 34.00 | 16.72 | Unformed subgrade; formed subgrade; unsealed pavement |
| 26 | Meeberrie-Wooleen | B | 25.90 | 25.22 | Formed subgrade; unsealed pavement; sealed pavement |
| 27 | Meeberrie- Wooleen -Mt Wittenoom | B | 35.20 | 33.85 | Unformed subgrade; formed subgrade; unsealed pavement |
| 8 | New Forrest-Yallalong | B | 17.40 | 16.36 | Formed subgrade; unsealed pavement; sealed pavement |
| 4 | Twin Peaks-Wooleen | B | 45.00 | 47.65 | Formed subgrade; unsealed pavement; sealed pavement |
| | | | 309.43 | 298.45 | |
| C | MINOR FEEDER ROADS | | | | |
| 3 | Beringarra-Byro | C | 96.70 | 90.89 | Formed subgrade; |
| 31 | Beringarra-Cue | C | 106.20 | 109.82 | Formed subgrade; unsealed pavement; sealed pavement |
| 1 | Beringarra Pindar, north of Kalli turn-off | C | 119.00 | 119.00 | Formed subgrade |
| 2 | Erong | C | 62.50 | 63.12 | Formed subgrade; unsealed pavement |
| 11 | Milieura-Nookawarra | C | 49.08 | 49.08 | Formed subgrade; unsealed pavement |
| 30 | Milieura-Mt Hale | C | 16.00 | 20.17 | No longer a maintained road |
| 28 | Mt Wittenoom | C | 42.00 | 37.55 | Formed subgrade; unsealed pavement; |
| 17 | Tardie-Yuin | C | 13.20 | 13.20 | Formed subgrade; |
| | | | 504.68 | 502.83 | |
| D | MAJOR ACCESS ROADS | | | | |
| 16 | Beringarra-Mt Gould | D | 37.10 | 34.80 | Formed subgrade; unsealed pavement |
| 6 | Byro-Woodleigh | D | 71.00 | 71.00 | Formed subgrade; unsealed pavement |
| 33 | Cue-Kalli | D | 19.60 | 21.87 | Formed subgrade; unsealed pavement |
| 38 | Mulga | D | 1.60 | 1.60 | Unsealed pavement |

15.6.1 - February 2020

| | | | | | |
|----------|--|---------------|----------------|----------------|------------------------------------|
| 9 | McNabb-Twin Peaks | D | 49.75 | 49.75 | Formed subgrade; unsealed pavement |
| 13 | Muggon (from Carnarvon-Mullewa Road) | D | 41.65 | 38.75 | Formed subgrade; unsealed pavement |
| 36 | Muggon Station (from Butchers Track) | D | 17.00 | 23.80 | No longer a maintained road |
| | | | 237.70 | 241.57 | |
| | | | | | |
| E | MINOR ACCESS ROADS | | | | |
| 24 | Booldardy | E | 2.00 | 2.00 | Formed subgrade |
| 34 | Coodardy-Noondie | E | 20.00 | 19.92 | No longer a maintained road |
| 23 | Curbur Woolshed | E | 6.00 | 6.00 | Formed subgrade |
| 22 | Innouendy | E | 11.30 | 9.30 | Formed subgrade; unsealed pavement |
| 12 | Kalli-Milieura | E | 56.25 | 56.25 | No longer a maintained road |
| 19 | Kalli-Roderick | E | 24.80 | 23.78 | No longer a maintained road |
| 41 | Kurara | E | 0.40 | 0.40 | Formed subgrade; unsealed pavement |
| 15 | Manfred | E | 34.55 | 34.55 | Formed subgrade; unsealed pavement |
| 21 | Meka-Noondie | E | 40.10 | 52.93 | No longer a maintained road |
| 40 | Office Road | E | 0.10 | 0.10 | Unsealed pavement |
| 42 | Pinegrove-Yallalong | E | 48.00 | 49.85 | No longer a maintained road |
| 18 | Woolgorong-Yuin | E | 38.20 | 37.70 | No longer a maintained road |
| 25 | Yunda | E | 32.80 | 32.80 | Formed subgrade; unsealed pavement |
| 44 | Woolgorong North/South | E | 16.00 | 28.68 | No longer a maintained road |
| 45 | Lake Nerramyne Road | E | 11.90 | 11.87 | No longer a maintained road |
| | | | 342.40 | 366.13 | |
| | | | | | |
| | | No. of | Road | | |
| | LEGEND | Roads | Length | | % of Road Total |
| A | Main Arterial Road | 3 | 482.20 | 479.83 | 25% |
| B | Main Feeder Road | 9 | 309.43 | 298.45 | 16% |
| C | Minor Feeder Road | 7 | 504.68 | 502.83 | 27% |
| D | Major Access Road | 7 | 237.70 | 241.57 | 13% |
| E | Minor Access Road | 14 | 342.40 | 366.13 | 19% |
| | | | | | |
| | Total No of Roads (or Road Sections)= | 40 | 1876.40 | 1888.81 | 100% |

There are 342.68 kilometres of road which appear on our Road Hierarchy which are no longer maintained. I suggest that another category, 'F – Roads no longer maintained', be established for these eleven roads and if investigation proves that they are not closed already, that the process to formally close them commences. This will be a good starting point for the 'Review of the Road Network' that has been on the CEO's Action List for too long.

The steps for public road closure and disposal are:

1. Council to endorse the closure;
2. The local government must then comply with section 58 of the LAA and regulation 9 of the Land Administration regulations, dealing with public advertisements, objections and service agency responses, formally resolving to close the road and advising the Department of Regional Development and Lands, in writing;
3. Consideration by the Department;
4. Completion of road closure and disposal actions, including lodging of a Road Closure order and Amalgamation order for registration in Landgate.

In order for Council to make this decision, it would be beneficial to compare the cost to Council to maintain the roads against the loss of Commonwealth Financial Assistance Grant (FAG) funding which would result from formally closing the road.

The cost to Council to preserve the different type of roads is shown in the following table (ref WA LG Grants Commission 2016-17 Asset Preservation Needs for the Shire of Murchison):

| Type of Road | Unit | Cost per Unit | Actual Units | Asset Preservation |
|---|---------|---------------|--------------|--------------------|
| Local Roads | | | | |
| Unformed | km | \$171.47 | 35.17 | \$6,030 |
| Formed | km | \$2,377.75 | 943.25 | \$2,242,812 |
| Gravel | km | \$4,152.07 | 498.24 | \$2,068,707 |
| Sealed less than 4.6m wide | Lane km | \$8,114.23 | 67.21 | \$545,369 |
| Sealed more than 4.6m wide | Lane km | \$5,203.20 | 247.40 | \$1,287,255 |
| River crossings | Sq mtr | \$4.08 | 3010 | \$12,278 |
| Cattle grids | Total | | | \$147,273 |
| Residential Roads | | | | \$3,778 |
| Miscellaneous | | | | \$4,800 |
| Total Local Roads for Grant Purposes | | | | \$6,318,404 |

The calculation used by the Grants Commission to calculate the Federal Road Grant is:

| | |
|---|---------------|
| Council's Asset Preservation needs for Roads (inc Residential & Misc) | \$6,318,404 |
| Total Asset Preservation needs for WA | \$746,414,003 |
| Councils share of road grants $\frac{6,318,301}{746,414,003}$ | 0.008464875 |
| Federal roads funds for distribution | \$100,025,652 |
| Councils grant for 2015-16 $(100,025,652 \times 0.008464875)$ | \$846,705 |

If the eleven roads are closed, Councils grant would (simplistically) reduce by the 35.17 km of unformed road and 307.51 km of formed roads, with a total reduction in our Asset Preservation needs of \$737,212. If the roads had been closed for the 2016-17 year, then the calculation would look like:

| | |
|---|---------------|
| Council's Asset Preservation needs for Roads (inc Residential & Misc) | \$5,581,192 |
| Total Asset Preservation needs for WA | \$745,676,791 |
| Councils share of road grants $\frac{5,581,192}{745,676,791}$ | 0.0074847 |
| Federal roads funds for distribution | \$100,025,652 |
| Councils grant for 2015-16 $(100,025,652 \times 0.0074847)$ | \$748,662 |

| | |
|-----------------|----------|
| Grant Reduction | \$98,043 |
|-----------------|----------|

The Asset preservation model allows for 1,791.27 km of sealed and unsealed roads, whereas there are 1,940 km of sealed and unsealed roads in the shire, according to the last valuation that was done in May 2015. It may be that some of the eleven roads have already been formally closed and are no longer accounted for when the FAG is calculated.

The cost of our maintenance crew for 2015-16 was \$578,330, so an average of \$356 per km of gravel road (Total roads 1,940 km less 67.2 km sealed less than 4.6m wide, less 247.40 sealed more than 4.6m = 1,625.40 km unsealed)

On average our 342.68 km of 'No longer maintained' roads would have cost us \$121,994 per annum to maintain, so they would cost us more to maintain than the reduction in the FAGS grant.

Landgate may be able to assist us with our investigations into the status of the 'no longer maintained' roads.

Statutory Environment:

Local Government Act 1995 section 3.53 - the local government is responsible for controlling and managing otherwise unvested facility (including roads) within its district;
Land Administration Act 1997 Section 55(2) - a local government within the district of which a road is situated has the care, control and management of the road.

Strategic Implications:

Economic Objective 1 in the Strategic Community Plan is to 'Develop the region's economic potential to encourage families and businesses to stay in the area'. The development and maintenance of an efficient road system to support transport requirements is an important strategy to achieve this outcome.

Sustainability Implications

- **Environmental:**
There are no known significant environmental considerations
- **Economic:**
There are economic benefits to be gained from developing and maintaining an efficient road system
- **Social:**
There are no known significant considerations

Policy Implications:

Nil

Financial Implications:

There would appear to be some savings to council in closing the nominated roads.

Consultation:

Nil

Recommendation:

That Council reviews the Road Hierarchy to:

1. re-classify roads as deemed appropriate;
2. amend the road length to align with the Main Roads List of Roads;
3. re-name road 27 Meeberrie Wooleen to road 27 Meeberrie Mt Wittenoom;
4. establish another classification – 'F – Roads no longer maintained' and moves the below listed roads into that classification, commencing the process to formally close them if investigation proves that they are not closed already:
 - 7 Billabalong-New Forest
 - 30 Milieura-Mt Hale
 - 36 Muggon Station (from Butchers Track)
 - 34 Coodardy-Noondie
 - 12 Kalli-Mileura
 - 19 Kalli-Roderick
 - 21 Meka-Noondie
 - 42 Pinegrove-Yallalong
 - 18 Woolgorong-Yuin
 - 44 Woolgorong North/South
 - 45 Lake Nerramyne Road

It was suggested that Muggon Road (from Carnarvon Mullewa Road) be closed. There was a discussion during the annual road inspection that the road no longer be maintained and an unofficial agreement was struck. Cr S Broad thought that the unofficial decision was made in haste. The Works Supervisor suggested that it was important to keep it open as a fire access road but maintain it less often.

Cr S Broad keep the road.

Cr E Foulkes-Taylor undecided. Would only leave it open for fire access. It will be accessible in an emergency for many years to come.

Cr R Foulkes-Taylor Road should be classified as 'E'

Cr M Williams The road should be closed. No risk, no cost.

President M Halleen - close the road

Voting Requirements:

Simple majority

Council Decision:

Moved: Councillor M Williams

Seconded: Councillor S Broad

a) *That Muggon Road be closed*

Carried

For: 3

Against: 2

b) *That Council reviews the Road Hierarchy to:*

1. *re-classify roads as deemed appropriate;*
2. *amend the road length to align with the Main Roads List of Roads;*
3. *re-name road 27 Meeberrie Wooleen to road 27 Meeberrie Mt Wittenoom;*
4. *establish another classification – ‘F – Roads no longer maintained’ and move the below listed roads into that classification, commencing the process to formally close them if investigation proves that they are not closed already:*

- | | | | |
|----|---|----|----------------|
| 7 | <i>Billabalong-New Forest</i> | | |
| 13 | <i>Muggon (from Carnarvon Mullewa Road)</i> | 15 | <i>Manfred</i> |
| 23 | <i>Curbur Woolshed</i> | | |
| 30 | <i>Mileura Mt Hale</i> | | |
| 36 | <i>Muggon Station (from Butchers Track)</i> | | |
| 34 | <i>Coodardy Noondie</i> | | |
| 12 | <i>Kalli Mileura</i> | | |
| 19 | <i>Kalli Roderick</i> | | |
| 21 | <i>Meka Noondie</i> | | |
| 42 | <i>Pinegrove Yallalong</i> | | |
| 18 | <i>Woolgorong Yuin</i> | | |
| 44 | <i>Woolgorong North/South</i> | | |
| 45 | <i>Lake Nerramyne Road</i> | | |

Carried

For: 5

Against: 0

c) *That the following roads be reclassified*

- | | |
|----|---|
| 10 | <i>Coolcalalalya from B to C</i> |
| 1 | <i>Beringarra Pindar, north of Kalli turn-off from C to B</i> |
| 31 | <i>Beringarra-Cue from C to B</i> |
| 3 | <i>Beringarra-Byro from C to B</i> |
| 16 | <i>Beringarra-Mt Gould from D to C</i> |
| 2 | <i>Erong from C to D</i> |
| 11 | <i>Milieura-Nookawarra from C to D</i> |
| 28 | <i>Mt Wittenoom from C to B</i> |
| 33 | <i>Cue-Kalli from D to B</i> |
| 9 | <i>McNabb-Twin Peaks from D to C</i> |
| 8 | <i>New Forrest-Yallalong from B to C</i> |

Carried

For: 5

Against: 0

d) *That the following roads be closed:*

- | | |
|----|-------------------------|
| 13 | <i>Muggon from Road</i> |
| 15 | <i>Manfred</i> |
| 23 | <i>Curbur Woolshed</i> |

Carried

For: 5

Against: 0

Cr R Foulkes-Taylor and the CEO left the meeting at 3:12pm and returned at 3:18pm

19. NOTICE OF MOTION

Nil.

SHIRE OF MURCHISON



Western Australia

ROAD HIERACHY

Adopted by Council 21st October 2005



Shire of Murchison Draft Road Hierarchy

The purpose of establishing a road hierarchy is to make it clear to everyone where a particular road within the Shire of Murchison is considered as a priority compared to all other roads throughout the Shire.

Whilst it would be nice to consider all roads throughout the Shire as Category A, and have all roads built and maintained to the standard associated with a Category A Road. As Council is responsible for almost 1,900kms of road, many of which receive very little traffic, significant expenditure on these lower priority roads cannot be justified.

It is important to understand that the Shire of Murchison road hierarchy is to be used as a guide only, should council resolve to alter the category of a road at any time or resolve to carry out major capital works or increase the amount of maintenance grades per year for any individual road this can be changed during an ordinary council meeting by way of a Council resolution.

The following is a definition for the five categories of roads throughout the Shire.

Category A

- Roads of the highest priority throughout the Shire.
- Roads to receive the majority of consideration for capital works.
- Roads to receive a maintenance grade not less than three times per financial year, as close as possible to once every four months.
- Roads to receive maintenance as a matter of highest priority following damage caused by rain or floods.
- As Grids are replaced on these roads they will be replaced by full size (8 metre) grids if not already in place.

Category B

- Roads of the second highest priority throughout the Shire
- Roads to receive some consideration for capital works and improvements.
- Roads to receive a maintenance grade not less than twice per financial year, as close as possible to once every six months.

Category B cont.

- Roads to receive maintenance as a matter of priority following damage from rain or floods and carried out if passing the damage on the way to carry out repairs on a Category A road.
- Grids on Category B or lower roads are to be not less than 4 metres in width.

Category C

- Roads of the third highest priority throughout the Shire.
- Roads generally not to be considered for any major capital works, however some improvements will be carried out from time to time.
- Roads to receive a maintenance grade not less than twice per financial year, as close as possible to once every six months.
- Damage caused by rain to these roads are to have warning signs erected and repairs carried out within four weeks.

Category D

- Roads of the second lowest priority throughout the Shire.
- Roads to be graded once per year, as close as possible to twelve months apart.
- Damage to roads caused by rain to be rectified when possible. This may mean extended periods with warning or hazard signs in place.
- Generally low traffic counts – less than two cars per day on an annual average.
- Roads very rarely receive consideration for major capital works and any major improvements are rare.

Category E

- Roads considered the lowest priority throughout the Shire.
- Roads generally not to receive consideration for improvements or capital works.
- Roads to be graded once per year, as close as possible to twelve months apart.
- Damage to roads caused by rain or floods to be rectified when possible or in the area and may not be carried out until the maintenance graders are next in the area, depending on the severity of the damage. This may mean long periods with warning or hazard signs in place.
- Roads in this category will have a traffic count of not more than one car per day on annual average.
- Station Gates may only exist on Category E roads and must be clearly signposted from both directions and have red reflective triangles situated in the centre of the gate and clearly visible from an approaching vehicle during day and night.

SHIRE OF MURCHISON DRAFT ROAD HIERARCHY

MRWA

| Road No. | Road Name | Classification | Road Length | Description / Comment |
|------------------------------|--|----------------|---------------|--|
| A MAIN ARTERIAL ROADS | | | | |
| 1 | Beringarra- Pindar as far north as Kalli Turnoff | A | 202.25 | Formed, partly sheeted |
| 43 | Carnarvon -Mullewa | A | 279.55 | Formed, partly sheeted |
| 39 | Roderick Street | A | 0.40 | West Side of Shire Offices |
| | | | <u>482.20</u> | |
| B MAIN FEEDER ROADS | | | | |
| | | | Length | Description |
| 32 | Booldardy-Woolleen | B | 16.500 | Formed, Partly Sheeted |
| 35 | Butchers Track | B | 60.650 | Formed, Partly Sheeted |
| 26 | Meeberrie-Woolleen | B | 25.900 | Formed, Partly Sheeted |
| 27 | Meeberrie-Woolleen | B | 35.200 | Formed, Partly Sheeted |
| 4 | Twin Peaks-Woolleen | B | 45.000 | Formed, Partly Sheeted |
| 8 | New Forrest-Yallalong | B | 17.400 | Formed, Partly Sheeted |
| 5 | Booldardy-Kalli | B | 57.300 | Formed, narrow in places |
| 7 | Billabalong-New Forrest | B | 17.480 | Formed, Partly Sheeted |
| 10 | Coolcalalaya | B | 34.000 | Formed, Partly Sheeted |
| | | | <u>309.43</u> | |
| C MINOR FEEDER ROADS | | | | |
| | | | Length | Description |
| 3 | Beringarra-Byro | C | 96.70 | partly formed |
| 2 | Erong | C | 62.50 | partly formed |
| 11 | Mileura-Nookawarra | C | 49.08 | partly formed |
| 30 | Mileura-Mt Hale | C | 16.00 | partly formed |
| 28 | Mt Wittenoom | C | 42.00 | partly formed |
| 17 | Tardle-Yuln | C | 13.20 | partly formed |
| 31 | Beringarra-Cue | C | 106.20 | Recent discussions regarding MML improvements |
| 1 | Beringarra- Pindar north of Kalli Turnoff | C | 119.00 | Formed, partly sheeted |
| | | | <u>504.68</u> | |
| D MAJOR ACCESS ROADS | | | | |
| 16 | Beringarra-Mt Gould | D | 37.10 | Partly formed |
| 6 | Byro-Woodleigh | D | 71.00 | Partly formed |
| 33 | Cue-Kalli | D | 19.60 | Partly formed |
| 38 | Mulga | D | 1.60 | Around Murchison Settlement |
| 9 | McNabb-Twin Peaks | D | 49.75 | Low traffic count |
| 13 | Muggon | D | 41.65 | Alternative Route to / from Butchers Track |
| 36 | Muggon Station | D | 17.00 | Alternative Route to / from Butchers Track |
| | | | <u>237.70</u> | |
| E MINOR ACCESS ROADS | | | | |
| 24 | Booldardy | E | 2.00 | Station access road only |
| 34 | Coodardy-Noondie | E | 20.00 | Very low traffic count, estimated at 1 car per week. |
| 23 | Curbur Woolshed | E | 6.00 | Unsure why on official listing, alternative route perhaps? |
| 22 | Innouendy | E | 11.30 | Station access road only |
| 12 | Kalli-Mileura | E | 56.25 | No longer a maintained Road |
| 9 | Kalli-Roderick | E | 24.80 | No longer a maintained Road |
| 41 | Kurarra | E | 0.40 | South side of Staff housing |
| 15 | Manfred | E | 34.55 | Station access road only |
| 21 | Meka-Noondie | E | 40.10 | Very low traffic count, estimated at 1 car per week. |
| 42 | Pinegrove-Yallalong | E | 48.00 | Very low traffic count, estimated at 1 car per month |
| 18 | Woolgorong-Yuln | E | 38.20 | No longer a maintained Road |
| 25 | Yunda | E | 32.80 | No longer a maintained Road |
| NA | Woolgorong North | E | 16.00 | cleared, rock, tight corners |
| NA | Woolgorong South | E | 12.00 | cleared, rock, tight corners |
| | | | <u>342.40</u> | |

LEGEND

| | | No. of Roads | Road length | | % of road total |
|---|--------------------|--------------|-------------|---|-----------------|
| A | Main Arterial Road | 3 | 482.20 | A | 26% |
| B | Main Feeder Road | 9 | 309.43 | B | 16% |
| C | Minor Feeder Road | 7 | 504.68 | C | 27% |
| D | Major Access Road | 7 | 237.70 | D | 13% |
| E | Minor Access Road | 14 | 342.40 | E | 18% |

Total No Roads (or Road sections) =

| | | |
|----|---------|------|
| 40 | 1876.41 | 100% |
|----|---------|------|

WA GRANTS COMMISSION

CALCULATION OF ASSET PRESERVATION NEEDS - 2019-20

Murchison (\$)

| Type of Road | Road Data | | Costs Units | Asset Preservation Needs | | Rank Minimum Standard \$ | 37 Grant Purposes \$ | Road Data | | Costs Units | Asset Preservation Needs | | Minimum Standard \$ | Grant Purposes \$ |
|--|-----------|----------------------|----------------|--------------------------|------------------|-----------------------------------|-------------------------------|----------------|---------|----------------|--------------------------|---------------------|---------------------------|-------------------------|
| | Actual | Minimum Standards | | Cost Per Unit \$ | Actual \$ | | | Actual | Actual | | Minimum Standards | Cost Per Unit \$ | | |
| ROADS OUTSIDE BUILT UP AREAS | | | | | | | | | | | | | | |
| Local Roads | | | | | | | | | | | | | | |
| Unformed | 35.17 | 229.90 | Km | 174.89 | 6,151 | 40,207 | | 35.17 | 229.90 | Km | 174.89 | 6,151 | 40,207 | |
| Formed | 943.25 | 576.87 | Km | 2,425.21 | 2,287,584 | 1,399,044 | | 1026.29 | 576.87 | Km | 2,425.21 | 2,488,973 | 1,399,044 | |
| Gravel | 498.24 | 715.70 | Km | 4,234.96 | 2,110,004 | 3030941 | | 498.24 | 715.70 | Km | 4,234.96 | 2,110,004 | 3030941 | |
| Sealed less than 4.6m wide | 67.21 | 22.43 | Lane Km | 8,276.21 | 556,256 | 185,637 | | 67.21 | 22.43 | Lane Km | 8,276.21 | 556,256 | 185,637 | |
| Sealed more than 4.6m wide | 247.40 | 184.48 | Lane Km | 5,307.06 | 1,312,952 | 979,021 | | 247.40 | 184.48 | Lane Km | 5,307.06 | 1,312,952 | 979,021 | |
| River crossings | 3010.00 | 3010.00 | Sq metres | 4.16 | 12,523 | 12,523 | | 3010.00 | 3010.00 | Sq metres | 4.16 | 12,523 | 12,523 | |
| Cattle grids | | | | | 150,213 | 150,213 | | | | | | 150,213 | 150,213 | |
| Total Local Roads | | | | | 6,435,680 | 5,797,586 | | | | | | 6,637,070 | 5,797,586 | 6,637,070 |
| Actual lengths of sealed roads outside built up areas may include adjustments for high traffic volumes | | | | | | | | | | | | | | |
| ROADS WITHIN BUILT UP AREAS | | | | | | | | | | | | | | |
| Residential roads | | | | | | | | | | | | | | |
| Gravel | 0.21 | 0.00 | Km | 3,523.37 | 740 | 0 | | 0.21 | 0.00 | Km | 3,523.37 | 740 | 0 | |
| Aggregate seal | 0.07 | 0.05 | Lane Km | 5,570.93 | 382 | 271 | | 0.07 | 0.05 | Lane Km | 5,570.93 | 382 | 271 | |
| Asphalt seal | 0.00 | 0.44 | Lane Km | 5,906.47 | 0 | 2,585 | | 0.00 | 0.44 | Lane Km | 5,906.47 | 0 | 2,585 | |
| Kerbing | 0.00 | 0.45 | Km | 912.24 | 0 | 407 | | 0.00 | 0.45 | Km | 912.24 | 0 | 407 | |
| Longitudinal drainage | 0.00 | 0.15 | Km | 3,952.71 | 0 | 591 | | 0.00 | 0.15 | Km | 3,952.71 | 0 | 591 | |
| Total Residential Roads | | | | | 1,122 | 3,854 | | | | | | 1,122 | 3,854 | 3,854 |
| Local Distributor Roads | | | | | | | | | | | | | | |
| Gravel | 0.00 | 0.00 | Km | 3,523.37 | 0 | 0 | | 0.00 | 0.00 | Km | 3,523.37 | 0 | 0 | |
| Aggregate seal | 0.00 | 0.00 | Lane Km | 5,948.34 | 0 | 0 | | 0.00 | 0.00 | Lane Km | 5,948.34 | 0 | 0 | |
| Asphalt seal | 0.00 | 0.00 | Lane Km | 6,904.76 | 0 | 0 | | 0.00 | 0.00 | Lane Km | 6,904.76 | 0 | 0 | |
| Kerbing | 0.00 | 0.00 | Km | 912.24 | 0 | 0 | | 0.00 | 0.00 | Km | 912.24 | 0 | 0 | |
| Longitudinal drainage | 0.00 | 0.00 | Km | 3,952.71 | 0 | 0 | | 0.00 | 0.00 | Km | 3,952.71 | 0 | 0 | |
| Widening of main roads in country towns | | | | | 0 | 0 | | | | | | 0 | 0 | |
| Total Local Distributor Roads | | | | | 0 | 0 | | | | | | 0 | 0 | 0 |
| Miscellaneous | | | | | | | | | | | | | | |
| Rural traffic safety | | | | | 4,886 | 4,886 | | | | | | 4,886 | 4,886 | |
| Traffic management | | | | | 10 | 10 | | | | | | 10 | 10 | |
| Concrete bridges | 373.98 | 373.98 | Sq metres | 13.75 | 5,141 | 5,141 | | 373.98 | 373.98 | Sq metres | 13.75 | 5,141 | 5,141 | |
| Timber Bridges | 0.00 | 0.00 | Sq metres | 27.49 | 0 | 0 | | 0.00 | 0.00 | Sq metres | 27.49 | 0 | 0 | |
| Dual use paths | 0.00 | 0.00 | Km | 1,185.11 | 0 | 0 | | 0.00 | 0.00 | Km | 1,185.11 | 0 | 0 | |
| Total Miscellaneous | | | | | 10,036 | 10,036 | | | | | | 10,036 | 10,036 | 10,036 |
| Total all roads | | | | | 6,446,839 | 5,811,477 | | | | | | 6,648,229 | 5,811,477 | 6,650,961 |
| Other Transport Assets | | | | | | | | | | | | | | |
| Footpaths | | | | | 592 | 592 | | | | | | 592 | 592 | |
| Street lighting | | | | | 101 | 101 | | | | | | 101 | 101 | |
| Laneways | | | | | 0 | 0 | | | | | | 0 | 0 | |
| Total Other Transport | | | | | 693 | 693 | | | | | | 693 | 693 | 693 |
| Total Roads and Transport | | | | | 6,447,532 | 5,812,170 | | | | | | 6,648,922 | 5,812,170 | 6,651,654 |

CALCULATION OF ASSET PRESERVATION NEEDS - 2019-20

Murchison (\$)

CALCULATION OF FEDERAL ROAD GRANT

Council's Asset Preservation Needs for Roads

Total Asset Preservation needs for WA

Council's share of road grants 6,449,571
783,401,292

Federal road funds for distribution

Council's grant for 2019-20

Adjustment for 2018-19

Net grant 2019-20

Special Project Grant for Bridges

Special Project Grant for Aboriginal Access Roads

Total Federal Road Grant 2019-20

783,401,292

= 0.00823278 Council's Transport Needs

110,821,755 Transport Standard = Factored back needs + aerodromes

912,371 - Preservation grants

-7,573 Factored back needs excluding aerodromes 4,598,897

\$904,798 Aerodromes 88,941

\$0 Factored back needs + aerodromes 4,687,838

\$0 Less Preservation Grants 1,578,940

\$904,798 Transport Standard 2019-20 **3,108,898**

Rank 37

CALCULATION OF TRANSPORT STANDARD

For use in calculating General Purpose Grants

in the balanced Budget

6,450,264 6,650,961
783,401,292

Transport Standard = Factored back needs + aerodromes

- Preservation grants

-7,573 Factored back needs excluding aerodromes 4,598,897

\$904,798 Aerodromes 88,941

\$0 Factored back needs + aerodromes 4,687,838

\$0 Less Preservation Grants 1,578,940

\$904,798 Transport Standard 2019-20 **3,108,898**

THEORETICAL ESTIMATE CALCULATION OF ASSET PRESERVATION NEEDS

CALCULATION OF TRANSPORT STANDARD

6,449,571

783,401,292

= 0.008489851 Council's Transport Needs

110,821,755 Transport Standard = Factored back needs + aerodromes

940,860 - Preservation grants

-7,573 Factored back needs excluding aerodromes 4,598,897

\$933,287 Aerodromes 88,941

\$0 Factored back needs + aerodromes 4,687,838

\$0 Less Preservation Grants 1,578,940

\$933,287 Transport Standard 2019-20 **3,108,898**

Difference

\$28,489

| Murchison Shire Roads List 2020 Review | | | | | | | | | | |
|--|------------------------------|-------------------------|-------------------|----|------------------|---|-----------------------------------|---|--|--|
| Road | Road Name | Current Recorded Length | MRWA Hierarchy | No | MRWA 2020 Length | Murchison 2020 Condition / Comments | Murchison 2020 Cat | Murchison 2020 Service Levels | Murchison Treatment Implications | Legal Status Comments |
| 7050001 | BERINGARRA - PINDAR ROAD | 200.80 | LOCAL DISTRIBUTOR | 1 | 117.36 | Sth of Boolardy-Wooleen Turnoff - Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 2 - Formed except adjacent Wreath Fowers Section which should be a Type 5 Sealed 7m road | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050001 | BERINGARRA - PINDAR ROAD | 26.00 | LOCAL DISTRIBUTOR | | 28.31 | Boolardy-Wooleen to Kalli turnoff - Part SKA Route. Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 4 - Sealed Road 6m seal desired. Type 3- Gravel if funding not available | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050001 | BERINGARRA - PINDAR ROAD | 90.66 | ACCESS ROAD | | 171.65 | Nth of Kalli Turnoff - Formed subgrade with some gravel sections. Less traffic than other sections but forms part of a tourists link. | Cat C - Local Feeder | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050002 | ERONG ROAD | 62.79 | ACCESS ROAD | 1 | 63.12 | Formed Subgrade, unsealed pavement | Cat C - Local Feeder | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050003 | BERINGARRA - BYRO ROAD | 89.55 | LOCAL DISTRIBUTOR | 1 | 90.32 | Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050004 | TWIN PEAKS - WOOLEEN ROAD | 45.00 | ACCESS ROAD | 1 | 45.66 | Part SKA Route. Formed subgrade with some gravel sections, Section sealed over nee Mutchison River Crossing to Carnarvon-Mullewa Rd | Cat C - Local Feeder | Type 4 - Sealed Road 6m seal desired. Type 3- Gravel if funding not available | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050005 | BOOLARDY - KALLI ROAD | 57.30 | LOCAL DISTRIBUTOR | 1 | 57.30 | Part SKA Route. Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 4 - Sealed Road 6m seal desired. Type 3- Gravel if funding not available | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050006 | BYRO - WOODLEIGH ROAD | 70.67 | LOCAL DISTRIBUTOR | 1 | 70.60 | Formed subgrade with some gravel sections especilly in floodway areas | Cat B - Local Distributor | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050007 | BILLABALONG - NEW FORREST RD | | ACCESS ROAD | | 0.00 | On 2015 road list but not on 2018 Road List nor Roads Roads WA list. Formed subgrade. | Cat E - Local Station Access Only | Type 1 - Unformed | Infrequent maintenance grading subject to justification and works crew being in the area | No evidence or gazettal or dedication. No road casement, the land that this road sits on is part of the surrounding Pastoral Lease and Stock Route Reserve # 9701. |
| 7050008 | NEW FORREST - YALLALONG ROAD | 36.32 | ACCESS ROAD | 1 | 37.15 | Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050009 | MENABB - TWIN PEAKS ROAD | 47.59 | ACCESS ROAD | 1 | 47.45 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050010 | COOLCALALAYA ROAD | 34.54 | ACCESS ROAD | 1 | 33.50 | Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050011 | MILEURA - NOOKAWARRA ROAD | 49.33 | ACCESS ROAD | 1 | 49.20 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050012 | KALLI - MILEURA RD | | ACCESS ROAD | | 0.00 | On 2015 road list but not on 2018 Road List nor Main Roads WA list. Formed subgrade | Cat E - Local Station Access Only | Type 1 - Unformed | Infrequent maintenance grading subject to justification and works crew being in the area | This is gazetted road # 9137. Road # 9137 was gazetted in 1933, running from Mileura to Kalli Homestead. The northern most part of Road # 9137 is part of the Mileura – Mt. Hale road. |
| 7050013 | MUGGON ROAD | 39.09 | ACCESS ROAD | 1 | 38.95 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | No evidence of gazettal or dedication. No road casement, the land that this road sits on is part of the surrounding Pastoral Lease |

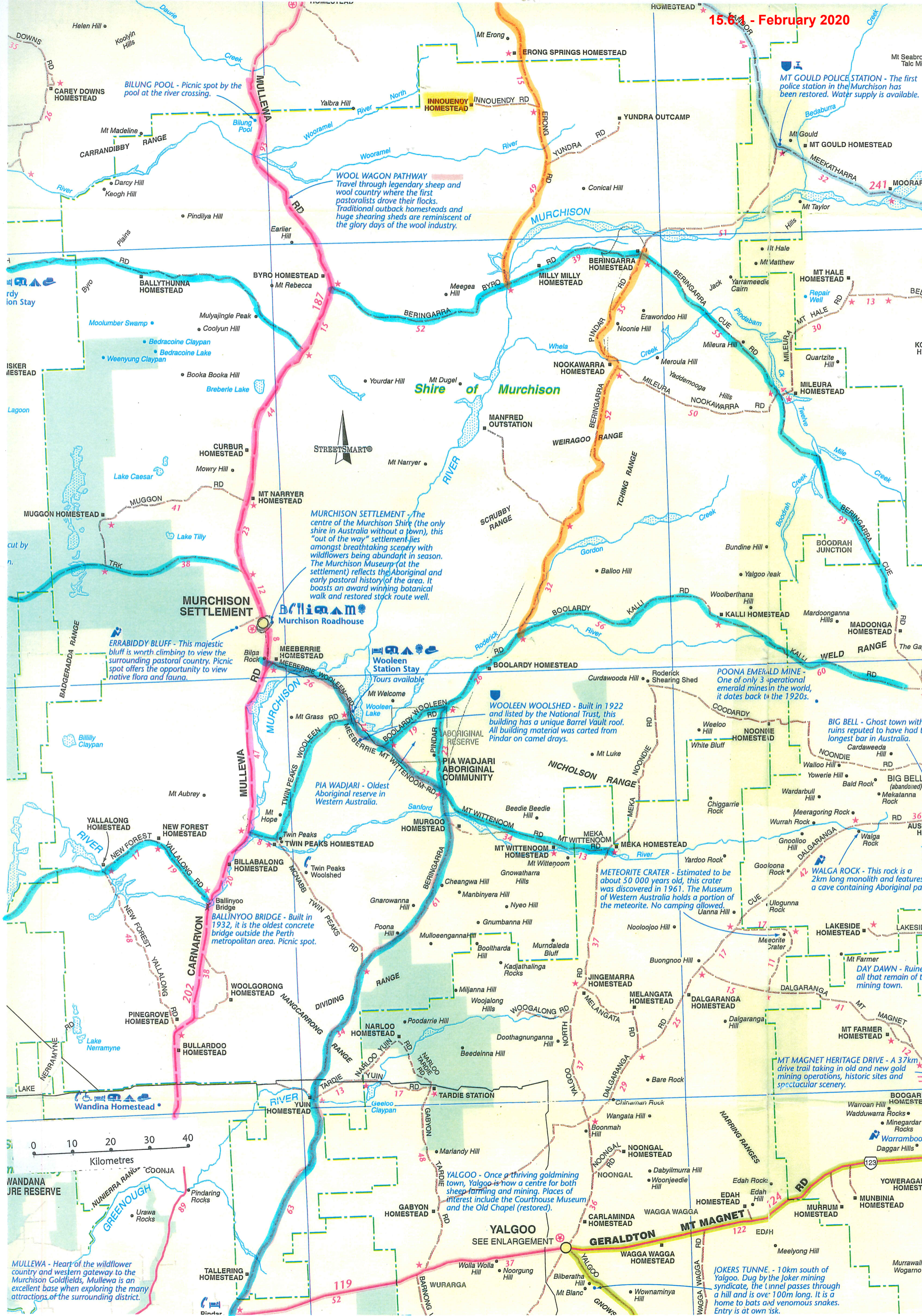
| Murchison Shire Roads List 2020 Review | | | | | | | | | | |
|--|------------------------------|-------------------------|-------------------|----|------------------|--|-----------------------------------|-------------------------------|--|--|
| Road | Road Name | Current Recorded Length | MRWA Hierarchy | No | MRWA 2020 Length | Murchison 2020 Condition / Comments | Murchison 2020 Cat | Murchison 2020 Service Levels | Murchison Treatment Implications | Legal Status Comments |
| 7050015 | MANFRED ROAD | 34.14 | ACCESS ROAD | 1 | 34.14 | Noe solely used for CSIRO access. Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | Partially within gazetted Road # 4027. First 3.7km from Manfred is in the road casement for gazetted Road # 4027. The rest of this road is on Pastoral Lease land. |
| 7050016 | BERINGARRA - MT GOULD ROAD | 32.90 | ACCESS ROAD | 1 | 34.70 | Part of access route to Meekatharra. Formed subgrade with some gravel sections | Cat C - Local Feeder | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050017 | TARDIE - YUIN ROAD | 11.89 | ACCESS ROAD | 1 | 12.92 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050018 | WOOLGORONG - YUIN RD | | ACCESS ROAD | 1 | 37.70 | On 2015 road list but not on 2018 Road List. Formed subgrade | Cat E - Local Station Access Only | Type 1 - Unformed | Infrequent maintenance grading subject to justification and works crew being in the area | This is gazetted Road # 1963. This road was gazetted as an extension to Road # 1963 in 1905, running from Woolgorong, south eastward to Location 861 (Yuin Homestead). |
| 7050019 | KALLI - RODERICK RD | | ACCESS ROAD | 1 | 23.60 | On 2015 road list but not on 2018 Road List. Formed subgrade | Cat E - Local Station Access Only | Type 1 - Unformed | Infrequent maintenance grading subject to justification and works crew being in the area | No evidence of gazettal or dedication No road casement, this road sits on Pastoral Lease land. |
| 7050021 | MEKA - NOONDIE RD | | ACCESS ROAD | 1 | 49.30 | On 2015 road list but not on 2018 Road List but on Main Roads WA list. On some road touring maps. Formed subgrade. Several Washaways. Some washaways and rough sections and several sections that are soft and 4WD only and likely impassable when wet. Generally low to moderate speed (20-90km/hr) environment. Predominantly local Station access. Two gates and several grids to be negotiated. Section part in Yalgoo Shire. 2016 Council decision to close but no road closure signs as yet erected. | Cat E - Local Station Access Only | Type 1 - Unformed | Infrequent maintenance grading subject to justification and works crew being in the area | No evidence of gazettal or dedication No road casement, this road sits on Pastoral Lease land. |
| 7050022 | INNOUENDY ROAD | 9.40 | ACCESS ROAD | 1 | 9.35 | Formed subgrade, unsealed pavement | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050023 | CURBUR WOOLSHED RD | | ACCESS ROAD | 1 | 6.00 | On 2015 road list but not on 2018 Road List. Formed subgrade. Previously but rarely used as a temporary bypass for Carnarvon-Mullewa Rd Traffic when thatv road is closed | Cat E - Local Station Access Only | Type 1 - Unformed | Infrequent maintenance grading subject to justification and works crew being in the area | No evidence of gazettal or dedication No road casement, the land that this road sits on is part of the surrounding Pastoral Lease. |
| 7050024 | BOOLARDY STATION ACCESS ROAD | 2.10 | ACCESS ROAD | 1 | 2.10 | Formed subgrade | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050025 | YUNDA ROAD | 33.20 | ACCESS ROAD | 1 | 33.09 | Formed subgrade, unsealed pavement | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050026 | MEEBERRIE - WOOLEEN ROAD | 28.05 | LOCAL DISTRIBUTOR | 1 | 28.00 | Boolardy-Wooleen to Beringarra-Pindar -Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050027 | WOOLEEN - MT WITTENOOM ROAD | 14.00 | LOCAL DISTRIBUTOR | 1 | 13.00 | Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |

| Murchison Shire Roads List 2020 Review | | | | | | | | | | |
|--|-----------------------------|-------------------------|-------------------|----|------------------|--|-----------------------------------|---|--|---|
| Road | Road Name | Current Recorded Length | MRWA Hierarchy | No | MRWA 2020 Length | Murchison 2020 Condition / Comments | Murchison 2020 Cat | Murchison 2020 Service Levels | Murchison Treatment Implications | Legal Status Comments |
| 7050027 | WOOLEEN - MT WITTENOOM ROAD | 20.79 | LOCAL DISTRIBUTOR | 1 | 20.35 | Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050028 | MT. WITTENOOM ROAD | 37.04 | LOCAL DISTRIBUTOR | 1 | 38.70 | Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050030 | MILEURA - MT HALE RD | | ACCESS ROAD | | 0.00 | On 2015 road list but not on 2018 Road List not Main Roads WA. On some road touring maps. Formed subgrade. Predominantly local Station access. Road closure signs erected. Also closed in Meekatharra Shire | Cat E - Local Station Access Only | Type 1 - Unformed | Infrequent maintenance grading subject to justification and works crew being in the area | Partially within gazetted Road's # 9099 & 9173. A very small stretch of this road, approximately 1.2km, sits within the road casements for gazetted Roads # 9099 and # 9173, near Mileura Homestead. The rest (most) of this road is on Pastoral Lease land. Road # 9099 heads east (to Belele Pool) and Road # 9137 heads south (to Kalli). |
| 7050031 | BERINGARRA - CUE ROAD | 107.89 | LOCAL DISTRIBUTOR | 1 | 107.88 | Formed subgrade with some gravel sections. Large section sand seal that is being returned to gravel | Cat B - Local Distributor | Type 2 - Formed | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050032 | BOOLARDY - WOOLEEN ROAD | 19.15 | LOCAL DISTRIBUTOR | 1 | 19.08 | Part of SKA Route. Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 4 - Sealed Road 6m seal desired. Type 3- Gravel I funding not available | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050033 | CUE - KALLI ROAD | 20.31 | LOCAL DISTRIBUTOR | 1 | 21.72 | Part of SKA Route. Formed subgrade with some gravel sections | Cat B - Local Distributor | Type 4 - Sealed Road 6m seal desired. Type 3- Gravel if funding not available | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050034 | COODARDY - NOONDIE RD | | ACCESS ROAD | 1 | 19.92 | On 2015 road list but not on 2018 Road List. On some road touring maps. Formed subgrade. Generally good standard in Cue Shire and most of Murchison Shire. Some washaways and rough sections and several sections that are soft and 4WD only and likely impassable when wet. Generally low to moderate speed (20-90km/hr) environment. | Cat E - Local Station Access Only | Type 1 - Unformed | Infrequent maintenance grading subject to justification and works crew being in the area | Partially within gazetted Road's # 459 & 3679. About 45 km of this road sits within the road casements for gazetted Roads # 459 and # 3679. Starting at the eastern end of this road, at the junction with the Beringarra – Cue Road, the first 6 km partially within surveyed and gazetted road # 3679. Interestingly 2 km of this stretch has been constructed just outside the surveyed road casement. Note: This end of the Coodardy – Noondie Road is in the Shire of Cue. From the junction with the Big Bell – Wyah Pool Road, this road is within the casement for gazetted road # 459, continuing past Coodardy. About 40 km of this road is within gazetted road casement. This road deviates away from the gazetted road just before crossing into Murchison. The portion of this road in the Murchison Shire is not gazetted and sits on Pastoral Lease land. |
| 7050035 | BUTCHERS TRACK | 64.63 | LOCAL DISTRIBUTOR | 1 | 64.54 | Main east-west link of high importance. Formed subgrade with some gravel sections. Shark Bay section formed and generally solid to travel | Cat B - Local Distributor | Type 3 - Gravel | Regular maintenance grading as required. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050036 | MUGGON STATION ROAD | 18.65 | ACCESS ROAD | 1 | 18.55 | Formed subgrade | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. Stabilised floodways. Resheet mixture of new gravel and existing materials | No evidence of gazettal or dedication No road casement, the land that this road sits on is currently Unallocated Crown Land. |
| 7050038 | MULGA ROAD | 1.55 | ACCESS ROAD | 1 | 1.55 | Ring road around Murchison Settlement providing access to Airport, Refuse Facility and Works Depot. Gravel road | Cat D - Local Access | Type 5 - 7m Seal | Regular maintenance grading as required. Gravel resheets ahead of an eventual seal | |
| 7050039 | RODERICK STREET | 0.43 | ACCESS ROAD | 1 | 0.43 | Service Road to Murchison Settlement | Cat D - Local Access | Type 6 - 8-9m Seal | Sealed road maintenance and resealing as required. | |
| 7050040 | OFFICE ROAD | 0.21 | ACCESS ROAD | 1 | 0.21 | Local access to houses and Community Centre. Formed Road | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. | |
| 7050041 | KURARA WAY | 0.45 | ACCESS ROAD | 1 | 0.43 | Local access to houses. Formed Road | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. | |

| Murchison Shire Roads List 2020 Review | | | | | | | | | | |
|--|--------------------------|-------------------------|----------------------|----|------------------|--|-----------------------------------|--|--|---|
| Road | Road Name | Current Recorded Length | MRWA Hierarchy | No | MRWA 2020 Length | Murchison 2020 Condition / Comments | Murchison 2020 Cat | Murchison 2020 Service Levels | Murchison Treatment Implications | Legal Status Comments |
| 7050042 | PINEGROVE - YALLALONG RD | | ACCESS ROAD | 1 | 45.60 | On 2015 road list but not on 2018 Road List. Formed subgrade. Several gates on Pinegrove and Woolgorong Stations to be negotiated. Pinegrove section the better of the route as its graded by local Station owner. Some washaways and rough sections but relatively few soft sections. Generally low speed (20-70km/hr) environment. | Cat E - Local Station Access Only | Type 1 - Unformed | Infrequent maintenance grading subject to justification and works crew being in the area | This was part of gazetted road # 6514. Road # 6514 was gazetted in 1881, running from a survey mark on the left bank of the Murchison River (near Yallalong Homestead), south eastward and southward to Mullewa Townsite. In 2009, Deposited Plan 49913 was lodged and approved. This plan closed the portion of road # 6514 running north from the Carnarvon – Mullewa Road. This road sits on a strip of Unallocated Crown Land, identified as Lots 300 – 306 on DP 49913. |
| 7050043 | CARNARVON - MULLEWA ROAD | 279.87 | REGIONAL DISTRIBUTOR | 1 | 278.86 | Major Trgional route with misture of seal and gravel. Also part of SKA Route | Cat A - Regional Distributor | Sth of Murcison Settelement - Type 5 - 7m seal Nth of Murchison Settement - Type 4 - 6m seal except for Floodways and Passing lanes | Sealed road and shoulder maintenace and resealing as required for sealed area. Regular maintenance grading as required on gravel sections. 8m Grids replacements. Stabilised floodways. Resheet mixture of new gravel and existing materials | |
| 7050044 | WOOLGORONG ROAD | 28.45 | ACCESS ROAD | 1 | 28.27 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 1 - Unformed | Regular maintenance grading as required. Stabilised floodways. Resheet mixture of new gravel and existing materials | Woolgorong Road North. This is also part of gazetted Road # 1963. Road # 1963 was originally gazetted in 1904, running from what we now know as Woolgorong Out Camp, south eastward to join on to the existing Road # 1963. Woolgorong Road South. This is part of gazetted Road # 6515. Road # 6515 was originally gazetted in 1921, running from a place on the Murchison River to Road # 6514 (now part of the Carnarvon – Mullewa Road). This section of Road # 6515 seems to be the only portion not closed and included in the surrounding land. |
| 7050045 | LAKE NERRAMYNE ROAD | 11.87 | ACCESS ROAD | 1 | 11.87 | Small end section in Murchison Shire with balance of access into Northampton Shire. Services mine operation. Access to maintain via a road adjacent to the vermin proof grid. Formed subgrade | Cat D - Local Access | Type 1 - Unformed | Infrequent maintenance grading subject to justification and works crew being in the area | Part of this road that runs north east from the Rabbit Proof Fence (RPF) into the Shire of Murchison. Part of this road has been dedicated as follows: 1st part. Starting at the RPF heading north east for 2.3 km. This is a dedicated and surveyed road 40.23 m wide. 2nd part. Continuing north east for 3.6 km to northern boundaries of Lots 500 & 501. This is a dedicated and surveyed road 20.12 m wide. 3rd part. Continuing north east for the next 5 km across Unallocated Crown Land (UCL). No evidence of gazettal or dedication. No road casement, this road sits on UCL. 4th part. Continuing north east for the next 2.5 km across Pastoral Lease "L PL N49633". No evidence of gazettal or dedication. No road casement, this road sits on Pastoral Lease. The constructed road crosses the Emu Proof Fence on this section. 5th part. Continuing east and north for 3.3 km across Pastoral Lease "L PL N50489". No evidence of gazettal or dedication. No road casement, this road sits on Pastoral Lease. The 2 dedicated parts of Lake Nerramyne Road were created and surveyed with the adjacent lots. When these survey plans where approved, the roads were deemed dedicated. Although a different process to gazetting roads, the end result is the same, i.e. 'road casements' or 'road reserves' are created. |
| 7050046 | WOOLEEN ACCESS ROAD | 2.25 | ACCESS ROAD | 1 | 2.25 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050047 | ERRABIDDY BLUFF ROAD | 11.35 | ACCESS ROAD | 1 | 11.35 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050048 | MT NARRYER ACCESS ROAD | 3.75 | ACCESS ROAD | 1 | 3.68 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |

| Murchison Shire Roads List 2020 Review | | | | | | | | | | |
|--|----------------------------------|-------------------------|----------------|----|------------------|---|----------------------|-------------------------------|---|-----------------------|
| Road | Road Name | Current Recorded Length | MRWA Hierarchy | No | MRWA 2020 Length | Murchison 2020 Condition / Comments | Murchison 2020 Cat | Murchison 2020 Service Levels | Murchison Treatment Implications | Legal Status Comments |
| 7050049 | BYRO STATION ACCESS ROAD | 1.50 | ACCESS ROAD | 1 | 0.91 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050050 | NOOKAWARRA ACCESS ROAD | 0.50 | ACCESS ROAD | 1 | 0.40 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050051 | MURCHISON AIRSTRIP ACCESS ROAD | 0.07 | ACCESS ROAD | 1 | 0.07 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 3 - Gravel | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050052 | BERINGARRA HOMESTEAD ACCESS ROAD | 0.25 | ACCESS ROAD | 1 | 0.25 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050053 | BILLABONG HOMESTEAD ACCESS ROAD | 0.48 | ACCESS ROAD | 1 | 0.48 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050054 | BILUNG POOL ACCESS ROAD | 0.60 | ACCESS ROAD | 1 | 0.60 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050055 | BULLARDOO HOMESTEAD ACCESS ROAD | 0.25 | ACCESS ROAD | 1 | 0.25 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050056 | CEMETERY ROAD | 0.50 | ACCESS ROAD | 1 | 0.50 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 3 - Gravel | Regular maintenance grading as required. Resheet mixture of new gravel and existing materials | |
| 7050057 | CURBUR HOMESTEAD ACCESS ROAD | 0.17 | ACCESS ROAD | 1 | 0.17 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050058 | ERRABIDY OUTCAMP ACCESS ROAD | 0.16 | ACCESS ROAD | 1 | 0.16 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. Resheet mixture of new gravel and existing materials | |
| 7050059 | MEEBERRIE ACCESS ROAD | 1.35 | ACCESS ROAD | 1 | 1.35 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050060 | MILEURA AIRSTRIP ACCESS ROAD | 3.61 | ACCESS ROAD | 1 | 3.61 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050061 | MURGOO HOMESTEAD ACCESS ROAD | 1.55 | ACCESS ROAD | 1 | 1.55 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050062 | MT WITTENOOM STATION ACCESS RD | 0.75 | ACCESS ROAD | 1 | 0.75 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050063 | PIA WADJARRI ACCESS ROAD | 0.27 | ACCESS ROAD | 1 | 0.27 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050064 | REFUSE SITE ACCESS ROAD | 1.95 | ACCESS ROAD | 1 | 1.95 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. Resheet mixture of new gravel and existing materials | |
| 7050065 | MURCHISON ROADHOUSE ACCESS ROAD | 0.13 | ACCESS ROAD | 1 | 0.13 | Sealed road to Roadhouse | Cat D - Local Access | Type 6 - 8-9m seal | Sealed road and shoulder maintenance and resealing as required | |
| 7050066 | PINEGROVE HOMESTEAD ACCESS ROAD | 3.12 | ACCESS ROAD | 1 | 3.12 | Formed subgrade and gravelled | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | |
| 7050067 | SHIRE DEPOT ACCESS ROAD | 0.10 | ACCESS ROAD | 1 | 0.10 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 6 - 7-8m Seal | Regular maintenance grading as required. Gravel resheets ahead of an eventual seal | |
| 7050068 | WREATH FLOWERS ACCESS ROAD | 2.19 | ACCESS ROAD | 1 | 2.19 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Regular maintenance grading as required. Resheet mixture of new gravel and existing materials | |

| Murchison Shire Roads List 2020 Review | | | | | | | | | | | |
|--|--------------------------------|-------------------------|----------------|-----------|------------------|---|--|-------------------------------|--|-----------------------|--|
| Road | Road Name | Current Recorded Length | MRWA Hierarchy | No | MRWA 2020 Length | Murchison 2020 Condition / Comments | Murchison 2020 Cat | Murchison 2020 Service Levels | Murchison Treatment Implications | Legal Status Comments | |
| 7050069 | YUIN HOMESTEAD ACCESS ROAD | 0.61 | ACCESS ROAD | 1 | 0.61 | Formed subgrade with some gravel sections | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | | |
| 7052001 | WAS 0004 TWIN PEAKS-WOOLEEN RD | | ACCESS ROAD | 1 | 0.01 | Formed subgrade with some gravel sections. Minimal maintenance undertaken. Previously on 2015 road list | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | | |
| 7052002 | LAKE NERRAMYNE ACCESS RD | | ACCESS ROAD | 1 | 0.12 | Formed subgrade with some gravel sections. Previously on 2015 road list | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | | |
| 7052003 | JACK HILLS ACCESS RD | | ACCESS ROAD | 1 | 21.75 | Formed subgrade with some gravel sections. Previously on 2015 road list | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | | |
| 7052004 | TWIN PEAKS ACCESS RD | | ACCESS ROAD | 1 | 3.30 | Formed subgrade with some gravel sections. Previously on 2015 road list | Cat D - Local Access | Type 2 - Formed | Infrequent maintenance grading subject to justification and works crew being in the area | | |
| | Totals | 1,664.06 | | 67 | 1,874.31 | | | | | | |
| Current Road Formation Summary | | | | | | | | | | | |
| 0.00 | Unformed Subgrade | 279.87 | | 1 | 278.86 | | Cat A - Regional Distributor | | | | |
| 278.12 | Formed Subgrade | | | | | | | | | | |
| 162.45 | Unsealed Pavement | | | | | | | | | | |
| 95.01 | Sealed Pavement | | | | | | | | | | |
| 9.58 | Unformed Subgrade | 827.04 | | 14 | 747.81 | | Cat B - Local Distributor | | | | |
| 736.33 | Formed Subgrade | | | | | | | | | | |
| 255.83 | Unsealed Pavement | | | | | | | | | | |
| 88.40 | Sealed Pavement | | | | | | | | | | |
| 0.00 | Unformed Subgrade | 231.35 | | 3 | 315.13 | | Cat C - Local Feeder | | | | |
| 311.85 | Formed Subgrade | | | | | | | | | | |
| 74.01 | Unsealed Pavement | | | | | | | | | | |
| 0.05 | Sealed Pavement | | | | | | | | | | |
| 3.25 | Unformed Subgrade | 325.80 | | 43 | 350.39 | | Cat D - Local Access | | | | |
| 322.55 | Formed Subgrade | | | | | | | | | | |
| 58.55 | Unsealed Pavement | | | | | | | | | | |
| 0.62 | Sealed Pavement | | | | | | | | | | |
| 0.00 | Unformed Subgrade | 0.00 | | 6 | 182.12 | | Cat E - Local Station Access Only | | | | |
| 0.00 | Formed Subgrade | | | | | | | | | | |
| 0.00 | Unsealed Pavement | | | | | | | | | | |
| 0.00 | Sealed Pavement | | | | | | | | | | |



BILUNG POOL - Picnic spot by the pool at the river crossing.

WOOL WAGON PATHWAY
Travel through legendary sheep and wool country where the first pastoralists drove their flocks. Traditional outback homesteads and huge shearing sheds are reminiscent of the glory days of the wool industry.

MURCHISON SETTLEMENT - The centre of the Murchison Shire (the only shire in Australia without a town), this "out of the way" settlement lies amongst breathtaking scenery with wildflowers being abundant in season. The Murchison Museum (at the settlement) reflects the Aboriginal and early pastoral history of the area. It boasts an award winning botanical walk and restored stock route well.

ERRABIDY BLUFF - This majestic bluff is worth climbing to view the surrounding pastoral country. Picnic spot offers the opportunity to view native flora and fauna.

PIA WADJARI - Oldest Aboriginal reserve in Western Australia.

WOOLEEN WOOLSHED - Built in 1922 and listed by the National Trust, this building has a unique Barrel Vault roof. All building material was carted from Pindar on camel drays.

METEORITE CRATER - Estimated to be about 50 000 years old, this crater was discovered in 1961. The Museum of Western Australia holds a portion of the meteorite. No camping allowed.

BALLINYOO BRIDGE - Built in 1932, it is the oldest concrete bridge outside the Perth metropolitan area. Picnic spot.

POONA EMEKALD MINE - One of only 3 operational emerald mines in the world, it dates back to the 1920s.

BIG BELL - Ghost town with ruins reputed to have had the longest bar in Australia.

WALGA ROCK - This rock is a 2km long monolith and features a cave containing Aboriginal paintings.

DAY DAWN - Ruined all that remain of this mining town.

MT MAGNET HERITAGE DRIVE - A 37km drive trail taking in old and new gold mining operations, historic sites and spectacular scenery.

YALGA - Once a thriving gold mining town, Yalga is now a centre for both sheep farming and mining. Places of interest include the Courthouse Museum and the Old Chapel (restored).

MULLEWA - Heart of the wildflower country and western gateway to the Murchison Goldfields, Mullewa is an excellent base when exploring the many attractions of the surrounding district.

JOKERS TUNNE - 1.0km south of Yalga. Dug by the Joker mining syndicate, the tunnel passes through a hill and is over 100m long. It is a home to bats and venomous snakes. Entry is at own risk.

SHIRE OF MURCHISON
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| Date | Description | Credit | Num |
|---|--|-------------------|---------|
| MUNICIPAL CASH AT BANK | | | |
| Opening Balance at 1 December 2019 | | 415,290.36 | |
| 02/12/2019 | MONTHLY PLAN REDIRECTED FROM ACCOUNT 036103 146592 | -10.00 | 290 |
| 02/12/2019 | MONTHLY PLAN FEE | -20.00 | 290 |
| 02/12/2019 | PAYMENT BY AUTHORITY TO ANZ BANK MERCHANT FEE | -88.25 | 290 |
| 03/12/2019 | PAYMENT BY AUTHORITY TO CBA MERCHANT FEE | -20.07 | 290 |
| 03/12/2019 | PAYMENT BY AUTHORITY TO CBA MERCHANT FEE | -20.56 | 290 |
| 10/12/2019 | Payroll | -34683.40 | PAY1835 |
| 11/12/2019 | Host Plus: Superannuation contributions | -1790.10 | EFT4477 |
| 11/12/2019 | Statewide Super: Superannuation contributions | -3217.20 | EFT4478 |
| 11/12/2019 | Australian Super: Superannuation contributions | -1492.97 | EFT4479 |
| 11/12/2019 | Walgs Plan: WA Super Superannuation contributions | -10522.89 | EFT4480 |
| 11/12/2019 | Vicki Dumbris: Reimbursement party lights for Christmas Tree | -38.00 | EFT4481 |
| 11/12/2019 | Dumbris, Ivor: Buckets & lids x 6 for soil samples, Light globes x 6 for Caravans | -42.84 | EFT4482 |
| 11/12/2019 | Midwest Freight: Weekly Pickup & Delivery service November 2019 | -7216.00 | EFT4483 |
| 11/12/2019 | Compac Sales Pty Ltd: Compac Service fee October 2019 & Wincave Service fee September 2019. | -126.50 | EFT4484 |
| 11/12/2019 | Murchison Oasis Roadhouse and Caravan Park: Fuel sales Commission September 2019, catering for November's council meeting, accommodation for Pestakill 18-20.11.19, retainer 8.11.19-5.12.19 (4 weeks), accommodation for Protector Fire Services 1 night, lunch for MEG meeting | -4256.97 | EFT4485 |
| 11/12/2019 | Great Southern: Fuel MU0 & MU1011 | -670.16 | EFT4486 |
| 11/12/2019 | Perfect Computer Solutions Pty Ltd: Work on Outlook memory issues, Adobe licence cleanup, monthly monitoring fee | -467.50 | EFT4487 |
| 11/12/2019 | Western Australian Treasury Corporation: Dolly Loan Repayment. | -852.39 | EFT4488 |
| 11/12/2019 | Batavia Coast Firearms & Ammunition: Ammunition | -421.80 | EFT4489 |
| 11/12/2019 | Damien Dicks: 1 Dog, 3 Donkeys, 2 Camels | -340.00 | EFT4490 |
| 11/12/2019 | Joel Pitman: 2 Dogs destroyed | -200.00 | EFT4491 |
| 11/12/2019 | AGFIX Multitrades: Repairs to ceiling, walls, skirting & architraves, painting, replace doors & locks, replace carpet to Community Centre | -17022.00 | EFT4492 |
| 11/12/2019 | King, Racheal: Reimbursement of travel expenses, parking & meals for licensing training & Nuts & Bolts workshop | -1336.55 | EFT4493 |
| 11/12/2019 | Stuart Broad: Reimburse Fuser unit for Brother printer at Depot. | -301.90 | EFT4494 |
| 11/12/2019 | Civic Legal Pty Ltd: Advice & preparation of deed of extension & variation of Murchison Oasis Roadhouse lease | -174.70 | EFT4495 |
| 11/12/2019 | Oil Tech Wholesale: 7,000L Diesel @ \$1.6558 Roadhouse, 2,000 litres ULP @ \$1.6622 Roadhouse, 14,315 litres Diesel @ \$1.6558 Powerhouse | -33582.27 | EFT4496 |

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| Date | Description | Credit | Num |
|------------|--|-----------|---------|
| 11/12/2019 | Squires Resources: Hire of Watercart and Operator 90 hours & hire of operator x 2 for Wooramel job | -27170.00 | EFT4497 |
| 11/12/2019 | Totally Workwear: 1 Pair work boots - M Jones | -167.06 | EFT4498 |
| 11/12/2019 | Moore Stephens: September's monthly financial statements | -2530.00 | EFT4499 |
| 13/12/2019 | Rackman Australia: Shelving/PPC storage for the fire shed | -1084.05 | EFT4500 |
| 13/12/2019 | Telstra Phone: services to 24 Dec & Usage charges to 24 Nov 2019 | -1337.84 | EFT4502 |
| 23/12/2019 | Pestakill: 6 monthly pest maintenance and annual termite inspections | -4565.00 | EFT4503 |
| 23/12/2019 | Eastern Gascoyne Race Club: Sponsorship for Eastern Gascoyne Race Club 2019 | -770.00 | EFT4504 |
| 23/12/2019 | Foulkes-Taylor Emma: Quarterly Council fees & allowances | -3807.12 | EFT4505 |
| 23/12/2019 | Central West: Pump control box sub drive 150, travel and labour (settlement water supply) | -6022.50 | EFT4506 |
| 23/12/2019 | Compac Sales: Compac Online service fee for November & Windcave Service fee for October 2019. | -126.50 | EFT4507 |
| 23/12/2019 | Andatech: Calibrate Breathalysers | -540.00 | EFT4508 |
| 23/12/2019 | Murchison Oasis Roadhouse and Caravan Park: Catering for December's council meeting, fuel commission for October 2019, retainer for 6.12.19-26.12.19 (3 weeks) | -3499.24 | EFT4509 |
| 23/12/2019 | Greydon Mead: Quarterly Council fees & allowances | -3286.30 | EFT4510 |
| 23/12/2019 | Perfect Computer Solutions: HP Desktop Mini Computer for DCEO and setup, setup of depot printer, Synergy play account updated | -2390.00 | EFT4511 |
| 23/12/2019 | Geraldton Trophy & Engraving: Fire Shed Opening Stainless Steel Plaque. | -348.00 | EFT4512 |
| 23/12/2019 | Geraldton Sign Makers: Murchison Fire Brigade Sign | -363.00 | EFT4513 |
| 23/12/2019 | McLeods Barristers and Solicitors Legal Fees : Road maintenance contribution agreement - Adaman Resources. | -1554.14 | EFT4514 |
| 23/12/2019 | Thurkles Dozing: Hire of Plant & plant operator set up road base pit, rip & stack road base material. Mt Narryer Pit. Mobilisation of dozer & plant from Wooramel River to Mt Narryer. | -18183.00 | EFT4515 |
| 23/12/2019 | Clayton Consulting WA: Research & prepare grant submission. | -2035.00 | EFT4516 |
| 23/12/2019 | Afgrri Equipment: John Deere Blower Motor | -802.84 | EFT4517 |
| 23/12/2019 | Auto Elite: Condenser Assy A/C, Front Shock Obsorbers, RR Shock Absorber Assembly | -1284.53 | EFT4518 |
| 23/12/2019 | Stuart Broad: 1 Dog shot | -100.00 | EFT4519 |
| 23/12/2019 | Geraldton Trophy & Engraving: Fire Shed Opening Stainless Steel Plaque. | -2145.00 | EFT4520 |
| 23/12/2019 | Clarkes: Washing Machine Repairs Inspection and report | -110.00 | EFT4521 |
| 23/12/2019 | FESA (DFES) ESL 2nd Qtr Contribution | -882.00 | EFT4522 |
| 23/12/2019 | Foulkes-Taylor Rossco: Quarterly Council fees & allowances | -5679.07 | EFT4523 |
| 23/12/2019 | Landgate: Mining Tenement chargeable schedule M2019/11 | -39.80 | EFT4524 |

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| Date | Description | Credit | Num |
|-------------------------------------|--|---------------------|------------|
| 23/12/2019 | Mick Davey Butchers: Staff BBQ meat. | -108.90 | EFT4525 |
| 23/12/2019 | Mitchell & Brown: Replacement Washing Machine 2 Office | -880.00 | EFT4526 |
| 23/12/2019 | Purcher International: fuel cap and key. | -172.50 | EFT4527 |
| 23/12/2019 | Red Dust Holdings: Repairs to Coolcalaya West Road | -127314.60 | EFT4528 |
| 23/12/2019 | Squires Resources: Special repairs on Carnarvon/Mullewa Rd - South boundary, bore and gen sets hire and palcement, Wooramel River works - hire water cart and roller operators | -76362.00 | EFT4529 |
| 23/12/2019 | Whitmarsh, Andrew: Quarterly Council fees & allowances | -3432.71 | EFT4530 |
| 23/12/2019 | Splash Batavia Coast Pools and Spas: Pool supplies | -146.00 | EFT4531 |
| 24/12/2019 | Payroll -Backpays | -2677.09 | PAY1847 |
| 24/12/2019 | Payroll | -34860.67 | PAY1855 |
| 24/12/2019 | BAS - October 2019 | -22117.00 | 1912005TE |
| 30/12/2019 | Foxtel: Monthly Subscription Dec | -1500.00 | EFT4532 |
| 30/12/2019 | Pivotel: Satelite phone service - fees & charges | -494.00 | EFT4533 |
| 30/12/2019 | Atom: Battery load tester | -511.05 | EFT4534 |
| 30/12/2019 | Murchison Oasis Roadhouse and Caravan Park: Roadhouse retainer | -550.00 | EFT4535 |
| 30/12/2019 | Greenfield Technical Services: Inspect of Carnarvon Mullewa Rd, report, preparation of potential upgrde program for realeing and widening | -10813.00 | EFT4536 |
| 30/12/2019 | Winc: Printer Meter Charges | -323.54 | EFT4537 |
| 30/12/2019 | Tatjana Erak: Reimbursement Framing of Freeman Certificates & Document Trays | -338.34 | EFT4538 |
| 30/12/2019 | Commercial Litigation & Insolvency Lawyers: Professional Fees Native Title | -357.50 | EFT4539 |
| 30/12/2019 | Australia Post: Postage for November 2019. | -0.99 | EFT4540 |
| 30/12/2019 | Bunnings: Aluminium flyscreen Cyclone | -1097.22 | EFT4541 |
| 30/12/2019 | CJD Equipment: Fuels and Oils for first service | -847.53 | EFT4542 |
| 30/12/2019 | Great Northern Rural Services: Reticulation fittings for Museum Cottage | -2133.98 | EFT4543 |
| 30/12/2019 | Moore Stephens: Annual Financial Report year end 30th June 2019 (work done to date) | -14740.00 | EFT4544 |
| 30/12/2019 | WALGA: Preparation of tender documentation & follow up work on new residential housing, Council Member Essentials - eLearning 12 month subscription commencing November 2019 | -10461.24 | EFT4545 |
| 18/12/2019 | Westpac Credit Card: Transactions as listed below | -1359.40 | EFT4546 |
| Total of Payments | | - 266,294.00 | |
| Total of Treasury repayments | | - 257,042.27 | |
| Total of Deposits | | 3,128,247.99 | |
| Closing Balance | | 3,017,333.89 | |
| Check to General Ledger Account | | 2,760,291.62 | |

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| Date | Description | Credit | Num |
|---|---------------------------------|---------------------|-----|
| MUNICIPAL SHORT TERM INVESTMENT | | | |
| Opening Balance at 1 December 2019 | | 1,186.44 | |
| | | | |
| Total of Payments | | - | |
| Total of Transfers | | - | |
| Total of Deposits | | - | |
| Closing Balance | | 1,186.44 | |
| | Check to General Ledger Account | 1,186.44 | |
| RESERVE BANK ACCOUNT | | | |
| Opening Balance at 1 December 2019 | | 7,349,854.71 | |
| | | | |
| Total of Payments | | - | |
| Total of Deposits | | 13,594.60 | |
| Closing Balance | | 7,363,449.31 | |
| | Check to General Ledger Account | 7,363,449.31 | |
| MURCHISON OASIS ROADHOUSE | | | |
| Opening Balance at 1 December 2019 | | 7,137.97 | |
| | | | |
| Total of Payments | | - | |
| Total of Transfers | | - | |
| Total of Deposits | | - | |
| Closing Balance | | 7,137.97 | |
| | Check to General Ledger Account | 7,137.97 | |
| CSIRO ROAD ACCOUNT | | | |
| Opening Balance at 1 December 2019 | | 87,312.43 | |
| | | | |
| Total of Payments | | - | |
| Total of Deposits | | 7.65 | |
| Closing Balance | | 87,320.08 | |
| | Check to General Ledger Account | 87,320.08 | |

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| Date | Description | Credit | Num |
|---|---------------------------------|-----------------|-----|
| TRUST CASH AT BANK | | | |
| Opening Balance at 1 December 2019 | | 7,190.07 | |
| | | | |
| | | | |
| | | | |
| Total of Payments | | - | |
| Total of Deposits | | 126.50 | |
| Closing Balance | | 7,316.57 | |
| | Check to General Ledger Account | 7,316.57 | |

| | | | |
|---|---------------------------------|------------------|--|
| Murchison Community Trust Fund Account | | | |
| Opening Balance at 1 December 2019 | | 29,617.52 | |
| | | | |
| Total of Payments | | - | |
| Total of Deposits | | 2.59 | |
| Closing Balance | | 29,620.11 | |
| | Check to General Ledger Account | 29,620.11 | |

| | | | |
|--|---------------------------------|-------------------|--|
| Murchison Community Fund Trust Term Deposit | | | |
| Opening Balance at 1 December 2019 | | 379,456.62 | |
| | | | |
| Total of Payments | | - | |
| Total of Deposits | | - | |
| Closing Balance | | 379,456.62 | |
| | Check to General Ledger Account | 379,456.62 | |

| | | |
|-----------------------|---|-------------------|
| Total Payments | - | 267,653.40 |
|-----------------------|---|-------------------|

| CREDIT CARD TRANSACTIONS | | | |
|---|--|-----------------|-----------------|
| Opening Balance at 1 December 2019 | | | |
| 20/11/2019 | Woolworths - Admin amenities - Biscuits Water Drinks for staff Water and Milk GST | 141.70 | 41481996 |
| 23/11/2019 | Adobe Annual Subscription x3 - 29/10/2019 to 28/10/2020 Adobe Annual Subscription - 29/10/2019 to 28/10/2020 International transaction fee GST | 815.34 | ADB077224018AU |
| 05/12/2019 | Cranetech - Solenoid Cranetech - Ai Valve Cranetech - Credit Card Surcharge 1.5% GST | 254.83 | DO11962 |
| 10/12/2019 | Wooleen Station - Refreshments for CEO GST | 55.00 | 748 |
| 11/12/2019 | BBQ condiments Water Drinks and icecream Table cloth, hand wash GST | 92.53 | 42158133 |
| | | | |
| | | | |
| Total of Purchases | | 1,359.40 | |
| Total of Payments made through Municipal account | | - | 1,359.40 |
| Closing Balance | | - | |

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| Date | Description | Credit | Num |
|--|--|---------------------|---------|
| MUNICIPAL CASH AT BANK | | | |
| Opening Balance at 1 January 2020 | | 2,764,869.62 | |
| 02/01/2020 | MONTHLY PLAN REDIRECTED FROM ACCOUNT 146592 | -10.00 | 291 |
| 02/01/2020 | MONTHLY PLAN FEE | -20.00 | 291 |
| 02/01/2020 | PAYMENT BY AUTHORITY TO ANZ BANK MERCHANT FEE | -55.51 | 291 |
| 03/01/2020 | PAYMENT BY AUTHORITY TO CBA MERCHANT FEE | -20.00 | 291 |
| 03/01/2020 | PAYMENT BY AUTHORITY TO CBA MERCHANT FEE | -21.12 | 291 |
| 07/01/2020 | Payroll Direct Debit Of Net Pays | -30454.10 | PAY |
| 16/01/2020 | Foxtel Business: Monthly Subscription 01/01/2020 - 31/01/2020 | -1500.00 | EFT4547 |
| 16/01/2020 | Pivotel: Satellite phone services - fees & charges to 31/01/2020 and calls to 31/12/2019 | -394.40 | EFT4548 |
| 16/01/2020 | Telstra: Phone services to 24 January and usage charges to 24 December | -1260.82 | EFT4549 |
| 16/01/2020 | LO-GO Appointments: Travel & Accomodation Re-imbusement for R Smith | -1233.61 | EFT4550 |
| 16/01/2020 | Marketforce: Employment Advertisement - Grader Operator | -284.50 | EFT4551 |
| 16/01/2020 | Tyrepower Geraldton: BF Goodrich Computerised wheel balance P082 | -618.00 | EFT4552 |
| 16/01/2020 | activ8me Internet usage from 21/12/2019 to 20/01/2020 | -1014.25 | EFT4553 |
| 16/01/2020 | Jenkin Manufacturing: Labour on equipment P017, P018, P023, P013, P005, P057 + Travel | -4361.50 | EFT4554 |
| 16/01/2020 | Midwest Freight: Weekly pickup & Delivery Service for the Shire of Murchison - December 2019 | -5412.00 | EFT4555 |
| 16/01/2020 | Red Earth Marketing: Co-Op Tourism Services Contribution | -6850.00 | EFT4556 |
| 16/01/2020 | Murchison Oasis Roadhouse and Caravan Park. (Peter & Nicole Mahony): Roadhouse retainer from 3/1/20 to 9/1/20. Week 10, Casual catering for Staff christmas function | -630.00 | EFT4557 |
| 16/01/2020 | Great Southern Fuel Supplies: MUO- Prado Diesel BP Henley Brook, MU1011 Diesel BP Morrison Road and Mingenew | -489.17 | EFT4558 |
| 16/01/2020 | Perfect Computer Solutions Pty Ltd: OKI MEP - Additional cost for Oki MFP replacement for HP MFP returned, monthly monitoring fee, remote server reboot | -1455.00 | EFT4559 |
| 16/01/2020 | Western Australian Treasury Corporation: General Fixed rate, WANDRRA Flood Damage 2018 - Short term lending | -3501.67 | EFT4560 |
| 16/01/2020 | Tatjana Erak: Dual Battery P16063 MU1011 | -1400.03 | EFT4561 |
| 16/01/2020 | Gregory Barr: Refund of housing bond | -500.00 | EFT4562 |
| 16/01/2020 | Rowe Contractors: Liebherr PR744 Dozer Hire, Bunding of old roads 13/12/2019 - 23/12/2019 & 30/12/2019 - 12/01/2020 | -76450.00 | EFT4563 |
| 16/01/2020 | AGFIX Multitrades: Deposit for Quote #6806 Museum Cottage - Bathroom and Kitchen | -3350.00 | EFT4564 |
| 16/01/2020 | Identity Perth: Logo and Brand development | -1644.50 | EFT4565 |
| 16/01/2020 | McLeods Barristers and Solicitors: Coolcalalaya West Road Damage - Legal Fees | -2809.63 | EFT4566 |
| 16/01/2020 | Feral & Insect Pest Management Pty Ltd: Treat 46 Trees for caterpillars | -1100.00 | EFT4567 |
| 16/01/2020 | Haines S: Bounty for 2 Dogs, 15 Camels and 3 Donkeys | -380.00 | EFT4568 |

SHIRE OF MURCHISON
PAYMENT OF ACCOUNTS PRESENTED AT THE ORDINARY MEETING OF COUNCIL HELD ON
Thursday, 27 February 2020

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| Date | Description | Credit | Num |
|-------------|--|---------------|------------|
| 16/01/2020 | HoseXpress: Ferrule Non Skive Wire Braid Hose - 1/2 x 2, Technician RC | -135.59 | EFT4569 |
| 16/01/2020 | Kleenheat Gas: 9 kg lpg bottle gas | -173.98 | EFT4570 |
| 16/01/2020 | Landgate: Mining Tenements Chargable Schedule No M2019/12 | -39.80 | EFT4571 |
| 16/01/2020 | Oil Tech Wholesale: 4,500 Diesel @ \$1.48 (Roadhouse), 3,003 ULP @ \$1.42 (Roadhouse), 4,200 Diesel @ \$1.48 (Maintenance), 18,000 Diesel @ \$1.48 (Power house), 14,800 Diesel @ \$1.48 | -82778.75 | EFT4572 |
| 16/01/2020 | Yuin Pastoral: Construction of two replacement grids on the MW/CVON road | -30250.00 | EFT4573 |
| 16/01/2020 | Splash Batavia Coast Pools and Spas: 5L Hydrochloric acid - Pool Supplies | -35.00 | EFT4574 |
| 21/01/2020 | Department of Transport: Plate Swap 1GXA630 - 000MU | -33.50 | EFT4577 |
| 20/01/2020 | Westpac Credit Card: See below for transactions | -136.47 | EFT4579 |
| 21/01/2020 | Payroll Direct Debit Of Net Pays | -31873.00 | PAY |
| 29/01/2020 | Host Plus Superannuation Fund: Superannuation contributions | -2142.67 | EFT4580 |
| 29/01/2020 | Statewide Superannuation: Superannuation contributions | -3272.84 | EFT4581 |
| 29/01/2020 | Australian Super: Superannuation contributions | -1524.14 | EFT4582 |
| 29/01/2020 | Walgs Plan - WA Super: Superannuation contributions | -11065.02 | EFT4583 |
| 31/01/2020 | Garrards Pty Ltd: Pyrethrin DRIFT 200L | -6160.00 | EFT4584 |
| 31/01/2020 | Atom: Storage Cabinet Galvanised Lockable | -2386.52 | EFT4585 |
| 31/01/2020 | Paper Plus Office National: Various stationery items, paper plates, cups, napkins & dispenser | -383.32 | EFT4586 |
| 31/01/2020 | activ8me: Internet services from 21/1/20 to 20/2/20 | -1079.25 | EFT4587 |
| 31/01/2020 | Jenkin Manufacturing: Materials - Steel & flatbar to fabricate grids | -25272.50 | EFT4588 |
| 31/01/2020 | Panaceum Group: Pre-employment Medical (L Bavoillot) | -225.50 | EFT4589 |
| 31/01/2020 | Compac Sales Pty Ltd: Online Service fee for December, Windcave Service fee for November | -126.50 | EFT4590 |
| 31/01/2020 | Murchison Oasis Roadhouse and Caravan Park. (Peter & Nicole Mahony): Catering for training 30.1.20, retainers 10.1.20 to 30.120 (3 weeks), fuel commission December 2019 | -2229.87 | EFT4591 |
| 31/01/2020 | Greydon Mead: 4 dogs shot Nov/Dec 2019 & 4 donkeys shot Nov/Dec 2019. | -440.00 | EFT4592 |
| 31/01/2020 | Perfect Computer Solutions Pty Ltd: Fix default remote printer DCEO & Admin, monthly monitoring fee | -127.50 | EFT4593 |
| 31/01/2020 | Winc Australia Pty Ltd: Photocopier meter charges, wall clock | -612.12 | EFT4594 |
| 31/01/2020 | Murchison Gas & Plumbing: Supply & fit Thermann Hybrid X Heat pump 10B Kurara, various small plumbing maintenance | -4822.95 | EFT4595 |
| 31/01/2020 | Geraldton Lock & Key Specialists: Replace door handles & locks x 5 - 16 Mulga Cr | -549.50 | EFT4596 |
| 31/01/2020 | AGFIX Multitrades: Various work on the Roadhouse, Residence, Park, Ablutions, Motel Units. (Deposit paid 11/11/19) | -4473.00 | EFT4597 |
| 31/01/2020 | Ross Mitchell: 7 dogs shot 21/12/19 Nookawarra | -700.00 | EFT4598 |
| 31/01/2020 | Afgri Equipment: Model John Deere Grader for G Barr farewell | -49.95 | EFT4599 |

SHIRE OF MURCHISON
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| Date | Description | Credit | Num |
|---------------------------------|--|----------------|------------|
| 31/01/2020 | Australia Post: Mailing costs for period ending 31/12/2019 | -3.96 | EFT4600 |
| 31/01/2020 | Bunnings Pty Ltd: 8x30m roll shade cloth sand, secateurs, tapware 2 Office | -462.96 | EFT4601 |
| 31/01/2020 | Department Of Lands: Roadhouse lease rent as per agreement 01/01/2020 - 30/06/2020 | -275.00 | EFT4602 |
| 31/01/2020 | Quentin Fowler: Quarterly Council Meeting Attendance Fee, Telecommunications Allowance, Travel Allowance Ordinary Council Meetings: 24th October, 28th November & 14th December 2019 | -3981.35 | EFT4603 |
| 31/01/2020 | Geraldton Mower And Repair Specialists: Edger blades x 15 | -175.50 | EFT4604 |
| 31/01/2020 | Great Northern Rural Services: Cabling, retic fittings, pump, 21 x 1 tonne GP cement | -11137.64 | EFT4605 |
| 31/01/2020 | Komatsu: Cable & Freight for P011 | -569.91 | EFT4606 |
| 31/01/2020 | Ocean Air: Super pump evap air conditioner 8 Kurara | -155.00 | EFT4607 |
| 31/01/2020 | Purcher International: over flow tank, air cleaner assy P080 | -543.46 | EFT4608 |
| 31/01/2020 | Splash Batavia Coast Pools and Spas Phenol Red No2, uv Blockout 2kg. PO 281 | -32.20 | EFT4610 |
| | | | 1*291 |
| Total of Payments | | - 377,656.03 | |
| Total of Transfers | | - 2,000,000.00 | |
| Total of Deposits | | 29,213.96 | |
| Closing Balance | | 416,427.55 | |
| Check to General Ledger Account | | 416,427.55 | - |

SHIRE OF MURCHISON
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| Date | Description | Credit | Num |
|--|--|---------------------|-----|
| MUNICIPAL SHORT TERM INVESTMENT | | | |
| Opening Balance at 1 January 2020 | | 1,186.44 | |
| | | | |
| Total of Payments | | - | |
| Total of Transfers | | - | |
| Total of Deposits | | - | |
| Closing Balance | | 1,186.44 | |
| | Check to General Ledger Account | 1,186.44 | |
| RESERVE BANK ACCOUNT | | | |
| Opening Balance at 1 January 2020 | | 7,363,449.31 | |
| | | | |
| Total of Payments | | - | |
| Total of Deposits | | 14,226.24 | |
| Closing Balance | | 7,377,675.55 | |
| | Check to General Ledger Account | 7,377,675.55 | |
| MURCHISON OASIS ROADHOUSE | | | |
| Opening Balance at 1 January 2020 | | 8,088.01 | |
| 02/01/2020 | BANK FEES PAID BANK FEES PAID - MONTHLY PLAN FEE | -10.00 | |
| 02/01/2020 | BANK FEES PAID BANK FEES PAID - PAYMENT BY AUTHORITY TO MURCHISON FUEL MERCH | -22.00 | |
| | | | |
| Total of Payments | | - | |
| Total of Transfers | | - | |
| Total of Deposits | | 288.64 | |
| Closing Balance | | 8,344.65 | |
| | Check to General Ledger Account | 8,344.65 | |
| CSIRO ROAD ACCOUNT | | | |
| Opening Balance at 1 January 2020 | | 87,320.08 | |
| | | | |
| Total of Payments | | - | |
| Total of Deposits | | 7.41 | |
| Closing Balance | | 87,327.49 | |
| | Check to General Ledger Account | 87,327.49 | |

SHIRE OF MURCHISON
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| Date | Description | Credit | Num |
|--|-------------|-----------------|-----|
| TRUST CASH AT BANK | | | |
| Opening Balance at 1 January 2020 | | 7,190.07 | |
| | | | |
| | | | |
| | | | |
| Total of Payments | | - | |
| Total of Deposits | | 29.35 | |
| Closing Balance | | 7,219.42 | |
| Check to General Ledger Account | | 7,219.42 | |

| | | | |
|---|--|------------------|--|
| Murchison Community Trust Fund Account | | | |
| Opening Balance at 1 January 2020 | | 29,620.11 | |
| | | | |
| Total of Payments | | - | |
| Total of Deposits | | 2.51 | |
| Closing Balance | | 29,622.62 | |
| Check to General Ledger Account | | 29,622.62 | |

| | | | |
|--|--|-------------------|--|
| Murchison Community Fund Trust Term Deposit | | | |
| Opening Balance at 1 January 2020 | | 379,456.62 | |
| | | | |
| Total of Payments | | - | |
| Total of Deposits | | - | |
| Closing Balance | | 379,456.62 | |
| Check to General Ledger Account | | 379,456.62 | |

| | | |
|-----------------------|---|-------------------|
| Total Payments | - | 377,688.03 |
|-----------------------|---|-------------------|

| CREDIT CARD TRANSACTIONS | | | |
|---|---|---------------|---------------|
| Opening Balance at 1 January 2020 | | - | |
| 15/01/2020 | Woolworths - Admin amenities (biscuits, water, milk), Glen 20, Woolworths - Admin amenities (water, milk), Woolworths - Admin amenities (biscuits), Woolworths - Glen 20, GST | 78.39 | 43150151 |
| 18/12/2019 | Woolworths - Meat, bread and water for staff Christmas party, Woolworths - Meat, bread and water for staff Christmas party | 58.08 | 42391700 |
| | | | |
| | | | |
| | | | |
| Total of Purchases | | 136.47 | |
| Total of Payments made through Municipal account | | - | 136.47 |
| Closing Balance | | - | |



Monthly Management Financial Report

Period Ending

31 December 2019

- 1 Monthly Financial Report**
- 2 Statement of Financial Position**
- 3 Operating Statement by Program**
- 4 Operating Statement by Type**
- 5 Account Listing Schedules**
- 6 Trial Balance**
- 7 Term Deposits**

The Local Government (Financial Management) Regulations 1996 Regulation 34 requires that A local government is to prepare each month a statement of financial activity reporting on the sources and applications of funds, as set out in the annual budget under regulation 22(1)(d) for that month in the following detail:

- (a) Annual budget estimates, taking into account any expenditure incurred for an additional purpose under section 6.8(1) (b) or (c);*
- (b) Budget estimates to the end of month to which the statement relates;*
- (c) Actual amounts of expenditure, revenue and income to the end of the month to which the statement relates;*
- (d) Material variances between the comparable amounts referred to in paragraphs (b) and*
- (e) The net current assets at the end of the month to which the statement relates.*

SHIRE OF MURCHISON
MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the period ending 31 December 2019

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 DECEMBER 2019**

SUMMARY INFORMATION

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 18 February 2020

BASIS OF PREPARATION

REPORT PURPOSE

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996, Regulation 34*. Note: The statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities and to the extent they are not in-consistent with the *Local Government Act 1995* and accompanying regulations), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the *Local Government Act 1995* and accompanying regulations. Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise.

Except for cash flow and rate setting information, the report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY

All Funds through which the Council controls resources to carry on its functions have been included in this statement. In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated. All monies held in the Trust Fund are excluded from the statement, but a separate statement of those monies appears at Note 14.

SIGNIFICANT ACCOUNTING POLICES

GOODS AND SERVICES TAX

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

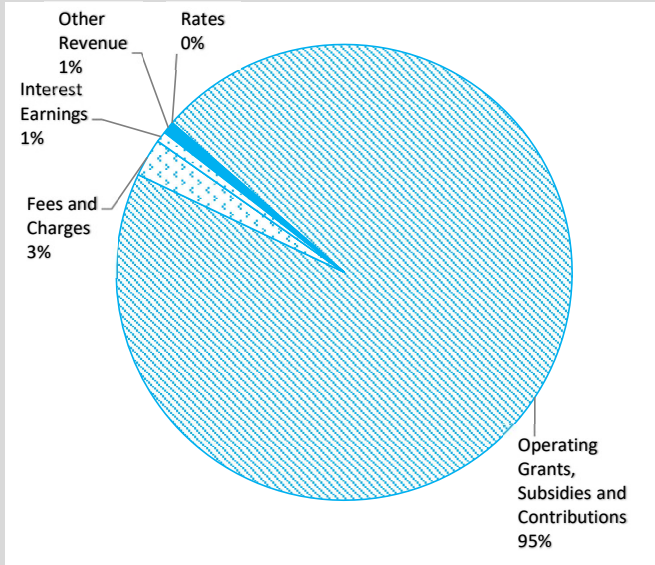
CRITICAL ACCOUNTING ESTIMATES

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

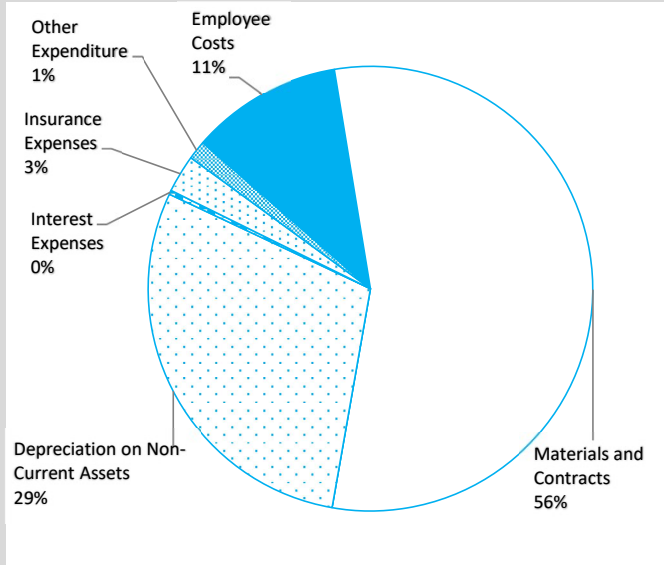
ROUNDING OFF FIGURES

All figures shown in this statement are rounded to the nearest dollar.

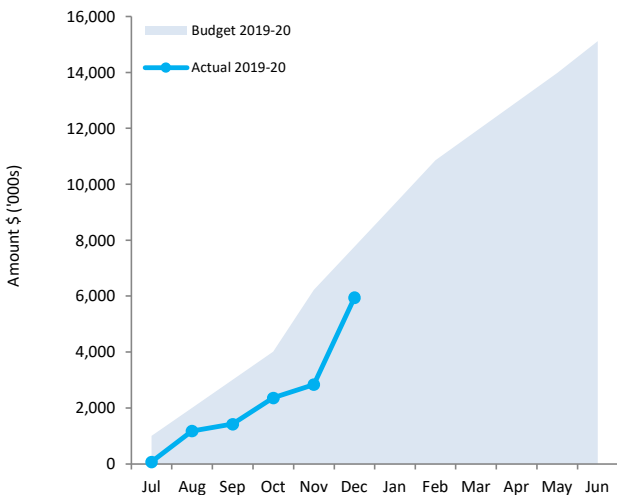
OPERATING REVENUE



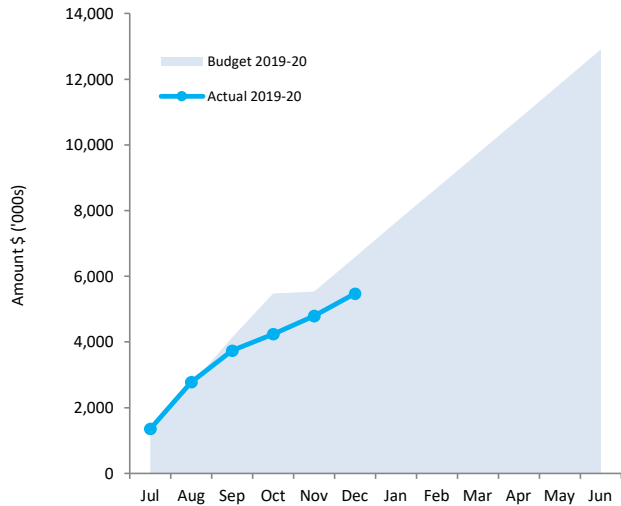
OPERATING EXPENSES



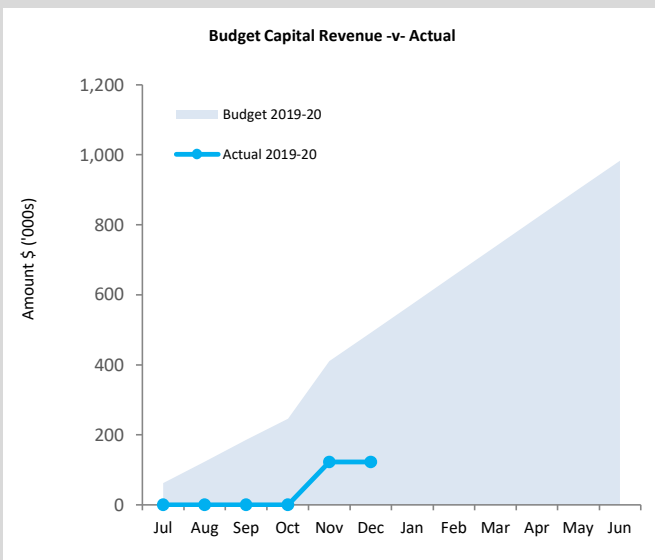
Budget Operating Revenues -v- Actual



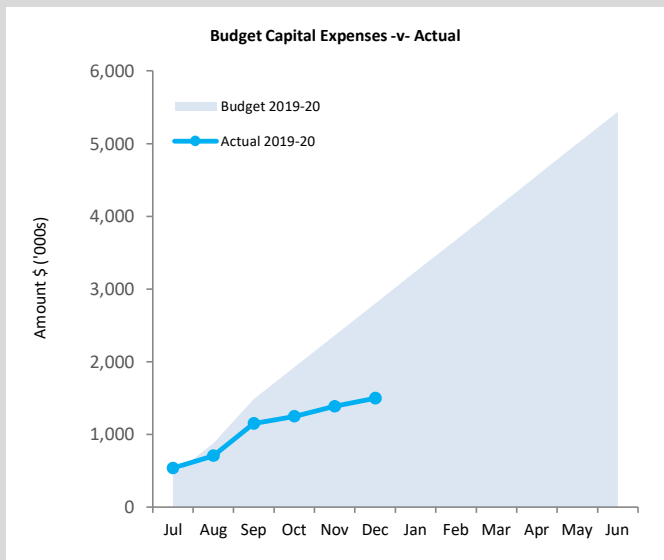
Budget Operating Expenses -v- YTD Actual



CAPITAL REVENUE



CAPITAL EXPENSES



This information is to be read in conjunction with the accompanying Financial Statements and Notes.

**KEY TERMS AND DESCRIPTIONS
FOR THE PERIOD ENDED 31 DECEMBER 2019**

STATUTORY REPORTING PROGRAMS

Shire operations as disclosed in these financial statements encompass the following service orientated activities/programs.

| | ACTIVITIES |
|--|--|
| <p>GOVERNANCE</p> <p>To provide the decision-making framework to facilitate allocation of scarce resources.</p> | <p>Administration and operation of facilities and services to members of Council. Other costs that relate to the task of assisting elected members and electors on matters which do not concern specific council services.</p> |
| <p>GENERAL PURPOSE FUNDING</p> <p>To collect revenue to allow for the provision of services.</p> | <p>Rates, general purpose government grants and interest revenue.</p> |
| <p>LAW, ORDER, PUBLIC SAFETY</p> <p>To provide services to help ensure a safer and environmentally conscious community.</p> | <p>Supervision of various by-laws, fire prevention and animal control.</p> |
| <p>HEALTH</p> <p>To provide an operational framework for environmental and community health.</p> | <p>Monitor health control standards within the community, provide support and assistance with airstrips to enable all residents access to the Royal Flying Doctor for regular and emergency health services.</p> |
| <p>EDUCATION AND WELFARE</p> <p>To provide services to disadvantaged persons. The elderly, children and youth.</p> | <p>Support of education facilities within the Shire and of any external resources necessary to assist with the education programmes for all residents.</p> |
| <p>HOUSING</p> <p>To provide and maintain staff housing.</p> | <p>Provision and maintenance of staff housing.</p> |
| <p>COMMUNITY AMENITIES</p> <p>To provide services required by the community.</p> | <p>Maintain a refuse site for the settlement.</p> |
| <p>RECREATION AND CULTURE</p> <p>To establish and effectively manage infrastructure and resources which will help the social well being of the community.</p> | <p>Provide a library and museum and operation thereof. Maintain recreation centre, sports field, parks, gardens and other recreational facilities.</p> |
| <p>TRANSPORT</p> <p>To provide safe, effective and efficient transport services to the community.</p> | <p>Construction and maintenance of roads, drainage works and traffic signs. Maintenance of the settlement air-strip.</p> |
| <p>ECONOMIC SERVICES</p> <p>To help promote the shire and its economic well being.</p> | <p>Building control, provision of power and water supplies. Supply and maintenance of television re-broadcasting installation. Provision of radio communication. Maintenance of caravan park. Vermin control and area promotion.</p> |
| <p>OTHER PROPERTY AND SERVICES</p> <p>To monitor and control Shire's overheads operating accounts.</p> | <p>Private works operation, plant repair and operation costs.</p> |

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019**

STATUTORY REPORTING PROGRAMS

| | Ref Note | Adopted Budget | YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) | Var. |
|---|-------------|---------------------|----------------------|----------------------|--------------------|-----------------------|------|
| | | \$ | \$ | \$ | \$ | % | |
| Opening funding surplus / (deficit) | 1(c) | 4,681,340 | 4,681,340 | 4,562,188 | (119,152) | (2.55%) | |
| Revenue from operating activities | | | | | | | |
| Governance | | 12,500 | 6,246 | 6,715 | 469 | 7.51% | |
| General purpose funding - general rates | 6 | 464,044 | 464,044 | 0 | (464,044) | (100.00%) | ▼ |
| General purpose funding - other | | 1,973,500 | 986,736 | 974,478 | (12,258) | (1.24%) | |
| Law, order and public safety | | 12,700 | 6,342 | 4,412 | (1,930) | (30.43%) | |
| Health | | 0 | 0 | 236 | 236 | 0.00% | |
| Housing | | 4,290 | 2,112 | 1,965 | (147) | (6.96%) | |
| Recreation and culture | | 1,750 | 864 | 0 | (864) | (100.00%) | |
| Transport | | 9,715,531 | 4,853,040 | 4,757,055 | (95,985) | (1.98%) | |
| Economic services | | 252,000 | 125,994 | 168,403 | 42,409 | 33.66% | ▲ |
| Other property and services | | 88,000 | 43,998 | 31,114 | (12,884) | (29.28%) | ▼ |
| | | 12,524,315 | 6,489,376 | 5,944,378 | (544,998) | | |
| Expenditure from operating activities | | | | | | | |
| Governance | | (380,521) | (188,334) | (163,907) | 24,427 | 12.97% | ▲ |
| General purpose funding | | (24,000) | (12,000) | (12,309) | (309) | (2.58%) | |
| Law, order and public safety | | (123,635) | (61,806) | (48,213) | 13,593 | 21.99% | ▲ |
| Health | | (25,680) | (12,822) | (10,055) | 2,767 | 21.58% | |
| Housing | | (12,882) | (6,346) | 0 | 6,346 | 100.00% | |
| Community amenities | | (84,385) | (57,126) | (28,372) | 28,754 | 50.33% | ▲ |
| Recreation and culture | | (342,983) | (171,402) | (182,550) | (11,148) | (6.50%) | |
| Transport | | (13,994,178) | (7,067,524) | (4,581,533) | 2,485,991 | 35.17% | ▲ |
| Economic services | | (858,525) | (429,162) | (373,488) | 55,674 | 12.97% | ▲ |
| Other property and services | | (124,977) | (62,424) | (73,478) | (11,054) | (17.71%) | ▼ |
| | | (15,971,766) | (8,068,946) | (5,473,905) | 2,595,041 | | ▲ |
| Non-cash amounts excluded from operating activities | 1(a) | 3,174,643 | 1,535,658 | 1,613,830 | 78,172 | 5.09% | |
| Amount attributable to operating activities | | (272,808) | (43,912) | 2,084,303 | 2,128,215 | | |
| Investing Activities | | | | | | | |
| Proceeds from non-operating grants, subsidies and contributions | 13 | 738,950 | 369,468 | 122,462 | (247,006) | (66.85%) | ▼ |
| Proceeds from disposal of assets | 7 | 243,900 | 0 | 0 | 0 | 0.00% | |
| Purchase of property, plant and equipment | 8 | (5,436,225) | (2,800,416) | (1,498,170) | 1,302,246 | 46.50% | ▲ |
| Amount attributable to investing activities | | (4,453,375) | (2,430,948) | (1,375,708) | 1,055,240 | | ▲ |
| Financing Activities | | | | | | | |
| Proceeds from new debentures | 9 | 2,500,000 | 2,500,000 | 2,730,746 | 230,746 | 9.23% | |
| Transfer from reserves | 10 | 2,624,002 | 0 | 0 | 0 | 0.00% | |
| Repayment of debentures | 9 | (4,050,525) | (4,050,525) | (4,281,501) | (230,976) | (5.70%) | |
| Transfer to reserves | 10 | (1,028,634) | (60,341) | (60,341) | 0 | 0.00% | |
| Amount attributable to financing activities | | 44,843 | (1,610,866) | (1,611,096) | (230) | | |
| Closing funding surplus / (deficit) | 1(c) | 0 | 595,614 | 3,659,687 | | | |

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold. Refer to threshold. Refer to Note 15 for an explanation of the reasons for the variance.

The material variance adopted by Council for the 2019-20 year is \$10,000 or 10.00% whichever is the greater.

This statement is to be read in conjunction with the accompanying Financial Statements and notes.

KEY TERMS AND DESCRIPTIONS**FOR THE PERIOD ENDED 31 DECEMBER 2019****NATURE OR TYPE DESCRIPTIONS****REVENUE****RATES**

All rates levied under the *Local Government Act 1995*. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts offered. Exclude administration fees, interest on instalments, interest on arrears and service charges.

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

GRANT REVENUE

Revenue from contracts with customers is recognised when the local government satisfies its performance obligations under the contract.

Assets that were acquired for consideration that was less than fair value principally to enable the Shire to further its objectives may have been measured on initial recognition under other Australian Accounting Standards at a cost that was significant less than fair value. Such assets are not required to be remeasured at fair value.

Volunteer Services in relation have not been recognised in revenue and expenditure as the fair value of the services cannot be reliably estimated and the services would not have been purchased if they had not been donated.

FEES AND CHARGES

Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

SERVICE CHARGES

Service charges imposed under *Division 6 of Part 6 of the Local Government Act 1995*. *Regulation 54 of the Local Government (Financial Management) Regulations 1996* identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

EXPENSES**INTEREST EARNINGS**

Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME

Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

PROFIT ON ASSET DISPOSAL

Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

EMPLOYEE COSTS

All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL

Loss on the disposal of fixed assets.

DEPRECIATION ON NON-CURRENT ASSETS

Depreciation expense raised on all classes of assets.

INTEREST EXPENSES

Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE

Statutory fees, taxes, provision for bad debts, member's fees or State taxes. Donations and subsidies made to community groups.

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019**

BY NATURE OR TYPE

| | Ref Note | Adopted Budget | YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) | Var. |
|---|-------------|---------------------|----------------------|----------------------|--------------------|-----------------------|------|
| | | \$ | \$ | \$ | \$ | % | |
| Opening funding surplus / (deficit) | 1(c) | 4,681,340 | 4,681,340 | 4,562,188 | (119,152) | (2.55%) | |
| Revenue from operating activities | | | | | | | |
| Rates | 6 | 464,044 | 464,044 | 0 | (464,044) | (100.00%) | ▼ |
| Operating grants, subsidies and contributions | 12 | 11,448,840 | 5,724,402 | 5,686,008 | (38,394) | (0.67%) | |
| Fees and charges | | 261,750 | 130,854 | 161,606 | 30,752 | 23.50% | ▲ |
| Interest earnings | | 135,500 | 67,746 | 45,667 | (22,079) | (32.59%) | ▼ |
| Other revenue | | 204,742 | 102,330 | 51,097 | (51,233) | (50.07%) | ▼ |
| Profit on disposal of assets | 7 | 9,439 | 0 | 0 | 0 | 0.00% | |
| | | 12,524,315 | 6,489,376 | 5,944,378 | (544,998) | | |
| Expenditure from operating activities | | | | | | | |
| Employee costs | | (1,232,268) | (644,550) | (601,956) | 42,594 | 6.61% | |
| Materials and contracts | | (11,229,957) | (5,710,568) | (3,031,270) | 2,679,298 | 46.92% | ▲ |
| Depreciation on non-current assets | | (3,071,485) | (1,535,658) | (1,599,633) | (63,975) | (4.17%) | |
| Interest expenses | | (12,500) | (6,246) | (16,421) | (10,175) | (162.90%) | ▼ |
| Insurance expenses | | (157,376) | (78,642) | (149,272) | (70,630) | (89.81%) | ▼ |
| Other expenditure | | (155,583) | (93,282) | (75,353) | 17,929 | 19.22% | ▲ |
| Loss on disposal of assets | 7 | (112,597) | 0 | 0 | 0 | 0.00% | |
| | | (15,971,766) | (8,068,946) | (5,473,905) | 2,595,041 | | ▲ |
| Non-cash amounts excluded from operating activities | 1(a) | 3,174,643 | 1,535,658 | 1,613,830 | 78,172 | 5.09% | |
| Amount attributable to operating activities | | (272,808) | (43,912) | 2,084,303 | 2,128,215 | | |
| Investing activities | | | | | | | |
| Proceeds from non-operating grants, subsidies and contributions | 13 | 738,950 | 369,468 | 122,462 | (247,006) | (66.85%) | ▼ |
| Proceeds from disposal of assets | 7 | 243,900 | 0 | 0 | 0 | 0.00% | |
| Payments for property, plant and equipment | 8 | (5,436,225) | (2,800,416) | (1,498,170) | 1,302,246 | (46.50%) | ▲ |
| Amount attributable to investing activities | | (4,453,375) | (2,430,948) | (1,375,708) | 1,055,240 | | ▲ |
| Financing Activities | | | | | | | |
| Proceeds from new debentures | 9 | 2,500,000 | 2,500,000 | 2,730,746 | 230,746 | 9.23% | |
| Transfer from reserves | 10 | 2,624,002 | 0 | 0 | 0 | 0.00% | |
| Repayment of debentures | 9 | (4,050,525) | (4,050,525) | (4,281,501) | (230,976) | (5.70%) | |
| Transfer to reserves | 10 | (1,028,634) | (60,341) | (60,341) | 0 | 0.00% | |
| Amount attributable to financing activities | | 44,843 | (1,610,866) | (1,611,096) | (230) | | |
| Closing funding surplus / (deficit) | 1(c) | 0 | 595,614 | 3,659,687 | | | |

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold.

Refer to Note 15 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

(a) Non-cash items excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with Financial Management Regulation 32.

| | Notes | Adopted Budget | YTD Budget (a) | YTD Actual (b) |
|--|-------|------------------|------------------|------------------|
| Non-cash items excluded from operating activities | | | | |
| | | \$ | \$ | \$ |
| Adjustments to operating activities | | | | |
| Less: Profit on asset disposals | 7 | (9,439) | 0 | 0 |
| Movement in employee benefit provisions (non-current) | | 0 | 0 | 14,197 |
| Add: Loss on asset disposals | 7 | 112,597 | 0 | 0 |
| Add: Depreciation on assets | | 3,071,485 | 1,535,658 | 1,599,633 |
| Total non-cash items excluded from operating activities | | 3,174,643 | 1,535,658 | 1,613,830 |

(b) Adjustments to net current assets in the Statement of Financial Activity

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation* 32 to agree to the surplus/(deficit) after imposition of general rates.

| | | Last Year Closing 30 June 2019 | This Time Last Year 31 December 2018 | Year to Date 31 December 2019 |
|--|----|-----------------------------------|---|----------------------------------|
| Adjustments to net current assets | | | | |
| Less: Reserves - restricted cash | 10 | (7,303,108) | (5,639,421) | (7,363,449) |
| Add: Borrowings | 9 | 1,550,526 | 0 | (229) |
| Add: Provisions - employee | 11 | 64,471 | 124,697 | 78,668 |
| Total adjustments to net current assets | | (5,688,111) | (5,514,724) | (7,285,010) |

(c) Net current assets used in the Statement of Financial Activity**Current assets**

| | | | | |
|--|------|--------------------|--------------------|--------------------|
| Cash and cash equivalents | 2 | 8,024,201 | 9,426,428 | 3,437,760 |
| Financial assets at amortised cost | 2 | 1,500,000 | 0 | 7,287,548 |
| Rates receivables | 3 | 53,215 | 147,601 | 49,172 |
| Receivables | 3 | 820,372 | 322,668 | 62,506 |
| Other current assets | 4 | 2,451,931 | 124,632 | 475,241 |
| Less: Current liabilities | | | | |
| Payables | 5 | (984,423) | (934,695) | (289,091) |
| Borrowings | 9 | (1,550,526) | 0 | 229 |
| Provisions | 11 | (64,471) | (124,697) | (78,668) |
| Less: Total adjustments to net current assets | 1(b) | (5,688,111) | (5,514,724) | (7,285,010) |
| Closing funding surplus / (deficit) | | 4,562,188 | 3,447,213 | 3,659,687 |

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

| Description | Classification | Unrestricted | Restricted | Total Cash | Trust | Institution | Interest Rate | Maturity Date |
|--|------------------------------------|------------------|------------------|-------------------|----------------|-------------|---------------|---------------|
| | | \$ | \$ | \$ | | | | |
| Cash on hand | | | | | | | | |
| Municipal cash at bank | Cash and cash equivalents | 2,765,265 | 0 | 2,765,265 | 0 | Westpac | 0.05% | Nil |
| Muni short term investment | Cash and cash equivalents | 1,186 | 0 | 1,186 | 0 | Westpac | Variable | Nil |
| Murchison Oasis Roadhouse (Fuel ATM) | Cash and cash equivalents | 8,088 | 0 | 8,088 | 0 | Westpac | Nil | Nil |
| CSIRO Road account bank (Muni) | Cash and cash equivalents | 87,320 | 0 | 87,320 | 0 | Westpac | 0.10% | Nil |
| Reserve Funds | Cash and cash equivalents | 0 | 575,901 | 575,901 | 0 | Westpac | 0.10% | Nil |
| Murchison Community trust fund TD | Cash and cash equivalents | 0 | 0 | 0 | 379,457 | Westpac | 1.48% | Feb-20 |
| Trust cash at bank | Cash and cash equivalents | 0 | 0 | 0 | 7,190 | Westpac | Nil | Nil |
| Murchison communirt trust fund account | Cash and cash equivalents | 0 | 0 | 0 | 29,620 | Westpac | 0.10% | Nil |
| Term Deposit 1423 | Financial assets at amortised cost | 500,000 | 0 | 500,000 | 0 | Westpac | 1.65% | Jan-20 |
| Term Deposit 1458 | Financial assets at amortised cost | 0 | 750,000 | 750,000 | 0 | Westpac | 1.43% | Apr-20 |
| Term Deposit 1720 | Financial assets at amortised cost | 0 | 1,000,000 | 1,000,000 | 0 | Westpac | N/A | Jun-20 |
| Term Deposit 1466 | Financial assets at amortised cost | 0 | 1,000,000 | 1,000,000 | 0 | Westpac | 1.57% | Mar-20 |
| Term Deposit 8161 | Financial assets at amortised cost | 0 | 3,537,548 | 3,537,548 | 0 | Westpac | 1.43% | May-20 |
| Term Deposit 9817 | Financial assets at amortised cost | 0 | 500,000 | 500,000 | 0 | Westpac | 1.44% | May-20 |
| Total | | 3,361,859 | 7,363,449 | 10,725,308 | 416,267 | | | |
| Comprising | | | | | | | | |
| Cash and cash equivalents | | 2,861,859 | 575,901 | 3,437,760 | 416,267 | | | |
| Financial assets at amortised cost | | 500,000 | 6,787,548 | 7,287,548 | 0 | | | |
| | | 3,361,859 | 7,363,449 | 10,725,308 | 416,267 | | | |

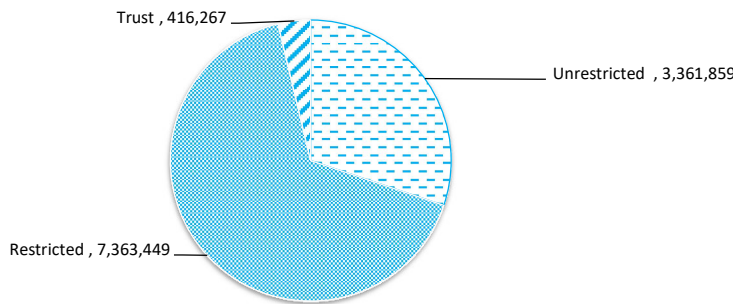
KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

The local government classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 4 - Other assets.



| Total Cash | Unrestricted |
|------------------|-----------------|
| \$10.73 M | \$3.36 M |

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019

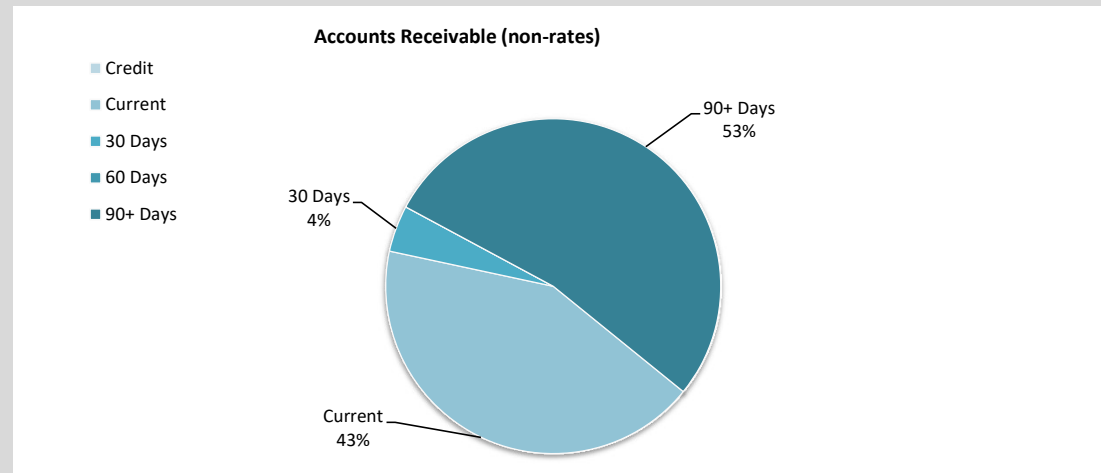
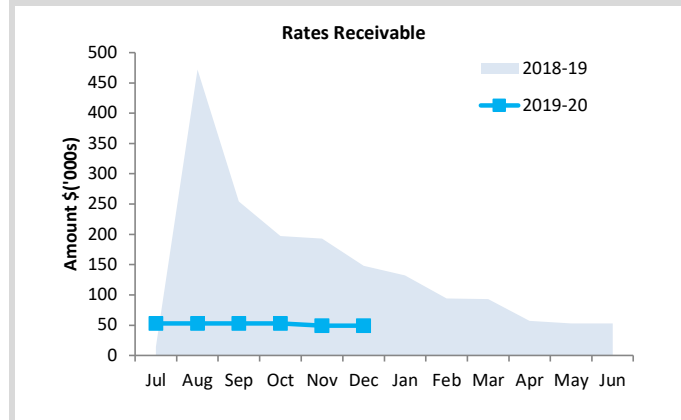
| Rates receivable | 30 Jun 2019 | 31 Dec 19 |
|--------------------------------|---------------|---------------|
| | \$ | \$ |
| Opening arrears previous years | 4,666 | 53,215 |
| Levied this year | 458,510 | 0 |
| Less - collections to date | (409,961) | (4,043) |
| Equals current outstanding | 53,215 | 49,172 |
| Net rates collectable | 53,215 | 49,172 |
| % Collected | 88.5% | 7.6% |

| Receivables - general | Credit | Current | 30 Days | 60 Days | 90+ Days | Total |
|--|--------|---------|---------|---------|----------|---------------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Receivables - general | 0 | 1,810 | 190 | 0 | 2,255 | 4,255 |
| Percentage | 0.0% | 42.5% | 4.5% | 0% | 53% | |
| Balance per trial balance | | | | | | |
| Sundry receivable | | | | | | 4,255 |
| GST receivable | | | | | | 58,251 |
| Total receivables general outstanding | | | | | | 62,506 |

Amounts shown above include GST (where applicable)

KEY INFORMATION

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.



| |
|---------------------|
| Debtors Due |
| \$62,506 |
| Over 30 Days |
| 58% |
| Over 90 Days |
| 53% |

| Collected | Rates Due |
|-------------|-----------------|
| 7.6% | \$49,172 |

| | Opening Balance 1 July 2019 | Asset Increase | Asset Reduction | Closing Balance 31 December 2019 |
|---|-----------------------------------|-------------------|--------------------|--|
| | \$ | \$ | \$ | \$ |
| Other current assets | | | | |
| Inventory | | | | |
| Fuel, oil and materials on hand | 98,542 | 12,301 | (17,140) | 93,704 |
| Contract assets | | | | |
| Contract assets | 2,353,389 | 0 | (1,971,851) | 381,537 |
| Total other current assets | | | | 475,241 |
| Amounts shown above include GST (where applicable) | | | | |

KEY INFORMATION

Inventory

Inventories are measured at the lower of cost and net realisable value.

Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

Contract assets

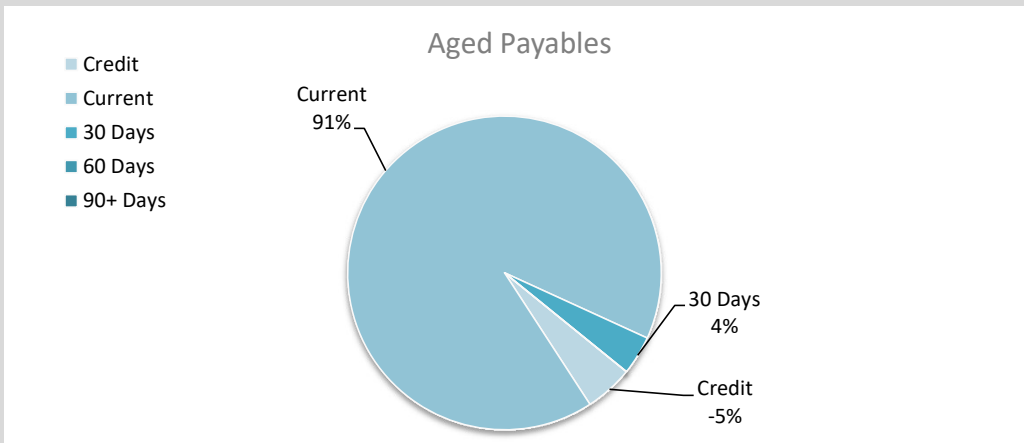
A contract asset is the right to consideration in exchange for goods or services the entity has transferred to a customer when that right is conditioned on something other than the passage of time.

| Payables - general | Credit | Current | 30 Days | 60 Days | 90+ Days | Total |
|---|---------|---------|---------|---------|----------|----------------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Payables - general | (2,063) | 37,638 | 1,664 | 0 | 0 | 37,239 |
| Percentage | 0% | 101.1% | 4.5% | 0% | 0% | |
| Balance per trial balance | | | | | | |
| Sundry creditors | | | | | | 37,239 |
| Accrued salaries and wages | | | | | | 8,324 |
| ATO liabilities | | | | | | 244,078 |
| Trust imbalance | | | | | | (340) |
| FESA ESL Liability | | | | | | (5,152) |
| Accrued expenses | | | | | | 4,942 |
| Total payables general outstanding | | | | | | 289,091 |

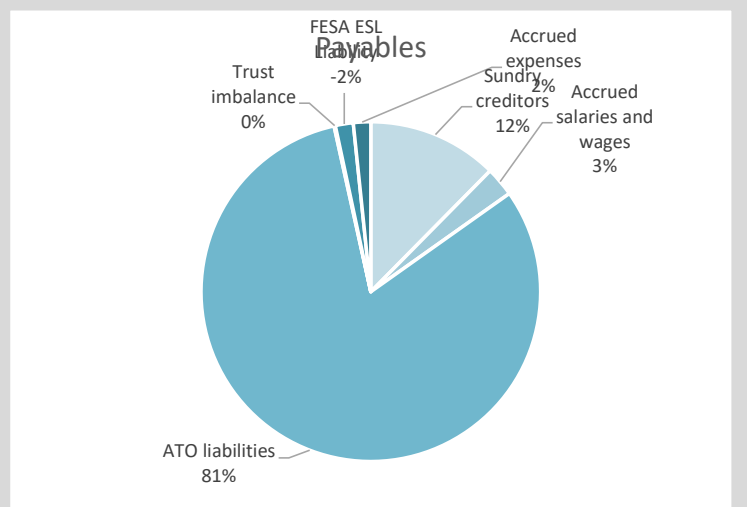
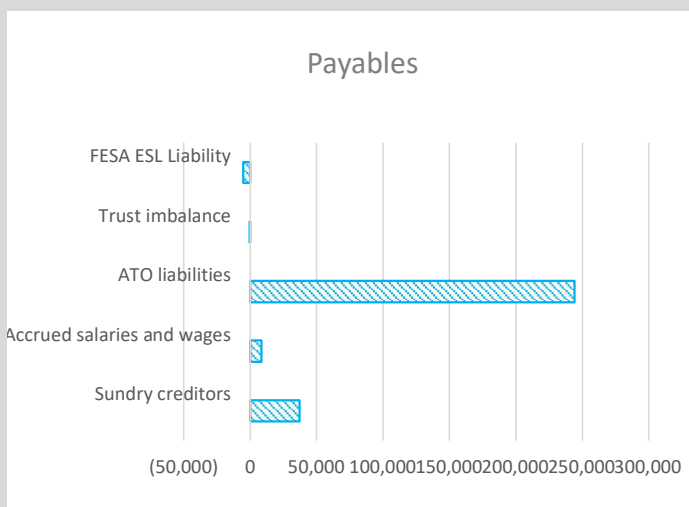
Amounts shown above include GST (where applicable)

KEY INFORMATION

Trade and other payables represent liabilities for goods and services provided to the Shire that are unpaid and arise when the Shire becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.



| |
|----------------------|
| Creditors Due |
| \$289,091 |
| Over 30 Days |
| 5% |
| Over 90 Days |
| 0% |



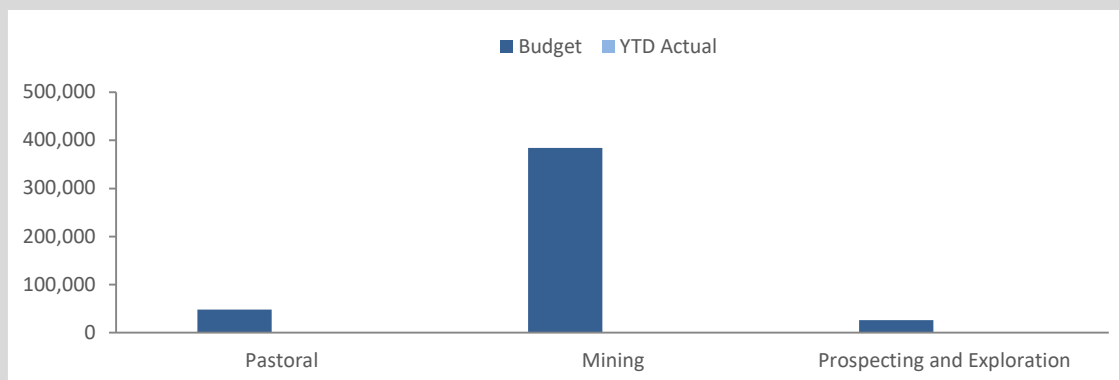
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019

General rate revenue

| RATE TYPE | Budget | | | | | | | YTD Actual | | | |
|-----------------------------|-----------------------|-------------------------|-------------------|-----------------|-----------------|--------------|------------------|-----------------|------------------|---------------|------------------|
| | Rate in \$ (cents) | Number of Properties | Rateable Value | Rate Revenue | Interim Rate | Back Rate | Total Revenue | Rate Revenue | Interim Rates | Back Rates | Total Revenue |
| | | | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Unimproved value | | | | | | | | | | | |
| Pastoral | 0.032950 | 23 | 1,459,657 | 48,096 | 0 | 0 | 48,096 | 0 | 0 | 0 | 0 |
| Mining | 0.279400 | 11 | 1,375,054 | 384,190 | 0 | 0 | 384,190 | 0 | 0 | 0 | 0 |
| Prospecting and Exploration | 0.080150 | 25 | 321,413 | 25,761 | 27 | 0 | 25,788 | 0 | 0 | 0 | 0 |
| Sub-Total | | 59 | 3,156,124 | 458,047 | 27 | 0 | 458,074 | 0 | 0 | 0 | 0 |
| Minimum payment | Minimum \$ | | | | | | | | | | |
| Unimproved value | | | | | | | | | | | |
| Pastoral | 320 | 6 | 13,263 | 1,920 | 0 | 0 | 1,920 | 0 | 0 | 0 | 0 |
| Prospecting and Exploration | 450 | 9 | 37,212 | 4,050 | 0 | 0 | 4,050 | 0 | 0 | 0 | 0 |
| Sub-total | | 15 | 50,475 | 5,970 | 0 | 0 | 5,970 | 0 | 0 | 0 | 0 |
| Total general rates | | | | | | | 464,044 | | | | 0 |

KEY INFORMATION

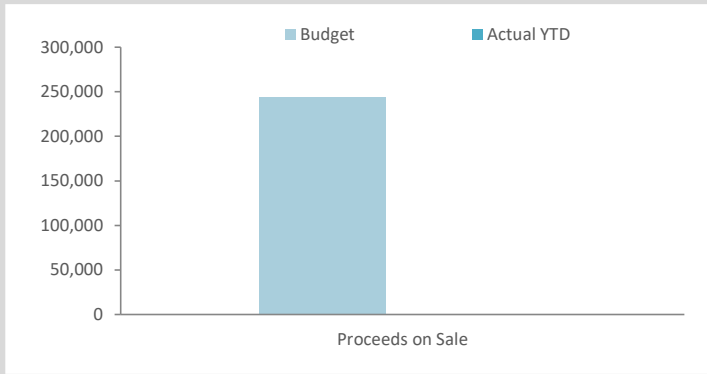
Prepaid rates are, until the taxable event for the rates has occurred, refundable at the request of the ratepayer. Rates received in advance give rise to a financial liability. On 1 July 2019 the prepaid rates were recognised as a financial asset and a related amount was recognised as a financial liability and no income was recognised. When the taxable event occurs the financial liability is extinguished and income recognised for the prepaid rates that have not been refunded.



| General Rates | | |
|------------------|---------------|--------------|
| Budget | YTD Actual | % |
| \$464,044 | \$. M | 0.00% |

| Asset Ref. | Asset description | Budget | | | | YTD Actual | | | |
|------------|----------------------------|----------------|----------------|--------------|------------------|----------------|----------|----------|----------|
| | | Net Book Value | Proceeds | Profit | (Loss) | Net Book Value | Proceeds | Profit | (Loss) |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| | Plant and equipment | | | | | | | | |
| | Governance | | | | | | | | |
| | Prado (Ex DCEO) | 21,586 | 18,000 | 0 | (3,586) | 0 | 0 | 0 | 0 |
| | Transport | | | | | | | | |
| | Grader | 180,174 | 120,900 | 0 | (59,274) | 0 | 0 | 0 | 0 |
| | Volvo Wheel Loader | 65,561 | 75,000 | 9,439 | 0 | 0 | 0 | 0 | 0 |
| | Iveco Prime Mover | 29,737 | 15,000 | 0 | (14,737) | 0 | 0 | 0 | 0 |
| | Water Truck | 50,000 | 15,000 | 0 | (35,000) | 0 | 0 | 0 | 0 |
| | | 347,058 | 243,900 | 9,439 | (112,597) | 0 | 0 | 0 | 0 |

KEY INFORMATION



| Proceeds on sale | | |
|------------------|------------|-----------|
| Annual Budget | YTD Actual | % |
| \$243,900 | \$0 | 0% |

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019

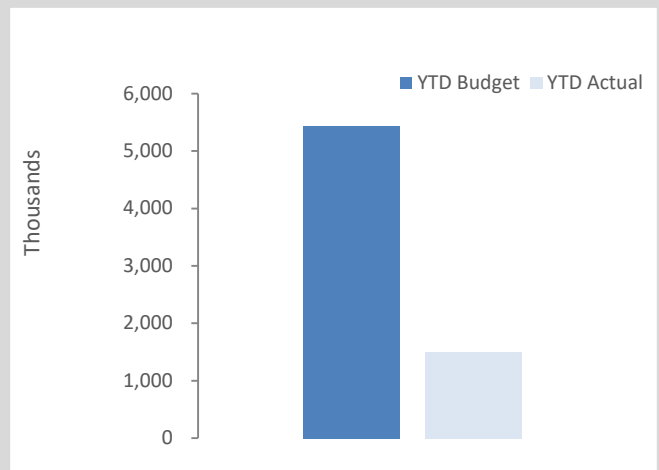
INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS

| Capital acquisitions | Adopted | | YTD Actual | YTD Actual Variance |
|---|------------------|------------------|------------------|---------------------|
| | Budget | YTD Budget | | |
| | \$ | \$ | \$ | \$ |
| Buildings & Improvements | 726,950 | 363,450 | 63,262 | (300,188) |
| Other Buildings & Improvements | 160,000 | 79,992 | 0 | (79,992) |
| Furniture & Equipment | 35,000 | 24,996 | 0 | (24,996) |
| Plant & Equipment - Major | 1,771,300 | 960,648 | 641,391 | (319,257) |
| Roads | 2,742,975 | 1,371,330 | 793,517 | (577,813) |
| Capital Expenditure Totals | 5,436,225 | 2,800,416 | 1,498,170 | (1,302,246) |
| Capital Acquisitions Funded By: | | | | |
| | \$ | \$ | \$ | \$ |
| Capital grants and contributions | 738,950 | 369,468 | 122,462 | (247,006) |
| Borrowings | 2,500,000 | 2,500,000 | 2,730,746 | 230,746 |
| Other (disposals & C/Fwd) | 243,900 | 0 | 0 | 0 |
| Cash backed reserves | | | | |
| Plant Replacement | 650,000 | 0 | 0 | 0 |
| Building Reserve | 252,479 | 0 | 0 | 0 |
| Beringarra - Cue Road Reserve TD | 895,000 | 0 | 0 | 0 |
| Flood damage repairs | 126,523 | 0 | 0 | 0 |
| Murchison Settlement Facilities and Buildings Reserve | 500,000 | 0 | 0 | 0 |
| Road resealing Reserve | 200,000 | 0 | 0 | 0 |
| Contribution - operations | (670,627) | (69,052) | (1,355,038) | (1,285,986) |
| Capital funding total | 5,436,225 | 2,800,416 | 1,498,170 | (1,302,246) |

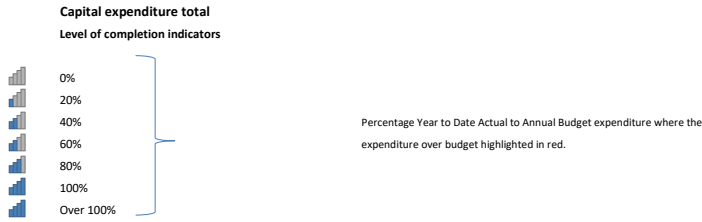
SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

KEY INFORMATION



| | | | |
|----------------------|----------------------|-------------------|-------------------|
| Acquisitions | Annual Budget | YTD Actual | % Spent |
| | \$5.44 M | \$1.5 M | 28% |
| Capital Grant | Annual Budget | YTD Actual | % Received |
| | \$.74 M | \$.12 M | 17% |



Level of completion indicator, please see table at the end of this note for further detail.

| | | Adopted | | | |
|---|---|------------------|---------------------|---------------------|-----------------------|
| Account Description | | Current Budget | Year to Date Budget | Year to Date Actual | Variance (Under)/Over |
| Capital Expenditure | | | | | |
| Buildings & Improvements | | | | | |
| 05103 | Cap-Ex - Purchase Buildings & Improvements - Fire Prevention | 53,950 | 26,970 | 50,753 | 23,783 |
| 09134 | Cap-Ex - Buildings & Improvements - Staff Housing | 562,000 | 280,992 | 12,509 | (268,483) |
| 10702 | Cap-Ex - Purchase Buildings & Imp - Other Community Amenities | 45,000 | 22,494 | 0 | (22,494) |
| 11302 | Cap-Ex - Purchase Buildings & Imp - Other Recreation & Sport | 16,000 | 7,998 | 0 | (7,998) |
| 14515 | Cap Ex - Purchase Buildings & Improvements - Administration | 50,000 | 24,996 | 0 | (24,996) |
| Buildings & Improvements Total | | 726,950 | 363,450 | 63,262 | (300,188) |
| Other Buildings & Improvements | | | | | |
| 10770 | Cap-Ex - Other Buildings & Imp - Other Community Amenities | 80,000 | 39,996 | 0 | (39,996) |
| 13617 | Cap-Ex - Other Buildings & Improvements - Other Economic Services | 80,000 | 39,996 | 0 | (39,996) |
| Other Buildings & Improvements Total | | 160,000 | 79,992 | 0 | (79,992) |
| Furniture & Equipment | | | | | |
| 14560 | Cap-Ex - Aircondition Remainder of CEO House | 15,000 | 15,000 | 0 | (15,000) |
| 14561 | Cap-Ex - Purchase Furn & Equipment - Admin | 20,000 | 9,996 | 0 | (9,996) |
| Furniture & Equipment Total | | 35,000 | 24,996 | 0 | (24,996) |
| Plant & Equipment - Major | | | | | |
| 12302 | Cap-Ex - Purchase Major Plant & Equipment - Road Plant Purchases | 1,180,000 | 589,998 | 640,089 | 50,091 |
| 13616 | Cap-Ex - Purchase Major Plant - Other Economic Services | 441,300 | 220,650 | 1,302 | (219,348) |
| 13652 | New kVA Generator | 150,000 | 150,000 | 0 | (150,000) |
| Plant & Equipment - Major Total | | 1,771,300 | 960,648 | 641,391 | (319,257) |
| Roads | | | | | |
| 12101 | Cap-Ex - Roads Construction | 1,090,470 | 545,148 | 173,346 | (371,802) |
| 12103 | Cap-Ex - MRWA Project Construction | 190,050 | 95,010 | 25,185 | (69,825) |
| 12104 | Cap-Ex - Roads to Recovery Construction | 568,743 | 284,328 | 252,962 | (31,366) |
| 12108 | Cap-Ex - Grids | 0 | 0 | 81 | 81 |
| 12112 | Cap-Ex - Other funding - Road Construction | 0 | 0 | 4,704 | 4,704 |
| 12180 | Cap-Ex - Roads Construction - Road Contributions | 893,712 | 446,844 | 337,240 | (109,604) |
| Roads Total | | 2,742,975 | 1,371,330 | 793,517 | (577,813) |
| Grand Total | | 5,436,225 | 2,800,416 | 1,498,170 | (1,302,246) |

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019

Repayments - borrowings

| Information on borrowings Particulars | 1 July 2019 | New Loans | | Principal Repayments | | Principal Outstanding | | Interest Repayments | |
|--|------------------|------------------|------------------|----------------------|------------------|-----------------------|---------------|---------------------|---------------|
| | | Actual | Budget | Actual | Budget | Actual | Budget | Actual | Budget |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Transport | | | | | | | | | |
| Purchase of road plant | 18,416 | 0 | 0 | 546 | 900 | 17,870 | 17,516 | 307 | 500 |
| Finance flood damage works | 1,549,425 | 2,730,746 | 2,500,000 | 4,280,955 | 4,049,625 | (784) | (200) | 16,114 | 12,000 |
| Total | 1,567,841 | 2,730,746 | 2,500,000 | 4,281,501 | 4,050,525 | 17,086 | 17,316 | 16,421 | 12,500 |
| Current borrowings | 1,550,526 | | | | | (229) | | | |
| Non-current borrowings | 17,315 | | | | | 17,315 | | | |
| | 1,567,841 | | | | | 17,086 | | | |

All debenture repayments were financed by general purpose revenue.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019

New borrowings 2019-20

| Particulars | Amount Borrowed | Amount Borrowed | Institution | Loan Type | Term Years | Total Interest & Charges | Interest Rate | Amount (Used) | | Balance Unspent |
|----------------------------|------------------|------------------|-------------|------------|------------|--------------------------|---------------|--------------------|--------------------|-----------------|
| | Actual | Budget | | | | | | Actual | Budget | |
| | \$ | \$ | | | | \$ | % | \$ | \$ | \$ |
| Finance flood damage works | 2,730,746 | 2,500,000 | WATC | Creditline | 1 | 16,114 | 0 | (2,730,746) | (2,500,000) | |
| | 2,730,746 | 2,500,000 | | | | 16,114 | | (2,730,746) | (2,500,000) | 0 |

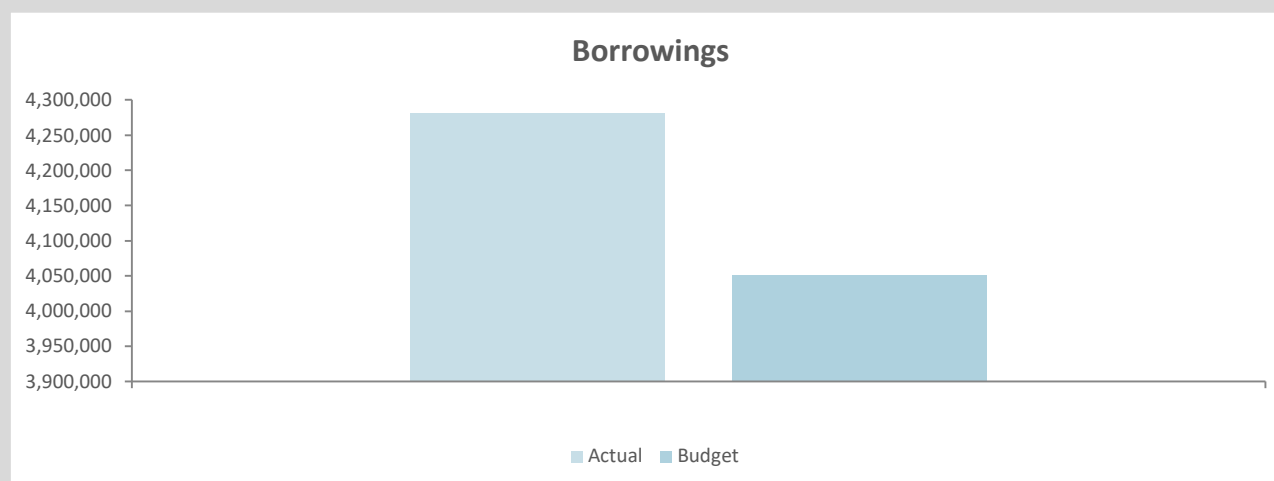
Unspent borrowings

| Particulars | Date Borrowed | Unspent Balance 30 June 2019 | Borrowed During Year | Expended During Year | Unspent Balance 31 Dec 2019 |
|--------------|---------------|------------------------------|----------------------|----------------------|-----------------------------|
| | | | \$ | \$ | \$ |
| Loan 1 Dolly | 2017-18 | 5,000 | 0 | 0 | 5,000 |
| | | 5,000 | 0 | 0 | 5,000 |

The Shire has no unspent debenture funds as at 30th June 2018, nor is it expected to have unspent funds as at 30th June 2019.

KEY INFORMATION

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.



Principal repayments

\$4,281,501

Interest earned

\$45,667

Interest expense

\$16,421

Reserves balance

\$7.36 M

Loans due

\$17,086

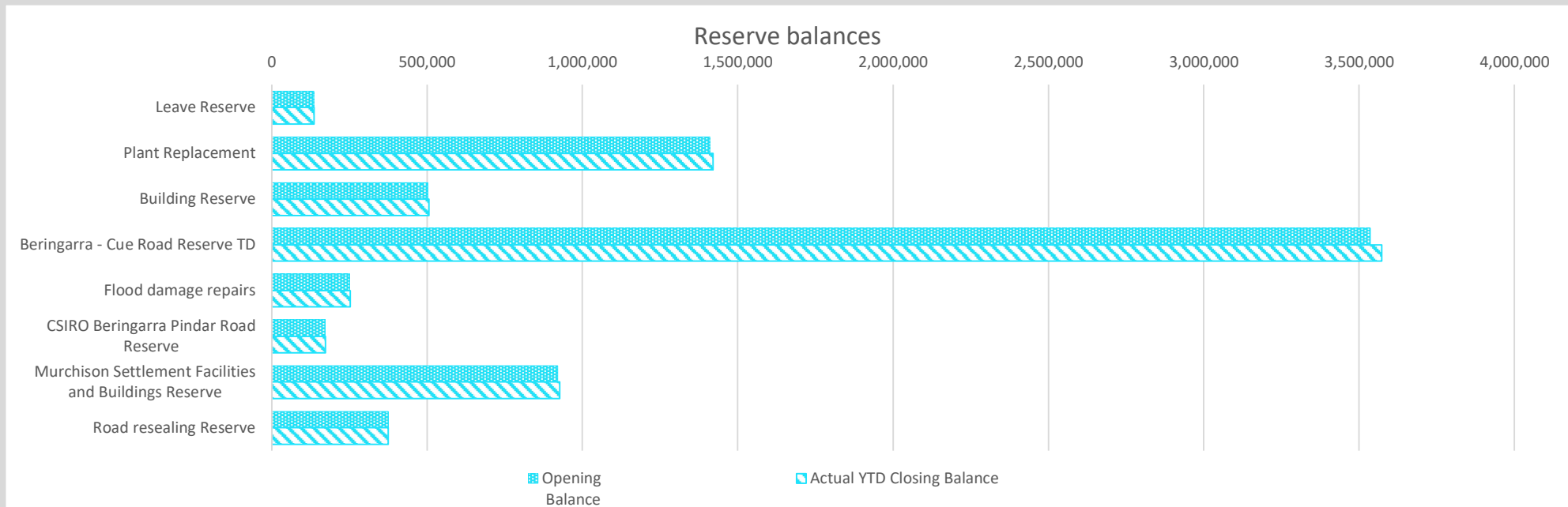
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019

OPERATING ACTIVITIES
NOTE 10
CASH RESERVES

Cash backed reserve

| Reserve name | Opening Balance | Budget Interest Earned | Actual Interest Earned | Budget Transfers In (+) | Actual Transfers In (+) | Budget Transfers Out (-) | Actual Transfers Out (-) | Budget Closing Balance | Actual YTD Closing Balance |
|--|------------------|------------------------|------------------------|-------------------------|-------------------------|--------------------------|--------------------------|------------------------|----------------------------|
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Leave Reserve | 135,709 | 0 | 971 | 2,170 | 0 | 0 | 0 | 137,879 | 136,680 |
| Plant Replacement | 1,410,356 | 0 | 10,091 | 516,820 | 0 | (650,000) | 0 | 1,277,176 | 1,420,447 |
| Building Reserve | 502,893 | 0 | 3,599 | 0 | 0 | (252,479) | 0 | 250,414 | 506,492 |
| Beringarra - Cue Road Reserve TD | 3,536,484 | 0 | 36,072 | 34,750 | 0 | (895,000) | 0 | 2,676,234 | 3,572,556 |
| Flood damage repairs | 250,568 | 0 | 1,794 | 4,000 | 0 | (126,523) | 0 | 128,045 | 252,362 |
| CSIRO Beringarra Pindar Road Reserve | 171,673 | 0 | 1,228 | 2,740 | 0 | 0 | 0 | 174,413 | 172,901 |
| Murchison Settlement Facilities and Building | 920,425 | 0 | 6,586 | 366,279 | 0 | (500,000) | 0 | 786,704 | 927,011 |
| Road resealing Reserve | 375,000 | 0 | 0 | 101,875 | 0 | (200,000) | 0 | 276,875 | 375,000 |
| | 7,303,108 | 0 | 60,341 | 1,028,634 | 0 | (2,624,002) | 0 | 5,707,740 | 7,363,449 |

KEY INFORMATION



| Other current liabilities | Note | Opening Balance 1 July 2019 | Liability Increase | Liability Reduction | Closing Balance 31 December 2019 |
|---|------|-----------------------------------|-----------------------|------------------------|--|
| | | \$ | \$ | \$ | \$ |
| Provisions | | | | | |
| Annual leave | | 37,459 | 14,197 | 0 | 51,656 |
| Long service leave | | 27,012 | 0 | 0 | 27,012 |
| Total Provisions | | 64,471 | 14,197 | 0 | 78,668 |
| Total other current assets | | 64,471 | | | 78,668 |
| Amounts shown above include GST (where applicable) | | | | | |

KEY INFORMATION**Provisions**

Provisions are recognised when the Shire has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Employee benefits**Short-term employee benefits**

Provision is made for the Shire's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The Shire's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the calculation of net current assets.

Other long-term employee benefits

The Shire's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur. The Shire's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the Shire does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019

OPERATING GRANTS AND CONTRIBUTIONS

| Provider | Unspent operating grant, subsidies and contributions liability | | | | | Operating grants, subsidies and contributions revenue | | |
|--|--|-----------------------------|--|--------------------------|-------------------------------------|---|------------------|-----------------------|
| | Liability 1 Jul 2019 | Increase in Liability | Liability Reduction (As revenue) | Liability 31 Dec 2019 | Current Liability 31 Dec 2019 | Adopted Budget Revenue | YTD Budget | YTD Revenue Actual |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Operating grants and subsidies | | | | | | | | |
| General purpose funding | | | | | | | | |
| Grants Commission Grant Received - General | 0 | 0 | 0 | 0 | 0 | 1,420,000 | 709,998 | 723,231 |
| Grants Commission Grant Received- Roads | 0 | 0 | 0 | 0 | 0 | 417,500 | 208,746 | 205,579 |
| Law, order, public safety | | | | | | | | |
| Income Relating to Fire Prevention | 0 | 0 | 0 | 0 | 0 | 12,200 | 6,096 | 4,051 |
| Transport | | | | | | | | |
| Grant - MRWA Direct | 0 | 0 | 0 | 0 | 0 | 215,253 | 107,622 | 215,253 |
| Grant - Wandrra Flood Damage | 0 | 0 | 0 | 0 | 0 | 9,382,887 | 4,691,442 | 4,537,388 |
| | 0 | 0 | 0 | 0 | 0 | 11,447,840 | 5,723,904 | 5,685,502 |
| Operating contributions | | | | | | | | |
| Transport | | | | | | | | |
| Income Relating to Transport | 0 | 0 | 0 | 0 | 0 | 1,000 | 498 | 506 |
| | 0 | 0 | 0 | 0 | 0 | 1,000 | 498 | 506 |
| TOTALS | 0 | 0 | 0 | 0 | 0 | 11,448,840 | 5,724,402 | 5,686,008 |

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019

NON-OPERATING GRANTS AND CONTRIBUTIONS

| Provider | Unspent non operating grants, subsidies and contributions liability | | | | | Non operating grants, subsidies and contributions revenue | | |
|---|---|-----------------------------|--|--------------------------|-------------------------------------|---|----------------|------------------------------|
| | Liability 1 Jul 2019 | Increase in Liability | Liability Reduction (As revenue) | Liability 31 Dec 2019 | Current Liability 31 Dec 2019 | Adopted Budget Revenue | YTD Budget | YTD Revenue Actual (b) |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Non-operating grants and subsidies | | | | | | | | |
| Law, order, public safety | | | | | | | | |
| Grant Revenue - Fire Prevention | 0 | 0 | 0 | 0 | 0 | 53,950 | 26,970 | 49,795 |
| Transport | | | | | | | | |
| Grant - MRWA Specific | 0 | 0 | 0 | 0 | 0 | 120,000 | 60,000 | 72,667 |
| Grant - Roads to Recovery | 0 | 0 | 0 | 0 | 0 | 565,000 | 282,498 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 738,950 | 369,468 | 122,462 |

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019**

**NOTE 14
TRUST FUND**

Funds held at balance date over which the Shire has no control and which are not included in this statement are as follows:

| Description | Opening Balance | Amount | Amount | Closing Balance |
|--------------------------|--------------------|--------------|----------------|-----------------|
| | 1 July 2019 | Received | Paid | 31 Dec 2019 |
| | \$ | \$ | \$ | \$ |
| Police licensing | 18 | 6,470 | (6,488) | 0 |
| Bonds | 6,950 | 400 | (500) | 6,850 |
| Nomination deposits | 0 | 240 | (240) | 0 |
| Murchison community fund | 406,934 | 2,143 | 0 | 409,077 |
| | 413,902 | 9,253 | (7,228) | 415,927 |

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2019**

**NOTE 15
EXPLANATION OF MATERIAL VARIANCES**

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date Actual materially.

The material variance adopted by Council for the 2019-20 year is \$10,000 or 10.00% whichever is the greater.

| Reporting Program | Var. \$ | Var. % | Timing/ Permanent | Explanation of Variance |
|---|-----------|-----------|-------------------|---|
| | \$ | % | | |
| Revenue from operating activities | | | | |
| General purpose funding - rates | (464,044) | (100.00%) | ▼ Timing | Rates issued late due to challenging staffing resources Roadhouse fuel sales higher than budgeted. To be offset by higher fuel purchases |
| Economic services | 42,409 | 33.66% | ▲ Timing | |
| Other property and services | (12,884) | (29.28%) | ▼ Timing | Fuel allocation procedure has had overhaul with corresponding catchup in fuel tax credit lodgments |
| Expenditure from operating activities | | | | |
| Governance | 24,427 | 12.97% | ▲ Timing | Review of accounts to be undertaken as part of budget review. Donation by council to CRBA to be corrected in accounts |
| Law, order and public safety | 13,593 | 21.99% | ▲ Timing | Fire vehicles expense very underbudget Donation by council to CRBA to be corrected in accounts |
| Community amenities | 28,754 | 50.33% | ▲ Timing | Review of accounts to be undertaken as part of budget review. |
| Transport | 2,485,991 | 35.17% | ▲ Timing | |
| Economic services | 55,674 | 12.97% | ▲ Timing | Offset in fuel expense to higher fuel sales |
| Other property and services | (11,054) | (17.71%) | ▼ Timing | Overheads to be reviewed as part of Budget Review |
| Investing activities | | | | |
| Non-operating grants, subsidies and contributions | (247,006) | (66.85%) | ▼ Timing | Review to be undertaken as part of Budget Review |
| Capital acquisitions | 1,302,246 | 46.50% | ▲ Timing | Acquisitions made with no corresponding transfers as per Budget - to be reviewed |

Statement of Financial Position
as at 31 DEC 2019

| | 2019/2020 | 2018/2019 |
|--|----------------------|---------------------|
| CURRENT ASSETS | | |
| Cash at Bank and On Hand | 2,861,464.15 | 721,092.41 |
| Rates Outstanding | 49,171.73 | 53,215.45 |
| Sundry Debtors | 4,254.76 | 595,910.59 |
| Gst Receivable | <143,703.79> | 187,900.16 |
| Self Supporting Loans - Clubs/Institutio | | |
| Accrued Income/Payments In Advance | 0.00 | 36,561.31 |
| Fuel, Oil & Materials on Hand | 93,703.57 | 98,542.09 |
| Land Held For Resale - Current | | |
| Cash on hand - Restricted - Reserve Fund | 7,363,449.31 | 7,303,108.64 |
| Cash on hand - Restricted - Other | 0.00 | 0.00 |
| TOTAL CURRENT ASSETS | 10,228,339.73 | 8,996,330.65 |
| CURRENT LIABILITIES | | |
| Accrued Salaries & Wages | 8,324.10 | 8,324.10 |
| Income Received In Advance | 0.00 | 0.00 |
| Gst Payable | <3,225.84> | 2,540.28 |
| Payroll Creditors | 45,312.75 | 34,897.75 |
| Accrued Expenses | 4,941.80 | 13,269.80 |
| Loan Liability (Current) | <228.92> | 1,550,525.82 |
| Provision For Annual Leave | 51,655.71 | 37,458.90 |
| Provision For Long Service Leave (Currre | 27,011.62 | 27,011.62 |
| Sundry Creditors | 32,087.30 | 925,391.58 |
| Accrued Interest On Loans | 0.00 | 0.00 |
| Provision for Doubtful Debts | 0.00 | 0.00 |
| TOTAL CURRENT LIABILITIES | 165,878.52 | 2,599,419.85 |
| NET CURRENT ASSETS | 10,062,461.21 | 6,396,910.80 |
| NON-CURRENT ASSETS | | |
| Rates Outstanding - Pensioners | | |
| Loans Debtors - Clubs/Institutions (Non | | |
| Non Current Debtors other than Rates or | | |
| Land Held For Resale Non Current | | |
| Land & Buildings | 5,726,428.54 | 5,663,166.36 |
| Accumulated Depreciation Land & Building | <522,745.00> | <423,777.32> |
| Furniture & Equipment | 14,500.00 | 14,500.00 |
| Accumulated Depreciation Furniture&Equip | <2,180.44> | <836.22> |
| Plant & Equipment - Major | 3,598,554.94 | 2,957,163.91 |
| Accumulated Depreciation Plant & Equip - | <533,990.79> | <341,351.80> |
| Plant & Equipment - Minor | 122,030.00 | 122,030.00 |
| Accumulated Depreciation Plant & Equip - | <17,703.86> | <11,153.93> |
| Works in Progress | 6,535.48 | 6,535.48 |
| Roads | 89,473,488.47 | 88,679,971.41 |
| Accumulated Depreciation Roads | <21,671,443.71> | <20,451,672.29> |
| Other Infrastructure | 1,596,320.70 | 1,610,493.95 |
| Accumulated Depreciation Infrastructure | <252,084.25> | <197,535.61> |

Statement of Financial Position
as at 31 DEC 2019

| | 2019/2020 | 2018/2019 |
|---|----------------------|----------------------|
| Drainage | | |
| Accumulated Depreciation Drainage | | |
| Parks & Ovals | | |
| Accumulated Depreciation Parks &Ovals | | |
| Bridges | 4,110,515.25 | 4,096,342.00 |
| Accumulated Depreciation Bridges | <179,424.76> | <153,612.22> |
| Disposal of Assets | 0.00 | 0.00 |
| TOTAL NON-CURRENT ASSETS | 81,468,800.57 | 81,570,263.72 |
| NON-CURRENT LIABILITIES | | |
| Loan Liability (Non Current) | 17,315.12 | 17,315.12 |
| Provision For Long Service Leave (Non Cu) | 32,881.76 | 32,881.76 |
| TOTAL NON-CURRENT LIABILITIES | 50,196.88 | 50,196.88 |
| NET ASSETS | 91,481,064.90 | 87,916,977.64 |
| EQUITY | | |
| Accumulated Surplus | 26,336,454.70 | 27,487,824.34 |
| Reserves Plant Replacement | 1,410,355.95 | 975,370.16 |
| Reserves Leave | 135,708.93 | 181,982.69 |
| Reserves Building | 502,893.11 | 135,113.91 |
| Reserves Berringarra-Cue Road | 3,536,484.22 | 3,625,134.76 |
| Reserves Beringarra-Pindar Road | 0.00 | 0.00 |
| Reserves Transaction Centre | 0.00 | 6,329.24 |
| Reserves Ballinyoo Bridge | 0.00 | 46,114.71 |
| Asset Revaluation Reserve | 58,741,184.92 | 58,741,184.92 |
| Rerserves CSIRO Beringarra Pindar Road | 171,672.96 | 168,226.59 |
| Reserves Flood Damage Repairs | 250,567.82 | 69,144.65 |
| Settlement Facilities and Buildings Rese | 920,424.95 | 351,745.54 |
| Road Sealing Reserve | 375,000.00 | 0.00 |
| TOTAL EQUITY | 92,380,747.56 | 91,788,171.51 |

Statement of Financial Position
as at 31 DEC 2019

| | 2019/2020 | 2018/2019 |
|---------------------------------|------------|--------------|
| OTHER UNDEFINED BALANCES | | |
| Term Deposits | 500,000.00 | 1,500,000.00 |
| Non-Current Investments (Trust) | 17,805.27 | 17,805.27 |
| Contract Asset | 381,537.39 | 2,353,388.60 |
| Trust Liability | 340.00 | 0.00 |
| TOTAL OTHER UNDEFINED BALANCES | 899,682.66 | 3,871,193.87 |

Operating Statement by Function / Activity
for the reporting period ended 31 DEC 2019**16.2.1 - February 2020**

| | Original Budget | 2019/2020 | 2018/2019 |
|---|--------------------|--------------|---------------|
| OPERATING REVENUES | | | |
| General Purpose Funding | 2,437,544.00 | 974,477.81 | 4,371,188.23 |
| Governance | 12,500.00 | 6,714.95 | 25,208.14 |
| Law, Order & Public Safety | 66,650.00 | 54,206.09 | 15,589.50 |
| Health | 0.00 | 236.00 | 0.00 |
| Housing | 4,290.00 | 1,965.00 | 3,765.00 |
| Recreation & Culture | 1,750.00 | 0.00 | 586.34 |
| Transport | 10,400,531.00 | 4,829,722.00 | 13,574,843.25 |
| Economic Services | 252,000.00 | 168,043.52 | 265,247.13 |
| Other Property & Services | 88,000.00 | 31,115.73 | 118,866.30 |
| Total Operating Revenue | 13,263,265.00 | 6,066,481.10 | 18,375,293.89 |
| OPERATING EXPENSES | | | |
| General Purpose Funding | 24,000.00 | 12,308.83 | 23,994.55 |
| Governance | 379,521.00 | 163,907.25 | 290,229.11 |
| Law, Order & Public Safety | 123,635.00 | 48,212.90 | 96,374.94 |
| Health | 25,680.00 | 10,055.27 | 19,643.43 |
| Housing | 6,742.84 | 0.00 | 0.00 |
| Community Amenities | 80,135.00 | 28,371.72 | 51,104.11 |
| Recreation & Culture | 336,133.00 | 182,550.33 | 285,104.20 |
| Transport | 13,724,178.00 | 4,581,533.20 | 16,858,167.55 |
| Economic Services | 828,055.00 | 373,487.61 | 781,023.97 |
| Other Property & Services | 84,977.00 | 73,477.94 | 125,641.62 |
| Total Operating Expenditure | 15,613,056.84 | 5,473,905.05 | 18,531,283.48 |
| CHANGE IN NET ASSETS RESULTING FROM OPERATIONS | <2,349,791.84> | 592,576.05 | <155,989.59> |

Operating Statement
for the reporting period ended 31 DEC 2019

| | Original Budget | 2019/2020 | 2018/2019 |
|---|--------------------|--------------|---------------|
| Income Categories | | | |
| Rates | 464,044.00 | 0.00 | 458,509.76 |
| Operating Grants, Subsidies and Contribu | 11,448,840.00 | 5,686,008.22 | 16,829,133.73 |
| Reimbursements/Donations | 204,242.00 | 53,790.64 | 124,460.05 |
| Profit On Asset Disposal | 9,439.00 | 0.00 | 6,171.13 |
| Fees & Charges | 261,750.00 | 161,247.29 | 275,972.81 |
| Interest Earnings | 135,500.00 | 45,667.29 | 189,603.51 |
| Other Revenue | 500.00 | <2,693.93> | 13,933.01 |
| Non-Operating Grants, Subsidies and Cont | 738,950.00 | 122,461.59 | 477,509.89 |
| TOTAL Income Categories | 13,263,265.00 | 6,066,481.10 | 18,375,293.89 |
| Expenditure Categories | | | |
| Employee Costs | 1,232,267.78 | 601,956.26 | 1,212,333.03 |
| Materials & Contracts | 11,931,075.04 | 3,406,482.84 | 14,771,484.89 |
| Depreciation On Non-Current Assets | 3,071,485.00 | 1,599,633.42 | 3,049,712.31 |
| Interest Expenses | 12,500.00 | 16,420.76 | 34,016.06 |
| Insurance Expenses | 157,376.00 | 149,271.52 | 141,862.37 |
| Other Expenditure | 155,583.00 | 75,352.94 | 114,118.75 |
| Loss On Asset Disposal | 112,597.00 | 0.00 | 59,617.31 |
| Reallocation Codes Expenditure | <1,059,826.98> | <375,212.69> | <851,861.24> |
| TOTAL Expenditure Categories | 15,613,056.84 | 5,473,905.05 | 18,531,283.48 |
| Operating Surplus | <2,349,791.84> | 592,576.05 | 155,989.59 |
| CHANGE IN NET ASSETS RESULTING FROM OPERATIONS | <2,349,791.84> | 592,576.05 | <155,989.59> |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | YTD Actual | Variance (\$) |
|------|--------------------------------------|-----|--|-------|--------|---|-----------------|-----------------|---------------|---------------|
| 03 | General Purpose Funding | 031 | Rate Revenue | 03100 | | Overhead Expenses - Rate Revenue | \$22,500.00 | \$11,250.00 | \$12,189.43 | \$939.43 |
| | | | | 03102 | | Valuation Expenses and Title Searches Expense | \$1,500.00 | \$750.00 | \$119.40 | -\$630.60 |
| | | | | 03103 | | General Rates Levied | -\$464,044.00 | -\$232,020.00 | \$0.00 | \$232,020.00 |
| | | | | 03105 | | Penalty Interest Raised on Rates | -\$3,000.00 | -\$1,500.00 | -\$341.47 | \$1,158.53 |
| | | | | 03109 | | Rates Administration Fee Received | -\$500.00 | -\$246.00 | \$0.00 | \$246.00 |
| | | | Rate Revenue Total | | | | -\$443,544.00 | -\$221,766.00 | \$11,967.36 | \$233,733.36 |
| 03 | General Purpose Funding | 032 | Other General Purpose Funding | 03201 | | Grants Commission Grant Received - General | -\$1,420,000.00 | -\$709,998.00 | -\$723,231.50 | -\$13,233.50 |
| | | | | 03202 | | Grants Commission Grant Received- Roads | -\$417,500.00 | -\$208,746.00 | -\$205,579.00 | \$3,167.00 |
| | | | | 03204 | | Interest Received - Municipal | -\$42,000.00 | -\$21,000.00 | -\$10,965.18 | \$10,034.82 |
| | | | | 03205 | | Other General Purpose funding received | \$0.00 | \$0.00 | -\$0.02 | -\$0.02 |
| | | | | 03206 | | Interest Received - Reserve - Op Inc | -\$90,000.00 | -\$45,000.00 | -\$34,360.64 | \$10,639.36 |
| | | | | 03207 | | Interest Received - Other (Not Reserves) - Op Inc | -\$500.00 | -\$246.00 | \$0.00 | \$246.00 |
| | | | Other General Purpose Funding Total | | | | -\$1,970,000.00 | -\$984,990.00 | -\$974,136.34 | \$10,853.66 |
| | General Purpose Funding Total | | | | | | -\$2,413,544.00 | -\$1,206,756.00 | -\$962,168.98 | \$244,587.02 |
| 04 | Governance | 041 | Members Of Council | 04100 | | Members Travelling Expenses paid | \$22,000.00 | \$10,998.00 | \$8,140.81 | -\$2,857.19 |
| | | | | 04101 | | Members Conference Expenses | \$20,300.00 | \$10,146.00 | \$2,864.93 | -\$7,281.07 |
| | | | | 04102 | | Council Election Expenses | \$4,000.00 | \$1,998.00 | \$1,168.00 | -\$830.00 |
| | | | | 04103 | | President's Allowance paid | \$10,032.00 | \$5,016.00 | \$3,495.00 | -\$1,521.00 |
| | | | | 04104 | | Members Refreshments & Receptions Expense | \$9,000.00 | \$4,494.00 | \$1,858.69 | -\$2,635.31 |
| | | | | 04105 | | Members - Insurance | \$3,509.00 | \$1,752.00 | \$1,440.31 | -\$311.69 |
| | | | | 04106 | | Members - Subscriptions, Donations | \$15,000.00 | \$7,998.00 | \$31,350.00 | \$23,352.00 |
| | | | | 04107 | | Deputy President's Allowance paid | \$2,508.00 | \$1,254.00 | \$875.00 | -\$379.00 |
| | | | | 04108 | | Members Communications | \$8,000.00 | \$3,996.00 | \$2,912.50 | -\$1,083.50 |
| | | | | 04109 | | Members Sitting Fees Paid | \$60,543.00 | \$30,270.00 | \$24,445.00 | -\$5,825.00 |
| | | | | 04110 | | Civic Receptions Expense | \$10,000.00 | \$4,998.00 | \$327.84 | -\$4,670.16 |
| | | | | 04111 | | Training Expenses of Members | \$10,000.00 | \$4,998.00 | \$3,250.00 | -\$1,748.00 |
| | | | | 04112 | | Maintenance - Council Chambers | \$6,760.00 | \$3,372.00 | \$0.00 | -\$3,372.00 |
| | | | | 04113 | | Overhead Expenses - Members | \$184,400.00 | \$92,190.00 | \$81,779.17 | -\$10,410.83 |
| | | | | 04117 | | Members IT Expenses | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | | | Members Of Council Total | | | | \$366,052.00 | \$183,480.00 | \$163,907.25 | -\$19,572.75 |
| 04 | Governance | 145 | Administration | 14500 | | General Office and Administration Expenses | \$25,000.00 | \$12,486.00 | \$4,601.58 | -\$7,884.42 |
| | | | | 14501 | | Administration Office Maintenance | \$49,450.00 | \$24,708.00 | \$16,984.47 | -\$7,723.53 |
| | | | | 14501 | OFFADM | Administration Office Maintenance | \$49,450.00 | \$24,708.00 | \$16,984.47 | -\$7,723.53 |
| | | | | 14502 | | Workers Compensation Premiums- Administration | \$12,000.00 | \$6,000.00 | \$9,690.00 | \$3,690.00 |
| | | | | 14503 | | IT Expense | \$70,000.00 | \$34,992.00 | \$49,936.06 | \$14,944.06 |
| | | | | 14504 | | Telecommunications - Admin | \$22,800.00 | \$11,394.00 | \$12,243.90 | \$849.90 |
| | | | | 14505 | | Travel & Accommodation - Admin | \$10,000.00 | \$4,992.00 | \$800.00 | -\$4,192.00 |
| | | | | 14506 | | Legal Expenses Administration | \$10,000.00 | \$4,998.00 | \$8,006.45 | \$3,008.45 |
| | | | | 14507 | | Training/Conference Expenses - Admin | \$15,000.00 | \$7,500.00 | \$4,604.65 | -\$2,895.35 |
| | | | | 14508 | | Printing & Stationery - Admin | \$12,500.00 | \$6,246.00 | \$4,403.76 | -\$1,842.24 |
| | | | | 14509 | | Fringe Benefits Tax - Admin | \$32,500.00 | \$16,248.00 | -\$2.00 | -\$16,250.00 |
| | | | | 14510 | | Depreciation - Admin | \$27,433.00 | \$13,710.00 | \$12,784.02 | -\$925.98 |
| | | | | 14511 | | Staff Uniform - Admin | \$2,000.00 | \$996.00 | \$1,111.06 | \$115.06 |
| | | | | 14512 | | Income relating to Administration | -\$12,500.00 | -\$6,246.00 | -\$6,714.95 | -\$468.95 |
| | | | | 14517 | | Insurance - Administration | \$37,500.00 | \$18,750.00 | \$43,713.09 | \$24,963.09 |
| | | | | 14518 | | Salaries - Administration | \$416,332.00 | \$208,164.00 | \$154,659.48 | -\$53,504.52 |
| | | | | 14519 | | Staff Appointment Expenses | \$15,000.00 | \$7,500.00 | \$7,048.16 | -\$451.84 |
| | | | | 14520 | | Superannuation | \$60,368.00 | \$30,180.00 | \$24,375.05 | -\$5,804.95 |
| | | | | 14521 | | Audit Fees | \$50,000.00 | \$24,996.00 | \$1,300.00 | -\$23,696.00 |
| | | | | 14522 | | Consultancy Fees | \$110,000.00 | \$54,996.00 | \$60,327.13 | \$5,331.13 |
| | | | | 14523 | | Remote Accounting Charges | \$37,500.00 | \$18,750.00 | \$34,800.00 | \$16,050.00 |
| | | | | 14524 | | Subscriptions | \$25,000.00 | \$12,498.00 | \$22,910.36 | \$10,412.36 |
| | | | | 14525 | | Loss on Sale of Assets - Admin Plant Purchaes | \$3,586.00 | \$1,788.00 | \$0.00 | -\$1,788.00 |
| | | | | 14550 | | Administration Allocated | -\$1,030,500.00 | -\$515,250.00 | -\$474,297.22 | \$40,952.78 |
| | | | Administration Total | | | | \$50,419.00 | \$25,104.00 | \$10,269.52 | -\$14,834.48 |
| | Governance Total | | | | | | \$416,471.00 | \$208,584.00 | \$174,176.77 | -\$34,407.23 |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | YTD Actual | Variance (\$) |
|------|---|-----|--|-------|--------|--|-----------------|---------------|---------------|---------------|
| 05 | Law, Order & Public Safety | 051 | Fire Prevention | 05100 | | Overhead Expenses - Fire Prevention | \$41,685.00 | \$20,832.00 | \$28,091.94 | \$7,259.94 |
| | | | | 05101 | | Insurance - Fire Prevention | \$3,950.00 | \$1,974.00 | \$4,192.80 | \$2,218.80 |
| | | | | 05102 | | Income Relating to Fire Prevention | -\$12,200.00 | -\$6,096.00 | -\$4,051.50 | \$2,044.50 |
| | | | | 05105 | | Vehicle Expenses - Fire Prevention | \$39,000.00 | \$19,500.00 | \$266.67 | -\$19,233.33 |
| | | | | 05106 | | Equipment & Consumables - Fire Prevention | \$6,000.00 | \$3,000.00 | \$1,026.09 | -\$1,973.91 |
| | | | | 05121 | | Grant Revenue - Fire Prevention | -\$53,950.00 | -\$26,970.00 | -\$49,794.59 | -\$22,824.59 |
| | | | Fire Prevention Total | | | | \$24,485.00 | \$12,240.00 | -\$20,268.59 | -\$32,508.59 |
| 05 | Law, Order & Public Safety | 052 | Animal Control | 05200 | | Expenses Relating to Animal Control | \$18,000.00 | \$9,000.00 | \$8,334.22 | -\$665.78 |
| | | | | 05202 | | Dog Registration Fee Income | -\$500.00 | -\$246.00 | -\$360.00 | -\$114.00 |
| | | | Animal Control Total | | | | \$17,500.00 | \$8,754.00 | \$7,974.22 | -\$779.78 |
| 05 | Law, Order & Public Safety | 053 | Other Law, Order & Public Safety | 05307 | | CESM Program Expenses | \$15,000.00 | \$7,500.00 | \$6,301.18 | -\$1,198.82 |
| | | | | 05308 | | AWARE Program Expenses | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | | | | 05321 | | Revenue - Emergency Management | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | | | Other Law, Order & Public Safety Total | | | | \$15,000.00 | \$7,500.00 | \$6,301.18 | -\$1,198.82 |
| | Law, Order & Public Safety Total | | | | | | \$56,985.00 | \$28,494.00 | -\$5,993.19 | -\$34,487.19 |
| 07 | Health | 074 | Preventative Services - Administration & Inspection | 07400 | | Expenses Relating to Preventative Services - Administration & Inspection | \$12,000.00 | \$6,000.00 | \$4,047.53 | -\$1,952.47 |
| | | | | 07401 | | Income Relating to Preventative Services - Administration & Inspection | \$0.00 | \$0.00 | -\$236.00 | -\$236.00 |
| | | | | 07404 | | Analytical Expenses | \$3,000.00 | \$1,500.00 | \$360.00 | -\$1,140.00 |
| | | | Preventative Services - Administration & Inspection Total | | | | \$15,000.00 | \$7,500.00 | \$4,171.53 | -\$3,328.47 |
| 07 | Health | 075 | Preventative Services - Pest Control | 07500 | | Expenses Relating to Preventative Services - Pest Control | \$925.00 | \$450.00 | \$512.73 | \$62.73 |
| | | | Preventative Services - Pest Control Total | | | | \$925.00 | \$450.00 | \$512.73 | \$62.73 |
| 07 | Health | 077 | Other Health | 07700 | | Medical Centre Expenses | \$500.00 | \$246.00 | \$363.97 | \$117.97 |
| | | | | 07701 | | Donation RFDS | \$3,000.00 | \$1,500.00 | \$3,000.00 | \$1,500.00 |
| | | | | 07702 | | Maintain Patient Transfer Vehicle | \$6,255.00 | \$3,126.00 | \$1,771.04 | -\$1,354.96 |
| | | | Other Health Total | | | | \$9,755.00 | \$4,872.00 | \$5,135.01 | \$263.01 |
| | Health Total | | | | | | \$25,680.00 | \$12,822.00 | \$9,819.27 | -\$3,002.73 |
| 09 | Housing | 091 | Staff Housing | 09101 | | Maintenance 2 Office Road (CEO) | \$33,260.00 | \$19,690.00 | \$41,524.95 | \$21,834.95 |
| | | | | 09101 | M2OFF | Maintenance 2 Office Road (Ceo) | \$33,260.00 | \$19,690.00 | \$41,524.95 | \$21,834.95 |
| | | | | 09102 | | Maintenance 4A Kurara Way | \$14,712.00 | \$7,350.00 | \$2,215.29 | -\$5,134.71 |
| | | | | 09102 | M4AKU | Maintenance 4A Kurara Way | \$14,712.00 | \$7,350.00 | \$2,215.29 | -\$5,134.71 |
| | | | | 09103 | | Maintenance 4B Kurara Way | \$14,722.00 | \$7,356.00 | \$2,215.30 | -\$5,140.70 |
| | | | | 09103 | M4BKU | Maintenance 4B Kurara Way | \$14,722.00 | \$7,356.00 | \$2,215.30 | -\$5,140.70 |
| | | | | 09104 | | Maintenance 6 Kurara Way | \$15,188.37 | \$7,584.00 | \$3,601.34 | -\$3,982.66 |
| | | | | 09104 | M6KU | Maintenance 6 Kurara Way | \$15,188.37 | \$7,584.00 | \$3,601.34 | -\$3,982.66 |
| | | | | 09105 | | Maintenance 8 Kurara Way | \$23,443.37 | \$11,712.00 | \$3,412.72 | -\$8,299.28 |
| | | | | 09105 | M8KU | Maintenance 8 Kurara Way | \$23,443.37 | \$11,712.00 | \$3,412.72 | -\$8,299.28 |
| | | | | 09106 | | Maintenance 10A Kurara Way | \$20,473.37 | \$10,230.00 | \$2,505.40 | -\$7,724.60 |
| | | | | 09106 | M10AKU | Maintenance 10A Kurara Way | \$20,473.37 | \$10,230.00 | \$2,505.40 | -\$7,724.60 |
| | | | | 09107 | | Maintenance 10B Kurara Way | \$20,473.37 | \$10,230.00 | \$7,905.53 | -\$2,324.47 |
| | | | | 09107 | M10BKU | Maintenance 10B Kurara Way | \$20,473.37 | \$10,230.00 | \$7,905.53 | -\$2,324.47 |
| | | | | 09108 | | Maintenance 12A Kurara Way | \$15,443.37 | \$7,710.00 | \$2,119.52 | -\$5,590.48 |
| | | | | 09108 | M12AKU | Maintenance 12A Kurara Way | \$15,443.37 | \$7,710.00 | \$2,119.52 | -\$5,590.48 |
| | | | | 09109 | | Maintenance 12B Kurara Way | \$27,573.37 | \$13,776.00 | \$2,566.05 | -\$11,209.95 |
| | | | | 09109 | M12BKU | Maintenance 12B Kurara Way | \$27,573.37 | \$13,776.00 | \$2,566.05 | -\$11,209.95 |
| | | | | 09110 | | Maintenance 14 Mulga Cres | \$24,784.82 | \$12,384.00 | \$9,854.18 | -\$2,529.82 |
| | | | | 09110 | M14MUL | Maintenance 14 Mulga Cres | \$24,784.82 | \$12,384.00 | \$9,854.18 | -\$2,529.82 |
| | | | | 09111 | | Maintenance 16 Mulga Cres | \$16,668.80 | \$8,322.00 | \$2,743.74 | -\$5,578.26 |
| | | | | 09111 | M16MUL | Maintenance 16 Mulga Cres | \$16,668.80 | \$8,322.00 | \$2,743.74 | -\$5,578.26 |
| | | | | 09113 | | Staff House Costs Allocated to Works | -\$280,000.00 | -\$139,998.00 | -\$112,676.35 | \$27,321.65 |
| | | | | 09114 | | Staff Housing Costs - Other Expenses | \$60,000.00 | \$30,000.00 | \$32,012.33 | \$2,012.33 |
| | | | | 09115 | | Staff Housing Costs - Insurance | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | | | | 09121 | | Income 2 Office Road (CEO) | -\$390.00 | -\$192.00 | -\$150.00 | \$42.00 |
| | | | | 09122 | | Income 4A Kurara Way | -\$390.00 | -\$192.00 | -\$195.00 | -\$3.00 |
| | | | | 09123 | | Income 4B Kurara Way | -\$390.00 | -\$192.00 | -\$195.00 | -\$3.00 |
| | | | | 09124 | | Income 6 Kurara Way | -\$390.00 | -\$192.00 | -\$195.00 | -\$3.00 |
| | | | | 09125 | | Income 8 Kurara Way | -\$390.00 | -\$192.00 | -\$195.00 | -\$3.00 |
| | | | | 09126 | | Income 10A Kurara Way | -\$390.00 | -\$192.00 | -\$195.00 | -\$3.00 |
| | | | | 09127 | | Income 10B Kurara Way | -\$390.00 | -\$192.00 | -\$195.00 | -\$3.00 |
| | | | | 09128 | | Income 12A Kurara Way | -\$390.00 | -\$192.00 | -\$195.00 | -\$3.00 |
| | | | | 09129 | | Income 12B Kurara Way | -\$390.00 | -\$192.00 | -\$195.00 | -\$3.00 |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | YTD Actual | Variance (\$) |
|------|---------------------------------------|-----|---|-------|--------|--|-----------------|--------------|--------------|---------------|
| | | | | 09130 | | Income 14 Mulga Cres | -\$390.00 | -\$192.00 | -\$195.00 | -\$3.00 |
| | | | | 09131 | | Income 16 Mulga Cres | -\$390.00 | -\$192.00 | -\$60.00 | \$132.00 |
| | | | Staff Housing Total | | | | \$229,195.68 | \$120,578.00 | \$78,699.02 | -\$41,878.98 |
| | Housing Total | | | | | | \$229,195.68 | \$120,578.00 | \$78,699.02 | -\$41,878.98 |
| 10 | Community Amenities | 101 | Sanitation - Household Refuse | 10100 | | Expenses Relating to Sanitation - Household Refuse | \$15,460.00 | \$7,728.00 | \$9,574.96 | \$1,846.96 |
| | | | | 10100 | MSANH | Expenses Relating To Sanitation - Household Refuse | \$15,460.00 | \$7,728.00 | \$9,574.96 | \$1,846.96 |
| | | | | 10103 | | Tip Maintenance Costs | \$6,050.00 | \$3,018.00 | \$0.00 | -\$3,018.00 |
| | | | | 10103 | MTIP | Tip Maintenance | \$6,050.00 | \$3,018.00 | \$0.00 | -\$3,018.00 |
| | | | Sanitation - Household Refuse Total | | | | \$43,020.00 | \$21,492.00 | \$19,149.92 | -\$2,342.08 |
| 10 | Community Amenities | 103 | Sewerage | 10300 | | Overhead Expenses - Sewerage | \$3,000.00 | \$1,500.00 | \$0.00 | -\$1,500.00 |
| | | | | 10300 | SEWER | Expenses Relating To Sewerage | \$3,000.00 | \$1,500.00 | \$0.00 | -\$1,500.00 |
| | | | Sewerage Total | | | | \$6,000.00 | \$3,000.00 | \$0.00 | -\$3,000.00 |
| 10 | Community Amenities | 105 | Protection Of Environment | 10500 | | Protection Of Environment - General expenses | \$3,250.00 | \$3,726.00 | \$13,131.15 | \$9,405.15 |
| | | | | 10500 | MOSQ | Expenses Relating To Protection Of Environment | \$1,750.00 | \$2,988.00 | \$12,969.99 | \$9,981.99 |
| | | | | 10500 | MSANO | Expenses Relating To Protection Of Environment | \$1,500.00 | \$738.00 | \$161.16 | -\$576.84 |
| | | | | 10510 | | Donation to CRBA | \$30,000.00 | \$30,000.00 | \$0.00 | -\$30,000.00 |
| | | | Protection Of Environment Total | | | | \$36,500.00 | \$37,452.00 | \$26,262.30 | -\$11,189.70 |
| 10 | Community Amenities | 106 | Town Planning & Regional Development | 10600 | | Expenses Relating to Town Planning & Regional Development | \$10,000.00 | \$4,998.00 | \$0.00 | -\$4,998.00 |
| | | | Town Planning & Regional Development Total | | | | \$10,000.00 | \$4,998.00 | \$0.00 | -\$4,998.00 |
| 10 | Community Amenities | 107 | Other Community Amenities | 10700 | | Expenses Relating to Other Community Amenities | \$5,200.00 | \$2,592.00 | \$2,595.24 | \$3.24 |
| | | | | 10704 | | Maintenance - Public Conveniences | \$1,500.00 | \$738.00 | \$2,099.28 | \$1,361.28 |
| | | | | 10704 | MPTOIL | Maintenance - Public Conveniences (Near Roadhouse) | \$1,500.00 | \$738.00 | \$2,099.28 | \$1,361.28 |
| | | | | 10705 | | Maintenance - Cemetery | \$5,675.00 | \$2,826.00 | \$971.09 | -\$1,854.91 |
| | | | | 10705 | MCEMET | Maintenance - Cemetery | \$5,675.00 | \$2,826.00 | \$971.09 | -\$1,854.91 |
| | | | Other Community Amenities Total | | | | \$19,550.00 | \$9,720.00 | \$8,735.98 | -\$984.02 |
| | Community Amenities Total | | | | | | \$115,070.00 | \$76,662.00 | \$54,148.20 | -\$22,513.80 |
| 11 | Recreation & Culture | 113 | Other Recreation & Sport | 11300 | | Overhead Expenses - Other Recreation & Sport | \$76,000.00 | \$37,986.00 | \$39,984.87 | \$1,998.87 |
| | | | | 11301 | | Income Relating to Other Recreation & Sport | -\$750.00 | -\$366.00 | \$0.00 | \$366.00 |
| | | | | 11304 | | Maintenance - Parks and Reserves | \$121,500.00 | \$60,744.00 | \$50,473.48 | -\$10,270.52 |
| | | | | 11304 | MPARKS | Maintenance - Parks And Reserves | \$121,500.00 | \$60,744.00 | \$50,473.48 | -\$10,270.52 |
| | | | | 11305 | | Maintenance - Murchison Sports Club | \$27,551.00 | \$18,756.00 | \$40,822.95 | \$22,066.95 |
| | | | | 11305 | MSPORT | Maintenance - Murchison Sports Club | \$27,551.00 | \$18,756.00 | \$40,822.95 | \$22,066.95 |
| | | | | 11306 | | Maintenance - Polocrosse fields | \$25,050.00 | \$7,530.00 | \$21,627.66 | \$14,097.66 |
| | | | | 11306 | MPOLOC | Maintenance - Polocrosse Fields | \$25,050.00 | \$7,530.00 | \$21,627.66 | \$14,097.66 |
| | | | | 11307 | | Maintenance - Sports Toilet Block - Op Exp | \$6,220.00 | \$3,102.00 | \$2,341.96 | -\$760.04 |
| | | | | 11307 | MSTOIL | Maintenance - Two Sports Toilet Blocks (Near Clubrooms And Between Fields)- Op Exp | \$6,220.00 | \$3,102.00 | \$2,341.96 | -\$760.04 |
| | | | | 11308 | | Insurance - Other Recreation & Sport | \$400.00 | \$198.00 | \$830.85 | \$632.85 |
| | | | | 11309 | | Arborist expenses - Parks and Reserves | \$12,500.00 | \$6,246.00 | \$184.00 | -\$6,062.00 |
| | | | Other Recreation & Sport Total | | | | \$448,792.00 | \$224,328.00 | \$271,531.82 | \$47,203.82 |
| 11 | Recreation & Culture | 114 | Television And Rebroadcasting | 11400 | | Expenses Relating to Television and Rebroadcasting | \$16,750.00 | \$8,370.00 | \$8,465.85 | \$95.85 |
| | | | Television And Rebroadcasting Total | | | | \$16,750.00 | \$8,370.00 | \$8,465.85 | \$95.85 |
| 11 | Recreation & Culture | 115 | Libraries | 11500 | | Expenses Relating to Libraries | \$1,700.00 | \$840.00 | \$1,240.00 | \$400.00 |
| | | | Libraries Total | | | | \$1,700.00 | \$840.00 | \$1,240.00 | \$400.00 |
| 11 | Recreation & Culture | 116 | Other Culture | 11600 | | Depreciation - Other Culture | \$23,500.00 | \$11,742.00 | \$9,107.10 | -\$2,634.90 |
| | | | | 11600 | MOCULT | Expenses Relating To Other Culture | \$23,500.00 | \$11,742.00 | \$9,107.10 | -\$2,634.90 |
| | | | | 11601 | | Income Relating to Other Culture | -\$1,000.00 | -\$498.00 | \$0.00 | \$498.00 |
| | | | | 11602 | | Maintenance - Museum | \$3,152.00 | \$4,992.00 | \$2,214.16 | -\$2,777.84 |
| | | | | 11602 | MUSEUM | Maintenance - Museum | \$3,152.00 | \$4,992.00 | \$2,214.16 | -\$2,777.84 |
| | | | | 11604 | | Maintenance - Museum Cottage | \$11,810.00 | \$5,898.00 | \$5,257.45 | -\$640.55 |
| | | | | 11604 | MUCOTT | Maintenance - Museum Cottage | \$11,810.00 | \$5,898.00 | \$5,257.45 | -\$640.55 |
| | | | | 11605 | | Expenses Relating to Other Culture | \$10,000.00 | \$4,998.00 | \$0.00 | -\$4,998.00 |
| | | | | 11610 | | Insurance - Museum | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | | | Other Culture Total | | | | \$85,924.00 | \$49,764.00 | \$33,157.42 | -\$16,606.58 |
| | Recreation & Culture Total | | | | | | \$553,166.00 | \$283,302.00 | \$314,395.09 | \$31,093.09 |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | YTD Actual | Variance (\$) |
|------|-----------------------|-----|---|-------|--------|---|------------------------|-----------------------|-----------------------|------------------------|
| 12 | Transport | 122 | Streets, Roads, Bridges & Depot Maintenance | 12200 | | Depreciation Expense - Streets, Roads, Bridges & Depot | \$2,430,371.00 | \$1,215,174.00 | \$1,260,504.94 | \$45,330.94 |
| | | | | 12202 | | Street Lighting Maintenance - Op Exp | \$8,500.00 | \$4,248.00 | \$0.00 | -\$4,248.00 |
| | | | | 12203 | | Maintenance - General | \$572,000.00 | \$536,020.00 | \$937,434.80 | \$401,414.80 |
| | | | | 12203 | R0001 | Beringarra-Pindar Road | \$572,000.00 | \$72,636.00 | \$165,986.20 | \$93,350.20 |
| | | | | 12203 | R0002 | Erong Road | \$0.00 | \$14,304.00 | \$0.00 | -\$14,304.00 |
| | | | | 12203 | R0003 | Beringarra-Byro Road | \$0.00 | \$20,430.00 | \$10,211.31 | -\$10,218.69 |
| | | | | 12203 | R0004 | Twin Peaks - Wooleen Road | \$0.00 | \$10,218.00 | \$1,722.61 | -\$8,495.39 |
| | | | | 12203 | R0005 | Boolarly - Kalli Road | \$0.00 | \$13,164.00 | \$660.23 | -\$12,503.77 |
| | | | | 12203 | R0006 | Byro - Woodleigh Road | \$0.00 | \$0.00 | \$396.14 | \$396.14 |
| | | | | 12203 | R0009 | Mcnabb - Twin Peaks Road | \$0.00 | \$0.00 | \$2,988.35 | \$2,988.35 |
| | | | | 12203 | R0010 | Coolcalalaya Road | \$0.00 | \$7,944.00 | \$1,671.59 | -\$6,272.41 |
| | | | | 12203 | R0011 | Mileura - Nookawarra Road | \$0.00 | \$11,352.00 | \$2,912.67 | -\$8,439.33 |
| | | | | 12203 | R0013 | Muggon Road | \$0.00 | \$0.00 | \$5,849.27 | \$5,849.27 |
| | | | | 12203 | R0016 | Beringarra - Mt Gould Road | \$0.00 | \$7,944.00 | \$0.00 | -\$7,944.00 |
| | | | | 12203 | R0022 | Innouendy Road | \$0.00 | \$4,542.00 | \$0.00 | -\$4,542.00 |
| | | | | 12203 | R0026 | Meeberrie - Wooleen Road | \$0.00 | \$6,810.00 | \$6,462.68 | -\$347.32 |
| | | | | 12203 | R0027 | Wooleen - Mt Wittenoorn Road | \$0.00 | \$0.00 | \$396.14 | \$396.14 |
| | | | | 12203 | R0031 | Beringarra - Cue Road | \$0.00 | \$24,966.00 | \$0.00 | -\$24,966.00 |
| | | | | 12203 | R0032 | Boolarly - Wooleen Road | \$0.00 | \$4,542.00 | \$0.00 | -\$4,542.00 |
| | | | | 12203 | R0033 | Cue - Kalli Road | \$0.00 | \$4,998.00 | \$0.00 | -\$4,998.00 |
| | | | | 12203 | R0035 | Butchers Track | \$0.00 | \$18,168.00 | \$15,323.11 | -\$2,844.89 |
| | | | | 12203 | R0038 | Mulga Crescent | \$0.00 | \$450.00 | \$387.04 | -\$62.96 |
| | | | | 12203 | R0043 | Carnarvon - Mullewa Road | \$0.00 | \$63,552.00 | \$206,699.04 | \$143,147.04 |
| | | | | 12203 | R0052 | Coolcalaya West Road - Special Repairs Damage By Others | \$0.00 | \$100,000.00 | \$119,165.33 | \$19,165.33 |
| | | | | 12203 | R0053 | Carnarvon / Mullewa Road - Special Repairs Of Damage Caused By Others July 2019 | \$0.00 | \$150,000.00 | \$381,482.04 | \$231,482.04 |
| | | | | 12203 | R0054 | Carnarvon / Mullewa Road - Special Repairs Due To Csiro Project | \$0.00 | \$0.00 | \$15,121.05 | \$15,121.05 |
| | | | | 12204 | | Maintenance - Depot | \$53,425.00 | \$31,704.00 | \$42,074.78 | \$10,370.78 |
| | | | | 12204 | DEPOT | Depot Maintenance | \$53,425.00 | \$31,704.00 | \$42,074.78 | \$10,370.78 |
| | | | | 12205 | | Maintenance - Heavy Road | \$155,000.00 | \$77,496.00 | \$0.00 | -\$77,496.00 |
| | | | | 12205 | RHM1 | Beringarra-Pindar Road | \$145,000.00 | \$72,498.00 | \$0.00 | -\$72,498.00 |
| | | | | 12205 | RHM27 | Wooleen - Mt Wittenoorn Road | \$10,000.00 | \$4,998.00 | \$0.00 | -\$4,998.00 |
| | | | | 12206 | | Traffic Signs Maintenance | \$15,000.00 | \$7,500.00 | \$0.00 | -\$7,500.00 |
| | | | | 12206 | TSIGNS | Traffic Signs Maintenance | \$15,000.00 | \$7,500.00 | \$0.00 | -\$7,500.00 |
| | | | | 12207 | | Bridges Maintenance | \$6,000.00 | \$3,000.00 | \$5,762.85 | \$2,762.85 |
| | | | | 12207 | MBRIDG | Bridges Maintenance | \$6,000.00 | \$3,000.00 | \$5,762.85 | \$2,762.85 |
| | | | | 12208 | | Rehab Gravel Pits | \$29,150.00 | \$19,566.00 | \$0.00 | -\$19,566.00 |
| | | | | 12208 | GPITS | Rehab Gravel Pits | \$29,150.00 | \$19,566.00 | \$0.00 | -\$19,566.00 |
| | | | | 12209 | | Maintenance - CSIRO Beringarra-Pindar Road | \$87,500.00 | \$43,746.00 | \$0.00 | -\$43,746.00 |
| | | | | 12209 | MCSIRO | Maintenance - Csiro Beringarra-Pindar Road | \$87,500.00 | \$43,746.00 | \$0.00 | -\$43,746.00 |
| | | | | 12210 | | Bunding of old Roads | \$80,000.00 | \$39,996.00 | \$0.00 | -\$39,996.00 |
| | | | | 12210 | ORBUND | Bunding Of Old Roads | \$80,000.00 | \$39,996.00 | \$0.00 | -\$39,996.00 |
| | | | | 12212 | | Grant - MRWA Direct | -\$215,253.00 | -\$107,622.00 | -\$215,253.00 | -\$107,631.00 |
| | | | | 12213 | | Grant - MRWA Specific | -\$120,000.00 | -\$60,000.00 | -\$72,667.00 | -\$12,667.00 |
| | | | | 12216 | | Grant - Roads to Recovery | -\$565,000.00 | -\$282,498.00 | \$0.00 | \$282,498.00 |
| | | | | 12219 | | Grant - Wandrra Flood Damage | -\$9,382,887.00 | -\$4,691,442.00 | -\$4,537,387.61 | \$154,054.39 |
| | | | | 12220 | | Income Relating to Transport | -\$1,000.00 | -\$498.00 | -\$570.28 | -\$72.28 |
| | | | | 12223 | | Maintenance/Improvements - Grids | \$46,370.00 | \$23,172.00 | \$21,306.09 | -\$1,865.91 |
| | | | | 12223 | MGRIDS | Maintenance/Improvements Grids | \$46,370.00 | \$23,172.00 | \$21,306.09 | -\$1,865.91 |
| | | | | 12227 | | Loan Interest Payable | \$12,500.00 | \$6,246.00 | \$16,420.76 | \$10,174.76 |
| | | | | 12228 | | Flood Damage January 2018 | \$2,611,651.00 | \$1,305,816.00 | \$2,018,009.20 | \$712,193.20 |
| | | | | 12228 | FLOOD5 | Flood Damage January 2018 | \$2,611,651.00 | \$1,305,816.00 | \$2,018,009.20 | \$712,193.20 |
| | | | | 12229 | | Flood Damage April 2019 | \$7,000,000.00 | \$3,499,998.00 | \$37,716.11 | -\$3,462,281.89 |
| | | | | 12229 | FLOOD6 | Flood Damage April 2019 | \$7,000,000.00 | \$3,499,998.00 | \$37,716.11 | -\$3,462,281.89 |
| | | | | 12239 | | Contribution Beringarra / Pindar Roads | -\$106,952.00 | -\$53,478.00 | -\$3,844.11 | \$49,633.89 |
| | | | | 12241 | | Administration Expenses - Streets, Roads, Bridges & Depot | \$399,000.00 | \$199,500.00 | \$183,719.27 | -\$15,780.73 |
| | | | | | | Streets, Roads, Bridges & Depot Maintenance Total | \$13,771,471.00 | \$7,405,658.00 | \$2,755,530.63 | -\$4,650,127.37 |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | YTD Actual | Variance (\$) |
|------|--------------------------------|-----|---|-------|--------|--|-----------------|----------------|----------------|-----------------|
| 12 | Transport | 123 | Road Plant Purchases | 12347 | | Loss on Sale of Assets - Rd Plant Purch - Op Exp | \$109,011.00 | \$54,504.00 | \$0.00 | -\$54,504.00 |
| | | | | 12367 | | Profit on Sale of Assets - Rd Plant Purch - Op Inc | -\$9,439.00 | -\$9,439.00 | \$0.00 | \$9,439.00 |
| | | | Road Plant Purchases Total | | | | \$99,572.00 | \$45,065.00 | \$0.00 | -\$45,065.00 |
| 12 | Transport | 126 | Aerodromes | 12600 | | Expenses Relating to Aerodromes | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | | | | 12604 | | Airport Maintenance | \$108,700.00 | \$54,342.00 | \$58,584.40 | \$4,242.40 |
| | | | | 12604 | MAIRPT | Airport Maintenance | \$108,700.00 | \$54,342.00 | \$58,584.40 | \$4,242.40 |
| | | | Aerodromes Total | | | | \$217,400.00 | \$108,684.00 | \$117,168.80 | \$8,484.80 |
| | Transport Total | | | | | | \$14,088,443.00 | \$7,559,407.00 | \$2,872,699.43 | -\$4,686,707.57 |
| 13 | Economic Services | 131 | Rural Services | 13101 | | Vermin Control | \$15,000.00 | \$7,494.00 | \$2,430.00 | -\$5,064.00 |
| | | | | 13102 | | Ammunition Expenditure | \$1,000.00 | \$498.00 | \$459.10 | -\$38.90 |
| | | | | 13105 | | Rural Services Income | -\$2,000.00 | -\$996.00 | -\$671.49 | \$324.51 |
| | | | Rural Services Total | | | | \$14,000.00 | \$6,996.00 | \$2,217.61 | -\$4,778.39 |
| 13 | Economic Services | 132 | Tourism & Area Promotion | 13200 | | Expenses Relating to Tourism & Area Promotion | \$42,450.00 | \$21,216.00 | \$11,525.67 | -\$9,690.33 |
| | | | Tourism & Area Promotion Total | | | | \$42,450.00 | \$21,216.00 | \$11,525.67 | -\$9,690.33 |
| 13 | Economic Services | 136 | Other Economic Services | 13600 | | Expenses Relating to Other Economic Services | \$115,800.00 | \$57,894.00 | \$50,080.32 | -\$7,813.68 |
| | | | | 13601 | | Settlement Water Supply | \$21,580.00 | \$14,982.00 | \$14,410.68 | -\$571.32 |
| | | | | 13601 | WATER | Settlement Water Supply | \$21,580.00 | \$14,982.00 | \$14,410.68 | -\$571.32 |
| | | | | 13602 | | Settlement Power Generation | \$187,950.00 | \$104,982.00 | \$41,030.85 | -\$63,951.15 |
| | | | | 13602 | POWER | Settlement Power Generation | \$187,950.00 | \$104,982.00 | \$41,030.85 | -\$63,951.15 |
| | | | | 13603 | | Settlement Freight Service | \$95,175.00 | \$47,574.00 | \$38,707.68 | -\$8,866.32 |
| | | | | 13603 | FREGHT | Settlement Freight Service | \$95,175.00 | \$47,574.00 | \$38,707.68 | -\$8,866.32 |
| | | | | 13604 | | Roadhouse Expenses | \$50,200.00 | \$25,092.00 | \$49,069.97 | \$23,977.97 |
| | | | | 13604 | MRHEXP | Roadhouse Expenses | \$50,200.00 | \$25,092.00 | \$44,569.97 | \$19,477.97 |
| | | | | 13604 | MRHRET | Roadhouse Retainer | \$0.00 | \$0.00 | \$4,500.00 | \$4,500.00 |
| | | | | 13605 | | Roadhouse Fuel Purchases | \$255,000.00 | \$127,500.00 | \$157,045.15 | \$29,545.15 |
| | | | | 13606 | | Roadhouse Retainer | \$13,000.00 | \$6,498.00 | \$500.00 | -\$5,998.00 |
| | | | | 13607 | | Income Relating to Other Economic Services | \$0.00 | \$0.00 | -\$8,574.45 | -\$8,574.45 |
| | | | | 13608 | | Roadhouse Fuel Sales | -\$250,000.00 | -\$124,998.00 | -\$158,797.58 | -\$33,799.58 |
| | | | | 13640 | | Roadhouse - Housing Expenses | \$13,400.00 | \$6,690.00 | \$684.93 | -\$6,005.07 |
| | | | | 13640 | RHM | Roadhouse Housing Maintenance | \$13,400.00 | \$6,690.00 | \$684.93 | -\$6,005.07 |
| | | | | 13648 | | Depreciation - Other Economic Services | \$17,500.00 | \$8,742.00 | \$7,543.26 | -\$1,198.74 |
| | | | Other Economic Services Total | | | | \$887,910.00 | \$474,276.00 | \$335,604.92 | -\$138,671.08 |
| | Economic Services Total | | | | | | \$944,360.00 | \$502,488.00 | \$349,348.20 | -\$153,139.80 |
| 14 | Other Property & Services | 142 | Public Works Overheads | 14200 | | Plant Expenses Relating to Public Works Overheads | \$18,950.00 | \$9,462.00 | \$199.92 | -\$9,262.08 |
| | | | | 14201 | | Income Relating to Public Works Overheads | -\$3,000.00 | -\$1,500.00 | \$0.00 | \$1,500.00 |
| | | | | 14202 | | Sick Leave Expense | \$34,750.00 | \$17,370.00 | \$14,127.80 | -\$3,242.20 |
| | | | | 14203 | | Annual & Long Service Leave Works Expense | \$69,475.00 | \$34,734.00 | \$32,784.43 | -\$1,949.57 |
| | | | | 14204 | | Protective Clothing - Outside Staff | \$2,500.00 | \$1,248.00 | \$1,387.00 | \$139.00 |
| | | | | 14205 | | Depot Office - Works Salaries & Wages | \$40,000.00 | \$40,002.00 | \$37,127.32 | -\$2,874.68 |
| | | | | 14205 | OFFWKS | Depot Office - Works Salaries & Wages | \$40,000.00 | \$40,002.00 | \$37,127.32 | -\$2,874.68 |
| | | | | 14206 | | Consultant Expenses - Works Program | \$25,000.00 | \$12,498.00 | \$0.00 | -\$12,498.00 |
| | | | | 14207 | | Overheads Allocated to Works | -\$983,850.00 | -\$491,922.00 | -\$482,698.98 | \$9,223.02 |
| | | | | 14211 | | Camp Expenses | \$22,500.00 | \$11,250.00 | \$2,492.97 | -\$8,757.03 |
| | | | | 14212 | | Staff Training/Meetings/OSH | \$26,000.00 | \$12,996.00 | \$20,747.89 | \$7,751.89 |
| | | | | 14212 | SMOHS | Staff Training/Meetings/Osh | \$26,000.00 | \$12,996.00 | \$20,358.80 | \$7,362.80 |
| | | | | 14213 | | TOIL - Works | \$500.00 | \$246.00 | -\$341.17 | -\$587.17 |
| | | | | 14214 | | Public Holidays - Works | \$48,362.00 | \$24,180.00 | \$3,099.00 | -\$21,081.00 |
| | | | | 14215 | | Admin Costs Allocated to Works | \$275,850.00 | \$137,922.00 | \$125,830.99 | -\$12,091.01 |
| | | | | 14216 | | Housing Costs Allocated to Works | \$265,000.00 | \$132,498.00 | \$112,676.35 | -\$19,821.65 |
| | | | | 14217 | | Superannuation - Public Works Overheads | \$130,960.00 | \$65,478.00 | \$56,690.89 | -\$8,787.11 |
| | | | | 14220 | | Insurance - Works | \$24,000.00 | \$12,000.00 | \$22,448.78 | \$10,448.78 |
| | | | Public Works Overheads Total | | | | \$62,997.00 | \$71,460.00 | \$4,059.31 | -\$67,400.69 |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | YTD Actual | Variance (\$) |
|------|--|-----|-------------------------------------|-------|-----|--|-----------------|----------------|----------------|-----------------|
| 14 | Other Property & Services | 143 | Plant Operation Costs | 14221 | | Rebates and reimbursements - Plant | \$0.00 | \$0.00 | -\$272.73 | -\$272.73 |
| | | | | 14302 | | Insurance - Plant | \$33,000.00 | \$16,500.00 | \$28,922.21 | \$12,422.21 |
| | | | | 14303 | | Fuel & Oils | \$360,000.00 | \$180,000.00 | \$204,476.02 | \$24,476.02 |
| | | | | 14304 | | Tyres and Tubes | \$18,000.00 | \$9,000.00 | \$4,938.00 | -\$4,062.00 |
| | | | | 14305 | | Parts & Repairs | \$198,800.00 | \$99,384.00 | \$57,954.80 | -\$41,429.20 |
| | | | | 14306 | | Internal Repair Wages | \$73,680.00 | \$36,840.00 | \$36,549.69 | -\$290.31 |
| | | | | 14307 | | Licences - Plant | \$6,500.00 | \$3,246.00 | \$4,040.85 | \$794.85 |
| | | | | 14308 | | Depreciation - Plant | \$335,000.00 | \$167,496.00 | \$169,533.66 | \$2,037.66 |
| | | | | 14309 | | Plant Operation Costs Allocated to Works | -\$948,000.00 | -\$474,000.00 | -\$393,330.12 | \$80,669.88 |
| | | | | 14312 | | Plant Expenses - Tools & Minor Equipment | \$8,000.00 | \$3,996.00 | \$5,495.54 | \$1,499.54 |
| | | | Plant Operation Costs Total | | | | \$84,980.00 | \$42,462.00 | \$118,307.92 | \$75,845.92 |
| 14 | Other Property & Services | 144 | Stock Fuels & Oils | 14404 | | Diesel Fuel Rebate | -\$85,000.00 | -\$42,498.00 | -\$30,843.00 | \$11,655.00 |
| | | | Stock Fuels & Oils Total | | | | -\$85,000.00 | -\$42,498.00 | -\$30,843.00 | \$11,655.00 |
| 14 | Other Property & Services | 146 | Salaries & Wages | 14602 | | Gross Salaries & Wages | \$1,337,258.00 | \$668,628.00 | \$594,411.54 | -\$74,216.46 |
| | | | | 14603 | | Less Sal & Wages Allocated | -\$1,337,258.00 | -\$668,628.00 | -\$586,087.44 | \$82,540.56 |
| | | | Salaries & Wages Total | | | | \$0.00 | \$0.00 | \$8,324.10 | \$8,324.10 |
| | Other Property & Services Total | | | | | | \$62,977.00 | \$71,424.00 | \$99,848.33 | \$28,424.33 |
| | Grand Total | | | | | | \$14,078,803.68 | \$7,657,005.00 | \$2,984,972.14 | -\$4,672,032.86 |

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|----------|---------|---|---------|----------------|---------------|----------------|
| Division | GEN | | | | | |
| 01 | 1301000 | Municipal Cash at Bank 146584 | 011 | 631,386.06 | 2,133,483.56 | 2,764,869.62 |
| 01 | 1301020 | Muni Short Term Investment 346033 | 011 | 965.80 | 220.64 | 1,186.44 |
| 01 | 1301030 | Murchison Oasis Roadhouse (Fuel ATM) Acct Bank (Muni) 345989 | 011 | 1,484.04 | 6,603.97 | 8,088.01 |
| 01 | 1301060 | CSIRO Road Account Bank (Muni) 395513 | 011 | 87,256.51 | 63.57 | 87,320.08 |
| 01 | 1301070 | Muni Cash - Term Deposits | 011 | 1,500,000.00 | -1,000,000.00 | 500,000.00 |
| 01 | 1301100 | Reserve Funds | 011 | 7,303,108.64 | 60,340.67 | 7,363,449.31 |
| 01 | 1302000 | Rates Debtors | 011 | 52,966.98 | -960.30 | 52,006.68 |
| 01 | 1302040 | ESL Rates Debtors | 011 | 724.00 | 0.00 | 724.00 |
| 01 | 1302050 | Excess Rates Received | 011 | -475.53 | -3,083.42 | -3,558.95 |
| 01 | 1303000 | Sundry Debtors | 011 | 595,910.59 | -591,655.83 | 4,254.76 |
| 01 | 1303020 | Contract Asset - Grant not received | 011 | 2,353,388.60 | -1,971,851.21 | 381,537.39 |
| 01 | 1304000 | GST Input (Asset) | 011 | 187,900.16 | -331,603.95 | -143,703.79 |
| 01 | 1306010 | Accrued Income | 011 | 10,571.00 | -10,571.00 | 0.00 |
| 01 | 1306020 | Accrued Interest | 011 | 25,990.31 | -25,990.31 | 0.00 |
| 01 | 1311000 | Stock on hand - Ammunition | 011 | 3,548.85 | 0.00 | 3,548.85 |
| 01 | 1311010 | Stock on hand - Fuel - Depot Tank | 011 | 48,109.80 | 6,868.20 | 54,978.00 |
| 01 | 1311020 | Stock on hand - Fuel - Construction tank | 011 | 15,198.44 | -12,711.34 | 2,487.10 |
| 01 | 1311030 | Stock on hand - Fuel - Maintenance tank | 011 | 6,578.55 | -688.05 | 5,890.50 |
| 01 | 1311040 | Stock on hand - Fuel - ULP Roadhouse | 011 | 9,208.80 | -3,740.96 | 5,467.84 |
| 01 | 1311050 | Stock on hand - Fuel - Diesel Roadhouse | 011 | 15,416.40 | 5,433.63 | 20,850.03 |
| 01 | 1311080 | Stock on hand - History Books | 011 | 481.25 | 0.00 | 481.25 |
| 01 | 1401000 | Sundry Creditors Control | 012 | -927,519.78 | 890,280.28 | -37,239.50 |
| 01 | 1401010 | FESA ESL Liability | 012 | -9,357.60 | 0.00 | -9,357.60 |
| 01 | 1401020 | ESL Payments to FESA | 012 | 11,485.80 | 3,024.00 | 14,509.80 |
| 01 | 1403000 | Accrued Wages | 012 | -8,324.10 | 0.00 | -8,324.10 |
| 01 | 1405000 | GST Output (Liability) | 012 | -2,540.28 | 5,812.62 | 3,272.34 |
| 01 | 1405010 | Withholding Tax (No ABN Number Quoted) - Liability | 012 | 0.00 | -46.50 | -46.50 |
| 01 | 1406010 | PAYG Tax Witheld | 012 | -26,569.75 | -18,743.00 | -45,312.75 |
| 01 | 1406040 | FBT Liability | 012 | -8,328.00 | 8,328.00 | 0.00 |
| 01 | 1407000 | Accrued Expenses | 012 | -13,269.80 | 8,328.00 | -4,941.80 |
| 01 | 1411000 | Loan Treasury - WANDRRA Liability - Current | 012 | -1,549,425.20 | 1,550,208.97 | 783.77 |
| 01 | 1411010 | Loan Liability - Current - Plant | 012 | -1,100.62 | 0.00 | -1,100.62 |
| 01 | 1421000 | Provision for Annual Leave | 012 | -37,458.90 | -14,196.81 | -51,655.71 |
| 01 | 1422000 | Provision for Long Service Leave Current | 012 | -27,011.62 | 0.00 | -27,011.62 |
| 01 | 1504000 | Non-Current Investments | 013 | 17,805.27 | 0.00 | 17,805.27 |
| 01 | 1521000 | Buildings & Improvements | 013 | 5,663,166.36 | 0.00 | 5,663,166.36 |
| 01 | 1522000 | Accumulated Depreciation Buildings & Improvements | 013 | -423,777.32 | -98,967.68 | -522,745.00 |
| 01 | 1523000 | Furniture & Equipment | 013 | 14,500.00 | 0.00 | 14,500.00 |
| 01 | 1524000 | Accumulated Depreciation Furniture&Equip | 013 | -836.22 | -1,344.22 | -2,180.44 |
| 01 | 1525000 | Plant & Equipment - Major | 013 | 2,957,163.91 | 0.00 | 2,957,163.91 |
| 01 | 1525100 | Plant & Equipment - Minor | 013 | 122,030.00 | 0.00 | 122,030.00 |
| 01 | 1526000 | Accumulated Depreciation Plant & Equip - Major | 013 | -341,351.80 | -192,638.99 | -533,990.79 |
| 01 | 1526010 | Accumulated Depreciation Plant & Equip - Minor | 013 | -11,153.93 | -6,549.93 | -17,703.86 |
| 01 | 1531000 | Works in Progress | 013 | 6,535.48 | 0.00 | 6,535.48 |
| 01 | 1541000 | Roads | 013 | 88,679,971.41 | 0.00 | 88,679,971.41 |
| 01 | 1542000 | Accumulated Depreciation Roads | 013 | -20,451,672.29 | -1,219,771.42 | -21,671,443.71 |
| 01 | 1543000 | Other Buildings & Improvements | 013 | 1,614,125.97 | 0.00 | 1,614,125.97 |
| 01 | 1544000 | Accumulated Depreciation Other Buildings & Improvements | 013 | -197,535.61 | -54,548.64 | -252,084.25 |
| 01 | 1549000 | Bridges | 013 | 4,110,515.25 | 0.00 | 4,110,515.25 |
| 01 | 1550000 | Accumulated Depreciation Bridges | 013 | -153,612.22 | -25,812.54 | -179,424.76 |
| 01 | 1145460 | Revenue Other Property & Services | 013 | -17,805.27 | 0.00 | -17,805.27 |

Options : Year 19/20, To Month 06, By Programmes

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|-------|-------------------------|---|---------|----------------|-------------|----------------|
| 01 | 1601000 | Loan 1 Treasury - Dolly Liability - (Non Current) | 014 | -17,315.12 | 0.00 | -17,315.12 |
| 01 | 1611000 | Long Service Leave (Non Current) | 014 | -32,881.76 | 0.00 | -32,881.76 |
| 01 | 1701000 | Muni Accumulated Surplus | 015 | -25,743,878.65 | 0.00 | -25,743,878.65 |
| 01 | 1710000 | Asset Revaluation Reserve - Roads | 015 | -51,778,639.69 | 0.00 | -51,778,639.69 |
| 01 | 1710010 | Asset Revaluation Reserve - Land & Buildings | 015 | -5,397,025.76 | 0.00 | -5,397,025.76 |
| 01 | 1710020 | Asset Revaluation Reserve - Plant | 015 | -1,506,304.86 | 0.00 | -1,506,304.86 |
| 01 | 1710040 | Asset Revaluation Reserve - Bridges | 015 | -59,214.61 | 0.00 | -59,214.61 |
| 01 | 1721000 | Reserves Plant Replacement | 015 | -1,410,355.95 | -10,090.86 | -1,420,446.81 |
| 01 | 1722000 | Reserves Leave | 015 | -135,708.93 | -970.77 | -136,679.70 |
| 01 | 1723000 | Reserves Building | 015 | -502,893.11 | -3,599.02 | -506,492.13 |
| 01 | 1723500 | Murchison Settlement Buildings & Facilities Reserve | 015 | -920,424.95 | -6,586.48 | -927,011.43 |
| 01 | 1724000 | Reserve Term Deposit - Beringarra - Cue Road | 015 | -3,536,484.22 | -36,072.11 | -3,572,556.33 |
| 01 | 1728000 | Reserve CSIRO Beringarra Pindar Road | 015 | -171,672.96 | -1,227.99 | -172,900.95 |
| 01 | 1729000 | Reserve Flood Damage Repairs | 015 | -250,567.82 | -1,793.44 | -252,361.26 |
| 01 | 1731000 | Road Sealing Reserve | 015 | -375,000.00 | 0.00 | -375,000.00 |
| Total | Balance Sheet | | | 0.00 | -966,820.66 | -966,820.66 |
| 03 | 1031000 | Overhead Expenses - Rate Revenue | 031 | 0.00 | 12,189.43 | 12,189.43 |
| 03 | 1031020 | Valuation Expenses and Title Searches Expense | 031 | 0.00 | 119.40 | 119.40 |
| 03 | 1031050 | Penalty Interest Raised on Rates | 031 | 0.00 | -341.47 | -341.47 |
| 03 | 1032010 | Grants Commission Grant Received - General | 032 | 0.00 | -723,231.50 | -723,231.50 |
| 03 | 1032020 | Grants Commission Grant Received- Roads | 032 | 0.00 | -205,579.00 | -205,579.00 |
| 03 | 1032040 | Interest Received - Municipal | 032 | 0.00 | -10,965.18 | -10,965.18 |
| 03 | 1032050 | Other General Purpose funding received | 032 | 0.00 | -0.02 | -0.02 |
| 03 | 1032060 | Interest Received - Reserve - Op Inc | 032 | 0.00 | -34,360.64 | -34,360.64 |
| Total | General Purpose Funding | | | 0.00 | -962,168.98 | -962,168.98 |
| 04 | 1041000 | Members Travelling Expenses paid | 041 | 0.00 | 8,140.81 | 8,140.81 |
| 04 | 1041010 | Members Conference Expenses | 041 | 0.00 | 2,864.93 | 2,864.93 |
| 04 | 1041020 | Council Election Expenses | 041 | 0.00 | 1,168.00 | 1,168.00 |
| 04 | 1041030 | President's Allowance paid | 041 | 0.00 | 3,495.00 | 3,495.00 |
| 04 | 1041040 | Members Refreshments & Receptions Expense | 041 | 0.00 | 1,858.69 | 1,858.69 |
| 04 | 1041050 | Members - Insurance | 041 | 0.00 | 1,440.31 | 1,440.31 |
| 04 | 1041060 | Members - Subscriptions, Donations | 041 | 0.00 | 31,350.00 | 31,350.00 |
| 04 | 1041070 | Deputy President's Allowance paid | 041 | 0.00 | 875.00 | 875.00 |
| 04 | 1041080 | Members Communications | 041 | 0.00 | 2,912.50 | 2,912.50 |
| 04 | 1041090 | Members Sitting Fees Paid | 041 | 0.00 | 24,445.00 | 24,445.00 |
| 04 | 1041100 | Civic Receptions Expense | 041 | 0.00 | 327.84 | 327.84 |
| 04 | 1041110 | Training Expenses of Members | 041 | 0.00 | 3,250.00 | 3,250.00 |
| 04 | 1041130 | Overhead Expenses - Members | 041 | 0.00 | 81,779.17 | 81,779.17 |
| 04 | 1145000 | General Office and Administration Expenses | 145 | 0.00 | 4,601.58 | 4,601.58 |
| 04 | 1145010 | Administration Office Maintenance | 145 | 0.00 | 16,984.47 | 16,984.47 |
| 04 | 1145020 | Workers Compensation Premiums- Administration | 145 | 0.00 | 9,690.00 | 9,690.00 |
| 04 | 1145030 | IT Expense | 145 | 0.00 | 49,936.06 | 49,936.06 |
| 04 | 1145040 | Telecommunications - Admin | 145 | 0.00 | 12,243.90 | 12,243.90 |
| 04 | 1145050 | Travel & Accommodation - Admin | 145 | 0.00 | 800.00 | 800.00 |
| 04 | 1145060 | Legal Expenses Administration | 145 | 0.00 | 8,006.45 | 8,006.45 |
| 04 | 1145070 | Training/Conference Expenses - Admin | 145 | 0.00 | 4,604.65 | 4,604.65 |
| 04 | 1145080 | Printing & Stationery - Admin | 145 | 0.00 | 4,403.76 | 4,403.76 |

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|-------|----------------------------|--|---------|-------------|-------------|-------------|
| 04 | 1145090 | Fringe Benefits Tax - Admin | 145 | 0.00 | -2.00 | -2.00 |
| 04 | 1145100 | Depreciation - Admin | 145 | 0.00 | 12,784.02 | 12,784.02 |
| 04 | 1145110 | Staff Uniform - Admin | 145 | 0.00 | 1,111.06 | 1,111.06 |
| 04 | 1145170 | Insurance - Administration | 145 | 0.00 | 43,713.09 | 43,713.09 |
| 04 | 1145180 | Salaries - Administration | 145 | 0.00 | 154,659.48 | 154,659.48 |
| 04 | 1145190 | Staff Appointment Expenses | 145 | 0.00 | 7,048.16 | 7,048.16 |
| 04 | 1145200 | Superannuation | 145 | 0.00 | 24,375.05 | 24,375.05 |
| 04 | 1145210 | Audit Fees | 145 | 0.00 | 1,300.00 | 1,300.00 |
| 04 | 1145220 | Consultancy Fees | 145 | 0.00 | 60,327.13 | 60,327.13 |
| 04 | 1145230 | Remote Accounting Charges | 145 | 0.00 | 34,800.00 | 34,800.00 |
| 04 | 1145240 | Subscriptions | 145 | 0.00 | 22,910.36 | 22,910.36 |
| 04 | 1145500 | Administration Allocated | 145 | 0.00 | -474,297.22 | -474,297.22 |
| 04 | 1145120 | Income relating to Administration | 145 | 0.00 | -6,714.95 | -6,714.95 |
| 04 | 1145510 | Transfer to Reserves - Staff Leave Entitlements | 145 | 0.00 | 970.77 | 970.77 |
| Total | Governance | | | 0.00 | 158,163.07 | 158,163.07 |
| 05 | 1051000 | Overhead Expenses - Fire Prevention | 051 | 0.00 | 28,091.94 | 28,091.94 |
| 05 | 1051010 | Insurance - Fire Prevention | 051 | 0.00 | 4,192.80 | 4,192.80 |
| 05 | 1051050 | Vehicle Expenses - Fire Prevention | 051 | 0.00 | 266.67 | 266.67 |
| 05 | 1051060 | Equipment & Consumables - Fire Prevention | 051 | 0.00 | 1,026.09 | 1,026.09 |
| 05 | 1051020 | Income Relating to Fire Prevention | 051 | 0.00 | -4,051.50 | -4,051.50 |
| 05 | 1051210 | Grant Revenue - Fire Prevention | 051 | 0.00 | -49,794.59 | -49,794.59 |
| 05 | 1051030 | Cap-Ex - Purchase Buildings & Improvements - Fire Prevention | 051 | 0.00 | 50,753.33 | 50,753.33 |
| 05 | 1052000 | Expenses Relating to Animal Control | 052 | 0.00 | 8,334.22 | 8,334.22 |
| 05 | 1052020 | Dog Registration Fee Income | 052 | 0.00 | -360.00 | -360.00 |
| 05 | 1053070 | CESM Program Expenses | 053 | 0.00 | 6,301.18 | 6,301.18 |
| Total | Law, Order & Public Safety | | | 0.00 | 44,760.14 | 44,760.14 |
| 07 | 1074000 | Expenses Relating to Preventative Services - Administration & Inspection | 074 | 0.00 | 4,047.53 | 4,047.53 |
| 07 | 1074040 | Analytical Expenses | 074 | 0.00 | 360.00 | 360.00 |
| 07 | 1074010 | Income Relating to Preventative Services - Administration & Inspection | 074 | 0.00 | -236.00 | -236.00 |
| 07 | 1075000 | Expenses Relating to Preventative Services - Pest Control | 075 | 0.00 | 512.73 | 512.73 |
| 07 | 1077000 | Medical Centre Expenses | 077 | 0.00 | 363.97 | 363.97 |
| 07 | 1077010 | Donation RFDS | 077 | 0.00 | 3,000.00 | 3,000.00 |
| 07 | 1077020 | Maintain Patient Transfer Vehicle | 077 | 0.00 | 1,771.04 | 1,771.04 |
| Total | Health | | | 0.00 | 9,819.27 | 9,819.27 |
| 09 | 1091010 | Maintenance 2 Office Road (CEO) | 091 | 0.00 | 41,524.95 | 41,524.95 |
| 09 | 1091020 | Maintenance 4A Kurara Way | 091 | 0.00 | 2,215.29 | 2,215.29 |
| 09 | 1091030 | Maintenance 4B Kurara Way | 091 | 0.00 | 2,215.30 | 2,215.30 |
| 09 | 1091040 | Maintenance 6 Kurara Way | 091 | 0.00 | 3,601.34 | 3,601.34 |
| 09 | 1091050 | Maintenance 8 Kurara Way | 091 | 0.00 | 3,412.72 | 3,412.72 |
| 09 | 1091060 | Maintenance 10A Kurara Way | 091 | 0.00 | 2,505.40 | 2,505.40 |
| 09 | 1091070 | Maintenance 10B Kurara Way | 091 | 0.00 | 7,905.53 | 7,905.53 |
| 09 | 1091080 | Maintenance 12A Kurara Way | 091 | 0.00 | 2,119.52 | 2,119.52 |
| 09 | 1091090 | Maintenance 12B Kurara Way | 091 | 0.00 | 2,566.05 | 2,566.05 |
| 09 | 1091100 | Maintenance 14 Mulga Cres | 091 | 0.00 | 9,854.18 | 9,854.18 |
| 09 | 1091110 | Maintenance 16 Mulga Cres | 091 | 0.00 | 2,743.74 | 2,743.74 |
| 09 | 1091130 | Staff House Costs Allocated to Works | 091 | 0.00 | -112,676.35 | -112,676.35 |
| 09 | 1091140 | Staff Housing Costs - Other Expenses | 091 | 0.00 | 32,012.33 | 32,012.33 |

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|-------|----------------------|---|---------|-------------|--------------|--------------|
| 09 | 1091210 | Income 2 Office Road (CEO) | 091 | 0.00 | -150.00 | -150.00 |
| 09 | 1091220 | Income 4A Kurara Way | 091 | 0.00 | -195.00 | -195.00 |
| 09 | 1091230 | Income 4B Kurara Way | 091 | 0.00 | -195.00 | -195.00 |
| 09 | 1091240 | Income 6 Kurara Way | 091 | 0.00 | -195.00 | -195.00 |
| 09 | 1091250 | Income 8 Kurara Way | 091 | 0.00 | -195.00 | -195.00 |
| 09 | 1091260 | Income 10A Kurara Way | 091 | 0.00 | -195.00 | -195.00 |
| 09 | 1091270 | Income 10B Kurara Way | 091 | 0.00 | -195.00 | -195.00 |
| 09 | 1091280 | Income 12A Kurara Way | 091 | 0.00 | -195.00 | -195.00 |
| 09 | 1091290 | Income 12B Kurara Way | 091 | 0.00 | -195.00 | -195.00 |
| 09 | 1091300 | Income 14 Mulga Cres | 091 | 0.00 | -195.00 | -195.00 |
| 09 | 1091310 | Income 16 Mulga Cres | 091 | 0.00 | -60.00 | -60.00 |
| 09 | 1091340 | Cap-Ex - Buildings & Improvements - Staff Housing | 091 | 0.00 | 12,508.85 | 12,508.85 |
| 09 | 1091510 | Transfer to Reserves - Buildings | 091 | 0.00 | 3,599.02 | 3,599.02 |
| Total | Housing | | | 0.00 | 14,142.87 | 14,142.87 |
| 10 | 1101000 | Expenses Relating to Sanitation - Household Refuse | 101 | 0.00 | 9,574.96 | 9,574.96 |
| 10 | 1105000 | Protection Of Environment - General expenses | 105 | 0.00 | 13,131.15 | 13,131.15 |
| 10 | 1107000 | Expenses Relating to Other Community Amenities | 107 | 0.00 | 2,595.24 | 2,595.24 |
| 10 | 1107040 | Maintenance - Public Conveniences | 107 | 0.00 | 2,099.28 | 2,099.28 |
| 10 | 1107050 | Maintenance - Cemetery | 107 | 0.00 | 971.09 | 971.09 |
| Total | Community Amenities | | | 0.00 | 28,371.72 | 28,371.72 |
| 11 | 1113000 | Overhead Expenses - Other Recreation & Sport | 113 | 0.00 | 39,984.87 | 39,984.87 |
| 11 | 1113040 | Maintenance - Parks and Reserves | 113 | 0.00 | 50,473.48 | 50,473.48 |
| 11 | 1113050 | Maintenance - Murchison Sports Club | 113 | 0.00 | 40,822.95 | 40,822.95 |
| 11 | 1113060 | Maintenance - Polocrosse fields | 113 | 0.00 | 21,627.66 | 21,627.66 |
| 11 | 1113070 | Maintenance - Sports Toilet Block - Op Exp | 113 | 0.00 | 2,341.96 | 2,341.96 |
| 11 | 1113080 | Insurance - Other Recreation & Sport | 113 | 0.00 | 830.85 | 830.85 |
| 11 | 1113090 | Arborist expenses - Parks and Reserves | 113 | 0.00 | 184.00 | 184.00 |
| 11 | 1114000 | Expenses Relating to Television and Rebroadcasting | 114 | 0.00 | 8,465.85 | 8,465.85 |
| 11 | 1115000 | Expenses Relating to Libraries | 115 | 0.00 | 1,240.00 | 1,240.00 |
| 11 | 1116000 | Depreciation - Other Culture | 116 | 0.00 | 9,107.10 | 9,107.10 |
| 11 | 1116020 | Maintenance - Museum | 116 | 0.00 | 2,214.16 | 2,214.16 |
| 11 | 1116040 | Maintenance - Museum Cottage | 116 | 0.00 | 5,257.45 | 5,257.45 |
| Total | Recreation & Culture | | | 0.00 | 182,550.33 | 182,550.33 |
| 12 | 1121010 | Cap-Ex - Roads Construction | 121 | 0.00 | 173,346.49 | 173,346.49 |
| 12 | 1121030 | Cap-Ex - MRWA Project Construction | 121 | 0.00 | 25,184.74 | 25,184.74 |
| 12 | 1121040 | Cap-Ex - Roads to Recovery Construction | 121 | 0.00 | 252,961.70 | 252,961.70 |
| 12 | 1121080 | Cap-Ex - Grids | 121 | 0.00 | 80.58 | 80.58 |
| 12 | 1121120 | Cap-Ex - Other funding - Road Construction | 121 | 0.00 | 4,704.00 | 4,704.00 |
| 12 | 1121510 | Transfer to Reserves - Berringarra - Cue Road reinstatement | 121 | 0.00 | 36,072.11 | 36,072.11 |
| 12 | 1121800 | Cap-Ex - Roads Construction - Road Contributions | 121 | 0.00 | 337,239.55 | 337,239.55 |
| 12 | 1122000 | Depreciation Expense - Streets, Roads, Bridges & Depot | 122 | 0.00 | 1,260,504.94 | 1,260,504.94 |
| 12 | 1122030 | Maintenance - General | 122 | 0.00 | 937,434.80 | 937,434.80 |
| 12 | 1122040 | Maintenance - Depot | 122 | 0.00 | 42,074.78 | 42,074.78 |
| 12 | 1122070 | Bridges Maintenance | 122 | 0.00 | 5,762.85 | 5,762.85 |

Options : Year 19/20, To Month 06, By Programmes

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|-------|-------------------|---|---------|-------------|---------------|---------------|
| 12 | 1122230 | Maintenance/Improvements - Grids | 122 | 0.00 | 21,306.09 | 21,306.09 |
| 12 | 1122270 | Loan Interest Payable | 122 | 0.00 | 16,420.76 | 16,420.76 |
| 12 | 1122280 | Flood Damage January 2018 | 122 | 0.00 | 2,018,009.20 | 2,018,009.20 |
| 12 | 1122290 | Flood Damage April 2019 | 122 | 0.00 | 37,716.11 | 37,716.11 |
| 12 | 1122410 | Administration Expenses - Streets, Roads, Bridges & Depot | 122 | 0.00 | 183,719.27 | 183,719.27 |
| 12 | 1122120 | Grant - MRWA Direct | 122 | 0.00 | -215,253.00 | -215,253.00 |
| 12 | 1122130 | Grant - MRWA Specific | 122 | 0.00 | -72,667.00 | -72,667.00 |
| 12 | 1122190 | Grant - Wandrra Flood Damage | 122 | 0.00 | -4,537,387.61 | -4,537,387.61 |
| 12 | 1122200 | Income Relating to Transport | 122 | 0.00 | -570.28 | -570.28 |
| 12 | 1122390 | Contribution Beringarra / Pindar Roads | 122 | 0.00 | -3,844.11 | -3,844.11 |
| 12 | 1122510 | Transfer to Reserves - Flood Damage Repairs | 122 | 0.00 | 1,793.44 | 1,793.44 |
| 12 | 1122520 | Transfer to Reserves - Beringarra - Pindar Rd - CSIRO | 122 | 0.00 | 1,227.99 | 1,227.99 |
| 12 | 1123020 | Cap-Ex - Purchase Major Plant & Equipment - Road Plant Purchases | 123 | 0.00 | 640,089.45 | 640,089.45 |
| 12 | 1123050 | Transfer to Reserves - Plant Replacement | 123 | 0.00 | 10,090.86 | 10,090.86 |
| 12 | 1123610 | Cap-Ex - Principal repayment - Loan - Plant | 123 | 0.00 | 545.77 | 545.77 |
| 12 | 1126040 | Airport Maintenance | 126 | 0.00 | 58,584.40 | 58,584.40 |
| Total | Transport | | | 0.00 | 1,235,147.88 | 1,235,147.88 |
| 13 | 1131010 | Vermin Control | 131 | 0.00 | 2,430.00 | 2,430.00 |
| 13 | 1131020 | Ammunition Expenditure | 131 | 0.00 | 459.10 | 459.10 |
| 13 | 1131050 | Rural Services Income | 131 | 0.00 | -671.49 | -671.49 |
| 13 | 1132000 | Expenses Relating to Tourism & Area Promotion | 132 | 0.00 | 11,525.67 | 11,525.67 |
| 13 | 1136000 | Expenses Relating to Other Economic Services | 136 | 0.00 | 50,080.32 | 50,080.32 |
| 13 | 1136010 | Settlement Water Supply | 136 | 0.00 | 14,410.68 | 14,410.68 |
| 13 | 1136020 | Settlement Power Generation | 136 | 0.00 | 41,030.85 | 41,030.85 |
| 13 | 1136030 | Settlement Freight Service | 136 | 0.00 | 38,707.68 | 38,707.68 |
| 13 | 1136040 | Roadhouse Expenses | 136 | 0.00 | 49,069.97 | 49,069.97 |
| 13 | 1136050 | Roadhouse Fuel Purchases | 136 | 0.00 | 157,045.15 | 157,045.15 |
| 13 | 1136060 | Roadhouse Retainer | 136 | 0.00 | 500.00 | 500.00 |
| 13 | 1136400 | Roadhouse - Housing Expenses | 136 | 0.00 | 684.93 | 684.93 |
| 13 | 1136480 | Depreciation - Other Economic Services | 136 | 0.00 | 7,543.26 | 7,543.26 |
| 13 | 1136070 | Income Relating to Other Economic Services | 136 | 0.00 | -8,574.45 | -8,574.45 |
| 13 | 1136080 | Roadhouse Fuel Sales | 136 | 0.00 | -158,797.58 | -158,797.58 |
| 13 | 1136120 | Transfer to Reserves - Settlement Buildings and Facilities | 136 | 0.00 | 6,586.48 | 6,586.48 |
| 13 | 1136160 | Cap-Ex - Purchase Major Plant - Other Economic Services | 136 | 0.00 | 1,301.58 | 1,301.58 |
| Total | Economic Services | | | 0.00 | 213,332.15 | 213,332.15 |
| 14 | 1142000 | Plant Expenses Relating to Public Works Overheads | 142 | 0.00 | 199.92 | 199.92 |
| 14 | 1142020 | Sick Leave Expense | 142 | 0.00 | 14,127.80 | 14,127.80 |
| 14 | 1142030 | Annual & Long Service Leave Works Expense | 142 | 0.00 | 32,784.43 | 32,784.43 |
| 14 | 1142040 | Protective Clothing - Outside Staff | 142 | 0.00 | 1,387.00 | 1,387.00 |
| 14 | 1142050 | Depot Office - Works Salaries & Wages | 142 | 0.00 | 37,127.32 | 37,127.32 |
| 14 | 1142070 | Overheads Allocated to Works | 142 | 0.00 | -482,698.98 | -482,698.98 |
| 14 | 1142110 | Camp Expenses | 142 | 0.00 | 2,492.97 | 2,492.97 |
| 14 | 1142120 | Staff Training/Meetings/OSH | 142 | 0.00 | 20,747.89 | 20,747.89 |
| 14 | 1142130 | TOIL - Works | 142 | 0.00 | -341.17 | -341.17 |
| 14 | 1142140 | Public Holidays - Works | 142 | 0.00 | 3,099.00 | 3,099.00 |
| 14 | 1142150 | Admin Costs Allocated to Works | 142 | 0.00 | 125,830.99 | 125,830.99 |

Options : Year 19/20, To Month 06, By Programmes

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|--------------------|---------------------------|---|---------|-------------|-------------|-------------|
| 14 | 1142160 | Housing Costs Allocated to Works | 142 | 0.00 | 112,676.35 | 112,676.35 |
| 14 | 1142170 | Superannuation - Public Works Overheads | 142 | 0.00 | 56,690.89 | 56,690.89 |
| 14 | 1142200 | Insurance - Works | 142 | 0.00 | 22,448.78 | 22,448.78 |
| 14 | 1143020 | Insurance - Plant | 143 | 0.00 | 28,922.21 | 28,922.21 |
| 14 | 1143030 | Fuel & Oils | 143 | 0.00 | 204,476.02 | 204,476.02 |
| 14 | 1143040 | Tyres and Tubes | 143 | 0.00 | 4,938.00 | 4,938.00 |
| 14 | 1143050 | Parts & Repairs | 143 | 0.00 | 57,954.80 | 57,954.80 |
| 14 | 1143060 | Internal Repair Wages | 143 | 0.00 | 36,549.69 | 36,549.69 |
| 14 | 1143070 | Licences - Plant | 143 | 0.00 | 4,040.85 | 4,040.85 |
| 14 | 1143080 | Depreciation - Plant | 143 | 0.00 | 169,533.66 | 169,533.66 |
| 14 | 1143090 | Plant Operation Costs Allocated to Works | 143 | 0.00 | -393,330.12 | -393,330.12 |
| 14 | 1143120 | Plant Expenses - Tools & Minor Equipment | 143 | 0.00 | 5,495.54 | 5,495.54 |
| 14 | 1142210 | Rebates and reimbursements - Plant | 143 | 0.00 | -272.73 | -272.73 |
| 14 | 1144040 | Diesel Fuel Rebate | 144 | 0.00 | -30,843.00 | -30,843.00 |
| 14 | 1146020 | Gross Salaries & Wages | 146 | 0.00 | 594,411.54 | 594,411.54 |
| 14 | 1146030 | Less Sal & Wages Allocated | 146 | 0.00 | -586,087.44 | -586,087.44 |
| Total | Other Property & Services | | | 0.00 | 42,362.21 | 42,362.21 |
| 21 | 1210010 | Trust Cash at Bank 146592 | 210 | 6,967.77 | 222.30 | 7,190.07 |
| 21 | 1210030 | Murchison Community Trust Fund Account 384371 | 210 | 29,598.56 | 21.55 | 29,620.11 |
| 21 | 1210040 | Murchison Community Fund Trust Term Deposit 466553 | 210 | 377,335.68 | 2,120.94 | 379,456.62 |
| 21 | 1210110 | Trust Police Licensing - Payments | 210 | 55,458.05 | 6,487.95 | 61,946.00 |
| 21 | 1210120 | Trust Police Licensing - Receipts | 210 | -55,475.75 | -6,470.25 | -61,946.00 |
| 21 | 1210130 | Trust BCITF Training Levy - Payments | 210 | 676.10 | 0.00 | 676.10 |
| 21 | 1210140 | Trust BCITF Training Levy - Receipts | 210 | -676.10 | 0.00 | -676.10 |
| 21 | 1210150 | Trust MSC Social Club - Payments | 210 | 21,535.43 | 0.00 | 21,535.43 |
| 21 | 1210160 | Trust MSC Social Club - Receipts | 210 | -21,535.43 | 0.00 | -21,535.43 |
| 21 | 1210170 | Trust Nomination Deposits - Payments | 210 | 800.00 | 240.00 | 1,040.00 |
| 21 | 1210180 | Trust Nomination Deposits - Receipts | 210 | -800.00 | -240.00 | -1,040.00 |
| 21 | 1210190 | Trust Bonds - Payments | 210 | 136,740.00 | 500.00 | 137,240.00 |
| 21 | 1210200 | Trust Bonds - Receipts | 210 | -143,690.07 | -400.00 | -144,090.07 |
| 21 | 1210210 | Trust Murchison Community Fund - Payments | 210 | 55.00 | 0.00 | 55.00 |
| 21 | 1210220 | Trust Murchison Community Fund - Receipts | 210 | -406,989.24 | -2,142.49 | -409,131.73 |
| Total | Trust | | | 0.00 | 340.00 | 340.00 |
| Total for division | GEN | | | 0.00 | 0.00 | 0.00 |
| Grand Total | | | | 0.00 | 0.00 | 0.00 |

Term Deposits held by the Shire of Murchison

The following Term deposits are currently held as at 31 December 2019:

Municipal

| | | | | |
|--------------|--------|-----------|-------|---------------------|
| Term Deposit | 531423 | \$500,000 | 1.65% | Maturity 06/01/2020 |
|--------------|--------|-----------|-------|---------------------|

Trust - Crosslands Murchison Community Fund

| | | | | |
|--------------|--------|--------------|-------|---------------------|
| Term Deposit | 466553 | \$381,369.50 | 1.48% | Maturity 25/02/2020 |
|--------------|--------|--------------|-------|---------------------|

Reserve

| | | | | |
|--------------------------------------|--------|----------------|-------|---------------------|
| Term Deposit | 468161 | \$3,537,548.37 | 1.59% | Maturity 21/01/2020 |
| <i>(Beringarra Cue Road Reserve)</i> | | | | |

| | | | | |
|--------------|--------|-----------|-------|---------------------|
| Term Deposit | 529817 | \$500,000 | 1.44% | Maturity 08/05/2020 |
|--------------|--------|-----------|-------|---------------------|

| | | | | |
|--------------|--------|-----------|-------|---------------------|
| Term Deposit | 531458 | \$750,000 | 1.43% | Maturity 28/04/2020 |
|--------------|--------|-----------|-------|---------------------|

| | | | | |
|--------------|--------|-------------|-------|---------------------|
| Term Deposit | 531466 | \$1,000,000 | 1.57% | Maturity 29/03/2020 |
|--------------|--------|-------------|-------|---------------------|

| | | | | |
|--------------|--------|-------------|-------|---------------------|
| Term Deposit | 011720 | \$1,000,000 | 1.95% | Maturity 25/06/2020 |
|--------------|--------|-------------|-------|---------------------|



Monthly Management Financial Report

Period Ending

31 January 2020

- 1 Monthly Financial Report
- 2 Statement of Financial Position
- 3 Operating Statement by Program
- 4 Operating Statement by Type
- 5 Account Listing Schedules
- 6 Trial Balance
- 7 Term Deposits

The Local Government (Financial Management) Regulations 1996 Regulation 34 requires that A local government is to prepare each month a statement of financial activity reporting on the sources and applications of funds, as set out in the annual budget under regulation 22(1)(d) for that month in the following detail:

- (a) *Annual budget estimates, taking into account any expenditure incurred for an additional purpose under section 6.8(1) (b) or (c);*
- (b) *Budget estimates to the end of month to which the statement relates;*
- (c) *Actual amounts of expenditure, revenue and income to the end of the month to which the statement relates;*
- (d) *Material variances between the comparable amounts referred to in paragraphs (b) and*
- (e) *The net current assets at the end of the month to which the statement relates.*

SHIRE OF MURCHISON
MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the period ending 31 January 2020

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JANUARY 2020**

SUMMARY INFORMATION

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 19 February 2020

BASIS OF PREPARATION

REPORT PURPOSE

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996, Regulation 34*. Note: The statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities and to the extent they are not in-consistent with the *Local Government Act 1995* and accompanying regulations), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the *Local Government Act 1995* and accompanying regulations. Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise.

Except for cash flow and rate setting information, the report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY

All Funds through which the Council controls resources to carry on its functions have been included in this statement. In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated. All monies held in the Trust Fund are excluded from the statement, but a separate statement of those monies appears at Note 14.

SIGNIFICANT ACCOUNTING POLICES

GOODS AND SERVICES TAX

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

CRITICAL ACCOUNTING ESTIMATES

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

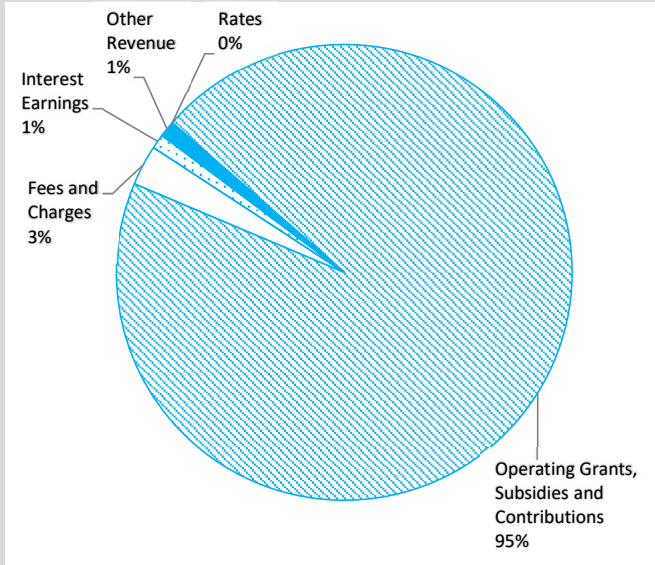
ROUNDING OFF FIGURES

All figures shown in this statement are rounded to the nearest dollar.

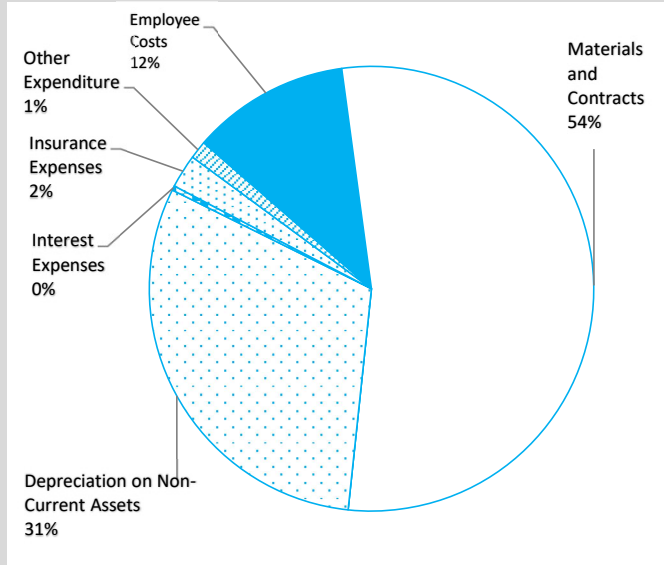
MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JANUARY 2020

SUMMARY INFORMATION - GRAPHS

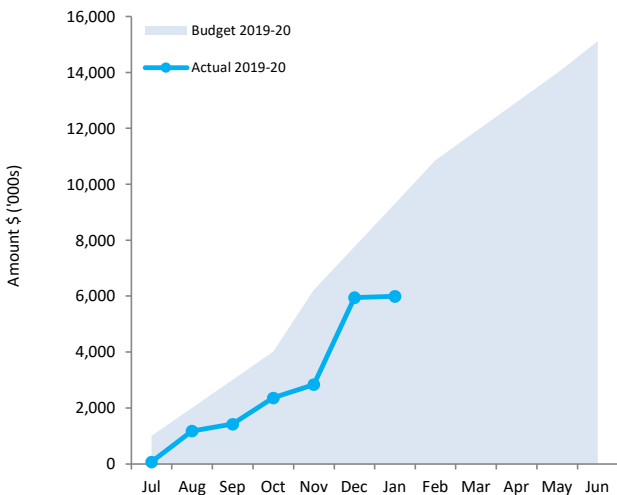
OPERATING REVENUE



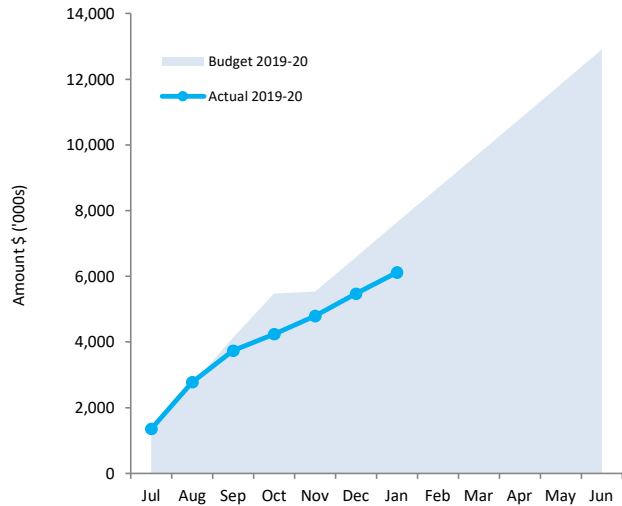
OPERATING EXPENSES



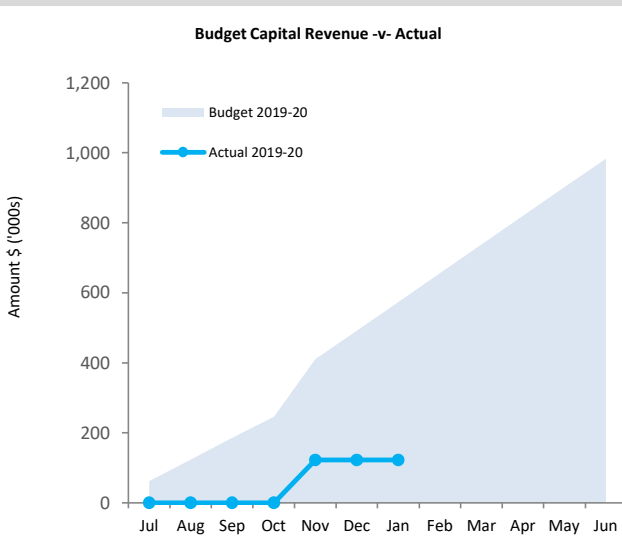
Budget Operating Revenues -v- Actual



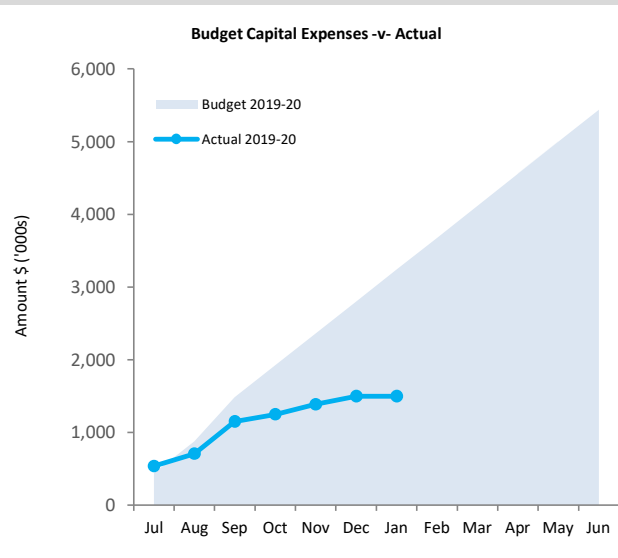
Budget Operating Expenses -v- YTD Actual



CAPITAL REVENUE



CAPITAL EXPENSES



This information is to be read in conjunction with the accompanying Financial Statements and Notes.

**KEY TERMS AND DESCRIPTIONS
FOR THE PERIOD ENDED 31 JANUARY 2020**

STATUTORY REPORTING PROGRAMS

Shire operations as disclosed in these financial statements encompass the following service orientated activities/programs.

| | ACTIVITIES |
|--|--|
| <p>GOVERNANCE</p> <p>To provide the decision-making framework to facilitate allocation of scarce resources.</p> | <p>Administration and operation of facilities and services to members of Council. Other costs that relate to the task of assisting elected members and electors on matters which do not concern specific council services.</p> |
| <p>GENERAL PURPOSE FUNDING</p> <p>To collect revenue to allow for the provision of services.</p> | <p>Rates, general purpose government grants and interest revenue.</p> |
| <p>LAW, ORDER, PUBLIC SAFETY</p> <p>To provide services to help ensure a safer and environmentally conscious community.</p> | <p>Supervision of various by-laws, fire prevention and animal control.</p> |
| <p>HEALTH</p> <p>To provide an operational framework for environmental and community health.</p> | <p>Monitor health control standards within the community, provide support and assistance with airstrips to enable all residents access to the Royal Flying Doctor for regular and emergency health services.</p> |
| <p>EDUCATION AND WELFARE</p> <p>To provide services to disadvantaged persons. The elderly, children and youth.</p> | <p>Support of education facilities within the Shire and of any external resources necessary to assist with the education programmes for all residents.</p> |
| <p>HOUSING</p> <p>To provide and maintain staff housing.</p> | <p>Provision and maintenance of staff housing.</p> |
| <p>COMMUNITY AMENITIES</p> <p>To provide services required by the community.</p> | <p>Maintain a refuse site for the settlement.</p> |
| <p>RECREATION AND CULTURE</p> <p>To establish and effectively manage infrastructure and resources which will help the social well being of the community.</p> | <p>Provide a library and museum and operation thereof. Maintain recreation centre, sports field, parks, gardens and other recreational facilities.</p> |
| <p>TRANSPORT</p> <p>To provide safe, effective and efficient transport services to the community.</p> | <p>Construction and maintenance of roads, drainage works and traffic signs. Maintenance of the settlement air-strip.</p> |
| <p>ECONOMIC SERVICES</p> <p>To help promote the shire and its economic well being.</p> | <p>Building control, provision of power and water supplies. Supply and maintenance of television re-broadcasting installation. Provision of radio communication. Maintenance of caravan park. Vermin control and area promotion.</p> |
| <p>OTHER PROPERTY AND SERVICES</p> <p>To monitor and control Shire's overheads operating accounts.</p> | <p>Private works operation, plant repair and operation costs.</p> |

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020**

STATUTORY REPORTING PROGRAMS

| | Ref Note | Adopted Budget | YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) | Var. |
|---|-------------|---------------------|----------------------|----------------------|--------------------|-----------------------|------|
| | | \$ | \$ | \$ | \$ | % | |
| Opening funding surplus / (deficit) | 1(c) | 4,681,340 | 4,681,340 | 4,562,188 | (119,152) | (2.55%) | |
| Revenue from operating activities | | | | | | | |
| Governance | | 12,500 | 7,287 | 7,006 | (281) | (3.86%) | |
| General purpose funding - general rates | 6 | 464,044 | 0 | 0 | 0 | 0.00% | |
| General purpose funding - other | | 1,973,500 | 1,151,192 | 991,037 | (160,155) | (13.91%) | ▼ |
| Law, order and public safety | | 12,700 | 7,399 | 7,074 | (325) | (4.39%) | |
| Health | | 0 | 0 | 236 | 236 | 0.00% | |
| Housing | | 4,290 | 2,464 | 2,250 | (214) | (8.69%) | |
| Recreation and culture | | 1,750 | 1,008 | 0 | (1,008) | (100.00%) | |
| Transport | | 9,715,531 | 5,661,880 | 4,757,133 | (904,747) | (15.98%) | ▼ |
| Economic services | | 252,000 | 146,993 | 177,667 | 30,674 | 20.87% | ▲ |
| Other property and services | | 88,000 | 51,331 | 47,726 | (3,605) | (7.02%) | |
| | | 12,524,315 | 7,029,554 | 5,990,129 | (1,039,425) | | ▼ |
| Expenditure from operating activities | | | | | | | |
| Governance | | (380,521) | (219,723) | (219,547) | 176 | 0.08% | |
| General purpose funding | | (24,000) | (14,000) | (12,388) | 1,612 | 11.51% | |
| Law, order and public safety | | (123,635) | (72,107) | (51,566) | 20,541 | 28.49% | ▲ |
| Health | | (25,680) | (14,959) | (10,277) | 4,682 | 31.30% | |
| Housing | | (12,882) | (7,405) | (14,319) | (6,914) | (93.37%) | |
| Community amenities | | (84,385) | (61,647) | (30,606) | 31,041 | 50.35% | ▲ |
| Recreation and culture | | (342,983) | (199,969) | (205,066) | (5,097) | (2.55%) | |
| Transport | | (13,994,178) | (8,203,778) | (4,946,992) | 3,256,786 | 39.70% | ▲ |
| Economic services | | (858,525) | (500,689) | (419,657) | 81,032 | 16.18% | ▲ |
| Other property and services | | (124,977) | (72,828) | (205,107) | (132,279) | (181.63%) | ▼ |
| | | (15,971,766) | (9,367,105) | (6,115,525) | 3,251,580 | | ▲ |
| Non-cash amounts excluded from operating activities | 1(a) | 3,174,643 | 1,791,601 | 1,888,294 | 96,693 | 5.40% | |
| Amount attributable to operating activities | | (272,808) | (545,950) | 1,762,898 | 2,308,848 | | |
| Investing Activities | | | | | | | |
| Proceeds from non-operating grants, subsidies and contributions | 13 | 738,950 | 431,046 | 122,462 | (308,584) | (71.59%) | ▼ |
| Proceeds from disposal of assets | 7 | 243,900 | 0 | 0 | 0 | 0.00% | |
| Purchase of property, plant and equipment | 8 | (5,436,225) | (3,239,652) | (1,499,098) | 1,740,554 | 53.73% | ▲ |
| Amount attributable to investing activities | | (4,453,375) | (2,808,606) | (1,376,636) | 1,431,970 | | ▲ |
| Financing Activities | | | | | | | |
| Proceeds from new debentures | 9 | 2,500,000 | 2,500,000 | 2,730,746 | 230,746 | 9.23% | |
| Transfer from reserves | 10 | 2,624,002 | 0 | 0 | 0 | 0.00% | |
| Repayment of debentures | 9 | (4,050,525) | (4,050,525) | (4,281,501) | (230,976) | (5.70%) | |
| Transfer to reserves | 10 | (1,028,634) | (74,567) | (74,567) | 0 | 0.00% | |
| Amount attributable to financing activities | | 44,843 | (1,625,092) | (1,625,322) | (230) | | |
| Closing funding surplus / (deficit) | 1(c) | 0 | (298,308) | 3,323,128 | | | |

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold. Refer to threshold. Refer to Note 15 for an explanation of the reasons for the variance.

The material variance adopted by Council for the 2019-20 year is \$10,000 or 10.00% whichever is the greater.

This statement is to be read in conjunction with the accompanying Financial Statements and notes.

KEY TERMS AND DESCRIPTIONS**FOR THE PERIOD ENDED 31 JANUARY 2020****NATURE OR TYPE DESCRIPTIONS****REVENUE****RATES**

All rates levied under the *Local Government Act 1995*. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts offered. Exclude administration fees, interest on instalments, interest on arrears and service charges.

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

GRANT REVENUE

Revenue from contracts with customers is recognised when the local government satisfies its performance obligations under the contract.

Assets that were acquired for consideration that was less than fair value principally to enable the Shire to further its objectives may have been measured on initial recognition under other Australian Accounting Standards at a cost that was significant less than fair value. Such assets are not required to be remeasured at fair value.

Volunteer Services in relation have not been recognised in revenue and expenditure as the fair value of the services cannot be reliably estimated and the services would not have been purchased if they had not been donated.

FEES AND CHARGES

Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

SERVICE CHARGES

Service charges imposed under *Division 6 of Part 6 of the Local Government Act 1995*. *Regulation 54 of the Local Government (Financial Management) Regulations 1996* identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

EXPENSES**INTEREST EARNINGS**

Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME

Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

PROFIT ON ASSET DISPOSAL

Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

EMPLOYEE COSTS

All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL

Loss on the disposal of fixed assets.

DEPRECIATION ON NON-CURRENT ASSETS

Depreciation expense raised on all classes of assets.

INTEREST EXPENSES

Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE

Statutory fees, taxes, provision for bad debts, member's fees or State taxes. Donations and subsidies made to community groups.

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020**

BY NATURE OR TYPE

| | Ref Note | Adopted Budget | YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) | Var. |
|---|-------------|---------------------|----------------------|----------------------|--------------------|-----------------------|------|
| | | \$ | \$ | \$ | \$ | % | |
| Opening funding surplus / (deficit) | 1(c) | 4,681,340 | 4,681,340 | 4,562,188 | (119,152) | (2.55%) | |
| Revenue from operating activities | | | | | | | |
| Rates | 6 | 464,044 | 0 | 0 | 0 | 0.00% | |
| Operating grants, subsidies and contributions | 12 | 11,448,840 | 6,678,469 | 5,688,671 | (989,798) | (14.82%) | ▼ |
| Fees and charges | | 261,750 | 152,663 | 171,099 | 18,436 | 12.08% | ▲ |
| Interest earnings | | 135,500 | 79,037 | 62,226 | (16,811) | (21.27%) | ▼ |
| Other revenue | | 204,742 | 119,385 | 68,133 | (51,252) | (42.93%) | ▼ |
| Profit on disposal of assets | 7 | 9,439 | 0 | 0 | 0 | 0.00% | |
| | | 12,524,315 | 7,029,554 | 5,990,129 | (1,039,425) | | ▼ |
| Expenditure from operating activities | | | | | | | |
| Employee costs | | (1,232,268) | (750,975) | (700,993) | 49,982 | 6.66% | |
| Materials and contracts | | (11,229,957) | (6,621,664) | (3,291,762) | 3,329,902 | 50.29% | ▲ |
| Depreciation on non-current assets | | (3,071,485) | (1,791,601) | (1,874,097) | (82,496) | (4.60%) | |
| Interest expenses | | (12,500) | (7,287) | (19,922) | (12,635) | (173.39%) | ▼ |
| Insurance expenses | | (157,376) | (91,749) | (149,272) | (57,523) | (62.70%) | ▼ |
| Other expenditure | | (155,583) | (103,829) | (79,479) | 24,350 | 23.45% | ▲ |
| Loss on disposal of assets | 7 | (112,597) | 0 | 0 | 0 | 0.00% | |
| | | (15,971,766) | (9,367,105) | (6,115,525) | 3,251,580 | | ▲ |
| Non-cash amounts excluded from operating activities | 1(a) | 3,174,643 | 1,791,601 | 1,888,294 | 96,693 | 5.40% | |
| Amount attributable to operating activities | | (272,808) | (545,950) | 1,762,898 | 2,308,848 | | |
| Investing activities | | | | | | | |
| Proceeds from non-operating grants, subsidies and contributions | 13 | 738,950 | 431,046 | 122,462 | (308,584) | (71.59%) | ▼ |
| Proceeds from disposal of assets | 7 | 243,900 | 0 | 0 | 0 | 0.00% | |
| Payments for property, plant and equipment | 8 | (5,436,225) | (3,239,652) | (1,499,098) | 1,740,554 | (53.73%) | ▲ |
| Amount attributable to investing activities | | (4,453,375) | (2,808,606) | (1,376,636) | 1,431,970 | | ▲ |
| Financing Activities | | | | | | | |
| Proceeds from new debentures | 9 | 2,500,000 | 2,500,000 | 2,730,746 | 230,746 | 9.23% | |
| Transfer from reserves | 10 | 2,624,002 | 0 | 0 | 0 | 0.00% | |
| Repayment of debentures | 9 | (4,050,525) | (4,050,525) | (4,281,501) | (230,976) | (5.70%) | |
| Transfer to reserves | 10 | (1,028,634) | (74,567) | (74,567) | 0 | 0.00% | |
| Amount attributable to financing activities | | 44,843 | (1,625,092) | (1,625,322) | (230) | | |
| Closing funding surplus / (deficit) | 1(c) | 0 | (298,308) | 3,323,128 | | | |

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold.

Refer to Note 15 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

(a) Non-cash items excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with Financial Management Regulation 32.

| | Notes | Adopted Budget | YTD Budget (a) | YTD Actual (b) |
|--|-------|------------------|------------------|------------------|
| Non-cash items excluded from operating activities | | | | |
| | | \$ | \$ | \$ |
| Adjustments to operating activities | | | | |
| Less: Profit on asset disposals | 7 | (9,439) | 0 | 0 |
| Movement in employee benefit provisions (non-current) | | 0 | 0 | 14,197 |
| Add: Loss on asset disposals | 7 | 112,597 | 0 | 0 |
| Add: Depreciation on assets | | 3,071,485 | 1,791,601 | 1,874,097 |
| Total non-cash items excluded from operating activities | | 3,174,643 | 1,791,601 | 1,888,294 |

(b) Adjustments to net current assets in the Statement of Financial Activity

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation* 32 to agree to the surplus/(deficit) after imposition of general rates.

| | | Last Year Closing 30-06-2019 | This Time Last Year 31 January 2019 | Year to Date 31 January 2020 |
|--|----|---------------------------------|--|---------------------------------|
| Adjustments to net current assets | | | | |
| Less: Reserves - restricted cash | 10 | (7,303,108) | (5,652,953) | (7,377,675) |
| Add: Borrowings | 9 | 1,550,526 | 537 | (229) |
| Add: Provisions - employee | 11 | 64,471 | 124,697 | 78,668 |
| Total adjustments to net current assets | | (5,688,111) | (5,527,719) | (7,299,236) |

(c) Net current assets used in the Statement of Financial Activity**Current assets**

| | | | | |
|--|------|--------------------|--------------------|--------------------|
| Cash and cash equivalents | 2 | 8,024,201 | 10,070,122 | 1,589,631 |
| Financial assets at amortised cost | 2 | 1,500,000 | 0 | 8,801,726 |
| Rates receivables | 3 | 53,215 | 131,245 | 49,172 |
| Receivables | 3 | 820,372 | 215,868 | 56,482 |
| Other current assets | 4 | 2,451,931 | 140,164 | 516,279 |
| Less: Current liabilities | | | | |
| Payables | 5 | (984,423) | (2,661,792) | (312,487) |
| Borrowings | 9 | (1,550,526) | (537) | 229 |
| Provisions | 11 | (64,471) | (124,697) | (78,668) |
| Less: Total adjustments to net current assets | 1(b) | (5,688,111) | (5,527,719) | (7,299,236) |
| Closing funding surplus / (deficit) | | 4,562,188 | 2,242,654 | 3,323,128 |

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

| Description | Classification | Unrestricted | Restricted | Total Cash | Trust | Institution | Interest Rate | Maturity Date |
|--|------------------------------------|------------------|------------------|-------------------|----------------|-------------|---------------|---------------|
| | | \$ | \$ | \$ | \$ | | | |
| Cash on hand | | | | | | | | |
| Municipal cash at bank | Cash and cash equivalents | 416,823 | 0 | 416,823 | 0 | Westpac | 0.05% | Nil |
| Muni short term investment | Cash and cash equivalents | 1,186 | 0 | 1,186 | 0 | Westpac | Variable | Nil |
| Murchison Oasis Roadhouse (Fuel ATM) | Cash and cash equivalents | 8,345 | 0 | 8,345 | 0 | Westpac | Nil | Nil |
| CSIRO Road account bank (Muni) | Cash and cash equivalents | 87,327 | 0 | 87,327 | 0 | Westpac | 0.10% | Nil |
| Reserve Funds | Cash and cash equivalents | 0 | 575,950 | 575,950 | 0 | Westpac | 0.10% | Nil |
| Murchison Community trust fund TD | Cash and cash equivalents | 0 | 0 | 0 | 379,457 | Westpac | 1.48% | Feb-20 |
| Trust cash at bank | Cash and cash equivalents | 0 | 0 | 0 | 7,219 | Westpac | Nil | Nil |
| Murchison community trust fund account | Cash and cash equivalents | 0 | 0 | 0 | 29,623 | Westpac | 0.10% | Nil |
| Term Deposit 1423 | Cash and cash equivalents | 500,000 | 0 | 500,000 | 0 | Westpac | 0.83% | Feb-20 |
| Term Deposit 8161 | Financial assets at amortised cost | 0 | 3,551,726 | 3,551,726 | 0 | Westpac | 1.43% | May-20 |
| Term Deposit 9817 | Financial assets at amortised cost | 0 | 500,000 | 500,000 | 0 | Westpac | 1.44% | May-20 |
| Term Deposit 1458 | Financial assets at amortised cost | 0 | 750,000 | 750,000 | 0 | Westpac | 1.43% | Apr-20 |
| Term Deposit 1466 | Financial assets at amortised cost | 0 | 1,000,000 | 1,000,000 | 0 | Westpac | 1.57% | Mar-20 |
| Term Deposit 1720 | Financial assets at amortised cost | 0 | 1,000,000 | 1,000,000 | 0 | Westpac | N/A | Jun-20 |
| Term Deposit 6810 | Financial assets at amortised cost | 1,000,000 | 0 | 1,000,000 | 0 | Westpac | 1.41% | Jul-20 |
| Term Deposit 6829 | Financial assets at amortised cost | 1,000,000 | 0 | 1,000,000 | 0 | Westpac | 1.46% | May-20 |
| Total | | 3,013,681 | 7,377,676 | 10,391,357 | 416,299 | | | |
| Comprising | | | | | | | | |
| Cash and cash equivalents | | 1,013,681 | 575,950 | 1,589,631 | 416,299 | | | |
| Financial assets at amortised cost | | 2,000,000 | 6,801,726 | 8,801,726 | 0 | | | |
| | | 3,013,681 | 7,377,676 | 10,391,357 | 416,299 | | | |

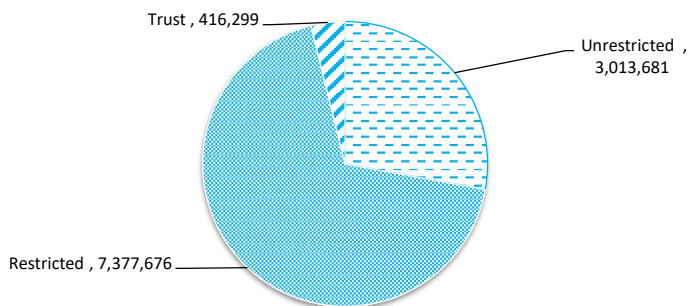
KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

The local government classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 4 - Other assets.



| Total Cash | Unrestricted |
|------------------|-----------------|
| \$10.39 M | \$3.01 M |

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020

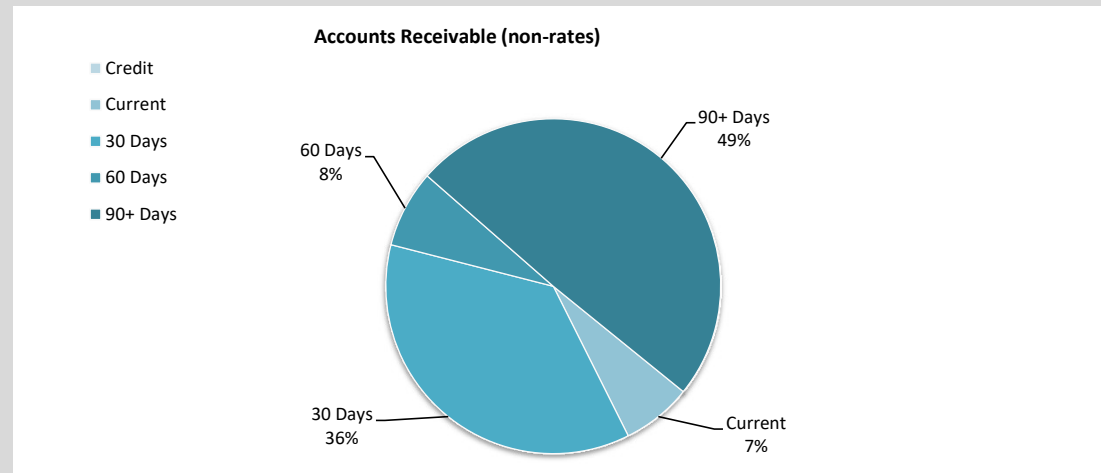
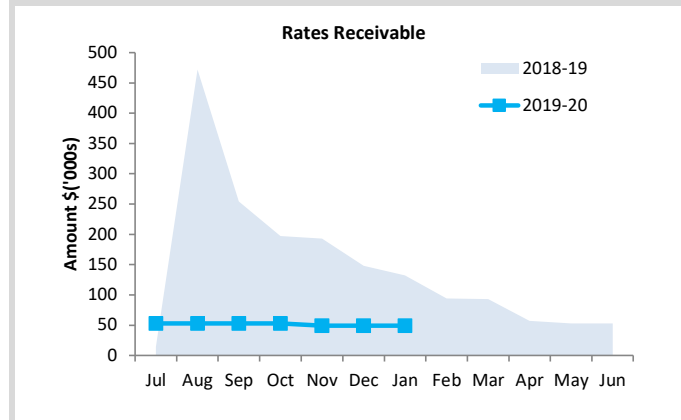
| Rates receivable | 30 June 2019 | 31 Jan 20 |
|--------------------------------|---------------|---------------|
| | \$ | \$ |
| Opening arrears previous years | 4,666 | 53,215 |
| Levied this year | 458,510 | 0 |
| Less - collections to date | (409,961) | (4,043) |
| Equals current outstanding | 53,215 | 49,172 |
| Net rates collectable | 53,215 | 49,172 |
| % Collected | 88.5% | 7.6% |

| Receivables - general | Credit | Current | 30 Days | 60 Days | 90+ Days | Total |
|--|--------|---------|---------|---------|----------|---------------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Receivables - general | 0 | 309 | 1,660 | 341 | 2,254 | 4,564 |
| Percentage | 0.0% | 6.8% | 36.4% | 7.5% | 49.4% | |
| Balance per trial balance | | | | | | |
| Sundry receivable | | | | | | 4,564 |
| GST receivable | | | | | | 51,918 |
| Total receivables general outstanding | | | | | | 56,482 |

Amounts shown above include GST (where applicable)

KEY INFORMATION

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.



| |
|---------------------|
| Debtors Due |
| \$56,482 |
| Over 30 Days |
| 93% |
| Over 90 Days |
| 49.4% |

| | |
|------------------|------------------|
| Collected | Rates Due |
| 7.6% | \$49,172 |

| | Opening Balance 1 July 2019 | Asset Increase | Asset Reduction | Closing Balance 31 January 2020 |
|---|-----------------------------------|-------------------|--------------------|---------------------------------------|
| | \$ | \$ | \$ | \$ |
| Other current assets | | | | |
| Inventory | | | | |
| Fuel, oil and materials on hand | 98,542 | 38,259 | (2,060) | 134,741 |
| Contract assets | | | | |
| Contract assets | 2,353,389 | 0 | (1,971,851) | 381,538 |
| Total other current assets | | | | 516,279 |
| Amounts shown above include GST (where applicable) | | | | |

KEY INFORMATION

Inventory

Inventories are measured at the lower of cost and net realisable value.

Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

Contract assets

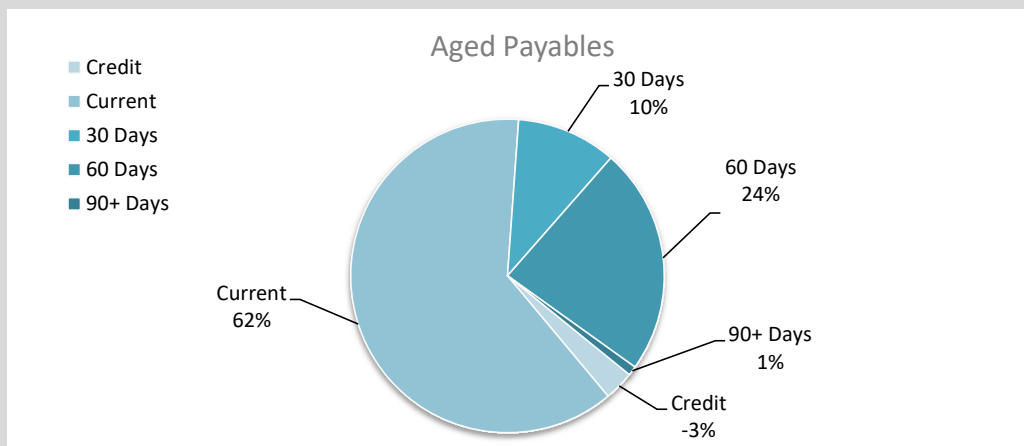
A contract asset is the right to consideration in exchange for goods or services the entity has transferred to a customer when that right is conditioned on something other than the passage of time.

| Payables - general | Credit | Current | 30 Days | 60 Days | 90+ Days | Total |
|---|---------|---------|---------|---------|----------|----------------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Payables - general | (2,470) | 49,875 | 8,268 | 18,772 | 762 | 75,208 |
| Percentage | -3.3% | 66.3% | 11% | 25% | 1% | |
| Balance per trial balance | | | | | | |
| Sundry creditors | | | | | | 75,208 |
| Accrued salaries and wages | | | | | | 8,324 |
| ATO liabilities | | | | | | 229,955 |
| Trust imbalance | | | | | | (790) |
| Emergency services levy | | | | | | (5,152) |
| Accrued expenses | | | | | | 4,942 |
| Total payables general outstanding | | | | | | 312,487 |

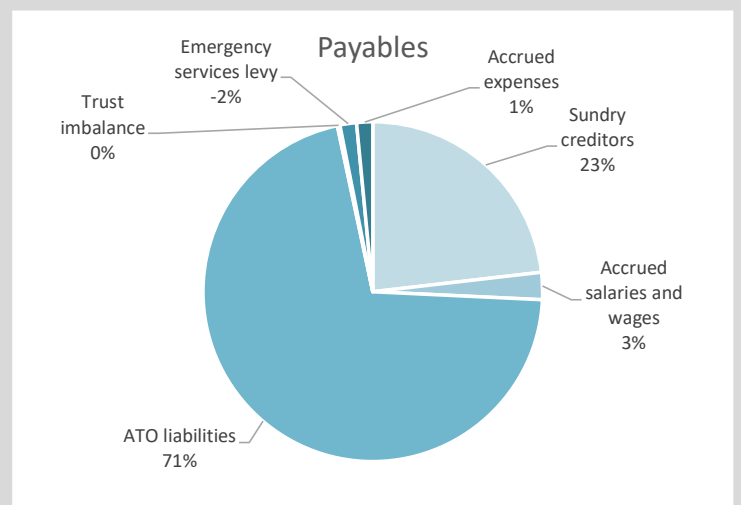
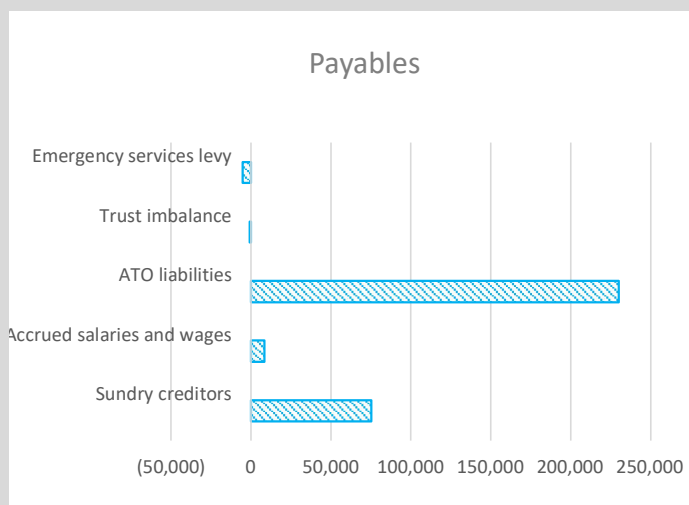
Amounts shown above include GST (where applicable)

KEY INFORMATION

Trade and other payables represent liabilities for goods and services provided to the Shire that are unpaid and arise when the Shire becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.



| |
|----------------------|
| Creditors Due |
| \$312,487 |
| Over 30 Days |
| 37% |
| Over 90 Days |
| 1% |



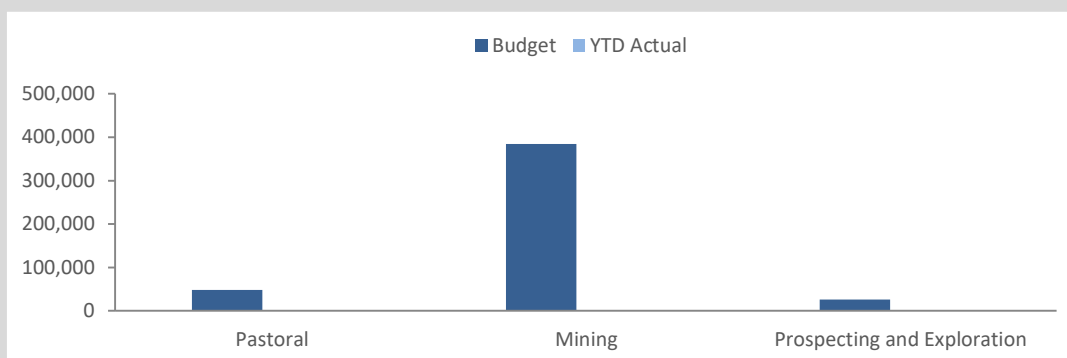
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020

General rate revenue

| RATE TYPE | Budget | | | | | | | YTD Actual | | | |
|-----------------------------|-----------------------|-------------------------|-------------------|-----------------|-----------------|--------------|------------------|-----------------|------------------|---------------|------------------|
| | Rate in \$ (cents) | Number of Properties | Rateable Value | Rate Revenue | Interim Rate | Back Rate | Total Revenue | Rate Revenue | Interim Rates | Back Rates | Total Revenue |
| | | | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Unimproved value | | | | | | | | | | | |
| Pastoral | 0.032950 | 23 | 1,459,657 | 48,096 | 0 | 0 | 48,096 | 0 | 0 | 0 | 0 |
| Mining | 0.279400 | 11 | 1,375,054 | 384,190 | 0 | 0 | 384,190 | 0 | 0 | 0 | 0 |
| Prospecting and Exploration | 0.080150 | 25 | 321,413 | 25,761 | 27 | 0 | 25,788 | 0 | 0 | 0 | 0 |
| Sub-Total | | 59 | 3,156,124 | 458,047 | 27 | 0 | 458,074 | 0 | 0 | 0 | 0 |
| Minimum payment | Minimum \$ | | | | | | | | | | |
| Unimproved value | | | | | | | | | | | |
| Pastoral | 320 | 6 | 13,263 | 1,920 | 0 | 0 | 1,920 | 0 | 0 | 0 | 0 |
| Prospecting and Exploration | 450 | 9 | 37,212 | 4,050 | 0 | 0 | 4,050 | 0 | 0 | 0 | 0 |
| Sub-total | | 15 | 50,475 | 5,970 | 0 | 0 | 5,970 | 0 | 0 | 0 | 0 |
| Total general rates | | | | | | | 464,044 | | | | 0 |

KEY INFORMATION

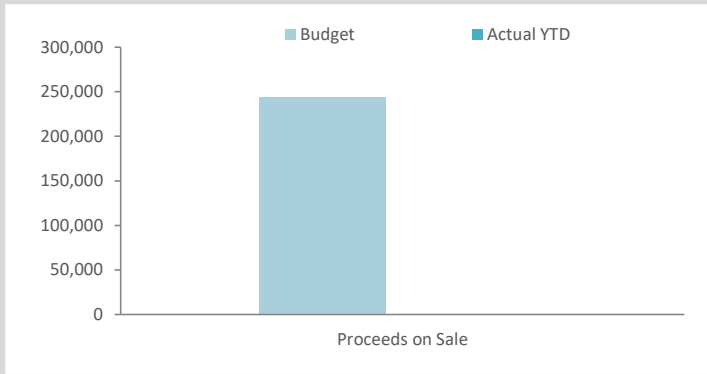
Prepaid rates are, until the taxable event for the rates has occurred, refundable at the request of the ratepayer. Rates received in advance give rise to a financial liability. On 1 July 2019 the prepaid rates were recognised as a financial asset and a related amount was recognised as a financial liability and no income was recognised. When the taxable event occurs the financial liability is extinguished and income recognised for the prepaid rates that have not been refunded.



| General Rates | | |
|------------------|---------------|--------------|
| Budget | YTD Actual | % |
| \$464,044 | \$. M | 0.00% |

| Asset Ref. | Asset description | Budget | | | | YTD Actual | | | |
|------------|----------------------------|----------------|----------------|--------------|------------------|----------------|----------|----------|----------|
| | | Net Book Value | Proceeds | Profit | (Loss) | Net Book Value | Proceeds | Profit | (Loss) |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| | Plant and equipment | | | | | | | | |
| | Governance | | | | | | | | |
| | Prado (Ex DCEO) | 21,586 | 18,000 | 0 | (3,586) | 0 | 0 | 0 | 0 |
| | Transport | | | | | | | | |
| | Grader | 180,174 | 120,900 | 0 | (59,274) | 0 | 0 | 0 | 0 |
| | Volvo Wheel Loader | 65,561 | 75,000 | 9,439 | 0 | 0 | 0 | 0 | 0 |
| | Iveco Prime Mover | 29,737 | 15,000 | 0 | (14,737) | 0 | 0 | 0 | 0 |
| | Water Truck | 50,000 | 15,000 | 0 | (35,000) | 0 | 0 | 0 | 0 |
| | | 347,058 | 243,900 | 9,439 | (112,597) | 0 | 0 | 0 | 0 |

KEY INFORMATION



| Proceeds on sale | | |
|------------------|------------|-----------|
| Annual Budget | YTD Actual | % |
| \$243,900 | \$0 | 0% |

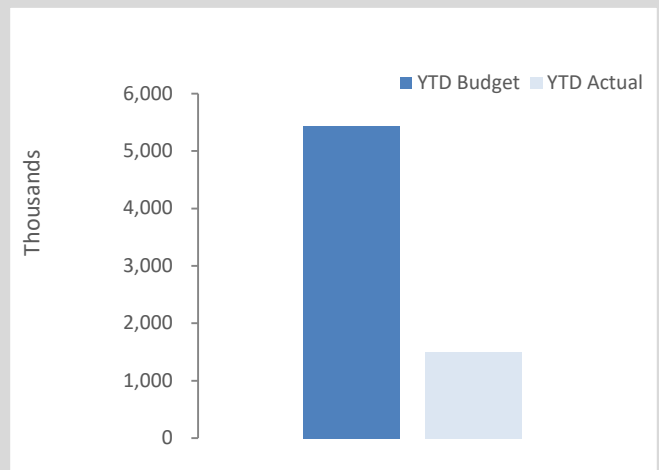
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020**

**INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS**

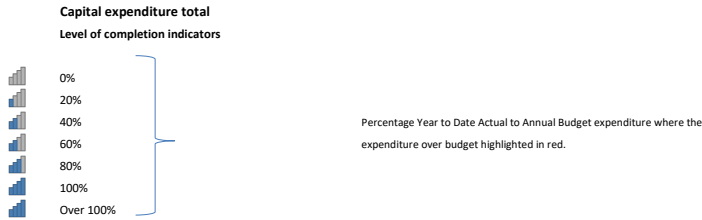
| Capital acquisitions | Adopted | | YTD Actual | YTD Actual Variance |
|---|------------------|------------------|------------------|------------------------|
| | Budget | YTD Budget | | |
| | \$ | \$ | \$ | \$ |
| Buildings & Improvements | 726,950 | 424,025 | 63,712 | (360,313) |
| Other Buildings & Improvements | 160,000 | 93,324 | 0 | (93,324) |
| Furniture & Equipment | 35,000 | 26,662 | 0 | (26,662) |
| Plant & Equipment - Major | 1,771,300 | 1,095,756 | 641,391 | (454,365) |
| Roads | 2,742,975 | 1,599,885 | 793,995 | (805,890) |
| Capital Expenditure Totals | 5,436,225 | 3,239,652 | 1,499,098 | (1,740,554) |
| Capital Acquisitions Funded By: | | | | |
| | \$ | \$ | \$ | \$ |
| Capital grants and contributions | 738,950 | 431,046 | 122,462 | (308,584) |
| Borrowings | 2,500,000 | 2,500,000 | 2,730,746 | 230,746 |
| Other (disposals & C/Fwd) | 243,900 | 0 | 0 | 0 |
| Cash backed reserves | | | | |
| Plant Replacement | 650,000 | 0 | 0 | 0 |
| Building Reserve | 252,479 | 0 | 0 | 0 |
| Beringarra - Cue Road Reserve TD | 895,000 | 0 | 0 | 0 |
| Flood damage repairs | 126,523 | 0 | 0 | 0 |
| Murchison Settlement Facilities and Buildings Reserve | 500,000 | 0 | 0 | 0 |
| Road resealing Reserve | 200,000 | 0 | 0 | 0 |
| Contribution - operations | (670,627) | 308,606 | (1,354,110) | (1,662,716) |
| Capital funding total | 5,436,225 | 3,239,652 | 1,499,098 | (1,740,554) |

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

KEY INFORMATION

| Acquisitions | Annual Budget | YTD Actual | % Spent |
|---------------|------------------|------------------|------------|
| | \$5.44 M | \$1.5 M | 28% |
| Capital Grant | Annual Budget | YTD Actual | % Received |
| | \$738,950 | \$122,462 | 17% |



Level of completion indicator, please see table at the end of this note for further detail.

| | | Adopted | | | |
|---|---|------------------|---------------------|---------------------|-----------------------|
| Account Description | | Current Budget | Year to Date Budget | Year to Date Actual | Variance (Under)/Over |
| Capital Expenditure | | | | | |
| Buildings & Improvements | | | | | |
| 05103 | Cap-Ex - Purchase Buildings & Improvements - Fire Prevention | 53,950 | 31,465 | 50,753 | 19,288 |
| 09134 | Cap-Ex - Buildings & Improvements - Staff Housing | 562,000 | 327,824 | 12,959 | (314,865) |
| 10702 | Cap-Ex - Purchase Buildings & Imp - Other Community Amenities | 45,000 | 26,243 | 0 | (26,243) |
| 11302 | Cap-Ex - Purchase Buildings & Imp - Other Recreation & Sport | 16,000 | 9,331 | 0 | (9,331) |
| 14515 | Cap Ex - Purchase Buildings & Improvements - Administration | 50,000 | 29,162 | 0 | (29,162) |
| Buildings & Improvements Total | | 726,950 | 424,025 | 63,712 | (360,313) |
| Other Buildings & Improvements | | | | | |
| 10770 | Cap-Ex - Other Buildings & Imp - Other Community Amenities | 80,000 | 46,662 | 0 | (46,662) |
| 13617 | Cap-Ex - Other Buildings & Improvements - Other Economic Services | 80,000 | 46,662 | 0 | (46,662) |
| Other Buildings & Improvements Total | | 160,000 | 93,324 | 0 | (93,324) |
| Furniture & Equipment | | | | | |
| 14560 | Cap-Ex - Aircondition Remainder of CEO House | 15,000 | 15,000 | 0 | (15,000) |
| 14561 | Cap-Ex - Purchase Furn & Equipment - Admin | 20,000 | 11,662 | 0 | (11,662) |
| Furniture & Equipment Total | | 35,000 | 26,662 | 0 | (26,662) |
| Plant & Equipment - Major | | | | | |
| 12302 | Cap-Ex - Purchase Major Plant & Equipment - Road Plant Purchases | 1,180,000 | 688,331 | 640,089 | (48,242) |
| 13616 | Cap-Ex - Purchase Major Plant - Other Economic Services | 441,300 | 257,425 | 1,302 | (256,123) |
| 13652 | New kVA Generator | 150,000 | 150,000 | 0 | (150,000) |
| Plant & Equipment - Major Total | | 1,771,300 | 1,095,756 | 641,391 | (454,365) |
| Roads | | | | | |
| 12101 | Cap-Ex - Roads Construction | 1,090,470 | 636,006 | 173,346 | (462,660) |
| 12103 | Cap-Ex - MRWA Project Construction | 190,050 | 110,845 | 25,185 | (85,660) |
| 12104 | Cap-Ex - Roads to Recovery Construction | 568,743 | 331,716 | 252,962 | (78,754) |
| 12108 | Cap-Ex - Grids | 0 | 0 | 81 | 81 |
| 12112 | Cap-Ex - Other funding - Road Construction | 0 | 0 | 4,704 | 4,704 |
| 12180 | Cap-Ex - Roads Construction - Road Contributions | 893,712 | 521,318 | 337,717 | (183,601) |
| Roads Total | | 2,742,975 | 1,599,885 | 793,995 | (805,890) |
| Grand Total | | 5,436,225 | 3,239,652 | 1,499,098 | (1,740,554) |

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020

FINANCING ACTIVITIES

NOTE 9

BORROWINGS

Repayments - borrowings

| Information on borrowings Particulars | 1 July 2019 | New Loans | | Principal Repayments | | Principal Outstanding | | Interest Repayments | |
|--|------------------|------------------|------------------|----------------------|------------------|-----------------------|---------------|---------------------|---------------|
| | | Actual | Budget | Actual | Budget | Actual | Budget | Actual | Budget |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Transport | | | | | | | | | |
| Purchase of road plant | 18,416 | 0 | 0 | 546 | 900 | 17,870 | 17,516 | 307 | 500 |
| Finance flood damage works | 1,549,425 | 2,730,746 | 2,500,000 | 4,280,955 | 4,049,625 | (784) | (200) | 19,615 | 12,000 |
| Total | 1,567,841 | 2,730,746 | 2,500,000 | 4,281,501 | 4,050,525 | 17,086 | 17,316 | 19,922 | 12,500 |
| Current borrowings | 1,550,526 | | | | | (229) | | | |
| Non-current borrowings | 17,315 | | | | | 17,315 | | | |
| | 1,567,841 | | | | | 17,086 | | | |

All debenture repayments were financed by general purpose revenue.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020**

FINANCING ACTIVITIES

NOTE 9

BORROWINGS

New borrowings 2019-20

| Particulars | Amount Borrowed | Amount Borrowed | Institution | Loan Type | Term Years | Total Interest & Charges | Interest Rate | Amount (Used) | | Balance Unspent |
|----------------------------|------------------|------------------|-------------|------------|------------|--------------------------|---------------|--------------------|--------------------|-----------------|
| | Actual | Budget | | | | | | Actual | Budget | |
| | \$ | \$ | | | | \$ | % | \$ | \$ | \$ |
| Finance flood damage works | 2,730,746 | 2,500,000 | WATC | Creditline | 1 | 19,615 | 0 | (2,730,746) | (2,500,000) | 0 |
| | 2,730,746 | 2,500,000 | | | | 19,615 | | (2,730,746) | (2,500,000) | 0 |

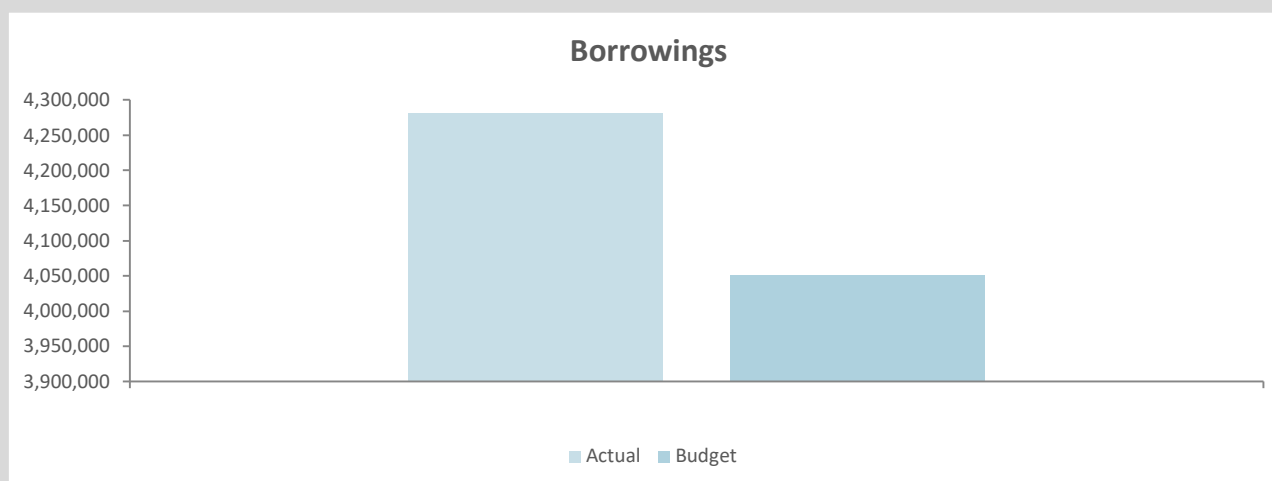
Unspent borrowings

| Particulars | Date Borrowed | Unspent Balance 30-06-2019 | Borrowed During Year | Expended During Year | Unspent Balance 31 Jan 20 |
|--------------|---------------|----------------------------|----------------------|----------------------|---------------------------|
| | | | \$ | \$ | \$ |
| Loan 1 Dolly | 2017-18 | 5,000 | 0 | 0 | 5,000 |
| | | 5,000 | 0 | 0 | 5,000 |

The Shire has no unspent debenture funds as at 30th June 2019, nor is it expected to have unspent funds as at 30th June 2020.

KEY INFORMATION

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.



Principal repayments

\$4,281,501

Interest earned

\$62,226

Interest expense

\$19,922

Reserves balance

\$7.38 M

Loans due

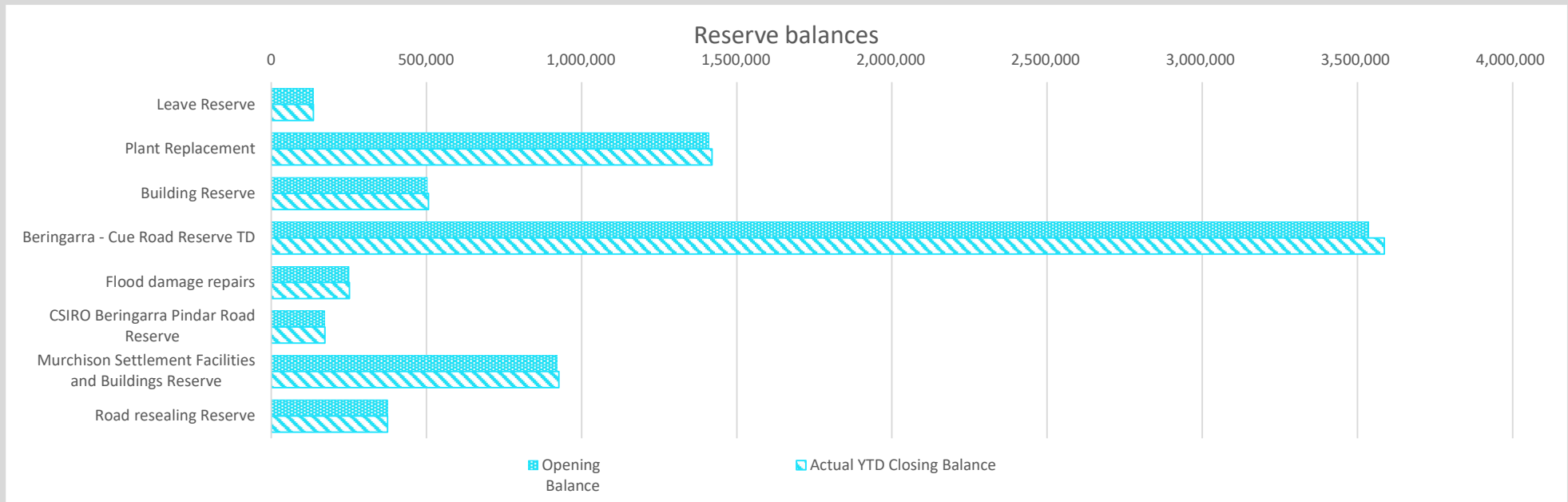
\$17,086

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020

Cash backed reserve

| Reserve name | Opening Balance | Budget Interest Earned | Actual Interest Earned | Budget Transfers In (+) | Actual Transfers In (+) | Budget Transfers Out (-) | Actual Transfers Out (-) | Budget Closing Balance | Actual YTD Closing Balance |
|---|------------------|------------------------|------------------------|-------------------------|-------------------------|--------------------------|--------------------------|------------------------|----------------------------|
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Leave Reserve | 135,709 | 0 | 973 | 2,170 | 0 | 0 | 0 | 137,879 | 136,682 |
| Plant Replacement | 1,410,356 | 0 | 10,111 | 516,820 | 0 | (650,000) | 0 | 1,277,176 | 1,420,467 |
| Building Reserve | 502,893 | 0 | 3,606 | 0 | 0 | (252,479) | 0 | 250,414 | 506,499 |
| Beringarra - Cue Road Reserve TD | 3,536,484 | 0 | 50,249 | 34,750 | 0 | (895,000) | 0 | 2,676,234 | 3,586,733 |
| Flood damage repairs | 250,568 | 0 | 1,797 | 4,000 | 0 | (126,523) | 0 | 128,045 | 252,365 |
| CSIRO Beringarra Pindar Road Reserve | 171,673 | 0 | 1,231 | 2,740 | 0 | 0 | 0 | 174,413 | 172,904 |
| Murchison Settlement Facilities and Buildings Reser | 920,425 | 0 | 6,600 | 366,279 | 0 | (500,000) | 0 | 786,704 | 927,025 |
| Road resealing Reserve | 375,000 | 0 | 0 | 101,875 | 0 | (200,000) | 0 | 276,875 | 375,000 |
| | 7,303,108 | 0 | 74,567 | 1,028,634 | 0 | (2,624,002) | 0 | 5,707,740 | 7,377,675 |

KEY INFORMATION



| Other current liabilities | Note | Opening Balance 1 July 2019 | Liability Increase | Liability Reduction | Closing Balance 31 January 2020 |
|---|------|-----------------------------------|-----------------------|------------------------|---------------------------------------|
| | | \$ | \$ | \$ | \$ |
| Provisions | | | | | |
| Annual leave | | 37,459 | 14,197 | 0 | 51,656 |
| Long service leave | | 27,012 | 0 | 0 | 27,012 |
| Total Provisions | | 64,471 | 14,197 | 0 | 78,668 |
| Total other current assets | | 64,471 | | | 78,668 |
| Amounts shown above include GST (where applicable) | | | | | |

KEY INFORMATION**Provisions**

Provisions are recognised when the Shire has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Employee benefits**Short-term employee benefits**

Provision is made for the Shire's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The Shire's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the calculation of net current assets.

Other long-term employee benefits

The Shire's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur. The Shire's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the Shire does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020

OPERATING GRANTS AND CONTRIBUTIONS

| Provider | Unspent operating grant, subsidies and contributions liability | | | | | Operating grants, subsidies and contributions revenue | | |
|--|--|-----------------------------|--|--------------------------|-------------------------------------|---|------------------|-----------------------|
| | Liability 1 Jul 2019 | Increase in Liability | Liability Reduction (As revenue) | Liability 31 Jan 2020 | Current Liability 31 Jan 2020 | Adopted Budget Revenue | YTD Budget | YTD Revenue Actual |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Operating grants and subsidies | | | | | | | | |
| General purpose funding | | | | | | | | |
| Grants Commission Grant Received - General | 0 | 0 | 0 | 0 | 0 | 1,420,000 | 828,331 | 723,231 |
| Grants Commission Grant Received- Roads | 0 | 0 | 0 | 0 | 0 | 417,500 | 243,537 | 205,579 |
| Law, order, public safety | | | | | | | | |
| Income Relating to Fire Prevention | 0 | 0 | 0 | 0 | 0 | 12,200 | 7,112 | 6,714 |
| Transport | | | | | | | | |
| Grant - MRWA Direct | 0 | 0 | 0 | 0 | 0 | 215,253 | 125,559 | 215,253 |
| Grant - Wandrra Flood Damage | 0 | 0 | 0 | 0 | 0 | 9,382,887 | 5,473,349 | 4,537,388 |
| | 0 | 0 | 0 | 0 | 0 | 11,447,840 | 6,677,888 | 5,688,165 |
| Operating contributions | | | | | | | | |
| Transport | | | | | | | | |
| Income Relating to Transport | 0 | 0 | 0 | 0 | 0 | 1,000 | 581 | 506 |
| | 0 | 0 | 0 | 0 | 0 | 1,000 | 581 | 506 |
| TOTALS | 0 | 0 | 0 | 0 | 0 | 11,448,840 | 6,678,469 | 5,688,671 |

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020

NON-OPERATING GRANTS AND CONTRIBUTIONS

| Provider | Unspent non operating grants, subsidies and contributions liability | | | | | Non operating grants, subsidies and contributions revenue | | |
|---|---|-----------------------------|--|--------------------------|-------------------------------------|---|----------------|------------------------------|
| | Liability 1 Jul 2019 | Increase in Liability | Liability Reduction (As revenue) | Liability 31 Jan 2020 | Current Liability 31 Jan 2020 | Adopted Budget Revenue | YTD Budget | YTD Revenue Actual (b) |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Non-operating grants and subsidies | | | | | | | | |
| Law, order, public safety | | | | | | | | |
| Grant Revenue - Fire Prevention | 0 | 0 | 0 | 0 | 0 | 53,950 | 31,465 | 49,795 |
| Transport | | | | | | | | |
| Grant - MRWA Specific | 0 | 0 | 0 | 0 | 0 | 120,000 | 70,000 | 72,667 |
| Grant - Roads to Recovery | 0 | 0 | 0 | 0 | 0 | 565,000 | 329,581 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 738,950 | 431,046 | 122,462 |

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020**

**NOTE 14
TRUST FUND**

Funds held at balance date over which the Shire has no control and which are not included in this statement are as follows:

| Description | Opening Balance | Amount | Amount | Closing Balance |
|--------------------------|--------------------|--------------|----------------|-----------------|
| | 1 July 2019 | Received | Paid | 31 Jan 2020 |
| | \$ | \$ | \$ | \$ |
| Police licensing | 18 | 6,500 | (6,488) | 30 |
| Bonds | 6,950 | 450 | (1,000) | 6,400 |
| Nomination deposits | 0 | 240 | (240) | 0 |
| Murchison community fund | 406,934 | 2,145 | 0 | 409,079 |
| | 413,902 | 9,335 | (7,728) | 415,509 |

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2020**

**NOTE 15
EXPLANATION OF MATERIAL VARIANCES**

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date Actual materially.

The material variance adopted by Council for the 2019-20 year is \$10,000 or 10.00% whichever is the greater.

| Reporting Program | Var. \$ | Var. % | Timing/ Permanent | Explanation of Variance |
|---|-----------|-----------|-------------------|--|
| | \$ | % | | |
| Revenue from operating activities | | | | |
| General purpose funding - other | (160,155) | (13.91%) | ▼ Timing | Rates issued late due to challenging staffing resources |
| Transport | (904,747) | (15.98%) | ▼ Timing | MRWA Road Grant received February 2020. Roads to Recovery to be reviewed. Flood5 funding to be reconciled and Flood6 works not yet commenced |
| Economic services | 30,674 | 20.87% | ▲ Timing | Roadhouse fuel sales higher than budgeted. To be offset by fuel purchases |
| Expenditure from operating activities | | | | |
| Law, order and public safety | 20,541 | 28.49% | ▲ Timing | Greater fire vehicle expense budgeted. To be reviewed |
| Community amenities | 31,041 | 50.35% | ▲ Timing | Review of accounts to be undertaken as part of budget review |
| Transport | 3,256,786 | 39.70% | ▲ Timing | Review of allocation of accounts to be undertaken as part of budget review |
| Economic services | 81,032 | 16.18% | ▲ Timing | Roadhouse fuel purchases higher than budgeted and offset by fuel sales |
| Other property and services | (132,279) | (181.63%) | ▼ Timing | Overheads to be reviewed as part of budget review |
| Investing activities | | | | |
| Non-operating grants, subsidies and contributions | (308,584) | (71.59%) | ▼ Timing | Review to be undertaken as part of Budget Review |
| Capital acquisitions | 1,740,554 | 53.73% | ▲ Timing | Acquisitions made with no corresponding transfers as per Budget - to be reviewed |

Statement of Financial Position
as at 31 JAN 2020

| | 2019/2020 | 2018/2019 |
|--|---------------------|---------------------|
| CURRENT ASSETS | | |
| Cash at Bank and On Hand | 513,286.13 | 721,092.41 |
| Rates Outstanding | 49,171.73 | 53,215.45 |
| Sundry Debtors | 4,564.26 | 595,910.59 |
| Gst Receivable | <150,036.42> | 187,900.16 |
| Self Supporting Loans - Clubs/Institutio | | |
| Accrued Income/Payments In Advance | 0.00 | 36,561.31 |
| Fuel, Oil & Materials on Hand | 117,585.73 | 98,542.09 |
| Land Held For Resale - Current | | |
| Cash on hand - Restricted - Reserve Fund | 7,377,675.55 | 7,303,108.64 |
| Cash on hand - Restricted - Other | 0.00 | 0.00 |
| TOTAL CURRENT ASSETS | 7,912,246.98 | 8,996,330.65 |
| CURRENT LIABILITIES | | |
| Accrued Salaries & Wages | 8,324.10 | 8,324.10 |
| Income Received In Advance | 0.00 | 0.00 |
| Gst Payable | <15,644.17> | 2,540.28 |
| Payroll Creditors | 43,608.75 | 34,897.75 |
| Accrued Expenses | 4,941.80 | 13,269.80 |
| Loan Liability (Current) | <228.92> | 1,550,525.82 |
| Provision For Annual Leave | 51,655.71 | 37,458.90 |
| Provision For Long Service Leave (Currre | 27,011.62 | 27,011.62 |
| Sundry Creditors | 70,057.11 | 925,391.58 |
| Accrued Interest On Loans | 0.00 | 0.00 |
| Provision for Doubtful Debts | 0.00 | 0.00 |
| TOTAL CURRENT LIABILITIES | 189,726.00 | 2,599,419.85 |
| NET CURRENT ASSETS | 7,722,520.98 | 6,396,910.80 |
| NON-CURRENT ASSETS | | |
| Rates Outstanding - Pensioners | | |
| Loans Debtors - Clubs/Institutions (Non | | |
| Non Current Debtors other than Rates or | | |
| Land Held For Resale Non Current | | |
| Land & Buildings | 5,726,878.51 | 5,663,166.36 |
| Accumulated Depreciation Land & Building | <539,376.06> | <423,777.32> |
| Furniture & Equipment | 14,500.00 | 14,500.00 |
| Accumulated Depreciation Furniture&Equip | <2,303.56> | <836.22> |
| Plant & Equipment - Major | 3,598,554.94 | 2,957,163.91 |
| Accumulated Depreciation Plant & Equip - | <567,850.79> | <341,351.80> |
| Plant & Equipment - Minor | 122,030.00 | 122,030.00 |
| Accumulated Depreciation Plant & Equip - | <18,746.63> | <11,153.93> |
| Works in Progress | 6,535.48 | 6,535.48 |
| Roads | 89,473,966.03 | 88,679,971.41 |
| Accumulated Depreciation Roads | <21,880,355.36> | <20,451,672.29> |
| Other Infrastructure | 1,596,320.70 | 1,610,493.95 |
| Accumulated Depreciation Infrastructure | <261,629.86> | <197,535.61> |

Statement of Financial Position
as at 31 JAN 2020

| | 2019/2020 | 2018/2019 |
|---|----------------------|----------------------|
| Drainage | | |
| Accumulated Depreciation Drainage | | |
| Parks & Ovals | | |
| Accumulated Depreciation Parks &Ovals | | |
| Bridges | 4,110,515.25 | 4,096,342.00 |
| Accumulated Depreciation Bridges | <183,773.61> | <153,612.22> |
| Disposal of Assets | 0.00 | 0.00 |
| TOTAL NON-CURRENT ASSETS | 81,195,265.04 | 81,570,263.72 |
| NON-CURRENT LIABILITIES | | |
| Loan Liability (Non Current) | 17,315.12 | 17,315.12 |
| Provision For Long Service Leave (Non Cu) | 32,881.76 | 32,881.76 |
| TOTAL NON-CURRENT LIABILITIES | 50,196.88 | 50,196.88 |
| NET ASSETS | 88,867,589.14 | 87,916,977.64 |
| EQUITY | | |
| Accumulated Surplus | 25,723,428.94 | 27,487,824.34 |
| Reserves Plant Replacement | 1,410,355.95 | 975,370.16 |
| Reserves Leave | 135,708.93 | 181,982.69 |
| Reserves Building | 502,893.11 | 135,113.91 |
| Reserves Berringarra-Cue Road | 3,536,484.22 | 3,625,134.76 |
| Reserves Beringarra-Pindar Road | 0.00 | 0.00 |
| Reserves Transaction Centre | 0.00 | 6,329.24 |
| Reserves Ballinyoo Bridge | 0.00 | 46,114.71 |
| Asset Revaluation Reserve | 58,741,184.92 | 58,741,184.92 |
| Rerserves CSIRO Beringarra Pindar Road | 171,672.96 | 168,226.59 |
| Reserves Flood Damage Repairs | 250,567.82 | 69,144.65 |
| Settlement Facilities and Buildings Rese | 920,424.95 | 351,745.54 |
| Road Sealing Reserve | 375,000.00 | 0.00 |
| TOTAL EQUITY | 91,767,721.80 | 91,788,171.51 |

Statement of Financial Position
as at 31 JAN 2020

| | 2019/2020 | 2018/2019 |
|---------------------------------|--------------|--------------|
| OTHER UNDEFINED BALANCES | | |
| Term Deposits | 2,500,000.00 | 1,500,000.00 |
| Non-Current Investments (Trust) | 17,805.27 | 17,805.27 |
| Contract Asset | 381,537.39 | 2,353,388.60 |
| Trust Liability | 790.00 | 0.00 |
| TOTAL OTHER UNDEFINED BALANCES | 2,900,132.66 | 3,871,193.87 |

Operating Statement by Function / Activity
for the reporting period ended 31 JAN 2020

| | Original Budget | 2019/2020 | 2018/2019 |
|---|--------------------|--------------|---------------|
| OPERATING REVENUES | | | |
| General Purpose Funding | 2,437,544.00 | 991,036.84 | 4,371,188.23 |
| Governance | 12,500.00 | 7,006.32 | 25,208.14 |
| Law, Order & Public Safety | 66,650.00 | 56,868.59 | 15,589.50 |
| Health | 0.00 | 236.00 | 0.00 |
| Housing | 4,290.00 | 2,250.00 | 3,765.00 |
| Recreation & Culture | 1,750.00 | 0.00 | 586.34 |
| Transport | 10,400,531.00 | 4,829,800.30 | 13,574,843.25 |
| Economic Services | 252,000.00 | 177,307.96 | 265,247.13 |
| Other Property & Services | 88,000.00 | 47,724.73 | 118,866.30 |
| Total Operating Revenue | 13,263,265.00 | 6,112,230.74 | 18,375,293.89 |
| OPERATING EXPENSES | | | |
| General Purpose Funding | 24,000.00 | 13,591.83 | 23,994.55 |
| Governance | 379,521.00 | 180,738.63 | 290,229.11 |
| Law, Order & Public Safety | 123,635.00 | 52,366.27 | 96,374.94 |
| Health | 25,680.00 | 10,276.66 | 19,643.43 |
| Housing | 6,742.84 | 0.00 | 0.00 |
| Community Amenities | 80,135.00 | 30,605.60 | 51,104.11 |
| Recreation & Culture | 336,133.00 | 206,667.52 | 285,104.20 |
| Transport | 13,724,178.00 | 4,964,561.69 | 16,858,167.55 |
| Economic Services | 828,055.00 | 422,864.40 | 781,023.97 |
| Other Property & Services | 84,977.00 | 251,007.85 | 125,641.62 |
| Total Operating Expenditure | 15,613,056.84 | 6,132,680.45 | 18,531,283.48 |
| CHANGE IN NET ASSETS RESULTING FROM OPERATIONS | <2,349,791.84> | <20,449.71> | <155,989.59> |

Operating Statement
for the reporting period ended 31 JAN 2020

| | Original Budget | 2019/2020 | 2018/2019 |
|---|-----------------------------|--------------------------|---------------------------|
| Income Categories | | | |
| Rates | 464,044.00 | 0.00 | 458,509.76 |
| Operating Grants, Subsidies and Contribu | 11,448,840.00 | 5,688,670.72 | 16,829,133.73 |
| Reimbursements/Donations | 204,242.00 | 70,748.28 | 124,460.05 |
| Profit On Asset Disposal | 9,439.00 | 0.00 | 6,171.13 |
| Fees & Charges | 261,750.00 | 170,739.46 | 275,972.81 |
| Interest Earnings | 135,500.00 | 62,226.32 | 189,603.51 |
| Other Revenue | 500.00 | <2,615.63> | 13,933.01 |
| Non-Operating Grants, Subsidies and Cont | 738,950.00 | 122,461.59 | 477,509.89 |
| TOTAL Income Categories | 13,263,265.00 | 6,112,230.74 | 18,375,293.89 |
| Expenditure Categories | | | |
| Employee Costs | 1,232,267.78 | 700,993.46 | 1,212,333.03 |
| Materials & Contracts | 11,931,075.04 | 3,676,915.57 | 14,771,484.89 |
| Depreciation On Non-Current Assets | 3,071,485.00 | 1,874,096.48 | 3,049,712.31 |
| Interest Expenses | 12,500.00 | 19,922.43 | 34,016.06 |
| Insurance Expenses | 157,376.00 | 149,271.52 | 141,862.37 |
| Other Expenditure | 155,583.00 | 79,479.40 | 114,118.75 |
| Loss On Asset Disposal | 112,597.00 | 0.00 | 59,617.31 |
| Reallocation Codes Expenditure | <1,059,826.98> | <367,998.41> | <851,861.24> |
| TOTAL Expenditure Categories | 15,613,056.84 | 6,132,680.45 | 18,531,283.48 |
| Operating Deficit | 2,349,791.84 | 20,449.71 | 155,989.59 |
| CHANGE IN NET ASSETS RESULTING FROM OPERATIONS | <2,349,791.84> | <20,449.71> | <155,989.59> |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | L/Yr Budget | YTD Actual | Variance (\$) |
|------|--------------------------------------|-----|--|-------|--------|---|-----------------|-----------------|-----------------|---------------|---------------|
| 03 | General Purpose Funding | 031 | Rate Revenue | 03100 | | Overhead Expenses - Rate Revenue | \$22,500.00 | \$13,125.00 | \$15,052.00 | \$13,392.83 | \$267.83 |
| | | | | 03102 | | Valuation Expenses and Title Searches Expense | \$1,500.00 | \$875.00 | \$1,624.00 | \$199.00 | -\$676.00 |
| | | | | 03103 | | General Rates Levied | -\$464,044.00 | -\$270,690.00 | -\$456,300.00 | \$0.00 | \$270,690.00 |
| | | | | 03105 | | Penalty Interest Raised on Rates | -\$3,000.00 | -\$1,750.00 | -\$1,169.00 | -\$341.47 | \$1,408.53 |
| | | | | 03109 | | Rates Administration Fee Received | -\$500.00 | -\$287.00 | -\$112.00 | \$0.00 | \$287.00 |
| | | | Rate Revenue Total | | | | -\$443,544.00 | -\$258,727.00 | -\$440,905.00 | \$13,250.36 | \$271,977.36 |
| 03 | General Purpose Funding | 032 | Other General Purpose Funding | 03201 | | Grants Commission Grant Received - General | -\$1,420,000.00 | -\$828,331.00 | -\$696,250.00 | -\$723,231.50 | \$105,099.50 |
| | | | | 03202 | | Grants Commission Grant Received- Roads | -\$417,500.00 | -\$243,537.00 | -\$204,750.00 | -\$205,579.00 | \$37,958.00 |
| | | | | 03204 | | Interest Received - Municipal | -\$42,000.00 | -\$24,500.00 | -\$23,331.00 | -\$13,297.97 | \$11,202.03 |
| | | | | 03205 | | Other General Purpose funding received | \$0.00 | \$0.00 | \$0.00 | -\$0.02 | -\$0.02 |
| | | | | 03206 | | Interest Received - Reserve - Op Inc | -\$90,000.00 | -\$52,500.00 | -\$43,753.00 | -\$48,586.88 | \$3,913.12 |
| | | | | 03207 | | Interest Received - Other (Not Reserves) - Op Inc | -\$500.00 | -\$287.00 | -\$581.00 | \$0.00 | \$287.00 |
| | | | Other General Purpose Funding Total | | | | -\$1,970,000.00 | -\$1,149,155.00 | -\$968,665.00 | -\$990,695.37 | \$158,459.63 |
| | General Purpose Funding Total | | | | | | -\$2,413,544.00 | -\$1,407,882.00 | -\$1,409,570.00 | -\$977,445.01 | \$430,436.99 |
| 04 | Governance | 041 | Members Of Council | 04100 | | Members Travelling Expenses paid | \$22,000.00 | \$12,831.00 | \$16,813.00 | \$9,530.91 | -\$3,300.09 |
| | | | | 04101 | | Members Conference Expenses | \$20,300.00 | \$11,837.00 | \$14,906.00 | \$2,864.93 | -\$8,972.07 |
| | | | | 04102 | | Council Election Expenses | \$4,000.00 | \$2,331.00 | \$1,197.00 | \$1,168.00 | -\$1,163.00 |
| | | | | 04103 | | President's Allowance paid | \$10,032.00 | \$5,852.00 | \$4,074.00 | \$3,495.00 | -\$2,357.00 |
| | | | | 04104 | | Members Refreshments & Receptions Expense | \$9,000.00 | \$5,243.00 | \$4,420.00 | \$1,932.01 | -\$3,310.99 |
| | | | | 04105 | | Members - Insurance | \$3,509.00 | \$2,044.00 | \$2,044.00 | \$1,440.31 | -\$603.69 |
| | | | | 04106 | | Members - Subscriptions, Donations | \$15,000.00 | \$9,331.00 | \$8,749.00 | \$31,350.00 | \$22,019.00 |
| | | | | 04107 | | Deputy President's Allowance paid | \$2,508.00 | \$1,463.00 | \$1,015.00 | \$875.00 | -\$588.00 |
| | | | | 04108 | | Members Communications | \$8,000.00 | \$4,662.00 | \$4,665.00 | \$3,203.75 | -\$1,458.25 |
| | | | | 04109 | | Members Sitting Fees Paid | \$60,543.00 | \$35,315.00 | \$32,666.00 | \$26,745.00 | -\$8,570.00 |
| | | | | 04110 | | Civic Receptions Expense | \$10,000.00 | \$5,831.00 | \$2,919.00 | \$327.84 | -\$5,503.16 |
| | | | | 04111 | | Training Expenses of Members | \$10,000.00 | \$5,831.00 | \$2,915.00 | \$8,010.23 | \$2,179.23 |
| | | | | 04112 | | Maintenance - Council Chambers | \$6,760.00 | \$3,934.00 | \$3,815.00 | \$0.00 | -\$3,934.00 |
| | | | | 04113 | | Overhead Expenses - Members | \$184,400.00 | \$107,555.00 | \$102,027.00 | \$89,795.65 | -\$17,759.35 |
| | | | | 04117 | | Members IT Expenses | \$0.00 | \$0.00 | \$7,000.00 | \$0.00 | \$0.00 |
| | | | Members Of Council Total | | | | \$366,052.00 | \$214,060.00 | \$209,225.00 | \$180,738.63 | -\$33,321.37 |
| 04 | Governance | 145 | Administration | 14500 | | General Office and Administration Expenses | \$25,000.00 | \$14,567.00 | \$8,742.00 | \$4,856.02 | -\$9,710.98 |
| | | | | 14501 | | Administration Office Maintenance | \$49,450.00 | \$28,826.00 | \$22,338.00 | \$20,124.58 | -\$8,701.42 |
| | | | | 14501 | OFFADM | Administration Office Maintenance | \$49,450.00 | \$28,826.00 | \$22,338.00 | \$20,124.58 | -\$8,701.42 |
| | | | | 14502 | | Workers Compensation Premiums- Administration | \$12,000.00 | \$7,000.00 | \$9,200.00 | \$9,690.00 | \$2,690.00 |
| | | | | 14503 | | IT Expense | \$70,000.00 | \$40,824.00 | \$46,665.00 | \$51,374.70 | \$10,550.70 |
| | | | | 14504 | | Telecommunications - Admin | \$22,800.00 | \$13,293.00 | \$13,316.00 | \$13,748.65 | \$455.65 |
| | | | | 14505 | | Travel & Accommodation - Admin | \$10,000.00 | \$5,824.00 | \$4,371.00 | \$800.00 | -\$5,024.00 |
| | | | | 14506 | | Legal Expenses Administration | \$10,000.00 | \$5,831.00 | \$5,834.00 | \$10,560.66 | \$4,729.66 |
| | | | | 14507 | | Training/Conference Expenses - Admin | \$15,000.00 | \$8,750.00 | \$8,749.00 | \$4,604.65 | -\$4,145.35 |
| | | | | 14508 | | Printing & Stationery - Admin | \$12,500.00 | \$7,287.00 | \$8,749.00 | \$5,289.30 | -\$1,997.70 |
| | | | | 14509 | | Fringe Benefits Tax - Admin | \$32,500.00 | \$18,956.00 | \$20,419.00 | -\$2.00 | -\$18,958.00 |
| | | | | 14510 | | Depreciation - Admin | \$27,433.00 | \$15,995.00 | \$20,655.00 | \$14,937.85 | -\$1,057.15 |
| | | | | 14511 | | Staff Uniform - Admin | \$2,000.00 | \$1,162.00 | \$1,162.00 | \$1,111.06 | -\$50.94 |
| | | | | 14512 | | Income relating to Administration | -\$12,500.00 | -\$7,287.00 | -\$5,246.00 | -\$7,006.32 | \$280.68 |
| | | | | 14517 | | Insurance - Administration | \$37,500.00 | \$21,875.00 | \$21,875.00 | \$43,713.09 | \$21,838.09 |
| | | | | 14518 | | Salaries - Administration | \$416,332.00 | \$242,858.00 | \$245,028.00 | \$183,293.23 | -\$59,564.77 |
| | | | | 14519 | | Staff Appointment Expenses | \$15,000.00 | \$8,750.00 | \$10,794.00 | \$7,511.80 | -\$1,238.20 |
| | | | | 14520 | | Superannuation | \$60,368.00 | \$35,210.00 | \$33,835.00 | \$28,749.87 | -\$6,460.13 |
| | | | | 14521 | | Audit Fees | \$50,000.00 | \$29,162.00 | \$29,169.00 | \$1,300.00 | -\$27,862.00 |
| | | | | 14522 | | Consultancy Fees | \$110,000.00 | \$64,162.00 | \$70,008.00 | \$61,748.59 | -\$2,413.41 |
| | | | | 14523 | | Remote Accounting Charges | \$37,500.00 | \$21,875.00 | \$23,336.00 | \$34,800.00 | \$12,925.00 |
| | | | | 14524 | | Subscriptions | \$25,000.00 | \$14,581.00 | \$12,250.00 | \$22,910.36 | \$8,329.36 |
| | | | | 14525 | | Loss on Sale of Assets - Admin Plant Purchaes | \$3,586.00 | \$2,086.00 | \$4,546.00 | \$0.00 | -\$2,086.00 |
| | | | | 14550 | | Administration Allocated | -\$1,030,500.00 | -\$601,125.00 | -\$586,315.00 | -\$521,122.41 | \$80,002.59 |
| | | | Administration Total | | | | \$50,419.00 | \$29,288.00 | \$51,818.00 | \$13,118.26 | -\$16,169.74 |
| | Governance Total | | | | | | \$416,471.00 | \$243,348.00 | \$261,043.00 | \$193,856.89 | -\$49,491.11 |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | L/Yr Budget | YTD Actual | Variance (\$) |
|------|---|-----|--|-------|--------|--|-----------------|---------------|---------------|---------------|---------------|
| 05 | Law, Order & Public Safety | 051 | Fire Prevention | 05100 | | Overhead Expenses - Fire Prevention | \$41,685.00 | \$24,304.00 | \$29,359.00 | \$32,245.31 | \$7,941.31 |
| | | | | 05101 | | Insurance - Fire Prevention | \$3,950.00 | \$2,303.00 | \$2,019.00 | \$4,192.80 | \$1,889.80 |
| | | | | 05102 | | Income Relating to Fire Prevention | -\$12,200.00 | -\$7,112.00 | -\$6,996.00 | -\$6,714.00 | \$398.00 |
| | | | | 05105 | | Vehicle Expenses - Fire Prevention | \$39,000.00 | \$22,750.00 | \$26,831.00 | \$266.67 | -\$22,483.33 |
| | | | | 05106 | | Equipment & Consumables - Fire Prevention | \$6,000.00 | \$3,500.00 | \$3,496.00 | \$1,026.09 | -\$2,473.91 |
| | | | | 05121 | | Grant Revenue - Fire Prevention | -\$53,950.00 | -\$31,465.00 | \$0.00 | -\$49,794.59 | -\$18,329.59 |
| | | | Fire Prevention Total | | | | \$24,485.00 | \$14,280.00 | \$54,709.00 | -\$18,777.72 | -\$33,057.72 |
| 05 | Law, Order & Public Safety | 052 | Animal Control | 05200 | | Expenses Relating to Animal Control | \$18,000.00 | \$10,500.00 | \$11,080.00 | \$8,334.22 | -\$2,165.78 |
| | | | | 05202 | | Dog Registration Fee Income | -\$500.00 | -\$287.00 | -\$581.00 | -\$360.00 | -\$73.00 |
| | | | Animal Control Total | | | | \$17,500.00 | \$10,213.00 | \$10,499.00 | \$7,974.22 | -\$2,238.78 |
| 05 | Law, Order & Public Safety | 053 | Other Law, Order & Public Safety | 05307 | | CESM Program Expenses | \$15,000.00 | \$8,750.00 | \$6,996.00 | \$6,301.18 | -\$2,448.82 |
| | | | | 05308 | | AWARE Program Expenses | \$0.00 | \$0.00 | \$2,037.00 | \$0.00 | \$0.00 |
| | | | | 05321 | | Revenue - Emergency Management | \$0.00 | \$0.00 | -\$2,037.00 | \$0.00 | \$0.00 |
| | | | Other Law, Order & Public Safety Total | | | | \$15,000.00 | \$8,750.00 | \$6,996.00 | \$6,301.18 | -\$2,448.82 |
| | Law, Order & Public Safety Total | | | | | | \$56,985.00 | \$33,243.00 | \$72,204.00 | -\$4,502.32 | -\$37,745.32 |
| 07 | Health | 074 | Preventative Services - Administration & Inspection | 07400 | | Expenses Relating to Preventative Services - Administration & Inspection | \$12,000.00 | \$7,000.00 | \$7,500.00 | \$4,047.53 | -\$2,952.47 |
| | | | | 07401 | | Income Relating to Preventative Services - Administration & Inspection | \$0.00 | \$0.00 | \$0.00 | -\$236.00 | -\$236.00 |
| | | | | 07404 | | Analytical Expenses | \$3,000.00 | \$1,750.00 | \$2,915.00 | \$360.00 | -\$1,390.00 |
| | | | Preventative Services - Administration & Inspection Total | | | | \$15,000.00 | \$8,750.00 | \$10,415.00 | \$4,171.53 | -\$4,578.47 |
| 07 | Health | 075 | Preventative Services - Pest Control | 07500 | | Expenses Relating to Preventative Services - Pest Control | \$925.00 | \$525.00 | \$518.00 | \$512.73 | -\$12.27 |
| | | | Preventative Services - Pest Control Total | | | | \$925.00 | \$525.00 | \$518.00 | \$512.73 | -\$12.27 |
| 07 | Health | 077 | Other Health | 07700 | | Medical Centre Expenses | \$500.00 | \$287.00 | \$854.00 | \$363.97 | \$76.97 |
| | | | | 07701 | | Donation RFDS | \$3,000.00 | \$1,750.00 | \$3,496.00 | \$3,000.00 | \$1,250.00 |
| | | | | 07702 | | Maintain Patient Transfer Vehicle | \$6,255.00 | \$3,647.00 | \$4,700.00 | \$1,992.43 | -\$1,654.57 |
| | | | Other Health Total | | | | \$9,755.00 | \$5,684.00 | \$9,050.00 | \$5,356.40 | -\$327.60 |
| | Health Total | | | | | | \$25,680.00 | \$14,959.00 | \$19,983.00 | \$10,040.66 | -\$4,918.34 |
| 09 | Housing | 091 | Staff Housing | 09101 | | Maintenance 2 Office Road (CEO) | \$33,260.00 | \$22,973.00 | \$8,616.00 | \$43,420.47 | \$20,447.47 |
| | | | | 09101 | M2OFF | Maintenance 2 Office Road (Ceo) | \$33,260.00 | \$22,973.00 | \$8,616.00 | \$43,420.47 | \$20,447.47 |
| | | | | 09102 | | Maintenance 4A Kurara Way | \$14,712.00 | \$8,575.00 | \$10,160.00 | \$2,599.23 | -\$5,975.77 |
| | | | | 09102 | M4AKU | Maintenance 4A Kurara Way | \$14,712.00 | \$8,575.00 | \$10,160.00 | \$2,599.23 | -\$5,975.77 |
| | | | | 09103 | | Maintenance 4B Kurara Way | \$14,722.00 | \$8,582.00 | \$7,822.00 | \$2,845.80 | -\$5,736.20 |
| | | | | 09103 | M4BKU | Maintenance 4B Kurara Way | \$14,722.00 | \$8,582.00 | \$7,822.00 | \$2,845.80 | -\$5,736.20 |
| | | | | 09104 | | Maintenance 6 Kurara Way | \$15,188.37 | \$8,848.00 | \$7,822.00 | \$4,201.24 | -\$4,646.76 |
| | | | | 09104 | M6KU | Maintenance 6 Kurara Way | \$15,188.37 | \$8,848.00 | \$7,822.00 | \$4,201.24 | -\$4,646.76 |
| | | | | 09105 | | Maintenance 8 Kurara Way | \$23,443.37 | \$13,664.00 | \$12,491.00 | \$3,875.37 | -\$9,788.63 |
| | | | | 09105 | M8KU | Maintenance 8 Kurara Way | \$23,443.37 | \$13,664.00 | \$12,491.00 | \$3,875.37 | -\$9,788.63 |
| | | | | 09106 | | Maintenance 10A Kurara Way | \$20,473.37 | \$11,935.00 | \$7,822.00 | \$2,889.35 | -\$9,045.65 |
| | | | | 09106 | M10AKU | Maintenance 10A Kurara Way | \$20,473.37 | \$11,935.00 | \$7,822.00 | \$2,889.35 | -\$9,045.65 |
| | | | | 09107 | | Maintenance 10B Kurara Way | \$20,473.37 | \$11,935.00 | \$7,822.00 | \$12,851.48 | \$916.48 |
| | | | | 09107 | M10BKU | Maintenance 10B Kurara Way | \$20,473.37 | \$11,935.00 | \$7,822.00 | \$12,851.48 | \$916.48 |
| | | | | 09108 | | Maintenance 12A Kurara Way | \$15,443.37 | \$8,995.00 | \$16,869.00 | \$2,589.84 | -\$6,405.16 |
| | | | | 09108 | M12AKU | Maintenance 12A Kurara Way | \$15,443.37 | \$8,995.00 | \$16,869.00 | \$2,589.84 | -\$6,405.16 |
| | | | | 09109 | | Maintenance 12B Kurara Way | \$27,573.37 | \$16,072.00 | \$7,822.00 | \$3,316.53 | -\$12,755.47 |
| | | | | 09109 | M12BKU | Maintenance 12B Kurara Way | \$27,573.37 | \$16,072.00 | \$7,822.00 | \$3,316.53 | -\$12,755.47 |
| | | | | 09110 | | Maintenance 14 Mulga Cres | \$24,784.82 | \$14,448.00 | \$12,480.00 | \$10,523.19 | -\$3,924.81 |
| | | | | 09110 | M14MUL | Maintenance 14 Mulga Cres | \$24,784.82 | \$14,448.00 | \$12,480.00 | \$10,523.19 | -\$3,924.81 |
| | | | | 09111 | | Maintenance 16 Mulga Cres | \$16,668.80 | \$9,709.00 | \$7,535.00 | \$3,911.70 | -\$5,797.30 |
| | | | | 09111 | M16MUL | Maintenance 16 Mulga Cres | \$16,668.80 | \$9,709.00 | \$7,535.00 | \$3,911.70 | -\$5,797.30 |
| | | | | 09113 | | Staff House Costs Allocated to Works | -\$280,000.00 | -\$163,331.00 | -\$180,854.00 | -\$128,999.80 | \$34,331.20 |
| | | | | 09114 | | Staff Housing Costs - Other Expenses | \$60,000.00 | \$35,000.00 | \$73,591.00 | \$35,975.60 | \$975.60 |
| | | | | 09115 | | Staff Housing Costs - Insurance | \$0.00 | \$0.00 | \$7,000.00 | \$0.00 | \$0.00 |
| | | | | 09121 | | Income 2 Office Road (CEO) | -\$390.00 | -\$224.00 | -\$224.00 | -\$180.00 | \$44.00 |
| | | | | 09122 | | Income 4A Kurara Way | -\$390.00 | -\$224.00 | -\$224.00 | -\$225.00 | -\$1.00 |
| | | | | 09123 | | Income 4B Kurara Way | -\$390.00 | -\$224.00 | -\$224.00 | -\$195.00 | \$29.00 |
| | | | | 09124 | | Income 6 Kurara Way | -\$390.00 | -\$224.00 | -\$224.00 | -\$225.00 | -\$1.00 |
| | | | | 09125 | | Income 8 Kurara Way | -\$390.00 | -\$224.00 | -\$224.00 | -\$210.00 | \$14.00 |
| | | | | 09126 | | Income 10A Kurara Way | -\$390.00 | -\$224.00 | -\$224.00 | -\$225.00 | -\$1.00 |
| | | | | 09127 | | Income 10B Kurara Way | -\$390.00 | -\$224.00 | -\$224.00 | -\$225.00 | -\$1.00 |
| | | | | 09128 | | Income 12A Kurara Way | -\$390.00 | -\$224.00 | -\$224.00 | -\$225.00 | -\$1.00 |
| | | | | 09129 | | Income 12B Kurara Way | -\$390.00 | -\$224.00 | -\$224.00 | -\$225.00 | -\$1.00 |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | L/Yr Budget | YTD Actual | Variance (\$) |
|------|---------------------------------------|-----|---|-------|--------|--|-----------------|--------------|--------------|--------------|---------------|
| | | | | 09130 | | Income 14 Mulga Cres | -\$390.00 | -\$224.00 | -\$224.00 | -\$225.00 | -\$1.00 |
| | | | | 09131 | | Income 16 Mulga Cres | -\$390.00 | -\$224.00 | -\$224.00 | -\$90.00 | \$134.00 |
| | | | Staff Housing Total | | | | \$229,195.68 | \$140,677.00 | \$111,795.00 | \$90,774.20 | -\$49,902.80 |
| | Housing Total | | | | | | \$229,195.68 | \$140,677.00 | \$111,795.00 | \$90,774.20 | -\$49,902.80 |
| 10 | Community Amenities | 101 | Sanitation - Household Refuse | 10100 | | Expenses Relating to Sanitation - Household Refuse | \$15,460.00 | \$9,016.00 | \$8,659.00 | \$11,049.31 | \$2,033.31 |
| | | | | 10100 | MSANH | Expenses Relating To Sanitation - Household Refuse | \$15,460.00 | \$9,016.00 | \$8,659.00 | \$11,049.31 | \$2,033.31 |
| | | | | 10103 | | Tip Maintenance Costs | \$6,050.00 | \$3,521.00 | \$3,108.00 | \$0.00 | -\$3,521.00 |
| | | | | 10103 | MTIP | Tip Maintenance | \$6,050.00 | \$3,521.00 | \$3,108.00 | \$0.00 | -\$3,521.00 |
| | | | Sanitation - Household Refuse Total | | | | \$43,020.00 | \$25,074.00 | \$23,534.00 | \$22,098.62 | -\$2,975.38 |
| 10 | Community Amenities | 103 | Sewerage | 10300 | | Overhead Expenses - Sewerage | \$3,000.00 | \$1,750.00 | \$2,915.00 | \$0.00 | -\$1,750.00 |
| | | | | 10300 | SEWER | Expenses Relating To Sewerage | \$3,000.00 | \$1,750.00 | \$2,915.00 | \$0.00 | -\$1,750.00 |
| | | | Sewerage Total | | | | \$6,000.00 | \$3,500.00 | \$5,830.00 | \$0.00 | -\$3,500.00 |
| 10 | Community Amenities | 105 | Protection Of Environment | 10500 | | Protection Of Environment - General expenses | \$3,250.00 | \$4,347.00 | \$4,207.00 | \$13,131.15 | \$8,784.15 |
| | | | | 10500 | MOSQ | Expenses Relating To Protection Of Environment | \$1,750.00 | \$3,486.00 | \$3,493.00 | \$12,969.99 | \$9,483.99 |
| | | | | 10500 | MSANO | Expenses Relating To Protection Of Environment | \$1,500.00 | \$861.00 | \$714.00 | \$161.16 | -\$699.84 |
| | | | | 10510 | | Donation to CRBA | \$30,000.00 | \$30,000.00 | \$0.00 | \$0.00 | -\$30,000.00 |
| | | | Protection Of Environment Total | | | | \$36,500.00 | \$38,694.00 | \$8,414.00 | \$26,262.30 | -\$12,431.70 |
| 10 | Community Amenities | 106 | Town Planning & Regional Development | 10600 | | Expenses Relating to Town Planning & Regional Development | \$10,000.00 | \$5,831.00 | \$11,844.00 | \$0.00 | -\$5,831.00 |
| | | | Town Planning & Regional Development Total | | | | \$10,000.00 | \$5,831.00 | \$11,844.00 | \$0.00 | -\$5,831.00 |
| 10 | Community Amenities | 107 | Other Community Amenities | 10700 | | Expenses Relating to Other Community Amenities | \$5,200.00 | \$3,024.00 | \$3,094.00 | \$3,025.33 | \$1.33 |
| | | | | 10704 | | Maintenance - Public Conveniences | \$1,500.00 | \$861.00 | \$574.00 | \$2,346.53 | \$1,485.53 |
| | | | | 10704 | MPTOIL | Maintenance - Public Conveniences (Near Roadhouse) | \$1,500.00 | \$861.00 | \$574.00 | \$2,346.53 | \$1,485.53 |
| | | | | 10705 | | Maintenance - Cemetery | \$5,675.00 | \$3,297.00 | \$3,409.00 | \$1,053.28 | -\$2,243.72 |
| | | | | 10705 | MCEMET | Maintenance - Cemetery | \$5,675.00 | \$3,297.00 | \$3,409.00 | \$1,053.28 | -\$2,243.72 |
| | | | Other Community Amenities Total | | | | \$19,550.00 | \$11,340.00 | \$11,060.00 | \$9,824.95 | -\$1,515.05 |
| | Community Amenities Total | | | | | | \$115,070.00 | \$84,439.00 | \$60,682.00 | \$58,185.87 | -\$26,253.13 |
| 11 | Recreation & Culture | 113 | Other Recreation & Sport | 11300 | | Overhead Expenses - Other Recreation & Sport | \$76,000.00 | \$44,317.00 | \$57,581.00 | \$45,545.89 | \$1,228.89 |
| | | | | 11301 | | Income Relating to Other Recreation & Sport | -\$750.00 | -\$427.00 | -\$518.00 | \$0.00 | \$427.00 |
| | | | | 11304 | | Maintenance - Parks and Reserves | \$121,500.00 | \$70,868.00 | \$69,440.00 | \$59,761.81 | -\$11,106.19 |
| | | | | 11304 | MPARKS | Maintenance - Parks And Reserves | \$121,500.00 | \$70,868.00 | \$69,440.00 | \$59,761.81 | -\$11,106.19 |
| | | | | 11305 | | Maintenance - Murchison Sports Club | \$27,551.00 | \$21,882.00 | \$15,073.00 | \$42,801.85 | \$20,919.85 |
| | | | | 11305 | MSPORT | Maintenance - Murchison Sports Club | \$27,551.00 | \$21,882.00 | \$15,073.00 | \$42,801.85 | \$20,919.85 |
| | | | | 11306 | | Maintenance - Polocrosse fields | \$25,050.00 | \$8,785.00 | \$16,018.00 | \$21,627.66 | \$12,842.66 |
| | | | | 11306 | MPOLOC | Maintenance - Polocrosse Fields | \$25,050.00 | \$8,785.00 | \$16,018.00 | \$21,627.66 | \$12,842.66 |
| | | | | 11307 | | Maintenance - Sports Toilet Block - Op Exp | \$6,220.00 | \$3,619.00 | \$2,582.00 | \$2,989.73 | -\$629.27 |
| | | | | 11307 | MSTOIL | Maintenance - Two Sports Toilet Blocks (Near Clubrooms And Between Fields)- Op Exp | \$6,220.00 | \$3,619.00 | \$2,582.00 | \$2,989.73 | -\$629.27 |
| | | | | 11308 | | Insurance - Other Recreation & Sport | \$400.00 | \$231.00 | \$4,378.00 | \$830.85 | \$599.85 |
| | | | | 11309 | | Arborist expenses - Parks and Reserves | \$12,500.00 | \$7,287.00 | \$8,749.00 | \$184.00 | -\$7,103.00 |
| | | | Other Recreation & Sport Total | | | | \$448,792.00 | \$261,716.00 | \$276,416.00 | \$300,922.84 | \$39,206.84 |
| 11 | Recreation & Culture | 114 | Television And Rebroadcasting | 11400 | | Expenses Relating to Television and Rebroadcasting | \$16,750.00 | \$9,765.00 | \$9,726.00 | \$9,829.50 | \$64.50 |
| | | | Television And Rebroadcasting Total | | | | \$16,750.00 | \$9,765.00 | \$9,726.00 | \$9,829.50 | \$64.50 |
| 11 | Recreation & Culture | 115 | Libraries | 11500 | | Expenses Relating to Libraries | \$1,700.00 | \$980.00 | \$924.00 | \$1,240.00 | \$260.00 |
| | | | Libraries Total | | | | \$1,700.00 | \$980.00 | \$924.00 | \$1,240.00 | \$260.00 |
| 11 | Recreation & Culture | 116 | Other Culture | 11600 | | Depreciation - Other Culture | \$23,500.00 | \$13,699.00 | \$11,962.00 | \$10,641.45 | -\$3,057.55 |
| | | | | 11600 | MOCULT | Expenses Relating To Other Culture | \$23,500.00 | \$13,699.00 | \$11,962.00 | \$10,641.45 | -\$3,057.55 |
| | | | | 11601 | | Income Relating to Other Culture | -\$1,000.00 | -\$581.00 | -\$1,162.00 | \$0.00 | \$581.00 |
| | | | | 11602 | | Maintenance - Museum | \$3,152.00 | \$5,824.00 | \$518.00 | \$2,214.16 | -\$3,609.84 |
| | | | | 11602 | MUSEUM | Maintenance - Museum | \$3,152.00 | \$5,824.00 | \$518.00 | \$2,214.16 | -\$3,609.84 |
| | | | | 11604 | | Maintenance - Museum Cottage | \$11,810.00 | \$6,881.00 | \$7,822.00 | \$9,000.62 | \$2,119.62 |
| | | | | 11604 | MUCOTT | Maintenance - Museum Cottage | \$11,810.00 | \$6,881.00 | \$7,822.00 | \$9,000.62 | \$2,119.62 |
| | | | | 11605 | | Expenses Relating to Other Culture | \$10,000.00 | \$5,831.00 | \$5,834.00 | \$0.00 | -\$5,831.00 |
| | | | | 11610 | | Insurance - Museum | \$0.00 | \$0.00 | \$1,260.00 | \$0.00 | \$0.00 |
| | | | Other Culture Total | | | | \$85,924.00 | \$58,058.00 | \$46,536.00 | \$43,712.46 | -\$14,345.54 |
| | Recreation & Culture Total | | | | | | \$553,166.00 | \$330,519.00 | \$333,602.00 | \$355,704.80 | \$25,185.80 |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | L/Yr Budget | YTD Actual | Variance (\$) |
|------|-----------------------|-----|---|-------|--|---|------------------------|-----------------------|-----------------------|-----------------------|------------------------|
| 12 | Transport | 122 | Streets, Roads, Bridges & Depot Maintenance | | | | | | | | |
| | | | | 12200 | | Depreciation Expense - Streets, Roads, Bridges & Depot | \$2,430,371.00 | \$1,417,703.00 | \$1,347,556.00 | \$1,476,263.19 | \$58,560.19 |
| | | | | 12202 | | Street Lighting Maintenance - Op Exp | \$8,500.00 | \$4,956.00 | \$6,174.00 | \$0.00 | -\$4,956.00 |
| | | | | 12203 | | Maintenance - General | \$572,000.00 | \$583,690.00 | \$326,837.00 | \$942,675.44 | \$358,985.44 |
| | | | | 12203 | R0001 | Beringarra-Pindar Road | \$572,000.00 | \$84,742.00 | \$326,837.00 | \$166,322.18 | \$81,580.18 |
| | | | | 12203 | R0002 | Erong Road | \$0.00 | \$16,688.00 | \$0.00 | \$0.00 | -\$16,688.00 |
| | | | | 12203 | R0003 | Beringarra-Byro Road | \$0.00 | \$23,835.00 | \$0.00 | \$10,614.48 | -\$13,220.52 |
| | | | | 12203 | R0004 | Twin Peaks - Wooleen Road | \$0.00 | \$11,921.00 | \$0.00 | \$2,596.15 | -\$9,324.85 |
| | | | | 12203 | R0005 | Boolarly - Kalli Road | \$0.00 | \$15,358.00 | \$0.00 | \$1,600.97 | -\$13,757.03 |
| | | | | 12203 | R0006 | Byro - Woodleigh Road | \$0.00 | \$0.00 | \$0.00 | \$396.14 | \$396.14 |
| | | | | 12203 | R0009 | McNabb - Twin Peaks Road | \$0.00 | \$0.00 | \$0.00 | \$2,988.35 | \$2,988.35 |
| | | | | 12203 | R0010 | Coolcalalaya Road | \$0.00 | \$9,268.00 | \$0.00 | \$1,671.59 | -\$7,596.41 |
| | | | | 12203 | R0011 | Mileura - Nookawarra Road | \$0.00 | \$13,244.00 | \$0.00 | \$2,912.67 | -\$10,331.33 |
| | | | | 12203 | R0013 | Muggon Road | \$0.00 | \$0.00 | \$0.00 | \$5,849.27 | \$5,849.27 |
| | | | | 12203 | R0016 | Beringarra - Mt Gould Road | \$0.00 | \$9,268.00 | \$0.00 | \$0.00 | -\$9,268.00 |
| | | | | 12203 | R0022 | Innouendy Road | \$0.00 | \$5,299.00 | \$0.00 | \$0.00 | -\$5,299.00 |
| | | | | 12203 | R0026 | Meeberrie - Wooleen Road | \$0.00 | \$7,945.00 | \$0.00 | \$6,462.68 | -\$1,482.32 |
| | | | | 12203 | R0027 | Wooleen - Mt Wittenoom Road | \$0.00 | \$0.00 | \$0.00 | \$396.14 | \$396.14 |
| | | | | 12203 | R0031 | Beringarra - Cue Road | \$0.00 | \$29,127.00 | \$0.00 | \$0.00 | -\$29,127.00 |
| | | | | 12203 | R0032 | Boolarly - Wooleen Road | \$0.00 | \$5,299.00 | \$0.00 | \$0.00 | -\$5,299.00 |
| | | | | 12203 | R0033 | Cue - Kalli Road | \$0.00 | \$5,831.00 | \$0.00 | \$806.35 | -\$5,024.65 |
| | | | | 12203 | R0035 | Butchers Track | \$0.00 | \$21,196.00 | \$0.00 | \$15,323.11 | -\$5,872.89 |
| | | | | 12203 | R0038 | Mulga Crescent | \$0.00 | \$525.00 | \$0.00 | \$387.04 | -\$137.96 |
| | | | | 12203 | R0042 | Pinegrove - Yallalong Road | \$0.00 | \$0.00 | \$0.00 | \$537.56 | \$537.56 |
| | | | | 12203 | R0043 | Carnarvon - Mullewa Road | \$0.00 | \$74,144.00 | \$0.00 | \$208,042.34 | \$133,898.34 |
| | | | | 12203 | R0052 | Coolcalaya West Road - Special Repairs Damage By Others | \$0.00 | \$100,000.00 | \$0.00 | \$119,165.33 | \$19,165.33 |
| | | | | 12203 | R0053 | Carnarvon / Mullewa Road - Special Repairs Of Damage Caused By Others July 2019 | \$0.00 | \$150,000.00 | \$0.00 | \$381,482.04 | \$231,482.04 |
| | | | | 12203 | R0054 | Carnarvon / Mullewa Road - Special Repairs Due To Csiro Project | \$0.00 | \$0.00 | \$0.00 | \$15,121.05 | \$15,121.05 |
| | | | | 12204 | | Maintenance - Depot | \$53,425.00 | \$36,988.00 | \$36,167.00 | \$48,362.06 | \$11,374.06 |
| | | | | 12204 | DEPOT | Depot Maintenance | \$53,425.00 | \$36,988.00 | \$36,167.00 | \$48,362.06 | \$11,374.06 |
| | | | | 12205 | | Maintenance - Heavy Road | \$155,000.00 | \$90,412.00 | \$0.00 | \$0.00 | -\$90,412.00 |
| | | | | 12205 | RHM1 | Beringarra-Pindar Road | \$145,000.00 | \$84,581.00 | \$0.00 | \$0.00 | -\$84,581.00 |
| | | | | 12205 | RHM27 | Wooleen - Mt Wittenoom Road | \$10,000.00 | \$5,831.00 | \$0.00 | \$0.00 | -\$5,831.00 |
| | | | | 12206 | | Traffic Signs Maintenance | \$15,000.00 | \$8,750.00 | \$8,750.00 | \$0.00 | -\$8,750.00 |
| | | | | 12206 | TSIGNS | Traffic Signs Maintenance | \$15,000.00 | \$8,750.00 | \$8,750.00 | \$0.00 | -\$8,750.00 |
| | | | | 12207 | | Bridges Maintenance | \$6,000.00 | \$3,500.00 | \$6,125.00 | \$5,762.85 | \$2,262.85 |
| | | | | 12207 | MBRIDG | Bridges Maintenance | \$6,000.00 | \$3,500.00 | \$6,125.00 | \$5,762.85 | \$2,262.85 |
| | | | | 12208 | | Rehab Gravel Pits | \$29,150.00 | \$22,827.00 | \$30,443.00 | \$0.00 | -\$22,827.00 |
| | | | | 12208 | GPITS | Rehab Gravel Pits | \$29,150.00 | \$22,827.00 | \$30,443.00 | \$0.00 | -\$22,827.00 |
| | | | | 12209 | | Maintenance - CSIRO Beringarra-Pindar Road | \$87,500.00 | \$51,037.00 | \$58,331.00 | \$0.00 | -\$51,037.00 |
| | | | | 12209 | MCSIRO | Maintenance - Csiro Beringarra-Pindar Road | \$87,500.00 | \$51,037.00 | \$58,331.00 | \$0.00 | -\$51,037.00 |
| | | | | 12210 | | Bunding of old Roads | \$80,000.00 | \$46,662.00 | \$43,750.00 | \$69,500.00 | \$22,838.00 |
| | | | | 12210 | ORBUND | Bunding Of Old Roads | \$80,000.00 | \$46,662.00 | \$43,750.00 | \$69,500.00 | \$22,838.00 |
| | | | | 12212 | | Grant - MRWA Direct | -\$215,253.00 | -\$125,559.00 | -\$201,814.00 | -\$215,253.00 | -\$89,694.00 |
| | | | | 12213 | | Grant - MRWA Specific | -\$120,000.00 | -\$70,000.00 | -\$70,008.00 | -\$72,667.00 | -\$2,667.00 |
| | | | | 12216 | | Grant - Roads to Recovery | -\$565,000.00 | -\$329,581.00 | -\$154,911.00 | \$0.00 | \$329,581.00 |
| | | | | 12219 | | Grant - Wandrra Flood Damage | -\$9,382,887.00 | -\$5,473,349.00 | -\$3,000,000.00 | -\$4,537,387.61 | \$935,961.39 |
| | | | | 12220 | | Income Relating to Transport | -\$1,000.00 | -\$581.00 | -\$287.00 | -\$648.58 | -\$67.58 |
| | | | | 12223 | | Maintenance/Improvements - Grids | \$46,370.00 | \$27,034.00 | \$28,147.00 | \$77,274.52 | \$50,240.52 |
| | | | | 12223 | MGRIDS | Maintenance/Improvements Grids | \$46,370.00 | \$27,034.00 | \$28,147.00 | \$77,274.52 | \$50,240.52 |
| | | | | 12227 | | Loan Interest Payable | \$12,500.00 | \$7,287.00 | \$26,418.00 | \$19,922.43 | \$12,635.43 |
| | | | | 12228 | | Flood Damage January 2018 | \$2,611,651.00 | \$1,523,452.00 | \$3,500,000.00 | \$2,018,009.20 | \$494,557.20 |
| | | | | 12228 | FLOOD5 | Flood Damage January 2018 | \$2,611,651.00 | \$1,523,452.00 | \$3,500,000.00 | \$2,018,009.20 | \$494,557.20 |
| | | | | 12229 | | Flood Damage April 2019 | \$7,000,000.00 | \$4,083,331.00 | \$0.00 | \$37,716.11 | -\$4,045,614.89 |
| | | | | 12229 | FLOOD6 | Flood Damage April 2019 | \$7,000,000.00 | \$4,083,331.00 | \$0.00 | \$37,716.11 | -\$4,045,614.89 |
| | | | | 12239 | | Contribution Beringarra / Pindar Roads | -\$106,952.00 | -\$62,391.00 | \$0.00 | -\$3,844.11 | \$58,546.89 |
| | | | | 12241 | | Administration Expenses - Streets, Roads, Bridges & Depot | \$399,000.00 | \$232,750.00 | \$219,991.00 | \$201,288.08 | -\$31,461.92 |
| | | | | | Streets, Roads, Bridges & Depot Maintenance Total | | \$13,771,471.00 | \$8,556,601.00 | \$6,250,219.00 | \$3,266,273.76 | -\$5,290,327.24 |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | L/Yr Budget | YTD Actual | Variance (\$) |
|------|--------------------------------|-----|---|-------|--------|--|-----------------|----------------|----------------|----------------|-----------------|
| 12 | Transport | 123 | Road Plant Purchases | 12347 | | Loss on Sale of Assets - Rd Plant Purch - Op Exp | \$109,011.00 | \$63,588.00 | \$63,061.00 | \$0.00 | -\$63,588.00 |
| | | | | 12367 | | Profit on Sale of Assets - Rd Plant Purch - Op Inc | -\$9,439.00 | -\$9,439.00 | -\$8,834.00 | \$0.00 | \$9,439.00 |
| | | | Road Plant Purchases Total | | | | \$99,572.00 | \$54,149.00 | \$57,227.00 | \$0.00 | -\$54,149.00 |
| 12 | Transport | 126 | Aerodromes | 12600 | | Expenses Relating to Aerodromes | \$0.00 | \$0.00 | \$3,206.00 | \$0.00 | \$0.00 |
| | | | | 12604 | | Airport Maintenance | \$108,700.00 | \$63,399.00 | \$57,573.00 | \$67,787.81 | \$4,388.81 |
| | | | | 12604 | MAIRPT | Airport Maintenance | \$108,700.00 | \$63,399.00 | \$57,573.00 | \$67,787.81 | \$4,388.81 |
| | | | Aerodromes Total | | | | \$217,400.00 | \$126,798.00 | \$118,352.00 | \$135,575.62 | \$8,777.62 |
| | Transport Total | | | | | | \$14,088,443.00 | \$8,737,548.00 | \$6,425,798.00 | \$3,401,849.38 | -\$5,335,698.62 |
| 13 | Economic Services | 131 | Rural Services | 13101 | | Vermin Control | \$15,000.00 | \$8,743.00 | \$5,827.00 | \$3,950.00 | -\$4,793.00 |
| | | | | 13102 | | Ammunition Expenditure | \$1,000.00 | \$581.00 | \$1,162.00 | \$459.10 | -\$121.90 |
| | | | | 13105 | | Rural Services Income | -\$2,000.00 | -\$1,162.00 | -\$140.00 | -\$833.90 | \$328.10 |
| | | | Rural Services Total | | | | \$14,000.00 | \$8,162.00 | \$6,849.00 | \$3,575.20 | -\$4,586.80 |
| 13 | Economic Services | 132 | Tourism & Area Promotion | 13200 | | Expenses Relating to Tourism & Area Promotion | \$42,450.00 | \$24,752.00 | \$15,318.00 | \$21,115.39 | -\$3,636.61 |
| | | | Tourism & Area Promotion Total | | | | \$42,450.00 | \$24,752.00 | \$15,318.00 | \$21,115.39 | -\$3,636.61 |
| 13 | Economic Services | 136 | Other Economic Services | 13600 | | Expenses Relating to Other Economic Services | \$115,800.00 | \$67,543.00 | \$73,490.00 | \$56,251.55 | -\$11,291.45 |
| | | | | 13601 | | Settlement Water Supply | \$21,580.00 | \$17,479.00 | \$7,661.00 | \$15,130.14 | -\$2,348.86 |
| | | | | 13601 | WATER | Settlement Water Supply | \$21,580.00 | \$17,479.00 | \$7,661.00 | \$15,130.14 | -\$2,348.86 |
| | | | | 13602 | | Settlement Power Generation | \$187,950.00 | \$122,479.00 | \$109,953.00 | \$42,690.85 | -\$79,788.15 |
| | | | | 13602 | POWER | Settlement Power Generation | \$187,950.00 | \$122,479.00 | \$109,953.00 | \$42,690.85 | -\$79,788.15 |
| | | | | 13603 | | Settlement Freight Service | \$95,175.00 | \$55,503.00 | \$48,964.00 | \$50,306.58 | -\$5,196.42 |
| | | | | 13603 | FREGHT | Settlement Freight Service | \$95,175.00 | \$55,503.00 | \$48,964.00 | \$50,306.58 | -\$5,196.42 |
| | | | | 13604 | | Roadhouse Expenses | \$50,200.00 | \$29,274.00 | \$29,422.00 | \$57,209.10 | \$27,935.10 |
| | | | | 13604 | MRHEXP | Roadhouse Expenses | \$50,200.00 | \$29,274.00 | \$29,422.00 | \$51,209.10 | \$21,935.10 |
| | | | | 13604 | MRHRET | Roadhouse Retainer | \$0.00 | \$0.00 | \$0.00 | \$6,000.00 | \$6,000.00 |
| | | | | 13605 | | Roadhouse Fuel Purchases | \$255,000.00 | \$148,750.00 | \$148,765.00 | \$165,780.07 | \$17,030.07 |
| | | | | 13606 | | Roadhouse Retainer | \$13,000.00 | \$7,581.00 | \$7,580.00 | \$500.00 | -\$7,081.00 |
| | | | | 13607 | | Income Relating to Other Economic Services | \$0.00 | \$0.00 | \$0.00 | -\$8,574.45 | -\$8,574.45 |
| | | | | 13608 | | Roadhouse Fuel Sales | -\$250,000.00 | -\$145,831.00 | -\$151,684.00 | -\$167,899.61 | -\$22,068.61 |
| | | | | 13640 | | Roadhouse - Housing Expenses | \$13,400.00 | \$7,805.00 | \$6,992.00 | \$684.93 | -\$7,120.07 |
| | | | | 13640 | RHM | Roadhouse Housing Maintenance | \$13,400.00 | \$7,805.00 | \$6,992.00 | \$684.93 | -\$7,120.07 |
| | | | | 13648 | | Depreciation - Other Economic Services | \$17,500.00 | \$10,199.00 | \$15,515.00 | \$8,786.69 | -\$1,412.31 |
| | | | Other Economic Services Total | | | | \$887,910.00 | \$553,322.00 | \$499,650.00 | \$386,887.45 | -\$166,434.55 |
| | Economic Services Total | | | | | | \$944,360.00 | \$586,236.00 | \$521,817.00 | \$411,578.04 | -\$174,657.96 |
| 14 | Other Property & Services | 142 | Public Works Overheads | 14200 | | Plant Expenses Relating to Public Works Overheads | \$18,950.00 | \$11,039.00 | \$16,659.00 | \$199.92 | -\$10,839.08 |
| | | | | 14201 | | Income Relating to Public Works Overheads | -\$3,000.00 | -\$1,750.00 | \$0.00 | \$0.00 | \$1,750.00 |
| | | | | 14202 | | Sick Leave Expense | \$34,750.00 | \$20,265.00 | \$20,417.00 | \$14,127.80 | -\$6,137.20 |
| | | | | 14203 | | Annual & Long Service Leave Works Expense | \$69,475.00 | \$40,523.00 | \$45,503.00 | \$59,930.46 | \$19,407.46 |
| | | | | 14204 | | Protective Clothing - Outside Staff | \$2,500.00 | \$1,456.00 | \$1,162.00 | \$1,387.00 | -\$69.00 |
| | | | | 14205 | | Depot Office - Works Salaries & Wages | \$40,000.00 | \$46,669.00 | \$21,751.00 | \$42,171.38 | -\$4,497.62 |
| | | | | 14205 | OFFWKS | Depot Office - Works Salaries & Wages | \$40,000.00 | \$46,669.00 | \$21,751.00 | \$42,171.38 | -\$4,497.62 |
| | | | | 14206 | | Consultant Expenses - Works Program | \$25,000.00 | \$14,581.00 | \$0.00 | \$0.00 | -\$14,581.00 |
| | | | | 14207 | | Overheads Allocated to Works | -\$983,850.00 | -\$573,909.00 | -\$603,383.00 | -\$500,450.11 | \$73,458.89 |
| | | | | 14211 | | Camp Expenses | \$22,500.00 | \$13,125.00 | \$15,840.00 | \$2,013.27 | -\$11,111.73 |
| | | | | 14212 | | Staff Training/Meetings/OSH | \$26,000.00 | \$15,162.00 | \$21,285.00 | \$20,878.70 | \$5,716.70 |
| | | | | 14212 | SMOHS | Staff Training/Meetings/Osh | \$26,000.00 | \$15,162.00 | \$21,285.00 | \$20,489.61 | \$5,327.61 |
| | | | | 14213 | | TOIL - Works | \$500.00 | \$287.00 | \$287.00 | \$2,799.23 | \$2,512.23 |
| | | | | 14214 | | Public Holidays - Works | \$48,362.00 | \$28,210.00 | \$32,085.00 | \$11,588.10 | -\$16,621.90 |
| | | | | 14215 | | Admin Costs Allocated to Works | \$275,850.00 | \$160,909.00 | \$155,576.00 | \$138,253.72 | -\$22,655.28 |
| | | | | 14216 | | Housing Costs Allocated to Works | \$265,000.00 | \$154,581.00 | \$180,854.00 | \$128,999.80 | -\$25,581.20 |
| | | | | 14217 | | Superannuation - Public Works Overheads | \$130,960.00 | \$76,391.00 | \$82,838.00 | \$64,299.14 | -\$12,091.86 |
| | | | | 14220 | | Insurance - Works | \$24,000.00 | \$14,000.00 | \$15,458.00 | \$8,448.78 | \$8,448.78 |
| | | | Public Works Overheads Total | | | | \$62,997.00 | \$83,370.00 | \$49,368.00 | \$71,308.18 | -\$12,061.82 |

| Prog | Programme Description | SP | Sub-Programme Description | COA | Job | Description | Original Budget | YTD Budget | L/Yr Budget | YTD Actual | Variance (\$) |
|------|--|-----|-------------------------------------|-------|-----|--|-----------------|----------------|----------------|----------------|-----------------|
| 14 | Other Property & Services | 143 | Plant Operation Costs | 14221 | | Rebates and reimbursements - Plant | \$0.00 | \$0.00 | \$0.00 | -\$272.73 | -\$272.73 |
| | | | | 14302 | | Insurance - Plant | \$33,000.00 | \$19,250.00 | \$18,373.00 | \$28,922.21 | \$9,672.21 |
| | | | | 14303 | | Fuel & Oils | \$360,000.00 | \$210,000.00 | \$208,855.00 | \$251,496.47 | \$41,496.47 |
| | | | | 14304 | | Tyres and Tubes | \$18,000.00 | \$10,500.00 | \$14,583.00 | \$18,885.28 | \$8,385.28 |
| | | | | 14305 | | Parts & Repairs | \$198,800.00 | \$115,948.00 | \$142,745.00 | \$77,974.22 | -\$37,973.78 |
| | | | | 14306 | | Internal Repair Wages | \$73,680.00 | \$42,980.00 | \$85,750.00 | \$40,756.00 | -\$2,224.00 |
| | | | | 14307 | | Licences - Plant | \$6,500.00 | \$3,787.00 | \$3,146.00 | \$4,040.85 | \$253.85 |
| | | | | 14308 | | Depreciation - Plant | \$335,000.00 | \$195,412.00 | \$244,905.00 | \$199,502.39 | \$4,090.39 |
| | | | | 14309 | | Plant Operation Costs Allocated to Works | -\$948,000.00 | -\$553,000.00 | -\$624,238.00 | -\$394,284.12 | \$158,715.88 |
| | | | | 14312 | | Plant Expenses - Tools & Minor Equipment | \$8,000.00 | \$4,662.00 | \$13,999.00 | \$6,743.26 | \$2,081.26 |
| | | | Plant Operation Costs Total | | | | \$84,980.00 | \$49,539.00 | \$108,118.00 | \$233,763.83 | \$184,224.83 |
| 14 | Other Property & Services | 144 | Stock Fuels & Oils | 14404 | | Diesel Fuel Rebate | -\$85,000.00 | -\$49,581.00 | -\$46,672.00 | -\$47,452.00 | \$2,129.00 |
| | | | Stock Fuels & Oils Total | | | | -\$85,000.00 | -\$49,581.00 | -\$46,672.00 | -\$47,452.00 | \$2,129.00 |
| 14 | Other Property & Services | 146 | Salaries & Wages | 14602 | | Gross Salaries & Wages | \$1,337,258.00 | \$780,066.00 | \$786,456.00 | \$681,885.21 | -\$98,180.79 |
| | | | | 14603 | | Less Sal & Wages Allocated | -\$1,337,258.00 | -\$780,066.00 | -\$786,456.00 | -\$673,561.11 | \$106,504.89 |
| | | | Salaries & Wages Total | | | | \$0.00 | \$0.00 | \$0.00 | \$8,324.10 | \$8,324.10 |
| | Other Property & Services Total | | | | | | \$62,977.00 | \$83,328.00 | \$110,814.00 | \$265,944.11 | \$182,616.11 |
| | Grand Total | | | | | | \$14,078,803.68 | \$8,846,415.00 | \$6,508,168.00 | \$3,805,986.62 | -\$5,040,428.38 |

Options : Year 19/20, To Month 07, By Programmes

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|----------|---------|---|---------|----------------|---------------|----------------|
| Division | GEN | | | | | |
| 01 | 1301000 | Municipal Cash at Bank 146584 | 011 | 631,386.06 | -214,958.51 | 416,427.55 |
| 01 | 1301020 | Muni Short Term Investment 346033 | 011 | 965.80 | 220.64 | 1,186.44 |
| 01 | 1301030 | Murchison Oasis Roadhouse (Fuel ATM) Acct Bank (Muni) 345989 | 011 | 1,484.04 | 6,860.61 | 8,344.65 |
| 01 | 1301060 | CSIRO Road Account Bank (Muni) 395513 | 011 | 87,256.51 | 70.98 | 87,327.49 |
| 01 | 1301070 | Muni Cash - Term Deposits | 011 | 1,500,000.00 | 1,000,000.00 | 2,500,000.00 |
| 01 | 1301100 | Reserve Funds | 011 | 7,303,108.64 | 74,566.91 | 7,377,675.55 |
| 01 | 1302000 | Rates Debtors | 011 | 52,966.98 | -960.30 | 52,006.68 |
| 01 | 1302040 | ESL Rates Debtors | 011 | 724.00 | 0.00 | 724.00 |
| 01 | 1302050 | Excess Rates Received | 011 | -475.53 | -3,083.42 | -3,558.95 |
| 01 | 1303000 | Sundry Debtors | 011 | 595,910.59 | -591,346.33 | 4,564.26 |
| 01 | 1303020 | Contract Asset - Grant not received | 011 | 2,353,388.60 | -1,971,851.21 | 381,537.39 |
| 01 | 1304000 | GST Input (Asset) | 011 | 187,900.16 | -337,936.58 | -150,036.42 |
| 01 | 1306010 | Accrued Income | 011 | 10,571.00 | -10,571.00 | 0.00 |
| 01 | 1306020 | Accrued Interest | 011 | 25,990.31 | -25,990.31 | 0.00 |
| 01 | 1311000 | Stock on hand - Ammunition | 011 | 3,548.85 | 0.00 | 3,548.85 |
| 01 | 1311010 | Stock on hand - Fuel - Depot Tank | 011 | 48,109.80 | 22,838.95 | 70,948.75 |
| 01 | 1311020 | Stock on hand - Fuel - Construction tank | 011 | 15,198.44 | -11,903.19 | 3,295.25 |
| 01 | 1311030 | Stock on hand - Fuel - Maintenance tank | 011 | 6,578.55 | -122.55 | 6,456.00 |
| 01 | 1311040 | Stock on hand - Fuel - ULP Roadhouse | 011 | 9,208.80 | -2,060.08 | 7,148.72 |
| 01 | 1311050 | Stock on hand - Fuel - Diesel Roadhouse | 011 | 15,416.40 | 5,248.36 | 20,664.76 |
| 01 | 1311070 | Stock on hand - Oils & Grease | 011 | 0.00 | 5,042.15 | 5,042.15 |
| 01 | 1311080 | Stock on hand - History Books | 011 | 481.25 | 0.00 | 481.25 |
| 01 | 1401000 | Sundry Creditors Control | 012 | -927,519.78 | 852,310.47 | -75,209.31 |
| 01 | 1401010 | FESA ESL Liability | 012 | -9,357.60 | 0.00 | -9,357.60 |
| 01 | 1401020 | ESL Payments to FESA | 012 | 11,485.80 | 3,024.00 | 14,509.80 |
| 01 | 1403000 | Accrued Wages | 012 | -8,324.10 | 0.00 | -8,324.10 |
| 01 | 1405000 | GST Output (Liability) | 012 | -2,540.28 | 18,230.95 | 15,690.67 |
| 01 | 1405010 | Withholding Tax (No ABN Number Quoted) - Liability | 012 | 0.00 | -46.50 | -46.50 |
| 01 | 1406010 | PAYG Tax Witheld | 012 | -26,569.75 | -17,039.00 | -43,608.75 |
| 01 | 1406040 | FBT Liability | 012 | -8,328.00 | 8,328.00 | 0.00 |
| 01 | 1407000 | Accrued Expenses | 012 | -13,269.80 | 8,328.00 | -4,941.80 |
| 01 | 1411000 | Loan Treasury - WANDRRA Liability - Current | 012 | -1,549,425.20 | 1,550,208.97 | 783.77 |
| 01 | 1411010 | Loan Liability - Current - Plant | 012 | -1,100.62 | 0.00 | -1,100.62 |
| 01 | 1421000 | Provision for Annual Leave | 012 | -37,458.90 | -14,196.81 | -51,655.71 |
| 01 | 1422000 | Provision for Long Service Leave Current | 012 | -27,011.62 | 0.00 | -27,011.62 |
| 01 | 1504000 | Non-Current Investments | 013 | 17,805.27 | 0.00 | 17,805.27 |
| 01 | 1521000 | Buildings & Improvements | 013 | 5,663,166.36 | 0.00 | 5,663,166.36 |
| 01 | 1522000 | Accumulated Depreciation Buildings & Improvements | 013 | -423,777.32 | -115,598.74 | -539,376.06 |
| 01 | 1523000 | Furniture & Equipment | 013 | 14,500.00 | 0.00 | 14,500.00 |
| 01 | 1524000 | Accumulated Depreciation Furniture&Equip | 013 | -836.22 | -1,467.34 | -2,303.56 |
| 01 | 1525000 | Plant & Equipment - Major | 013 | 2,957,163.91 | 0.00 | 2,957,163.91 |
| 01 | 1525100 | Plant & Equipment - Minor | 013 | 122,030.00 | 0.00 | 122,030.00 |
| 01 | 1526000 | Accumulated Depreciation Plant & Equip - Major | 013 | -341,351.80 | -226,498.99 | -567,850.79 |
| 01 | 1526010 | Accumulated Depreciation Plant & Equip - Minor | 013 | -11,153.93 | -7,592.70 | -18,746.63 |
| 01 | 1531000 | Works in Progress | 013 | 6,535.48 | 0.00 | 6,535.48 |
| 01 | 1541000 | Roads | 013 | 88,679,971.41 | 0.00 | 88,679,971.41 |
| 01 | 1542000 | Accumulated Depreciation Roads | 013 | -20,451,672.29 | -1,428,683.07 | -21,880,355.36 |
| 01 | 1543000 | Other Buildings & Improvements | 013 | 1,614,125.97 | 0.00 | 1,614,125.97 |
| 01 | 1544000 | Accumulated Depreciation Other Buildings & Improvements | 013 | -197,535.61 | -64,094.25 | -261,629.86 |
| 01 | 1549000 | Bridges | 013 | 4,110,515.25 | 0.00 | 4,110,515.25 |
| 01 | 1550000 | Accumulated Depreciation Bridges | 013 | -153,612.22 | -30,161.39 | -183,773.61 |

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|-------|-------------------------|---|---------|----------------|---------------|----------------|
| 01 | 1145460 | Revenue Other Property & Services | 013 | -17,805.27 | 0.00 | -17,805.27 |
| 01 | 1601000 | Loan 1 Treasury - Dolly Liability - (Non Current) | 014 | -17,315.12 | 0.00 | -17,315.12 |
| 01 | 1611000 | Long Service Leave (Non Current) | 014 | -32,881.76 | 0.00 | -32,881.76 |
| 01 | 1701000 | Muni Accumulated Surplus | 015 | -25,743,878.65 | 0.00 | -25,743,878.65 |
| 01 | 1710000 | Asset Revaluation Reserve - Roads | 015 | -51,778,639.69 | 0.00 | -51,778,639.69 |
| 01 | 1710010 | Asset Revaluation Reserve - Land & Buildings | 015 | -5,397,025.76 | 0.00 | -5,397,025.76 |
| 01 | 1710020 | Asset Revaluation Reserve - Plant | 015 | -1,506,304.86 | 0.00 | -1,506,304.86 |
| 01 | 1710040 | Asset Revaluation Reserve - Bridges | 015 | -59,214.61 | 0.00 | -59,214.61 |
| 01 | 1721000 | Reserves Plant Replacement | 015 | -1,410,355.95 | -10,111.21 | -1,420,467.16 |
| 01 | 1722000 | Reserves Leave | 015 | -135,708.93 | -972.73 | -136,681.66 |
| 01 | 1723000 | Reserves Building | 015 | -502,893.11 | -3,606.27 | -506,499.38 |
| 01 | 1723500 | Murchison Settlement Buildings & Facilities Reserve | 015 | -920,424.95 | -6,599.75 | -927,024.70 |
| 01 | 1724000 | Reserve Term Deposit - Beringarra - Cue Road | 015 | -3,536,484.22 | -50,249.44 | -3,586,733.66 |
| 01 | 1728000 | Reserve CSIRO Beringarra Pindar Road | 015 | -171,672.96 | -1,230.46 | -172,903.42 |
| 01 | 1729000 | Reserve Flood Damage Repairs | 015 | -250,567.82 | -1,797.05 | -252,364.87 |
| 01 | 1731000 | Road Sealing Reserve | 015 | -375,000.00 | 0.00 | -375,000.00 |
| Total | Balance Sheet | | | 0.00 | -1,595,450.19 | -1,595,450.19 |
| 03 | 1031000 | Overhead Expenses - Rate Revenue | 031 | 0.00 | 13,392.83 | 13,392.83 |
| 03 | 1031020 | Valuation Expenses and Title Searches Expense | 031 | 0.00 | 199.00 | 199.00 |
| 03 | 1031050 | Penalty Interest Raised on Rates | 031 | 0.00 | -341.47 | -341.47 |
| 03 | 1032010 | Grants Commission Grant Received - General | 032 | 0.00 | -723,231.50 | -723,231.50 |
| 03 | 1032020 | Grants Commission Grant Received- Roads | 032 | 0.00 | -205,579.00 | -205,579.00 |
| 03 | 1032040 | Interest Received - Municipal | 032 | 0.00 | -13,297.97 | -13,297.97 |
| 03 | 1032050 | Other General Purpose funding received | 032 | 0.00 | -0.02 | -0.02 |
| 03 | 1032060 | Interest Received - Reserve - Op Inc | 032 | 0.00 | -48,586.88 | -48,586.88 |
| Total | General Purpose Funding | | | 0.00 | -977,445.01 | -977,445.01 |
| 04 | 1041000 | Members Travelling Expenses paid | 041 | 0.00 | 9,530.91 | 9,530.91 |
| 04 | 1041010 | Members Conference Expenses | 041 | 0.00 | 2,864.93 | 2,864.93 |
| 04 | 1041020 | Council Election Expenses | 041 | 0.00 | 1,168.00 | 1,168.00 |
| 04 | 1041030 | President's Allowance paid | 041 | 0.00 | 3,495.00 | 3,495.00 |
| 04 | 1041040 | Members Refreshments & Receptions Expense | 041 | 0.00 | 1,932.01 | 1,932.01 |
| 04 | 1041050 | Members - Insurance | 041 | 0.00 | 1,440.31 | 1,440.31 |
| 04 | 1041060 | Members - Subscriptions, Donations | 041 | 0.00 | 31,350.00 | 31,350.00 |
| 04 | 1041070 | Deputy President's Allowance paid | 041 | 0.00 | 875.00 | 875.00 |
| 04 | 1041080 | Members Communications | 041 | 0.00 | 3,203.75 | 3,203.75 |
| 04 | 1041090 | Members Sitting Fees Paid | 041 | 0.00 | 26,745.00 | 26,745.00 |
| 04 | 1041100 | Civic Receptions Expense | 041 | 0.00 | 327.84 | 327.84 |
| 04 | 1041110 | Training Expenses of Members | 041 | 0.00 | 8,010.23 | 8,010.23 |
| 04 | 1041130 | Overhead Expenses - Members | 041 | 0.00 | 89,795.65 | 89,795.65 |
| 04 | 1145000 | General Office and Administration Expenses | 145 | 0.00 | 4,856.02 | 4,856.02 |
| 04 | 1145010 | Administration Office Maintenance | 145 | 0.00 | 20,124.58 | 20,124.58 |
| 04 | 1145020 | Workers Compensation Premiums- Administration | 145 | 0.00 | 9,690.00 | 9,690.00 |
| 04 | 1145030 | IT Expense | 145 | 0.00 | 51,374.70 | 51,374.70 |
| 04 | 1145040 | Telecommunications - Admin | 145 | 0.00 | 13,748.65 | 13,748.65 |
| 04 | 1145050 | Travel & Accommodation - Admin | 145 | 0.00 | 800.00 | 800.00 |
| 04 | 1145060 | Legal Expenses Administration | 145 | 0.00 | 10,560.66 | 10,560.66 |
| 04 | 1145070 | Training/Conference Expenses - Admin | 145 | 0.00 | 4,604.65 | 4,604.65 |

Options : Year 19/20, To Month 07, By Programmes

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|-------|----------------------------|--|---------|-------------|-------------|-------------|
| 04 | 1145080 | Printing & Stationery - Admin | 145 | 0.00 | 5,289.30 | 5,289.30 |
| 04 | 1145090 | Fringe Benefits Tax - Admin | 145 | 0.00 | -2.00 | -2.00 |
| 04 | 1145100 | Depreciation - Admin | 145 | 0.00 | 14,937.85 | 14,937.85 |
| 04 | 1145110 | Staff Uniform - Admin | 145 | 0.00 | 1,111.06 | 1,111.06 |
| 04 | 1145170 | Insurance - Administration | 145 | 0.00 | 43,713.09 | 43,713.09 |
| 04 | 1145180 | Salaries - Administration | 145 | 0.00 | 183,293.23 | 183,293.23 |
| 04 | 1145190 | Staff Appointment Expenses | 145 | 0.00 | 7,511.80 | 7,511.80 |
| 04 | 1145200 | Superannuation | 145 | 0.00 | 28,749.87 | 28,749.87 |
| 04 | 1145210 | Audit Fees | 145 | 0.00 | 1,300.00 | 1,300.00 |
| 04 | 1145220 | Consultancy Fees | 145 | 0.00 | 61,748.59 | 61,748.59 |
| 04 | 1145230 | Remote Accounting Charges | 145 | 0.00 | 34,800.00 | 34,800.00 |
| 04 | 1145240 | Subscriptions | 145 | 0.00 | 22,910.36 | 22,910.36 |
| 04 | 1145500 | Administration Allocated | 145 | 0.00 | -521,122.41 | -521,122.41 |
| 04 | 1145120 | Income relating to Administration | 145 | 0.00 | -7,006.32 | -7,006.32 |
| 04 | 1145510 | Transfer to Reserves - Staff Leave Entitlements | 145 | 0.00 | 972.73 | 972.73 |
| Total | Governance | | | 0.00 | 174,705.04 | 174,705.04 |
| 05 | 1051000 | Overhead Expenses - Fire Prevention | 051 | 0.00 | 32,245.31 | 32,245.31 |
| 05 | 1051010 | Insurance - Fire Prevention | 051 | 0.00 | 4,192.80 | 4,192.80 |
| 05 | 1051050 | Vehicle Expenses - Fire Prevention | 051 | 0.00 | 266.67 | 266.67 |
| 05 | 1051060 | Equipment & Consumables - Fire Prevention | 051 | 0.00 | 1,026.09 | 1,026.09 |
| 05 | 1051020 | Income Relating to Fire Prevention | 051 | 0.00 | -6,714.00 | -6,714.00 |
| 05 | 1051210 | Grant Revenue - Fire Prevention | 051 | 0.00 | -49,794.59 | -49,794.59 |
| 05 | 1051030 | Cap-Ex - Purchase Buildings & Improvements - Fire Prevention | 051 | 0.00 | 50,753.33 | 50,753.33 |
| 05 | 1052000 | Expenses Relating to Animal Control | 052 | 0.00 | 8,334.22 | 8,334.22 |
| 05 | 1052020 | Dog Registration Fee Income | 052 | 0.00 | -360.00 | -360.00 |
| 05 | 1053070 | CESM Program Expenses | 053 | 0.00 | 6,301.18 | 6,301.18 |
| Total | Law, Order & Public Safety | | | 0.00 | 46,251.01 | 46,251.01 |
| 07 | 1074000 | Expenses Relating to Preventative Services - Administration & Inspection | 074 | 0.00 | 4,047.53 | 4,047.53 |
| 07 | 1074040 | Analytical Expenses | 074 | 0.00 | 360.00 | 360.00 |
| 07 | 1074010 | Income Relating to Preventative Services - Administration & Inspection | 074 | 0.00 | -236.00 | -236.00 |
| 07 | 1075000 | Expenses Relating to Preventative Services - Pest Control | 075 | 0.00 | 512.73 | 512.73 |
| 07 | 1077000 | Medical Centre Expenses | 077 | 0.00 | 363.97 | 363.97 |
| 07 | 1077010 | Donation RFDS | 077 | 0.00 | 3,000.00 | 3,000.00 |
| 07 | 1077020 | Maintain Patient Transfer Vehicle | 077 | 0.00 | 1,992.43 | 1,992.43 |
| Total | Health | | | 0.00 | 10,040.66 | 10,040.66 |
| 09 | 1091010 | Maintenance 2 Office Road (CEO) | 091 | 0.00 | 43,420.47 | 43,420.47 |
| 09 | 1091020 | Maintenance 4A Kurara Way | 091 | 0.00 | 2,599.23 | 2,599.23 |
| 09 | 1091030 | Maintenance 4B Kurara Way | 091 | 0.00 | 2,845.80 | 2,845.80 |
| 09 | 1091040 | Maintenance 6 Kurara Way | 091 | 0.00 | 4,201.24 | 4,201.24 |
| 09 | 1091050 | Maintenance 8 Kurara Way | 091 | 0.00 | 3,875.37 | 3,875.37 |
| 09 | 1091060 | Maintenance 10A Kurara Way | 091 | 0.00 | 2,889.35 | 2,889.35 |
| 09 | 1091070 | Maintenance 10B Kurara Way | 091 | 0.00 | 12,851.48 | 12,851.48 |
| 09 | 1091080 | Maintenance 12A Kurara Way | 091 | 0.00 | 2,589.84 | 2,589.84 |
| 09 | 1091090 | Maintenance 12B Kurara Way | 091 | 0.00 | 3,316.53 | 3,316.53 |
| 09 | 1091100 | Maintenance 14 Mulga Cres | 091 | 0.00 | 10,523.19 | 10,523.19 |
| 09 | 1091110 | Maintenance 16 Mulga Cres | 091 | 0.00 | 3,911.70 | 3,911.70 |
| 09 | 1091130 | Staff House Costs Allocated to Works | 091 | 0.00 | -128,999.80 | -128,999.80 |

Options : Year 19/20, To Month 07, By Programmes

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|-------|----------------------|---|---------|-------------|--------------|--------------|
| 09 | 1091140 | Staff Housing Costs - Other Expenses | 091 | 0.00 | 35,975.60 | 35,975.60 |
| 09 | 1091210 | Income 2 Office Road (CEO) | 091 | 0.00 | -180.00 | -180.00 |
| 09 | 1091220 | Income 4A Kurara Way | 091 | 0.00 | -225.00 | -225.00 |
| 09 | 1091230 | Income 4B Kurara Way | 091 | 0.00 | -195.00 | -195.00 |
| 09 | 1091240 | Income 6 Kurara Way | 091 | 0.00 | -225.00 | -225.00 |
| 09 | 1091250 | Income 8 Kurara Way | 091 | 0.00 | -210.00 | -210.00 |
| 09 | 1091260 | Income 10A Kurara Way | 091 | 0.00 | -225.00 | -225.00 |
| 09 | 1091270 | Income 10B Kurara Way | 091 | 0.00 | -225.00 | -225.00 |
| 09 | 1091280 | Income 12A Kurara Way | 091 | 0.00 | -225.00 | -225.00 |
| 09 | 1091290 | Income 12B Kurara Way | 091 | 0.00 | -225.00 | -225.00 |
| 09 | 1091300 | Income 14 Mulga Cres | 091 | 0.00 | -225.00 | -225.00 |
| 09 | 1091310 | Income 16 Mulga Cres | 091 | 0.00 | -90.00 | -90.00 |
| 09 | 1091340 | Cap-Ex - Buildings & Improvements - Staff Housing | 091 | 0.00 | 12,958.82 | 12,958.82 |
| 09 | 1091510 | Transfer to Reserves - Buildings | 091 | 0.00 | 3,606.27 | 3,606.27 |
| Total | Housing | | | 0.00 | 14,315.09 | 14,315.09 |
| 10 | 1101000 | Expenses Relating to Sanitation - Household Refuse | 101 | 0.00 | 11,049.31 | 11,049.31 |
| 10 | 1105000 | Protection Of Environment - General expenses | 105 | 0.00 | 13,131.15 | 13,131.15 |
| 10 | 1107000 | Expenses Relating to Other Community Amenities | 107 | 0.00 | 3,025.33 | 3,025.33 |
| 10 | 1107040 | Maintenance - Public Conveniences | 107 | 0.00 | 2,346.53 | 2,346.53 |
| 10 | 1107050 | Maintenance - Cemetery | 107 | 0.00 | 1,053.28 | 1,053.28 |
| Total | Community Amenities | | | 0.00 | 30,605.60 | 30,605.60 |
| 11 | 1113000 | Overhead Expenses - Other Recreation & Sport | 113 | 0.00 | 45,545.89 | 45,545.89 |
| 11 | 1113040 | Maintenance - Parks and Reserves | 113 | 0.00 | 59,761.81 | 59,761.81 |
| 11 | 1113050 | Maintenance - Murchison Sports Club | 113 | 0.00 | 42,801.85 | 42,801.85 |
| 11 | 1113060 | Maintenance - Polocrosse fields | 113 | 0.00 | 21,627.66 | 21,627.66 |
| 11 | 1113070 | Maintenance - Sports Toilet Block - Op Exp | 113 | 0.00 | 2,989.73 | 2,989.73 |
| 11 | 1113080 | Insurance - Other Recreation & Sport | 113 | 0.00 | 830.85 | 830.85 |
| 11 | 1113090 | Arborist expenses - Parks and Reserves | 113 | 0.00 | 184.00 | 184.00 |
| 11 | 1114000 | Expenses Relating to Television and Rebroadcasting | 114 | 0.00 | 9,829.50 | 9,829.50 |
| 11 | 1115000 | Expenses Relating to Libraries | 115 | 0.00 | 1,240.00 | 1,240.00 |
| 11 | 1116000 | Depreciation - Other Culture | 116 | 0.00 | 10,641.45 | 10,641.45 |
| 11 | 1116020 | Maintenance - Museum | 116 | 0.00 | 2,214.16 | 2,214.16 |
| 11 | 1116040 | Maintenance - Museum Cottage | 116 | 0.00 | 9,000.62 | 9,000.62 |
| Total | Recreation & Culture | | | 0.00 | 206,667.52 | 206,667.52 |
| 12 | 1121010 | Cap-Ex - Roads Construction | 121 | 0.00 | 173,346.49 | 173,346.49 |
| 12 | 1121030 | Cap-Ex - MRWA Project Construction | 121 | 0.00 | 25,184.74 | 25,184.74 |
| 12 | 1121040 | Cap-Ex - Roads to Recovery Construction | 121 | 0.00 | 252,961.70 | 252,961.70 |
| 12 | 1121080 | Cap-Ex - Grids | 121 | 0.00 | 80.58 | 80.58 |
| 12 | 1121120 | Cap-Ex - Other funding - Road Construction | 121 | 0.00 | 4,704.00 | 4,704.00 |
| 12 | 1121510 | Transfer to Reserves - Berringarra - Cue Road reinstatement | 121 | 0.00 | 50,249.44 | 50,249.44 |
| 12 | 1121800 | Cap-Ex - Roads Construction - Road Contributions | 121 | 0.00 | 337,717.11 | 337,717.11 |
| 12 | 1122000 | Depreciation Expense - Streets, Roads, Bridges & Depot | 122 | 0.00 | 1,476,263.19 | 1,476,263.19 |
| 12 | 1122030 | Maintenance - General | 122 | 0.00 | 942,675.44 | 942,675.44 |
| 12 | 1122040 | Maintenance - Depot | 122 | 0.00 | 48,362.06 | 48,362.06 |

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|-------|-------------------|---|---------|-------------|---------------|---------------|
| 12 | 1122070 | Bridges Maintenance | 122 | 0.00 | 5,762.85 | 5,762.85 |
| 12 | 1122100 | Bunding of old Roads | 122 | 0.00 | 69,500.00 | 69,500.00 |
| 12 | 1122230 | Maintenance/Improvements - Grids | 122 | 0.00 | 77,274.52 | 77,274.52 |
| 12 | 1122270 | Loan Interest Payable | 122 | 0.00 | 19,922.43 | 19,922.43 |
| 12 | 1122280 | Flood Damage January 2018 | 122 | 0.00 | 2,018,009.20 | 2,018,009.20 |
| 12 | 1122290 | Flood Damage April 2019 | 122 | 0.00 | 37,716.11 | 37,716.11 |
| 12 | 1122410 | Administration Expenses - Streets, Roads, Bridges & Depot | 122 | 0.00 | 201,288.08 | 201,288.08 |
| 12 | 1122120 | Grant - MRWA Direct | 122 | 0.00 | -215,253.00 | -215,253.00 |
| 12 | 1122130 | Grant - MRWA Specific | 122 | 0.00 | -72,667.00 | -72,667.00 |
| 12 | 1122190 | Grant - Wandrra Flood Damage | 122 | 0.00 | -4,537,387.61 | -4,537,387.61 |
| 12 | 1122200 | Income Relating to Transport | 122 | 0.00 | -648.58 | -648.58 |
| 12 | 1122390 | Contribution Beringarra / Pindar Roads | 122 | 0.00 | -3,844.11 | -3,844.11 |
| 12 | 1122510 | Transfer to Reserves - Flood Damage Repairs | 122 | 0.00 | 1,797.05 | 1,797.05 |
| 12 | 1122520 | Transfer to Reserves - Beringarra - Pindar Rd - CSIRO | 122 | 0.00 | 1,230.46 | 1,230.46 |
| 12 | 1123020 | Cap-Ex - Purchase Major Plant & Equipment - Road Plant Purchases | 123 | 0.00 | 640,089.45 | 640,089.45 |
| 12 | 1123050 | Transfer to Reserves - Plant Replacement | 123 | 0.00 | 10,111.21 | 10,111.21 |
| 12 | 1123610 | Cap-Ex - Principal repayment - Loan - Plant | 123 | 0.00 | 545.77 | 545.77 |
| 12 | 1126040 | Airport Maintenance | 126 | 0.00 | 67,787.81 | 67,787.81 |
| Total | Transport | | | 0.00 | 1,632,779.39 | 1,632,779.39 |
| 13 | 1131010 | Vermin Control | 131 | 0.00 | 3,950.00 | 3,950.00 |
| 13 | 1131020 | Ammunition Expenditure | 131 | 0.00 | 459.10 | 459.10 |
| 13 | 1131050 | Rural Services Income | 131 | 0.00 | -833.90 | -833.90 |
| 13 | 1132000 | Expenses Relating to Tourism & Area Promotion | 132 | 0.00 | 21,115.39 | 21,115.39 |
| 13 | 1136000 | Expenses Relating to Other Economic Services | 136 | 0.00 | 56,251.55 | 56,251.55 |
| 13 | 1136010 | Settlement Water Supply | 136 | 0.00 | 15,130.14 | 15,130.14 |
| 13 | 1136020 | Settlement Power Generation | 136 | 0.00 | 42,690.85 | 42,690.85 |
| 13 | 1136030 | Settlement Freight Service | 136 | 0.00 | 50,306.58 | 50,306.58 |
| 13 | 1136040 | Roadhouse Expenses | 136 | 0.00 | 57,209.10 | 57,209.10 |
| 13 | 1136050 | Roadhouse Fuel Purchases | 136 | 0.00 | 165,780.07 | 165,780.07 |
| 13 | 1136060 | Roadhouse Retainer | 136 | 0.00 | 500.00 | 500.00 |
| 13 | 1136400 | Roadhouse - Housing Expenses | 136 | 0.00 | 684.93 | 684.93 |
| 13 | 1136480 | Depreciation - Other Economic Services | 136 | 0.00 | 8,786.69 | 8,786.69 |
| 13 | 1136070 | Income Relating to Other Economic Services | 136 | 0.00 | -8,574.45 | -8,574.45 |
| 13 | 1136080 | Roadhouse Fuel Sales | 136 | 0.00 | -167,899.61 | -167,899.61 |
| 13 | 1136120 | Transfer to Reserves - Settlement Buildings and Facilities | 136 | 0.00 | 6,599.75 | 6,599.75 |
| 13 | 1136160 | Cap-Ex - Purchase Major Plant - Other Economic Services | 136 | 0.00 | 1,301.58 | 1,301.58 |
| Total | Economic Services | | | 0.00 | 253,457.77 | 253,457.77 |
| 14 | 1142000 | Plant Expenses Relating to Public Works Overheads | 142 | 0.00 | 199.92 | 199.92 |
| 14 | 1142020 | Sick Leave Expense | 142 | 0.00 | 14,127.80 | 14,127.80 |
| 14 | 1142030 | Annual & Long Service Leave Works Expense | 142 | 0.00 | 59,930.46 | 59,930.46 |
| 14 | 1142040 | Protective Clothing - Outside Staff | 142 | 0.00 | 1,387.00 | 1,387.00 |
| 14 | 1142050 | Depot Office - Works Salaries & Wages | 142 | 0.00 | 42,171.38 | 42,171.38 |
| 14 | 1142070 | Overheads Allocated to Works | 142 | 0.00 | -500,450.11 | -500,450.11 |
| 14 | 1142110 | Camp Expenses | 142 | 0.00 | 2,013.27 | 2,013.27 |
| 14 | 1142120 | Staff Training/Meetings/OSH | 142 | 0.00 | 20,878.70 | 20,878.70 |
| 14 | 1142130 | TOIL - Works | 142 | 0.00 | 2,799.23 | 2,799.23 |

Options : Year 19/20, To Month 07, By Programmes

| Prog | Account | Description | SubProg | Opening Bal | Movement | Balance |
|--------------------|---------------------------|---|---------|-------------|-------------|-------------|
| 14 | 1142140 | Public Holidays - Works | 142 | 0.00 | 11,588.10 | 11,588.10 |
| 14 | 1142150 | Admin Costs Allocated to Works | 142 | 0.00 | 138,253.72 | 138,253.72 |
| 14 | 1142160 | Housing Costs Allocated to Works | 142 | 0.00 | 128,999.80 | 128,999.80 |
| 14 | 1142170 | Superannuation - Public Works Overheads | 142 | 0.00 | 64,299.14 | 64,299.14 |
| 14 | 1142200 | Insurance - Works | 142 | 0.00 | 22,448.78 | 22,448.78 |
| 14 | 1143020 | Insurance - Plant | 143 | 0.00 | 28,922.21 | 28,922.21 |
| 14 | 1143030 | Fuel & Oils | 143 | 0.00 | 251,496.47 | 251,496.47 |
| 14 | 1143040 | Tyres and Tubes | 143 | 0.00 | 18,885.28 | 18,885.28 |
| 14 | 1143050 | Parts & Repairs | 143 | 0.00 | 77,974.22 | 77,974.22 |
| 14 | 1143060 | Internal Repair Wages | 143 | 0.00 | 40,756.00 | 40,756.00 |
| 14 | 1143070 | Licences - Plant | 143 | 0.00 | 4,040.85 | 4,040.85 |
| 14 | 1143080 | Depreciation - Plant | 143 | 0.00 | 199,502.39 | 199,502.39 |
| 14 | 1143090 | Plant Operation Costs Allocated to Works | 143 | 0.00 | -394,284.12 | -394,284.12 |
| 14 | 1143120 | Plant Expenses - Tools & Minor Equipment | 143 | 0.00 | 6,743.26 | 6,743.26 |
| 14 | 1142210 | Rebates and reimbursements - Plant | 143 | 0.00 | -272.73 | -272.73 |
| 14 | 1144040 | Diesel Fuel Rebate | 144 | 0.00 | -47,452.00 | -47,452.00 |
| 14 | 1146020 | Gross Salaries & Wages | 146 | 0.00 | 681,885.21 | 681,885.21 |
| 14 | 1146030 | Less Sal & Wages Allocated | 146 | 0.00 | -673,561.11 | -673,561.11 |
| Total | Other Property & Services | | | 0.00 | 203,283.12 | 203,283.12 |
| 21 | 1210010 | Trust Cash at Bank 146592 | 210 | 6,967.77 | 251.65 | 7,219.42 |
| 21 | 1210030 | Murchison Community Trust Fund Account 384371 | 210 | 29,598.56 | 24.06 | 29,622.62 |
| 21 | 1210040 | Murchison Community Fund Trust Term Deposit 466553 | 210 | 377,335.68 | 2,120.94 | 379,456.62 |
| 21 | 1210110 | Trust Police Licensing - Payments | 210 | 55,458.05 | 6,487.95 | 61,946.00 |
| 21 | 1210120 | Trust Police Licensing - Receipts | 210 | -55,475.75 | -6,499.60 | -61,975.35 |
| 21 | 1210130 | Trust BCITF Training Levy - Payments | 210 | 676.10 | 0.00 | 676.10 |
| 21 | 1210140 | Trust BCITF Training Levy - Receipts | 210 | -676.10 | 0.00 | -676.10 |
| 21 | 1210150 | Trust MSC Social Club - Payments | 210 | 21,535.43 | 0.00 | 21,535.43 |
| 21 | 1210160 | Trust MSC Social Club - Receipts | 210 | -21,535.43 | 0.00 | -21,535.43 |
| 21 | 1210170 | Trust Nomination Deposits - Payments | 210 | 800.00 | 240.00 | 1,040.00 |
| 21 | 1210180 | Trust Nomination Deposits - Receipts | 210 | -800.00 | -240.00 | -1,040.00 |
| 21 | 1210190 | Trust Bonds - Payments | 210 | 136,740.00 | 1,000.00 | 137,740.00 |
| 21 | 1210200 | Trust Bonds - Receipts | 210 | -143,690.07 | -450.00 | -144,140.07 |
| 21 | 1210210 | Trust Murchison Community Fund - Payments | 210 | 55.00 | 0.00 | 55.00 |
| 21 | 1210220 | Trust Murchison Community Fund - Receipts | 210 | -406,989.24 | -2,145.00 | -409,134.24 |
| Total | Trust | | | 0.00 | 790.00 | 790.00 |
| Total for division | GEN | | | 0.00 | 0.00 | 0.00 |
| Grand Total | | | | 0.00 | 0.00 | 0.00 |

Term Deposits held by the Shire of Murchison

The following Term deposits are currently held as at 31 January 2020:

Municipal

| | | | | |
|--------------|--------|-------------|-------|---------------------|
| Term Deposit | 531423 | \$500,000 | 0.83% | Maturity 06/02/2020 |
| Term Deposit | 246829 | \$1,000,000 | 1.46% | Maturity 14/05/2020 |
| Term Deposit | 246810 | \$1,000,000 | 1.41% | Maturity 14/04/2020 |

Trust - Crosslands Murchison Community Fund

| | | | | |
|--------------|--------|--------------|-------|---------------------|
| Term Deposit | 466553 | \$381,369.50 | 1.48% | Maturity 25/02/2020 |
|--------------|--------|--------------|-------|---------------------|

Reserve

| | | | | |
|--------------|--|----------------|-------|---------------------|
| Term Deposit | 468161 <i>(Beringarra Cue Road Reserve)</i> | \$3,537,548.37 | 1.43% | Maturity 21/05/2020 |
| Term Deposit | 529817 | \$500,000 | 1.44% | Maturity 08/05/2020 |
| Term Deposit | 531458 | \$750,000 | 1.43% | Maturity 28/04/2020 |
| Term Deposit | 531466 | \$1,000,000 | 1.57% | Maturity 29/03/2020 |
| Term Deposit | 011720 | \$1,000,000 | 1.95% | Maturity 25/06/2020 |

Shire of Murchison.

Logo and Brand Development.

Proof 6 - 21st January 2020

- Concept 13
- Consolidated Overview

Considerations

Where the logo will be used:

1. Signage.
2. Email Signatures.
3. Staff Uniforms.
4. Business Cards & Letterheads.
5. Website.
6. Heavy Road Machinery.
7. Murchison Monologue.
8. License Plates

Tagline:

*'Ancient Land
Under Brilliant Skies'*

This logo IS:

1. To Represent Shire/Local Government.
2. To Represent Shire residents and rate payers.

This logo is NOT:

1. A Tourism Association.

Feedback following Proof 5

Comments from Frances

1. The new design still resembles the Geotourism branding too much for my liking. Whilst I appreciate the benefits of the likeness, and the possibility that Geotourism still has a long way to go before it's considered a 'product', it makes me uneasy. Concept 11 depicted some of the features we identified in our community brain-storming day - rivers, mountains etc. The new logo doesn't really capture that. So whilst it's similar to geotourism, it was different enough to be unique.
2. I'm not in favour of the new blues, I'd prefer the blue in original concept 9/11. But if I have to preference one of the new concepts, it's the sunshine blue.
3. I'm also unsure why we are changing to 'Murchison Shire' rather than the official name of 'Shire of Murchison'. If there has been a background discussion and consensus on this, fair enough. I'll go with the majority.
4. My preference is for an uppercase graphic M rather than the lower case.
5. David's very first thought on seeing the dark blue and the stars was 'Is that Elephant Republican?' - just thought I'd give that feedback from another ratepayer.
6. I think I'd like to see more emphasis on working with concept 11 - which I don't see in these new designs.

Direction from Bill during meeting

1. Agreed, please add more details of river as in Concept 11.
2. Please provide option with night sky blue as is and daytime sky blue to match previous proofs - from concepts 9-11.
3. Executive decision was made to use 'Murchison Shire' for the logo.
4. Agreed.
5. Reference to an American political logo - please disregard concerns.
6. Agreed, please proceed with changes.

Additional comments

7. Switch out the pink tones for an olive green to reference the live foliage within the region.
8. We prefer the option without the moon, please keep the stars.

Concept 13

Concept 13 - Hero Logo



murchisonshire

Ancient land under brilliant skies

Concept 13 - Embroidery Mockup



Concept 13 - Layout Variations

PORTRAIT STACKED VERSION



LANDSCAPE LONG VERSION



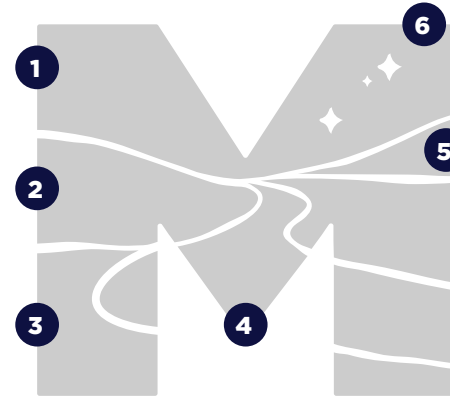
Concept 13 - What we've done



murchisonshire
Ancient land under brilliant skies

ILLUSTRATIONS

1. Nights Sky
2. Green Foliage
3. Red Rocks
4. Murchison River
5. Low Clouds
6. Brilliant Stars



TYPOGRAPHY

The strong, bold and confident typography that has been used for the key 'M' is accented with subtle rounded edges to give it a friendly feel.

Use of lowercase for 'murchison shire' was at the request of the client, to compliment existing tone of voice - friendly and approachable - and is consistent with communications already in circulation.

The tagline 'Ancient land under brilliant skies' in a hand stroked script lettering underlines the words 'murchison shire' adding strength to the name and complementing the hand drawn style of the illustration.

COLOURS

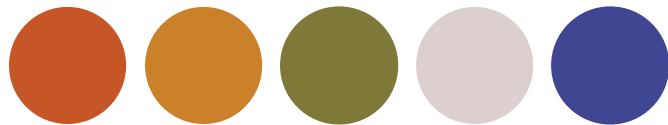
The colour palette is inspired and taken from the vibrant spectrum of colours experienced and seen within Murchison. Used tastefully within the 'M' to create a colourful landscape. We have also drawn inspiration from the mural located in the Murchison Sports Community Centre that was said to encapsulate the essence of the Shire.



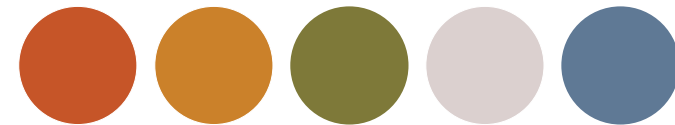
Concept 13 - Alternative options for blue (as requested)



MIDNIGHT BLUE



DAYTIME BLUE





Concept 13 - License Plate Mockup



CONSOLIDATED OVERVIEW

Concept 1



Concept 2



Concept 3



Concept 6



Concept 4



Concept 7



Concept 5



Concept 8



Concept 9



18.2.1 - February 2020



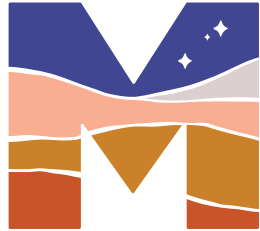
Concept 10



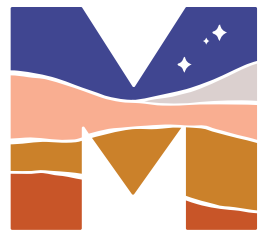
Concept 11



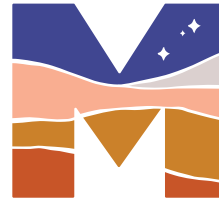
Concept 9 - Revised Options



MURCHISON
SHIRE



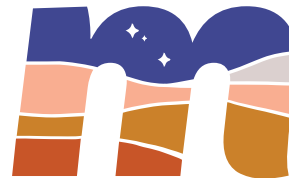
MURCHISON
Ancient land under brilliant skies



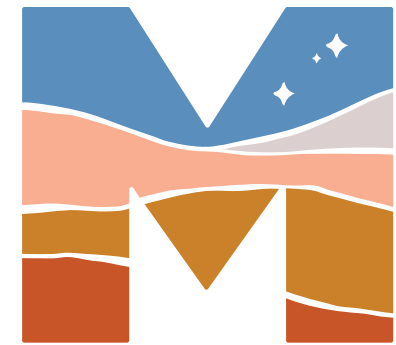
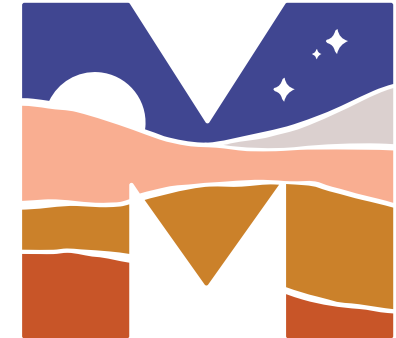
murchison
SHIRE



murchisonshire
Ancient land under brilliant skies



murchison
Ancient land under brilliant skies



Thank you.

We look forward to hearing your feedback at this stage.

State Council Agenda

4 March 2020



Agenda Items

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5. MATTERS FOR DECISION

5.1 National Redress Scheme – Future Participation of WA Local Governments (05-086-03-0004 KD)

By Kirstie Davis, Policy Manager Community

Recommendation

That State Council:

1. Acknowledge the State Government's decision to include the participation of Local Governments in the National Redress Scheme as part of the State's declaration;
2. Endorse the negotiation of a Memorandum of Understanding and Template Service Agreement with the State Government, and
3. Endorse by Flying Minute the Memorandum of Understanding prior to execution, in order to uphold requirements to respond within legislative timeframes.

Executive Summary

- The National Redress Scheme (the Scheme) commenced on 1 July 2018.
- The Department of Local Government, Sport and Cultural Industries has led an information and consultation process with the WA Local Government sector about the Scheme since January 2019.
- In July 2019 State Council endorsed, in principle, to participation by WA Local Government in the State's National Redress Scheme declaration emphasising the need for full financial coverage by the State Government.
- A significant advocacy outcome has been achieved with the State Government considering the sector's position and reaching a final position in December 2019 to endorse State Council's position, including the commitment to cover costs relating to redress payments to survivors.
- State Government agencies will again engage with Local Governments in early 2020, to inform of the:
 1. State Government's decision and the implications for the sector
 2. support to Local Government (financial and administrative) to be provided by the State, and
 3. considerations and actions needed to prepare for participation in the Scheme.
- State Government agencies will work with WALGA and all Local Governments over upcoming months to ensure that the necessary agreements, decisions, delegations, actions and preparations are in place to commence participation in the Scheme from 1 July 2020.

Attachments

[Timeline / Critical Actions \(WA Local Government Participation in the National Redress Scheme\).](#)
[Information Paper: 3 February 2020.](#)

Policy Implications

State Council endorsed in July 2019 that:

1. *WA Local Government participation in the State's National Redress Scheme declaration with full financial coverage by the State, be endorsed in principle, noting that further engagement with the sector will occur in the second half of 2019.*
2. *WALGA continue to promote awareness of the National Redress Scheme and note that Local Governments may wish to join the Scheme in the future to demonstrate a commitment to the victims of institutional child sexual abuse.*

RESOLUTION 66.5./2019 CARRIED

Background

WALGA acknowledges the substantial contribution of the Local Government sector to discuss and hold fast to a unified position on the National Redress Scheme. Furthermore the Association is thankful for the transparent and respectful negotiations with State Government and recognises the significant agreement that has been reached between State and Local Government that will benefit survivors in community.

Further, building on this successful outcome and to ensure a smooth transition Local Governments are requested to be mindful of the timelines and critical actions to prepare for participation in the National Redress Scheme.

The Royal Commission into Institutional Responses to Child Sexual Abuse (Royal Commission) Commission *Redress and Civil Litigation (September 2015) Report* recommended the establishment of a single national redress scheme to recognise the harm suffered by survivors of institutional child sexual abuse.

The State Government commenced participation in the Scheme on 1 January 2019. A decision was made at the time of joining the Scheme to exclude Local Governments from the State Government's declaration. This was to allow consultation to occur with the Local Government sector about the Scheme, and for fuller consideration to be given to the mechanisms by which the sector could best participate in the Scheme.

A Cabinet Sub-Committee of the State met in December 2019 and resolved to:

1. note the consultations undertaken to date with the Local Government sector about the National Redress Scheme
2. note the options for Local Government participation in the Scheme;
3. agree to Local Governments participating in the Scheme as State Government institutions, with the State Government covering payments to the survivor, and
4. agree to the DLGSC leading further negotiations with the Local Government sector regarding Local Government funding costs, other than payments to the survivor including counselling, legal and administrative costs.

Comment

An information paper was distributed to all Local Governments on 3 February 2020 in advance of WALGA Zone meetings to:

1. outline the State Government's decision
2. detail actions that that need to be undertaken by individual Local Governments to prepare for participation in the Scheme, and
3. detail considerations, requirements and obligations for individual Local Governments to comply with when participating in the Scheme.

The State Government will work with WALGA to draft a:

1. Memorandum of Understanding (MOU) - The MOU will capture the overall principles of Western Australian Local Governments participating in the Scheme as State Government institutions and being part of the State's declaration as a necessary document to capture the Local Government sector's best interests.
2. Template Service Agreement – that will be executed on an 'as needed' basis between State Government and an individual Local Government, if a redress application is received.

The Department of Local Government, Sport and Cultural Industries (DLGSC) and the Department of Justice will work with WALGA / Local Government Professionals and all Local Governments to prepare for participation in the Scheme including:

1. identifying appropriate staff to process requests for information
2. ensuring Local Governments have delegated authority to an officer to execute a service agreement with State Government if needed
3. ensuring Local Government have established appropriate processes and can fulfil Scheme obligations (particularly in terms of confidentiality, record keeping etc.), and

18.3.1 - February 2020

4. gathering the necessary information from all individual Local Governments to commence participation in the Scheme.

This is a significant outcome for the Local Government sector and together with the State Government we will work together to ensure a consistent response for WA survivors accessing the Scheme.

5.2 Submission on Aboriginal Empowerment Strategy (05-032-03-0011 SM)

By Susie Moir, Policy Officer Community

Recommendation

That the submission to the Department of Premier and Cabinet in response to the Aboriginal Empowerment Strategy be endorsed.

Executive Summary

- WALGA has prepared a submission to the Department of Premier and Cabinet in response to the Discussion Paper '*A Path Forward: Developing the Western Australian Government's Aboriginal Empowerment Strategy*'.
- The Submission supports the development of an Aboriginal Empowerment Strategy to deliver a strategic foundation that enables the State Government to work more coherently as a whole, to work better with Aboriginal people, communities and organisations, Commonwealth and Local Governments, the private and philanthropic sectors and broader society, and which ensures transparency and accountability to the Western Australian community.
- The Submission advocates for:
 1. The inclusion of principles that specifically recognise the central importance of:
 - Acknowledging the impact of intergenerational trauma and shame and supporting Aboriginal peoples healing and wellbeing.
 - Fostering young Aboriginal peoples' positive aspirations for their future.
 - Education about Aboriginal culture for Aboriginal and non-Aboriginal people.
 - Truth telling.
 2. Involving Local Government in the design, development and implementation of State, regional and local action and implementation plans under the Strategy, recognising that the capacity, resources, staff levels and strategic priorities of all Local Governments are different.
 3. The clear articulation of the roles and responsibilities of all stakeholders, including Local Government, in the State, regional and local action and implementation plans.
 4. Alignment of the measurement and evaluation of the outcomes of the Strategy to a recognised outcomes measurement framework.
 5. Alignment of the Strategy with the Reconciliation Action Planning framework to support Local Governments to deliver outcomes that empower Aboriginal people.

Attachments

1. Submission in Response to A Path Forward: Developing the Western Australian Government's Aboriginal Empowerment Strategy.
2. Letter – City of Subiaco [here](#)
3. City of Wanneroo Submission Aboriginal Empowerment Strategy discussion paper [here](#)

Policy Implications

The Item and Recommendation are complementary to existing WALGA policy, for example supporting Local Government Reconciliation Action Planning, conservation and protection of Aboriginal heritage, and improving living conditions and governance in remote communities. Local Government supports *Aboriginal people, families and communities being empowered to live good lives and choose their own futures from a secure foundation*'.

Background

In December 2019 the State Government released the Discussion Paper '*A Path Forward: Developing the Western Australian Government's Aboriginal Empowerment Strategy*'. Aboriginal people, Local Government and a range of other stakeholders were invited to provide feedback on the Discussion Paper.

On 21 January 2020 the Department of Premier and Cabinet and WALGA conducted an information and feedback session for Local Government. A total of 40 representatives from 22 metropolitan, regional and remote Local Governments attended, in person or via webinar. This provided an opportunity for a diverse group of Local Government staff, CEO's and Elected Members from across Western Australia to provide feedback on the Discussion Paper and Strategy, and more broadly on the State Government's Aboriginal Affairs policies. This included a number of Aboriginal Local Government staff.

Additionally, three Local Governments (Shire of Gingin, City of Subiaco and City of Wanneroo) provided written feedback to WALGA for inclusion in the Submission.

WALGA has developed a Submission (attached) on behalf of the Local Government sector.

Comment

The Submission supports the development of an Aboriginal Empowerment Strategy as a tool to facilitate coordination across State Government as a whole, to assist it to work better with Aboriginal people, communities and organisations, Commonwealth and Local Governments, the private and philanthropic sectors and broader society, and which ensures transparency and accountability to the Western Australian community.

Supporting the State Government's proposal to develop an Aboriginal Empowerment Strategy aligns with the principles of the 2017 State – Local Government Partnership Agreement which recognises the commitment of the sectors to work together to improve communication, consultation and good governance, and improve outcomes for all Western Australians. The overall goal for the Strategy is '*Aboriginal people, families and communities being empowered to live good lives and choose their own futures from a secure foundation*'.

Supporting the development of an Aboriginal Empowerment Strategy by the State Government will benefit Local Government through the improvement of State Government processes; increased coordination between State Government, Local Government, Aboriginal people and community; local and regional place-based design and delivery of services and programs; enhanced local decision making; and, on a broader community level, improved health and wellbeing outcomes for Aboriginal people which benefits all Western Australians.

Submission in
response to
**A Path Forward: Developing
the Western Australian
Government's Aboriginal
Empowerment Strategy**

4 March 2020

Contact:

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WALGA

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Introduction

The Western Australian Local Government Association (WALGA) is the united voice of Local Government in Western Australia. The Association is an independent, membership-based group representing and supporting the work and interests of 138 Local Governments in Western Australia.

The Association provides an essential voice for 1,222 Elected Members and approximately 15,000 Local Government employees as well as over two million constituents of Local Governments in Western Australia. The Association also provides professional advice and offers services that provide financial benefits to the Local Governments and the communities they serve.

The Association acknowledges the place of Aboriginal people as valued staff members, community members, residents and ratepayers of Local Government in Western Australia.

WALGA is committed to advancing the vision for Local Government in Western Australia where:

- a. Local Governments will be built on good governance, autonomy, local leadership, democracy, community engagement and diversity;
- b. Local Governments will have the capacity to provide economically, socially and environmentally sustainable services and infrastructure that meets the needs of their communities.

The 2017 State – Local Government Partnership Agreement seeks to strengthen the partnership between the State and Local Government sectors for the benefit of local communities, and recognises the commitment of the sectors to work together to improve communication, consultation and good governance.

General Comments

The Association appreciates the opportunity to respond to the Discussion Paper '*A Path Forward: Developing the Western Australian Government's Aboriginal Empowerment Strategy*', and further has valued the opportunity for our members to engage in discussion with, and provide feedback directly to, the Department of Premier and Cabinet at an Info-session held on 21 January 2020 at WALGA.

The Aboriginal Empowerment Strategy aims to deliver a strategic foundation that enables the State Government to work more coherently as a whole, and allow it to work better with Aboriginal people, communities and organisations, Commonwealth and Local Governments, the private and

philanthropic sectors and broader society. The whole-of-government strategy also aims to ensure transparency and accountability to the Western Australian community.

This Submission is informed by the Associations' Policy Positions on relevant matters, feedback garnered from our members at the Info-session on 21 January 2020, and written feedback received from three Local Governments.

The Association and its Local Government members are generally supportive of the content and direction of the Discussion Paper and the proposed Aboriginal Empowerment Strategy.

WALGA's Policy Positions

Many of the goals, elements and principles outlined in the Discussion Paper align with Association Policy Positions. These include:

1. The Association supports the efforts of the Local Government sector to recognise and respect Aboriginal cultural practices and places of meaning, through the development of Reconciliation Action Plans. The Association recognises that many Aboriginal places and objects remain significant in the lives of Aboriginal people today and contribute to an understanding by the whole community of our place and history. Reconciliation is about building better relationships between Aboriginal and Torres Strait Islander peoples and the wider Australian community for the benefit of all Australians (Position Statement 3.1.2 Reconciliation).
2. The Association is supportive of conserving and protecting the State's Aboriginal heritage. The Association supports the conservation and protection of Aboriginal cultural heritage in Western Australia and acknowledges the importance to Aboriginal people of their cultural heritage and the central role that cultural heritage and access to country plays in their health and wellbeing. As land managers and land use planning decision-makers, Local Government plays an important role in many activities that have the potential to protect and impact Aboriginal cultural heritage (Position Statement 3.1.3 Aboriginal Heritage Act 1972 and South West Native Title Settlement).
3. The Association is supportive of efforts to improve the living conditions and governance in remote Aboriginal communities that currently receive municipal and essential services such as power and water, to a level that is similar to other Australians, living in towns and cities. There are approximately 280 discrete Aboriginal Communities in Western Australia accommodating approximately 17,000 Indigenous people across 26 Local Governments (Position Statement 3.1.1 Service Delivery to Aboriginal Communities).
4. The Association acknowledges Noongar people as the traditional owners of the South West Region (Position Statement 3.1.3 Aboriginal Heritage Act 1972 and South West Native Title Settlement).
5. The Association supports improving health outcomes for all Western Australians through the investment in and provision of infrastructure and delivery of services in partnership with health professionals, and through public health planning in accordance with the Public Health Act (2016). Local Governments make a significant contribution to improving, promoting and protecting the health of communities. Through evidence based policy development and planning Local Government can create supportive environments that can help prevent a range of chronic diseases and influence the health and wellbeing of communities (Policy Position 3.2 Health).

6. Local Government supports Aboriginal people, families and communities being empowered to live good lives and choose their own futures from a secure foundation.

Member Feedback at Info-session on 21 January 2020

On 21 January 2020, WALGA held an Info-session and webinar which was attended by 40 representatives from 22 metropolitan, regional and remote Local Governments. This provided an opportunity for a diverse group of Local Government staff, CEO's and Elected Members from across Western Australia to provide feedback on the Discussion Paper and Strategy, and more broadly on the State Government's Aboriginal Affairs policies. This included a number of Aboriginal Local Government staff.

Key themes that emerged during the Info-session were:

- The importance of improving education, employment, health and housing outcomes for Aboriginal people as a matter of urgency. The important role that Local Government plays in supporting and facilitating improved outcomes in these areas, was highlighted.
- Key principles that should underpin the Strategy are: addressing and responding to the intergenerational trauma and shame that Aboriginal people have experienced as a result of historical governmental policies and dispossession of land, supporting young Aboriginal people to have positive aspirations for their future, and acknowledging the need for healing.
- The Strategy should explicitly recognise the central role of truth telling as a means of both educating broader society and assisting with the healing of past hurts and trauma.
- Actions that encourage the sharing of cultural understanding and respect, for example engaging Aboriginal Advisory Groups, cultural awareness training, and opportunities for Aboriginal and non-Aboriginal people to interact, play a key role in building positive relationships between communities. Positive change often happens at a local level but is not adequately recognised or supported by State, and sometimes Local, Government, due to funding and administrative constraints. The implementation plans that are developed pursuant to the Strategy need to be innovative and responsive to the local context. The State Government needs to commit to support the initiatives put in place by local communities.
- The Strategy should recognise the important role that reconciliation champions and allies play in supporting Aboriginal people through partnerships and advocacy, which is something that many Local Governments excel at.
- Increased resourcing and improvements to grant and funding processes that provide stronger support to community organisations would result in better outcomes for Aboriginal and wider communities.
- Through education at primary, secondary and tertiary level much can be done by the State and Commonwealth Governments to ensure that students are educated about Aboriginal culture and history. Teachers need additional support to become culturally sensitive and aware and to improve their skills in teaching Aboriginal children.
- The Strategy needs to include a mechanism to ensure that Aboriginal people and culture are at the centre of decision making, because often Aboriginal people's own ideas and solutions have been overlooked.

- Local Government were interested to understand more about how the Strategy will be implemented, funded and resourced at the regional and local level, what role District Leadership Groups may play, and how they can be involved in the discussions around that implementation framework.
- Many Local Governments have partnerships with many Aboriginal communities, and some Local Governments (for example, the Shire of Halls Creek) are akin to Aboriginal Community Controlled Organisations as they have primarily Aboriginal populations including decision makers (Elected Members) and residents.

Recommendations

1. **The Association supports the inclusion of principles that specifically recognise the central importance of:**
 - **Acknowledging the impact of intergenerational trauma and shame and supporting Aboriginal peoples healing and wellbeing.**
 - **Fostering young Aboriginal peoples' positive aspirations for their future.**
 - **Education about Aboriginal culture for Aboriginal and non-Aboriginal people.**
 - **Truth telling.**
2. **Local Government should be involved in the design, development and implementation of State, regional and local action and implementation plans under the Strategy, recognising that the capacity, resources, staff levels and strategic priorities of all Local Governments are different.**
3. **The roles and responsibilities of all stakeholders, including Local Government, should be clearly articulated in the State, regional and local action and implementation plans.**
4. **The State Government consider aligning the measurement and evaluation of the outcomes of the Strategy to a recognised outcomes measurement framework**
5. **Aligning the Strategy with the developing State Reconciliation Action Planning Framework that will support Local Governments to deliver outcomes that empower Aboriginal people.**

Response to Specific Questions

The Discussion Paper requested feedback to a set of specific questions. The Association provides the following in response.

1. **Are the main ideas right? Do you agree with the description of the overall goal, principles, strategic elements and framework? Would you change or add anything?**

The Association agrees that the main ideas are right and with the description of the overall goal, principles, strategic elements and framework.

The Association supports the inclusion of **principles** that specifically recognise the central importance of the following in empowering Aboriginal people:

- Acknowledging the impact of intergenerational trauma and shame and supporting Aboriginal peoples healing and wellbeing;

- Fostering young Aboriginal peoples' positive aspirations for their future;
- Education about Aboriginal culture for Aboriginal and non-Aboriginal people; and
- Truth telling.

Responses from the Local Government sector further provided:

- Consider including under 'Principles – Culture and Country' that the role of the Government is also to recognise and acknowledge the dynamics, geographical sensitivities and conflicts between Aboriginal peoples and groups and with non-Aboriginal people, to support effective communication and assist stakeholders to work together to create good lives.
- Examining the framework of the strategy through a gender lens would be a meaningful addition given the additional hardship and disadvantage that Aboriginal women and girls face. Questions in relation to gender that the Strategy could address include 'How will the identified disadvantages be addressed at a gender level within the Strategy?', 'How are Aboriginal women and girls going to be empowered in engagement and decision-making to ensure disadvantage is not a barrier to inclusion in the Strategy and its implementation?' and 'How will the separation of women's and men's business within Aboriginal culture be considered and/or acknowledged within the Strategy and its implementation?'

2. Are we using the right words?

The Association is supportive of the Strategy using specific words and language that are supported by the Aboriginal community.

Responses from the Local Government sector further provided:

- 'Key elements' and 'Key Ideas' are ambiguous, 'Recommendations' may be preferable.
- Additional terms that may enhance the 'Empowerment: Foundations and Futures' tree diagram include Justice and Equity, collaboration and partnerships, civic participation and a sense of place and belonging.

3. What else should we be thinking about?

Many Local Governments have Reconciliation Action Plans (RAPs) which provide a framework for promoting and facilitating respect, trust and positive relationships between the community and Aboriginal people. Ensuring that the Strategy aligns with the principles of RAPs will support and facilitate Local Government to seek outcomes that align with both. Involving Reconciliation Australia and Reconciliation WA in the development of the Strategy would assist in this process.

City Deals and Regional Deals provide a powerful mechanism to deliver place based initiatives through partnership between Commonwealth, State and Local Government. The [Barkly Regional Deal](#), entered into in the Northern Territory in 2019, is the first regional deal in Australia and aims to improve the productivity and liveability of the Barkly region by stimulating economic growth and improving social outcomes. Key components include 28 economic, social and cultural initiatives to be implemented in the region, a 10 year time frame and community governance framework.

[OCHRE: NSW Government Plan for Aboriginal affairs: education, employment and accountability](#), is developed around a core belief in fostering aspirations, identifying opportunities and promoting responsibilities, emphasises a number of key factors including partnerships over paternalism, local solutions over 'one size fits all', and recognises the importance of healing. The major initiatives under

OCHRE address linking education and employment, teaching of Aboriginal culture and language, local decision making (including working together through partnerships and networks), and accountability. The 2018 Five Year Review of OCHRE found that to deliver what the Aboriginal community wants, better resourcing and ongoing community engagement and control were necessary in the mid to long term. The OCHRE framework and approach provides a useful case study in a methodology for developing and delivering partnerships between Government and Aboriginal peoples.

Responses from the Local Government sector provided:

- Early and continuous engagement with Local Government about the development of the Strategy will provide tangible benefits to Aboriginal people because Local Governments work directly with community at the grassroots level, driving change and implementing actions that align with State Government priorities.
- Reference in the Strategy to the Uluru Statement from the Heart would articulate the State Government's commitment to empowering Aboriginal people.
- With respect to *Key Element 3 – Enabling Aboriginal led solutions through improved service commissioning and grant-making*, and discussion on page 24 about the Framework, consideration should be given to aligning the approach to the WA Council of Social Services (WACOSS) [Outcomes Measurement Framework](#). This provides a hierarchy of outcomes and indicators which provide the architecture for a whole-of-government and a whole-of-sector approach to service delivery, with a focus on outcomes and people rather than outputs and programs.
- With respect to *Key Element 3 – Enabling Aboriginal led solutions through improved service commissioning and grant-making*, and discussion on page 24 about the Framework, consideration should be given to aligning the approach with the [State Public Health Plan](#) Objective 3 'Improving Aboriginal Health and Wellbeing', which underpins relevant Local Government public health planning.
- Developing supporting tools and resources under the Strategy for Local Government will assist them to pursue opportunities to empower Aboriginal people that align with the Strategy.

Conclusion

The Association has valued being consulted about the development of the Aboriginal Empowerment Strategy and welcomes opportunities for further engagement and collaboration.

The Association supports Aboriginal people, families and communities being empowered to live good lives and aspire to futures of their own choosing from a secure foundation. Local Government is in a unique position, as the level of government closest to the community, to support the empowerment of Aboriginal people.

Appendix

City of Subiaco Consultation Submission, 20 January 2020
City of Wanneroo Submission, 22 January 2020

5.3 WALGA Submission on Independent Review of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)

By Nicole Matthews, Environment Policy Manager

Recommendation

That the submission on the Independent Review of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) be endorsed.

Executive Summary

- The EPBC Act is Australia's central piece of national environmental law, focusing on matters of national environmental significance (MNES).
- The EPBC Act must be independently reviewed every 10 years. Professor Graeme Samuel AC, has been appointed to undertake the second review of the Act which will report in October 2020.
- A Discussion Paper seeking comment on the operation of the EPBC Act was released in November 2019, closing on 17 April 2020. It is intended that responses to the discussion paper will help inform the next steps in the review.
- The WALGA submission recognises the significant interaction that WA Local Governments have with environmental legislation at both the State and Commonwealth level and highlights and makes recommendations on matters of concern to the sector.
- The submission notes that many Local Governments find the Commonwealth assessment process both confusing and cumbersome, strongly supports the need for a bilateral agreement between the State and Commonwealth to facilitate a single environmental assessment and approval process and recommends an increased emphasis on strategic assessments and bioregional planning rather than assessments of individual actions, better engagement with Local Government and other improvements to the EPBC Act.

Attachment

Draft WALGA submission on the Discussion Paper for the Independent review of the EPBC Act.

Background

The EPBC Act has a requirement that it be reviewed every 10 years. This is the second review, with the first one, the Hawke review, completed in 2009. Amendments to the EPBC Act needed to give effect to recommendations in the Hawke Review were never considered by the Australian Parliament, and there has been little in the way of EPBC Act reform since then.

The Commonwealth Government appointed Professor Graeme Samuel AC as the independent reviewer, who is supported by a panel of four experts. A [Discussion Paper](#) was released by Professor Samuel in November 2019, with public submissions closing on 17 April 2020. Responses to the discussion paper will inform the draft review report due in June 2020, which will propose specific changes to the EPBC Act and its operation.

To facilitate sector engagement on the Issues Paper, WALGA:

- alerted the sector of its release in November 2019 via an article and InfoPage in WALGA newsletters, by direct email to key contacts and on the WALGA website, and
- provided a draft submission to the sector and directly to CEOs via email correspondence from the WALGA CEO on 16 December 2019, for feedback by 13 January 2020.

Officer comments on the draft WALGA submission were received from 3 Local Governments: The Cities of Joondalup and Rockingham and the Shire of Augusta Margaret River. All comments received were broadly supportive of WALGA's draft submission.

Comment

The draft WALGA submission notes that Local Governments have significant interactions with environmental legislation at both the State and Commonwealth level in relation to their land use planning responsibilities and in their role as land owners and managers, but that many Local Governments find the Commonwealth assessment process both confusing and cumbersome.

The key areas of concern and recommendations made in the submission, are:

- ongoing environmental decline and loss of biodiversity suggest that the Key Objects of the EPBC Act related to ecologically sustainable development and conservation of biodiversity are not being met, partly due to a continued emphasis on assessment of individual actions rather than strategic assessment and bioregional planning
- options to overcome the barriers to the use of strategic assessments should be investigated, including amendments to the EPBC Act to compel strategic assessment of impacts on MNES in particular circumstances
- there should be greater use of bioregional planning, and involvement of Local Governments in the development of these plans
- greater cooperation between Local Government and the Commonwealth on environmental matters, including for strategic assessment and bioregional planning, should be included within the Objects of the EPBC Act
- continued reporting on progress towards ecologically sustainable development and the State of the Environment is supported but it is noted that there is a significant lack of data to facilitate these reports. WALGA recommends greater involvement by Local Government in any expanded data collection efforts and any necessary changes to the EPBC Act and its operation to support this
- support for the implementation of a bilateral agreement between the Commonwealth and Western Australia for both environmental assessment and approvals
- the Department should increase its regional presence, including through the placement of officers in WA or establishing dedicated service units for each State and Territory within the Department in Canberra
- that the EPBC Act be amended to provide for an independent agency/board to carry out assessments, oversee the implementation of the Act and to provide independent advice to the Minister as required, as is the case in WA
 - this would improve the transparency of assessments under the EPBC Act, and environmental protection in general, and would improve trust in the system.
- the operations of the EPBC Act could be streamlined by:
 - moving to a single national list of threatened species, and ecological communities,
 - having a single national offsetting policy and process
 - strengthening the processes by both the Department and proponents for early engagement with stakeholders, and
 - developing key performance indicators for the assessment process and the publication of performance against these indicators.
- that a trigger for large scale emissions of greenhouse gas emissions be considered for inclusion in the EPBC Act, and

notwithstanding the challenges of regulating land clearing at a national level and the difficulties in operationalising a land clearing trigger as an MNES under the EPBC Act, the review should consider options to address this issue.

Independent review of the EPBC Act

Submission

January 2020

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About us

The Western Australian Local Government Association (WALGA) is the peak industry body for Local Government in Western Australia. WALGA is an independent, membership-based organisation representing and supporting the work and interests of 138 Local Governments in Western Australia.

WALGA provides an essential voice for approximately 1,222 Elected Members and approximately 22,000 Local Government employees as well as over 2.5 million constituents of Local Governments in Western Australia. WALGA also provides professional advice and offers services that provide financial benefits to the Local Governments and the communities they serve.

WALGA's governance structure is comprised of WALGA State Council, the decision making representative body of all Member Councils, responsible for sector-wide policy making and strategic planning on behalf of Local Government, and Zones, (5 metropolitan and 12 country), groups of geographically aligned Member Councils responsible for direct elections of State Councillors, providing input into policy formulation and providing advice on various matters.

WALGA's overall comments

WALGA welcomes the opportunity to comment on the Independent Review of the EPBC Act Discussion Paper. [Local Governments have been consulted in the development of this submission and it has been endorsed by WALGA State Council].

Local Governments have significant environmental management responsibilities, as recognised in the 1997 *Heads of Agreement on Commonwealth and State Roles and Responsibilities for the Environment*, of which the Australian Local Government Association was a signatory along with the Commonwealth and all States and Territories and which provided the basis for the EPBC Act.

The specific responsibility of Western Australian Local Governments in this area is spelt out in the *Local Government Act 1995*, which requires that:

In carrying out its functions a local government is to use its best endeavours to meet the needs of current and future generations through an integration of environmental protection, social advancement and economic prosperity. (S 1.3 (3))

Local Governments in Western Australia have significant interaction with environmental legislation at both the State and Commonwealth level in relation to their land use planning responsibilities and in their role as land owners and managers.

WALGA notes that the discussion paper is intended as the first step in the review process where the review panel is seeking to “identify those areas where reform will deliver the greatest benefit for the environment, business, and the community, while maintaining strong environmental standards.” (p3). This submission will, therefore, address high level matters of concern to Local Governments in WA.

WALGA would welcome the opportunity to meet with Professor Samuel AC and the Expert Panel as the review progresses.

Specific comments

a. Addressing environmental decline and the effectiveness of the EPBC Act

The Discussion Paper refers to the overall decline in the natural environment in Australia, notably,

The 2016 State of the Environment Report identifies changing land use, habitat fragmentation and degradation, climate change and invasive species as key pressures on Australia’s environment. Many Australian species and habitats are in decline and the rate of this decline does not appear to be slowing. There have been permanent changes for some species and habitats as a result of past activities and ongoing impacts from invasive and feral animals and plants. While some ecosystems — such as oceans — are considered to be in good condition, further declines in habitat and biodiversity are expected. (p13)

Since the beginning of the Act, there have been some clear improvements in some areas, including substantial expansion to the network of parks and protected areas. However, many parts of Australia’s environment and heritage continue to decline. (p16)

It is acknowledged that there are many factors that have led to this on-going decline in our natural environment, including policies and actions of all levels of government, including Local Government, and the actions of business and individuals. However, decisions made under the EPBC Act, including the different priorities given to different parts of the Act, have had a role to play.

Considerable effort and departmental resources have gone into the environmental assessment and approvals of actions, with relatively little effort going into strategic assessments and bioregional planning, both of which are provided for under the EPBC Act. However, it is generally accepted in the literature on impact assessment that assessment at the level of individual actions can rarely address the broader issues of cumulative impacts, regional losses of biodiversity and overall threatening processes. WALGA recommends that regional planning and strategic assessments be utilised to address these broader issues. This is discussed further later in this submission.

WALGA considers that the EPBC Act is flawed in this regard because actions that could have impacts on Matters of National Environmental Significance (MNES) are required to be referred to the Minister, whereas strategic assessments and bioregional planning can only be carried out with the agreement and cooperation of the relevant authorities. Whilst it is acknowledged that effective strategic assessment and bioregional planning requires the cooperation of the key agencies and stakeholders, WALGA recommends that the EPBC Act should be strengthened to allow the Commonwealth Minister and the Department to give more attention to these parts of the Act.

It is noted that Section 522A of the EPBC Act requires that the statutory review examine “the extent to which the Objects of the Act have been achieved.” Two of the existing Objects of the Act are:

- b) *to promote ecologically sustainable development through the conservation and ecologically sustainable use of natural resources, and*
- c) *to promote the conservation of biodiversity*

Given the ongoing decline in the natural environment and loss of biodiversity, it is difficult to conclude that these Objects are being met, and that a continued emphasis on assessment of actions will not address the ongoing decline. As noted above, WALGA recommends that the EPBC Act be strengthened to better facilitate strategic assessment and bioregional planning.

More detailed discussion of both strategic assessment and bioregional planning is provided below.

It is also important to recognise that the implementation of the EPBC Act has never been properly funded. WALGA recommends that a long term plan for funding important mechanisms under the EPBC Act be established, such as bioregional plans and for gathering data needed to inform decision making.

b. The 2009 Hawke Review and the role of Local Government

The first statutory review of the EPBC Act completed in 2009 and carried out by Alan Hawke (the Hawke Review) made 71 recommendations. The Australian Government's 2011 response to the Review was framed around four key themes:

- a shift from individual project approvals to strategic approaches including new regional environment plans
- streamlined assessment and approval processes
- better identification of national environmental assets, including through provision to list 'ecosystems of national significance' as a matter of national environmental significance under the EPBC Act, and
- cooperative national standards and guidelines to harmonise approaches between jurisdictions and foster cooperation with all stakeholders.

It is regrettable that the amendments to the EPBC Act needed to implement the Government's response were never considered by the Australian Parliament and there has been little in the way of EPBC Act reform (despite a subsequent Australian Government commitment to create a 'one-stop-shop' for environmental approvals).

Most of the recommendations of the Hawke Review and the Government's response are still relevant in 2019. WALGA recommends that a priority for this current review should be to re-examine these recommendations and assess their applicability in 2019.

A number of these are relevant to Local Government.

First, the Hawke Review recommended that the Objects of the Act be re-cast taking into account several factors, including that the Minister should "promote co-operation with State, Territory and Local Government in environmental protection and management" (*Recommendation 3, p17*). WALGA supports greater cooperation between Local Government and the Commonwealth on environmental matters and recommends that the Objects of the EPBC Act be revised to give effect to this recommendation.

Second, the Review examined Section 516 of the Act, which requires Commonwealth agencies to report on progress towards ecologically sustainable development (ESD), and the Department to prepare State of the Environment (SoE) reports every 5 years. Whilst the Hawke Review endorsed the value of both these reporting requirements and called for a set of National Environmental Accounts to be developed, it noted deficiencies in implementation largely related to a significant lack of data. The Review concluded that Local Governments should be involved in any upgraded data collection process which would also have a secondary benefit of "strengthening the capacity of Local Government land-use planning decision-making." (*Recommendation 67, p320*). WALGA supports

greater involvement in any expanded data collection in support of national environmental auditing and SoE reporting, and supports changes to the EPBC Act and its operation to give effect to this recommendation.

c. Bioregional planning

WALGA supports the greater use of bioregional planning and the involvement of Local Governments in the development of these plans. Bioregional planning is the most appropriate mechanism to address cumulative impacts and key threatening processes, and to begin the process of reversing environmental decline in key areas. Whilst such plans have no legislative status, it is noted that Section 176 (5) of the EPBC Act requires the Minister to have regard to a bioregional plan in making any decision under this Act to which the plan is relevant.

The Act does not constrain the scope of a bioregional plan to only MNES, and allows broader issues of biodiversity to be considered. This is a key strength of these plans and would allow the broad issue of biodiversity loss to be addressed at a strategic level and in a cooperative manner.

The Hawke Review recommended an expanded role and use of bioregional plans:

Recommendation 6

1. *The Review recommends that the Australian Government:*
 - a. *expand the role of strategic assessments and bio-regional plans so that they are used more often, and*
 - b. *strengthen the process for creating these plans and undertaking these assessments, so they are more substantial and robust.*
2. *The Review further recommends that the Act be amended to provide:*
 - a. *for bio-regional plans to –*
 1. *change the terminology from ‘bio-regional plans’ to ‘regional plans’*
 2. *allow the Commonwealth to unilaterally develop regional plans, and*
 3. *ensure that the process for delineating a region for the purpose of the Act is flexible.*

Section 176 (2) allows the Minister, with the cooperation of the relevant stakeholders, to prepare a bioregional plan for any region, whether it covers a Commonwealth area or not. Section 176 (3) allows the Minister to provide funds for the preparation of a bioregional plan, but the Act does not currently allow the Minister to provide funds for the implementation of an approved plan. Implementation will likely require cooperation between all levels of government and all relevant stakeholders, and providing adequate funding will be a critical factor in ensuring the success of a plan. WALGA recommends that a clause be added to this part of the Act that allows the Minister to provide funds for the implementation of an approved plan.

The WA Government recently released an Issues Paper on native vegetation, and it proposed to adopt a bioregional approach to the management of and decision making about native vegetation. Bioregional planning by the Commonwealth could readily be complementary with the WA approach. Local Government would be a key contributor in any bioregional planning.

d. Strategic assessments

A key concern for Local Governments' statutory land use planning responsibilities is that many environmental impact assessments by the Commonwealth happen late in the planning process, mostly at subdivision stage (at the time when an 'action' as defined under the EPBC Act is about to occur), when all of the major upstream decisions on land allocation have already been made. Some outcomes of these assessments have required broad land use planning decisions to be revisited to accommodate those changes, which is both costly and time consuming. To this end, WALGA recommends the greater use of strategic assessments to avoid these problems. It is noted that the

Hawke Review also recommended the greater use of strategic assessments, in part, to provide for a more streamlined approvals process as it would avoid assessments at later stages of the planning process and provide greater certainty for developers and planners:

Recommendation 4

The Review recommends that the Commonwealth work with the States and Territories as appropriate to improve the efficiency of the Environmental Impact Assessment (EIA) regime under the Act, including, through:

1. *greater use of strategic assessments.*

Recommendation 6

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 1. *change the terminology from ‘bio-regional plans’ to ‘regional plans’*
 2. *allow the Commonwealth to unilaterally develop regional plans, and*
 3. *ensure that the process for delineating a region for the purpose of the Act is flexible.*
 - b. *for strategic assessments to –*
 - i. *specify mandatory required information for strategic assessments*
 - ii. *insert an ‘improve or maintain’ test for the approval of a class of actions in accordance with an endorsed plan, policy or program*
 - iii. *enhance provision for public engagement, and*
 - iv. *create a ‘call in’ power for plans, policies and programs likely to have a significant impact on matters of National Environmental Significance, and amending the term ‘action’ to incorporate these plans, policies or programs.*

Local Governments would welcome the greater use of strategic planning and would support changes to legislation that would facilitate this. However, given the current cost recovery model used by the Commonwealth for assessments, WALGA supports the finding of the Hawke Review that applying cost recovery for strategic assessments would act as a disincentive to the greater use of strategic assessments.

It is also worth highlighting that the 2018 Review of the interactions between the EPBC Act and the agriculture sector also noted the need for strategic approaches rather than case by case assessments. The 2018 Review noted that:

The need for a more proactive approach to protecting MNES in regions where agricultural development does or will impact upon MNES health was a recurring theme in consultations undertaken for this Review. Reactive assessment and approval of multiple individual actions in a single area is unlikely to be an appropriate strategy to ensure the long-term viability of agriculture in that region, nor will it necessarily result in the conservation outcomes sought through the EPBC Act (p 63-64)

Of particular concern is that the Act itself, and hence the approach to its implementation, cannot adequately account for the cumulative impacts of multiple individual projects, and so is driving isolated decision making rather than landscape-scale decision making (p64)

Notwithstanding these recommendations, the uptake of strategic assessments has remained relatively low. WALGA recommends that the review should, therefore, investigate barriers to the use of strategic assessments and make recommendations as to how these can be addressed. This could include consideration of amendments to Section 146 of the EPBC Act relating to strategic assessments to allow the Minister to compel assessment of impacts on MNES via a strategic assessment in particular circumstances, projects or areas.

e. Assessment of actions, involving MNES

Local Governments can be proponents for assessments under the EPBC Act mostly for actions involving clearing of native vegetation for its infrastructure needs, notably roads, and for certain proposals within World Heritage areas or areas subject to International Treaties (for example Ramsar wetlands). As well, Local Governments have a significant role to play in land use planning, which can be impacted by decisions related to assessments of MNES on subdivisions or developments.

With respect to Local Governments as proponents of action impacting on MNES, many Local Governments, especially the smaller regional ones, find the Commonwealth assessment process both confusing and cumbersome. In most of these assessments, the action would also be subject to an assessment under the *WA Environmental Protection Act (1986)* (WA EP Act). Joint assessments under a bilateral agreement with the State Government can reduce this complexity for Local Governments. WALGA supports recent calls by the WA State Government for the implementation of bilateral agreements for both assessment and approvals, which would be facilitated by proposed changes to the WA EP Act.

Irrespective of whether an approval bilateral is agreed to or not, policies related to MNES will have a strong influence on the outcomes of any assessment of MNES, and WALGA recommends that the provisions of these policies and their implications are communicated to all stakeholders in WA, including Local Governments. In addition, WALGA recommends these policies be developed with a clear understanding of the local context in WA.

In this regard WALGA recommends that options be considered to improve communication with and access to Commonwealth Environment Departmental officers. This could include increasing the regional presence of the Department, including through the placement of officers in WA or establishing dedicated service units for each State and Territory within the Department in Canberra. Such arrangements would help to ensure that assessments are both effective and efficient in protecting MNES, more likely take into account local knowledge, and help in addressing any local concerns in a timely and comprehensive manner. A local presence could also assist with compliance and enforcement.

f. Improving transparency to ensure better use of information, accountability and trust in the system (Review guiding principle d)

A key way to improve the transparency of assessments under the EPBC Act, and environmental protection in general, and to improve trust in the system, is to introduce a greater level of independence in the administration of the Act. One of the strengths of the WA EP Act is having an independent agency carrying out the key purposes of the Act, WALGA recommends that the EPBC Act be amended to provide for an independent agency/board to carry out assessments, oversee the implementation of the Act and to provide independent advice to the Minister as required. The Hawke Review made a similar recommendation (71):

The Review recommends that an independent National Environmental Commissioner and National Environment Commission be established under the Act and supported by DEWHA.

Transparency would also be improved with the publication of a greater range of information, in particular:

- advice and reports provided to the Minister in support of decisions made
- clear statement of reasons for all decision making made under the EPBC Act, and
- compliance audit reports.

The Hawke Review also made several other recommendations specifically about transparency of process and public participation which are still relevant in 2019 (44-46).

g. Streamlining and integrating planning to support ecologically sustainable development (Review guiding principle e)

In addition to the matters raised above about developing bilateral agreements, the Commonwealth Environment Department increasing its regional presence and local knowledge and the greater use of strategic assessments and bioregional planning, there are several other changes that could be made to streamline the assessment process, notably, WALGA recommends that:

- the Australian, State and Territory Governments move to a single national list of threatened species, and ecological communities
- the development of a single national offsetting policy and process, or that any bilateral agreement between a State Government and the Commonwealth facilitates a single offsets approach
- strengthening the processes by both the Department and proponents for early engagement with stakeholders, including with indigenous groups and Local Governments, and
- the development of key performance indicators for the assessment process and the publication of performance against these indicators.

h. Additional matters

Climate Change

Climate change is a key issue for Local Governments that has implications across almost all aspects of their operations and responsibilities. In Western Australia, Local Governments have been the most proactive level of government on climate change, actively pursuing a range of emissions reduction and adaptation actions, including ambitious corporate and community-wide energy efficiency, renewable energy and emissions reductions strategies, along with programs and policies to encourage residents to reduce their carbon footprint.

The importance with which the Local Government sector regards the threat posed by climate change and need for strong action is recognised in the *WALGA Climate Change Policy Statement* (the Climate Change Statement), endorsed by State Council in July 2018. The Climate Change Statement was the result of extensive consultation across the Local Government Sector, and represents the consolidated position of Western Australian Local Governments:

Local Government acknowledges:

- I. The science is clear: climate change is occurring and greenhouse gas emissions from human activities are the dominant cause.
- II. Climate change threatens human societies and the Earth's ecosystems.
- III. Urgent action is required to reduce emissions, and to adapt to the impacts from climate change that are now unavoidable.
- IV. A failure to adequately address this climate change emergency places an unacceptable burden on future generations.

Local Government is committed to addressing climate change.

Local Government is calling for:

- I. Strong climate change action, leadership and coordination at all levels of government.
- II. Effective and adequately funded Commonwealth and State Government climate change policies and programs.

WALGA Climate Change Policy Statement (2018), p3.

WALGA generally supports the recommendations of the Hawke Review in relation to the introduction of a 'greenhouse trigger' and the Government's response, which was premised on having a price on carbon. WALGA recommends that a broad based market mechanism to reduce Australia's greenhouse gas emissions be introduced as this is the most efficient and effective means of reducing Australia's greenhouse gas emissions and meeting our international obligations at least cost. However in the absence of such a mechanism, WALGA recommends that a trigger for large scale emissions of greenhouse gas emissions be considered for inclusion in the EPBC Act.

Land Clearing

Land clearing is only regulated under the EPBC Act where it impacts a directly protected entity such as a World Heritage area, Ramsar wetland, threatened species, threatened ecological community, or migratory species. However it is clear that excessive land clearing is a key threat to biodiversity and increases greenhouse gas emissions.

WALGA recognises the challenges of regulating land clearing at a national level and the difficulties in operationalising a land clearing trigger as an MNES under the EPBC Act. Nonetheless, WALGA recommends that options to address this issue be considered as part of the review.

Conclusion

WALGA considers the review of the EPBC Act an important opportunity to examine both the effectiveness of the Act in protecting Australia's environment and its efficiency in doing so.

A key concern for Local Governments with the current operation of, and interaction between, the EPBC Act and the WA EP Act, is confusion over different requirements, policies, standards and processes of assessments. WALGA supports changes to legislation and associated processes, for example through the greater use of bilateral agreements that would facilitate a single assessment and approvals process, and the development of a single set of standards, triggers and policies for the assessment process.

It has been argued here that the existing administration of the EPBC Act, with an emphasis on assessment of actions, has not adequately addressed the ongoing decline in the natural environment and loss of biodiversity. WALGA recommends that Amendments be made to the Act which would facilitate the greater use of bioregional planning and strategic assessments, which would better

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address this decline and loss. Such changes would lead to a more efficient and streamlined assessment process for proponents and better environmental outcomes.

WALGA appreciates the opportunity to comment on the Discussion Paper and looks forward to later opportunities to provide input into the review.

Shire of Murchison

Annual Report

For the year ending 30 June 2019



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Overview

Section 5.53 of the *Local Government Act 1995* requires Council to prepare, adopt and publish an Annual report for each financial year. Whilst the Act requires a raft of matters to be reported on, there is also an opportunity to highlight in summary form a range of features that make up the Murchison Shire Community, as well as actions undertaken throughout the year.

This year's 2018/19 Annual Report was finalised and adopted by Council at its Ordinary Meeting on 14 December 2019.



Shire Information

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|----------------------------------|--|---|--------------|
| Shire Office and Chambers | 3007 Carnarvon Mullewa Road, Murchison WA 6630 | | |
| Postal Address | PO Box 61, MULLEWA WA 6630 | | |
| Telephone | (08) 9963 7999 | | |
| Facsimile | (08) 9963 7966 | | |
| E-mail | admin@murchison.wa.gov.au | | |
| Web Page | www.murchison.wa.gov.au | | |
| Office Hours | 8.00am to 5.00pm Monday to Friday | | |
| Road Condition Reports | www.murchison.wa.gov.au/road conditions | | |
| Population | 153 | Land Area | 49,500 sq km |
| Electors | 17 | Length of sealed roads | 184km |
| Employees | 14 | Length of unsealed roads | 1,778 km |
| Local Government Classifications | WA - Band 4 | Australian - Rural Remote Extra Small (RTX) | |

Description

The Shire of Murchison lies within the Mid-West region of Western Australia. The Murchison Shire Settlement is situated on 708 hectares excised from the Wooleen pastoral lease and vested in the Council. It is located some 669km from Perth, 300 kilometres north east of Geraldton; 200 km north of Mullewa on the Carnarvon Mullewa Road.

The settlement has twelve dwellings, the Shire Office, the district museum, roadhouse, community centre, cricket pitch and practice nets, one tennis court and two lawn bowls rinks under lights, stables and horse yards, five polocrosse fields and three ablution/toilet blocks. It is home to approximately 21 people, 14 of whom are Shire employees plus others who manage the Roadhouse or also reside in the settlement. Electricity and water supplies are owned and run by the Council. It is the engine room for the entire operation of Council.

Murchison is the second least populated Local Government in Australia and is thought to be the only Shire in Australia without a gazetted town site.



top to bottom left to right – Aerial View Murchison Settlement, Gnamma Hole, Mustering at Byro Station, , Jurong Rock, CSIRO Radio Telescope, Old Ballinyoo Bridge Span, Rock Art

The surrounding country is mainly used for pastoral purposes, predominantly cattle and sheep. The Murchison River catchment has a significant influence, with sporadic and widespread flooding a feature to be managed. Tourism is developing with some stations involved in station stays. The Murchison Oasis Caravan Park and motel units located at the settlement provide facilities for tourists. There are also a few mining companies in exploration stage within the shire.

The Murchison Radio Astronomy site (MRO) has been developed by CSIRO on a portion of the Boolardy pastoral lease and will be the location for the Australian component of the Square Kilometre Array, which will be developed in future years as part of an international ground breaking science project with state of the art radio telescopes gathering data from the universe.

History

The Shire of Murchison is one of the older Local Governments in Western Australia, having its origins in the Murchison District Roads Board, established 31 August 1875 and the Upper Murchison Roads Board established 12 July 1907. These two were amalgamated in 1911 as the Murchison Roads Board. In July 1961, under the provisions of the Local Government Act, the Roads Board became the Shire of Murchison. In 2004 a portion of the then Mullewa Shire was added to the Murchison Shire.

Until 1963 the Shire was administered from one or other of the stations, and in that year 400 hectares were excised from the Wooleen pastoral lease and vested in the Shire. A house, which contained the office, was built, as was a workshop and airstrip. These were followed by sporting facilities and in 1986 a new office. Later, a museum and staff houses were constructed. The Murchison Settlement was proclaimed on 15 July 1988.

The name 'Murchison' was given to the region back in 1839 by early explorer Lt George Grey in honour of Sir Roderick Impey Murchison, the President of the Royal Geographical Society of London. The Murchison and Roderick Rivers were also named in his honour. The Shire's logo is based on the Murchison family coat of arms.

Branding

The crest we currently use in the shire is based on the Murchison family coat of arms. The Murchison family originated in the remote western coast of Scotland and the Hebrides Islands. The crest is comprised of a lion rampant on an Or (gold) backing, between two pineapples on chief vert (green) and an escallop in base azure (blue).



| | |
|-------------------|---|
| Or Gold | In heraldry indicates generosity, valour and perseverance - all characteristics of Murchison people. |
| Vert Green | Represents hope vitality and plenty. |
| Azure Blue | Indicates loyalty and splendour. |
| Pineapples | Have long been the traditional symbol of hospitality and good fortune; a pleasant connotation—Mt Welcome. |
| Escallop | Indicates travel and can mean having been on Holy Crusade |

Following input from the community, at its March 2018 ordinary meeting Council adopted a new tag line for the Shire of Murchison namely, '**Ancient Land Under Brilliant Skies**'. This reflects the beautiful part of the country in which we are fortunate to be based. During the year with the assistance of Cr Emma Foulkes-Taylor and Frances Jones; graphic designers Identify Perth were engaged to assist in the Logo and Brand development. Various concepts have been developed with finalisation expected in 2019/20.



top to bottom left to right – Murchison Settlement Entrance Sign, Capture the Cultural Book Presentation, Outgoing CEO Peter Dittrich, Murchison Innovation Days, 2018 Christmas Party, 2018 Anzac Day Volunteer of the Year Award Presentation to Paul Lukitsch by Shire President Rossco Foulkes-Taylor.

President's Report

Hello All,

I feel the Shire of Murchison has had a productive 2018/2019 financial year performing the usual services of road maintenance and Settlement upkeep alongside various office support for community and council needs.



The office crew have continued working through day to day administrative tasks while at the same time providing a good service for the local community. The Department for Local Government can't be accused of winding back their compliance demands which seem to take a lot of financial and human resources to keep up with. The construction and maintenance crews continued their programmes under the guidance of William Herold, with good road access throughout the shire being reward for their persistent efforts.

The Settlement grounds and the roadhouse continue to provide a welcoming atmosphere for those visiting and I thank all those involved.

Our CEO Peter Dittrich left us towards the end of this year and I wish him well in his future endeavours. Council appointed a new CEO in Bill Boehm, and we warmly welcome Bill and his partner Kaye to the Murchison.

To all that play a part in the operation of the Murchison Shire – I have enjoyed being part of a team that has worked hard for our community during the year.

In my Shire related roles I hear around the traps now and then (often in areas outside the Murchison) comments such as, "The Shire made this decision which will badly affect us" or, "We will have to deal with this new way of doing things but it won't bother them." When I hear such talk, it I can't really relate it to the Community I live in that much because I don't consider there is actually much separation between the Shire and the community in the Murchison. Yes, six locals have put their hands up and been elected Councillors to guide the Shire operations for the next few years, but I don't consider we are any different from the rest of the Murchison residents. With most full-time locals knowing all of us councillors, and with us all living here and being around the place most of the time, I feel there is always plenty of opportunity to have a chat and express one's opinion or wishes about what direction the Shire is heading in and I would encourage you to do so.

I have been fortunate to visit and work around a large part of Australia when I was younger, and I've had a quick look at a few places around the world at different times in later years, and I still reckon I live in one of the best spots on offer.

Rossco Foulkes-Taylor
President

Elected Members

Council has a small active team of elected members who work within and outside of Council for the betterment of the community.

Councillor

*Cr Roscco Foulkes-Taylor
Yuin Station
President*



**Term
Expiry**
Oct 2019

Committees Working Groups & Delegates

Audit Committee, Murchison Community Fund Management Committee, Local Emergency Management Committee, Plant Working Group, Settlement Drinking Water Working Group, Settlement Power Supply Working Group, Murchison Regional Road Group and WALGA Zone Delegate

*Cr Andrew Whitmarsh
Byro Station
Deputy President*



Oct 2019

Audit Committee, Settlement Building Working Group, Wild Dog Control Working Group, SKA Stakeholder Meeting Representative and WALGA Zone Delegate

*Cr Quentin Fowler
Mileura Station
Member*



Oct 2019

Audit Committee and Community Advisory Group

*Cr Paul Squires
Twin Peaks Station
Member*



Oct 2021

Audit Committee, Plant Working Group, Settlement Power Supply Working Group and Murchison Regional Road Group

*Cr Emma Foulkes-Taylor
Yuin Station
Member*



Oct 2021

Audit Committee, Settlement Building Working Group, Accident Prevention Working Group, Community Advisory Group, SKA Stakeholder Meeting Representative and Murchison GEO Region

*Cr Greydon Mead
Bullardoo Station
Member*



Oct 2021

Audit Committee, Plant Working Group and Settlement Power Supply Working Group

Councillor Meeting Attendance

There were 11 Ordinary Meetings, 1 Special Meeting and 1 Electors Meeting of Council held between 1 July 2018 and 30 June 2019. The Special Meeting was for the purposes of considering the appointment of a Chief Executive Officer to replace Peter Dittrich.

A breakdown of Councillors' presence at meetings is detailed in the following table:

| Councillor | | Ordinary Meeting | Special Meeting | Electors Meeting | Total |
|--------------------------|------------------|------------------|-----------------|------------------|-------|
| Cr Roscco Foulkes-Taylor | President | 11 | 1 | 1 | 13 |
| Cr Andrew Whitmarsh | Deputy President | 9 | 1 | 1 | 11 |
| Cr Quinten Fowler | Member | 11 | 1 | - | 12 |
| Cr Paul Squires | Member | 9 | 1 | - | 10 |
| Cr Emma Foulkes Taylor | Member | 11 | 1 | - | 12 |
| Cr Greydon Mead | Member | 11 | 1 | 1 | 12 |

Other meetings attended also included Audit Committee, Local Emergency Management Committee, Various Working Groups and Tender Assessment Panels.

External meetings attended as Council representatives included Regional Road Group and Murchison sub Regional Road Group, SKA Stakeholders and WALGA Zone Meeting (Cue Parliament).

Snapshot

Council formally deliberated on a large array of governance matters during the year some of which are highlighted below:

- ~ Endorsement of the Shire of Murchison branding itself as part of the 'Western Australia's Murchison Geo Region - Home of an Aspiring Geopark', with an annual allocation for a shared project for ongoing Murchison Geo Region marketing and product
- ~ Awarded Midwest Freight Services a contract to provide Freight Services for several pickup points. Council recognises the difficulty and costs to live in a remote area and this support is critical to assist residents within the Murchison Settlement and adjacent local stations.
- ~ Reviewed but not alter Standing Orders Local Law 2001 relating to the meeting and business of Council.
- ~ Amended a Deed of Covenant for the Construction, Operation, Use and Maintenance of the Square Kilometre Array Access Road.
- ~ Subject to a future agreement, provisionally endorsed a possible change to the RAV access on the Beringarra Pindar Road to assist Adaman Resources to develop a local mine.
- ~ Accepted the quotation from Oiltech for the supply of fuel to the Shire for two years. Contract includes fuel for Shire use, for retail at the Murchison Roadhouse and for local stations.
- ~ Adopted a Workforce Plan.
- ~ Agreed to invite public tenders for the supply of two staff houses
- ~ Adopted three prequalified supplier panels; Roads (provision of plant and equipment for road making), Concrete Services and Provision of Trades.



top to bottom left to right – Council Office and Staff, Sports Club, Library, Museum Cottage & New Path, Murchison Settlement, Errabiddy Bluff

Chief Executive Officer's Report

The Shire is fortunate to have a dedicated and committed set of councillors who are well connected to the community, understand the area's history and heritage and contribute in many ways outside their formal roles.

Council's very small staff team punch well above their weight, actively assisting in a complementary fashion and, whilst very small in number, work and function across a large array of areas and, where necessary due to our small size, utilise a range of external contract resources.

During 2018/19 Council's well-respected Chief Executive Officer Peter Dittrich resigned, with Acting CEO Eddie Piper, who is well-versed with local government operations through his long-standing experience, filling the role prior to a new permanent appointment being made. Both are to be congratulated for their dedication and hard work and integration with councillors and community.

Council's Deputy CEO Rose Jones resigned in early July 2019, Technical Services Administration Officer Ms Vanessa Crisp resigned in March 2019 and Finance Officer/Administration Officer Bernie Peirl resigned in May 2019. These positions will need to be replaced in 2019/20.

We once again take this opportunity to thank all members of staff for their service to the Shire, alongside a number of contractors who support our staff and deliver portions of our construction and maintenance.

Governance

| | |
|-------------------------|--|
| Chief Executive Officer | Mr Peter Dittrich until 30/05/19 Mr Eddie Piper from 30/05/19 |
|-------------------------|--|

Corporate Services

| | |
|--|-------------------------------|
| Deputy Chief Executive Officer | Ms Rose Jones until 5/07/19 |
| Finance Officer/Administration Officer | Ms Tatjana Erak |
| Finance Officer/Administration Officer | Ms Bernie Peirl until 9/05/19 |
| Cleaner/Customer Service Officer (Part Time) | Ms Vicki Dumbris |

Works Staff

| | |
|---|--------------------------------|
| Works Supervisor | Mr William Herold |
| Technical Services Administration Officer | Ms Vanessa Crisp until 8/03/19 |
| Mechanic | Mr Stuart Broad |
| Leading Hand - Construction | Mr Mark Jones |
| Leading Hand - Maintenance | Mr Neil Combe |
| Plant Operator | Mr Glen Pinnegar |
| Plant Operator | Mr Ivor Dumbris |
| Plant Operator | Mr Reid Brennick |
| Plant Operator | Mr Greg Barr |
| Gardener | Mr Ryan Prow |

Other Contract Staff

| | |
|--|--|
| Environmental Health Officer / Building Surveyor | Mr Phillip Swain – Phil Swain Consulting |
| Ranger | Mr Peter Smith – Canine Control |



top to bottom left to right – Murchison Settlement, Grid Reconstruction, Wreath Flowers, Concrete Cut-off Wall, Flood Marker over Murchison River on Byro-Beringarra Road, New Fire Shed Slab, Flood Event

Roads

The backbone of the Shire’s operation involves the management, maintenance, repair, construction and reconstruction of the vast array of Council’s road network. Council’s small construction and maintenance crews of 6 are supplemented by various contractors for our core program, as well as one-off projects such as flood damage restoration and CSIRO road related works.

Major capital roadworks undertaken during year included the following.

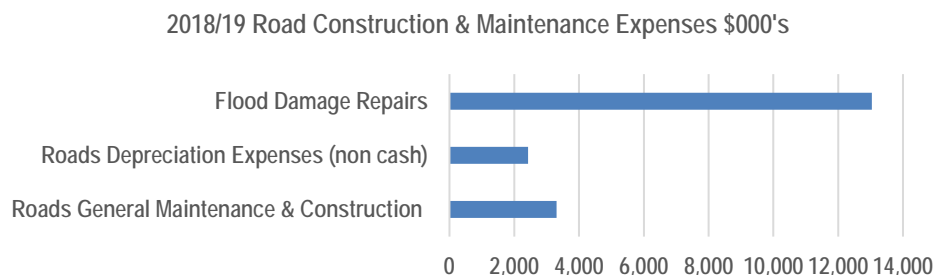
| Road | SLK Location | Works |
|-------------------|---------------|--|
| Various | Various | Replace and extend width of 5 Grids to 8m wide |
| Beringarra-Pindar | 299.34-300.54 | Culverts & gravel resheeting |
| Beringarra-Pindar | Various | Prepare Grid Approaches for 8 Grids |
| Beringarra-Pindar | 284.57-289.56 | Reform & resheet including 2 crossings |
| Beringarra-Pindar | 223.69-227.20 | Form up and gravel sheet |
| Carnarvon-Mullewa | 250.00-270.35 | Emergency Repair Work. Rebuild & reshape |
| Carnarvon-Mullewa | 118.80-122.80 | Form up & gravel resheet |
| Beringarra-Pindar | 310.56-317.46 | Form up & gravel resheet |
| Beringarra-Pindar | Various | Seal 200m at 10 grid approaches |
| Beringarra-Cue | Various | Transfer to Reserves for reinstatement |
| Various | Various | Transfer to Reserves for road sealing |

The January/February 2018 rain event, which caused extensive damage across the state, resulted in \$15.3mil damage within our Shire. The repair work was funded by WANDRRA with contractors commencing working on the damaged areas in early 2018-19. Most of the work was successfully completed in 2018/19. The Shire established a line of credit with the State Government to manage cash flows during the project. In April 2019 Council experienced a similar rain event which will be addressed in 2019/20.

2018/19 Roadworks snapshot is as follows

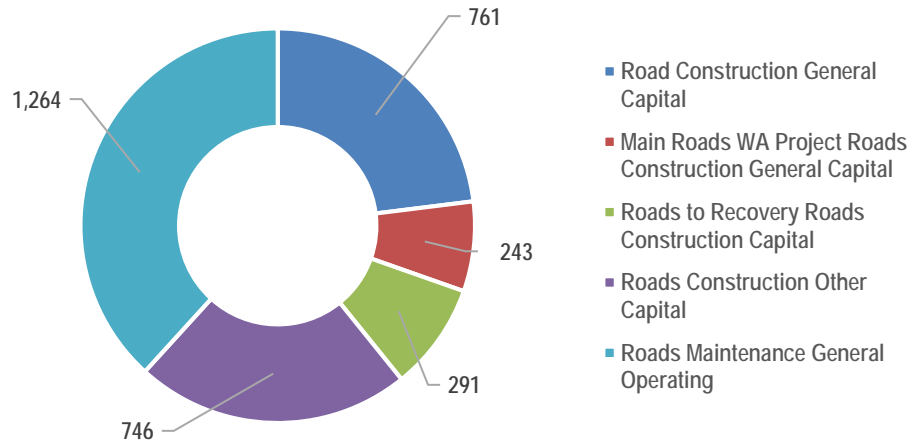
| Project | Expense Type | Actual \$000's |
|--|--------------|----------------|
| Road Construction General | Capital | 761 |
| Main Roads WA Project Roads Construction | Capital | 243 |
| Roads to Recovery Roads Construction | Capital | 291 |
| Roads Construction Other | Capital | 746 |
| Roads Maintenance General | Operating | 1,264 |
| Flood Damage Repairs | Operating | 13,040 |
| Totals | | 16,347 |
| Roads Depreciation Expenses (non-cash excluded in the above) | Operating | 2,422 |

As can be seen, expenses on Flood Damage Repairs can significantly increase the impact on Council’s normal level of operation of around \$3.3m.



Excluding Flood Damage Repairs and Depreciation the following snapshot highlights the extent of General Roads maintenance and construction activity undertaken during the year

2018/19 Roads General Maintenance & Construction Expense \$000's



During the year Council's small maintenance crew of 2 successfully graded, rolled and generally rebuilt approximately 25km of gravel roads, with work being prioritised on a combination of the condition of the road as well as the nature and extend of traffic.

Other Actions

- ~ Fulton Hogan completed the airstrip reseal and line marking at the Murchison Airport.
- ~ Upgraded internet access between Shire Office and Works Depot
- ~ Plant and W=Equipment. Commenced work to replace a Truck, Loader and Grader, all of which will be finalised in 2019/20.
- ~ Continued to work towards upgrading our Settlement power. During the summer period the existing generating capacity was placed under significant stress so that, whilst Council continues to work towards greening our power operation, a new generator is programmed for 2019/20.
- ~ Work towards providing potable water for Settlement residents and visitors continues.
- ~ General Community Participation;
All residents and ratepayers are encouraged to respond to surveys and provide feedback to Council on an ongoing basis to help build a stronger and economically resilient community. Council regularly updates and utilises its community email list to assist, as well as facilitating publication of the Murchison Monologue about life in the Shire of Murchison. During the year 3 newsletters were produced and distributed.
- ~ Anzac Day in April, Murchison Polocrosse Tournament in May and Shire Christmas celebrations in December continue to be the Shire's main community events.

Bill Boehm
Chief Executive Officer

Strategic Community Plan

The Local Government Act and associated Regulations require a Local Government to: ensure that a strategic community plan is made for its district

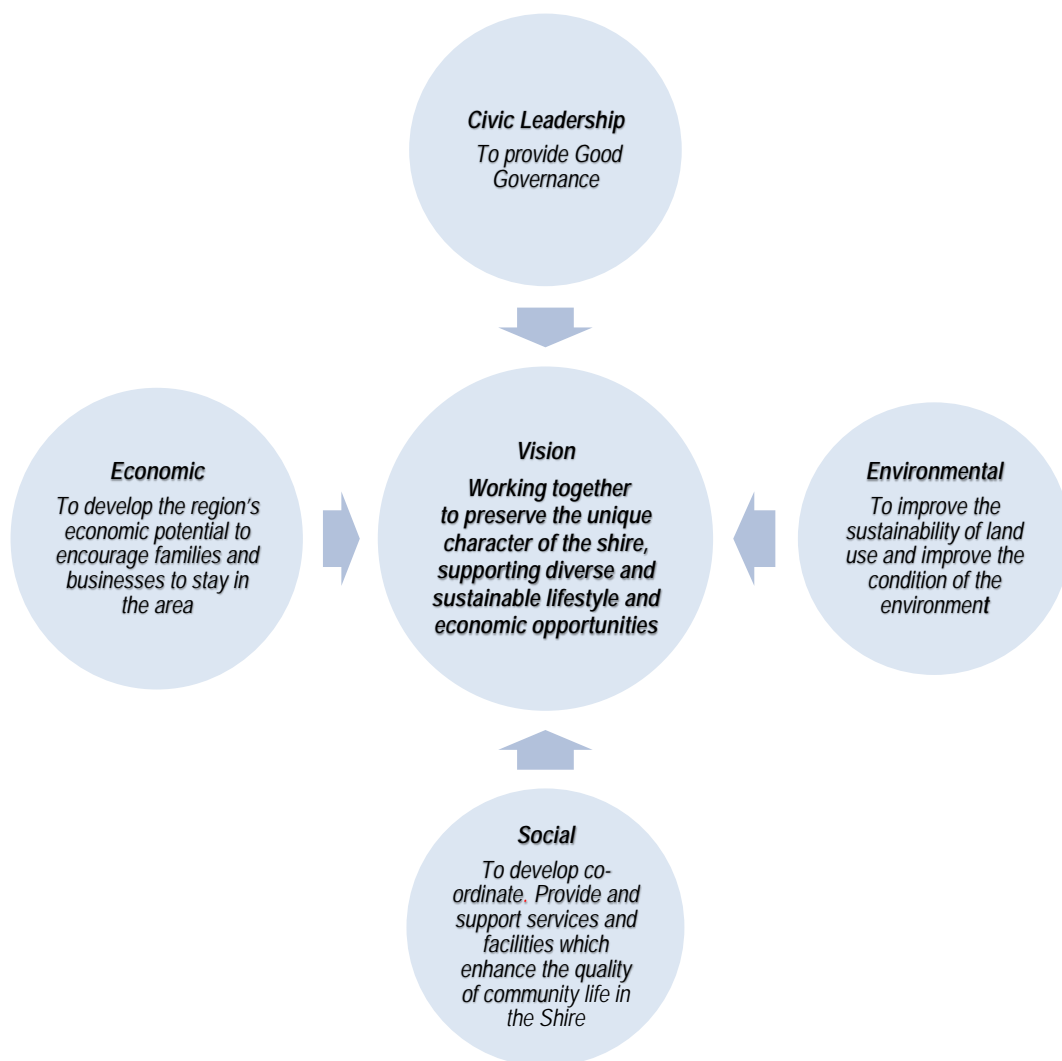
- ~ Ensure that a corporate business plan is made for its district and
- ~ include in its Annual Report an overview of the Plan for the Future, including major initiatives planned to commence or continue in the next year.

In accordance with Integrated Planning and Reporting Requirements, the Shire of Murchison has developed a ten-year Strategic Community Plan, a 15-year Long Term Financial Plan and a four-year Corporate Business Plan.

The Strategic Community Plan was originally developed in 2013 after extensive community consultation. The Plan reflects the Community's vision for the future and is the principal strategic guide for our future planning and activities.

A full review of the plan was undertaken and the revised 2016/17 to 2026/27 Strategic Community Plan was adopted on the 29 March 2017 as per the following overview:

t



Various major initiatives were planned to commence or continue in the next few years. The proposed desktop review of the plan may alter priorities but, in the meantime, the original planned capital program with updated comments is shown in the following table:

| Action | Project | 2019 \$000's | 2020 \$000's | 2021 \$000's | Comments |
|--------------------|--|-----------------|-----------------|-----------------|--|
| 4.3.1.2 | Plant replacement | 959 | 461 | 494 | Program managed within general roadworks program |
| 4.3.1.2 | Plant and equipment renewals - minor plant | 15 | 16 | 16 | Program managed within general roadworks program |
| 3.1.1.1 | Chlorinator | 0 | 0 | 0 | |
| 2.3.1.2 | Fertigation | 0 | 0 | 0 | |
| 2.2.1.1. | Green energy solution | 1,100 | 0 | 0 | Reprogrammed to 2021 |
| 3.2.1.3 | DFES - fast attack | 0 | 120 | 0 | |
| 1.1.1.3 | Road construction and renewal | 1,403 | 1,425 | 1,827 | Generally exceeded targets |
| 3.1.1.1 | Other Infrastructure | 0 | 0 | 0 | |
| 1.1.1.3 | Historic Ballinyoo bridge span | 0 | 0 | 0 | Completed in 2017/18 |
| 3.1.1.3 | Cemetery beautification | 0 | 0 | 0 | |
| 1.1.1.3 | Storage bunkers for road building materials | 25 | 0 | 0 | |
| 4.3.1.2 | Furniture and equipment renewals | 15 | 16 | 16 | |
| 1.2.1.1 | Interpretive centre | 1,500 | 0 | 0 | To be reviewed |
| 1.2.1.2 | Backpackers accommodation and camper's kitchen | 500 | 0 | 0 | Yet to commence |
| 3.1.1.1 | Extend administration offices | 0 | 0 | 500 | |
| 3.1.1.1 | Sheds for residential houses | 0 | 0 | 0 | |
| 3.1.1.1 | Staff housing | 0 | 0 | 0 | Included in 2019/20 |
| 3.1.1.1 | Administration office carports | 0 | 0 | 45 | |
| 3.2.1.3 | First aid transfer room | 0 | 0 | 0 | |
| 3.1.1.1 | Sports club BBQ rotunda | 30 | 0 | 0 | |
| 3.1.1.1 | Tyre storage | 0 | 0 | 0 | |
| 3.1.3.2 | Community centre - renewal | 50 | 0 | 0 | |
| Grand Total | | 5,597 | 2,037 | 2,898 | |

Statutory Reporting Requirements

The following are statutory reporting requirements for inclusion into Council's Annual Report

National Competition Policy

In 1995 the Council of Australian Governments entered into a number of agreements, collectively known as the National Competition Policy. Local government is affected mainly where it operates significant business activities which compete, or could compete, with private sector businesses. Local government will also be affected where local laws unnecessarily affect competition.

Local Government is required to comply with certain policies contained within the National Competition Policy Statement and report on progress in connection with Competitive Neutrality Principles and review of Local Laws.

It is Council's responsibility to determine whether it is engaged in "significant business activities" within the context of its operations and therefore whether it is required to apply the competitive neutrality principles. Local government is only required to implement the above principles to the extent that the benefits to be realised from implementation outweigh the costs in respect of individual business activities exceeding an annual income of \$500,000.

Regarding Council's responsibilities in relation to National Competition Policy and Competitive Neutrality, the Shire reports that:

- ~ Council does not undertake any business enterprises that are classified as either a Public Trading Enterprise or Public Financial Enterprise.
- ~ Competitive neutrality has not been applied to any activities undertaken by the Shire in 2018-19 and no allegations of non-compliance with competitive neutrality principals have been made by any private entity.
- ~ The Shire continues to monitor Council Polices and Local Laws for anti-competitive practices.

Register of Certain Complaints of Minor Breaches

The Local Government Act requires the annual report to contain details about entries made during the financial year in the register of complaints, including:

- ~ the number of complaints; and
- ~ how the recorded complaints were dealt with; and
- ~ any other details that the regulations may require.

Generally, a minor breach is a breach of a local law or code of conduct and the action taken may be public censure, making the person say sorry or sending them to training. A register must be kept of all such breaches.

The Shire of Murchison does not have a designated Complaints Officer and so the Chief Executive Officer fulfils this role.

The Shire reports no complaints as defined under s5.110 (6) (b) or (c) of the Act for the period ending 30 June 2019.

Public Interest Disclosures

The *Public Interest Disclosure Act 2003* facilitates the disclosure of public interest information and provides protection for those making such disclosure and those who are the subject of disclosures. The Act provides a system for the matters disclosed to be investigated and for appropriate action to be taken. The Chief Executive Officer is the designated responsible officer under the Act and has complied with all obligations. There were no disclosures or complaints lodged during 2018-19.

Disability Access and Inclusion Plan

The Disability Services Act 1993 requires a local government or regional local government that has a disability access and inclusion plan must include in its annual report a report about the implementation of the plan.

The Murchison Shire Council Disability Access & Inclusion Plan was originally adopted in July 2008, then reviewed in the later part of 2015 and the review adopted by Council in February 2016, after community consultation. The Disability Access and inclusion Plan 2016–2020 includes seven outcomes and underpinning strategies to ensure that people with disability have the same opportunities as other people to access the services of public authority.

The seven outcomes and achievements against strategies for 2018-19 are:

Outcomes

- 1 People with disability have the same opportunities as other people to access the services of and any events organised by a public authority.
- 2 People with disability have the same opportunities as other people to access the buildings and other facilities of public authority
- 3 People with disability receive information from a public authority in a format that will enable them to access the information as readily as other people are able to access it.
- 4 People with disability receive the same level and quality of service from the staff of a public authority as other people receive from the staff of that public authority.
- 5 People with disability have the same opportunities as other people to make complaints to public authority.
- 6 People with disability have the same opportunities as other people to participate in any public consultation by a public authority.
- 7 People with disability have the same opportunity as other people to obtain and maintain employment with public authority.

Achievements against Strategies

- ~ Shire services are monitored to ensure equitable access and inclusion, especially in regard to events being organised or funded
- ~ The DAIP is considered a living document and is inclusive to all shire plans and strategies.
- ~ Consideration is given to providing wheelchair access for all new development works;
- ~ All recreational areas are accessible.
- ~ All Shire information is available in alternative format upon request;
- ~ Staff are aware;
- ~ Website meets contemporary good practice.
- ~ Staff and Council are aware of disability issues and provide a high standard of customer service to all who attend the Shire.
- ~ Grievance mechanisms are in place but have not yet been utilised by any people with disability.
- ~ Through our website, people with disability are encouraged to participate in any public consultation.
- ~ People with disability are encouraged to apply for any employment with the Shire.

Information About Certain Employees

In accordance with s5.53(2)(g) of the *Local Government Act 1995* and s19B of the *Local Government (Administration) Regulations 1996*, there are three employees entitled to an annual salary of \$100,000 per annum or more. The following information relates to employee remuneration bands and the number of employees within each band:

| Salary Band | Number of Employees | |
|------------------------|---------------------|------|
| | 2019 | 2018 |
| \$100,000 to \$109,999 | 1 | 1 |
| \$110,000 to \$119,999 | 0 | 0 |
| \$120,000 to \$129,999 | 1 | 1 |
| \$130,000 to \$139,999 | 0 | 0 |
| \$140,000 to \$149,999 | 1 | 1 |

Freedom of Information

The Shire of Murchison complies with the Freedom of Information Act 1992 which, amongst other things, has as its objectives, to;

- ~ Enable the public to participate more effectively in governing the state; and
- ~ Make the persons and bodies that are responsible for the State and Local Government more accountable to the public.
- ~ Make available details about the kind of information they hold and enable persons to ensure that personal information held by government agencies about them is "accurate, complete, up to date and not misleading

The Chief Executive Officer is the Shire's Freedom of Information Coordinator. Any formal application for the information that is not already freely available at the Shire may be made formally through the Chief Executive Officer.

It is the aim of the Shire of Murchison to make information available promptly, at the least possible cost and wherever possible, documents will be provided outside the freedom of information (FOI) process. During 2018/19 the Shire received no Freedom of Information applications.

Record Keeping

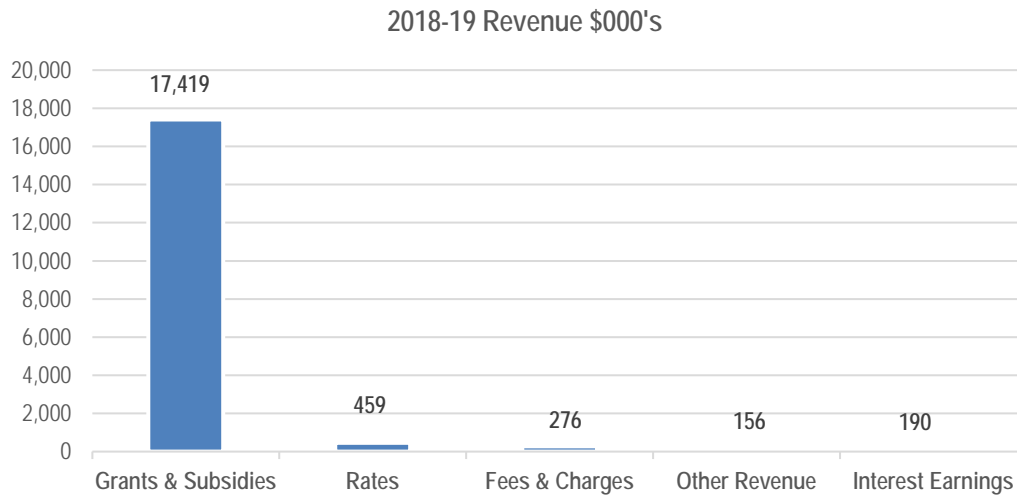
The State Records Act 2000 requires that the Shire maintains and disposes of all records in the prescribed matter. Council has prepared a Record Keeping Plan that is considered to comply with the Act. The record keeping plan is to provide evidence to address that;

- ~ The efficiency and effectiveness of the Shire's record keeping system is evaluated not less than once every 5 years.
- ~ The Shire conducts a record keeping training program.
- ~ Information sessions are conducted for staff as required.
- ~ The Shire's Induction Program for new employees includes an introduction to the local government's record keeping system and program, and information on their record keeping responsibilities.

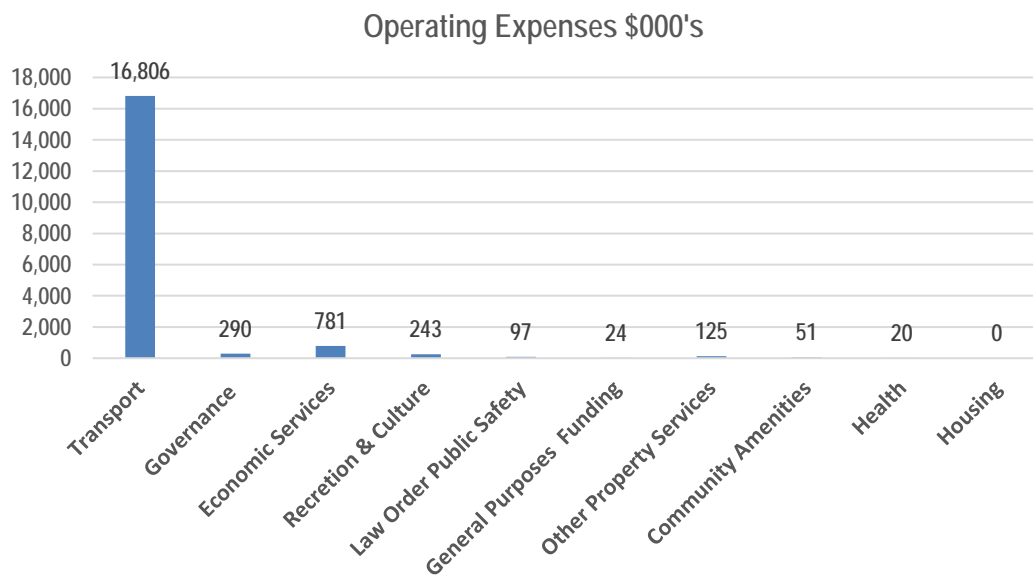
The Record Keeping Plan must be reviewed at least every five years. Between reviews, the implementation/continuation of requirements is to be further developed.

The Shire of Murchison completed a full review of its record keeping plan in November 2018 which will be submitted to the State Records Office. It is expected that a significant amount of catch-up work will be required to implement the plan.

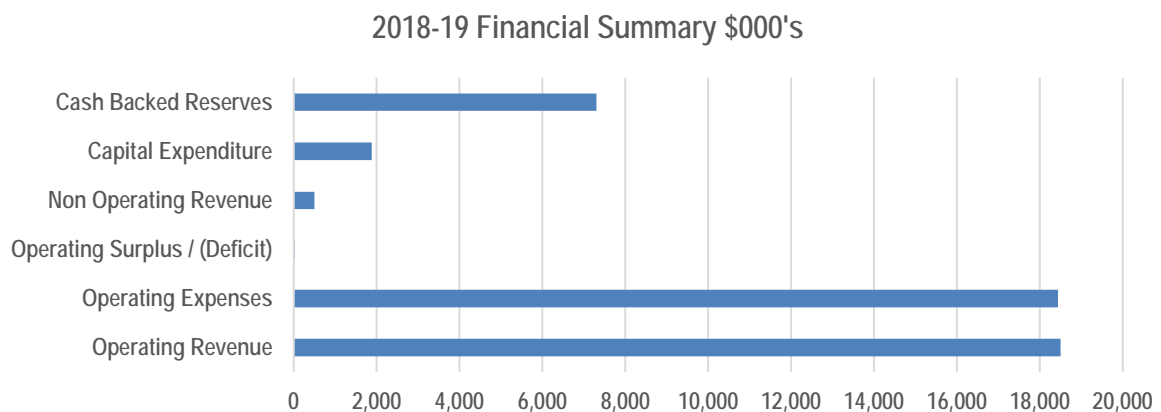
Operating Revenue



Operating Expenses



Financial Summary



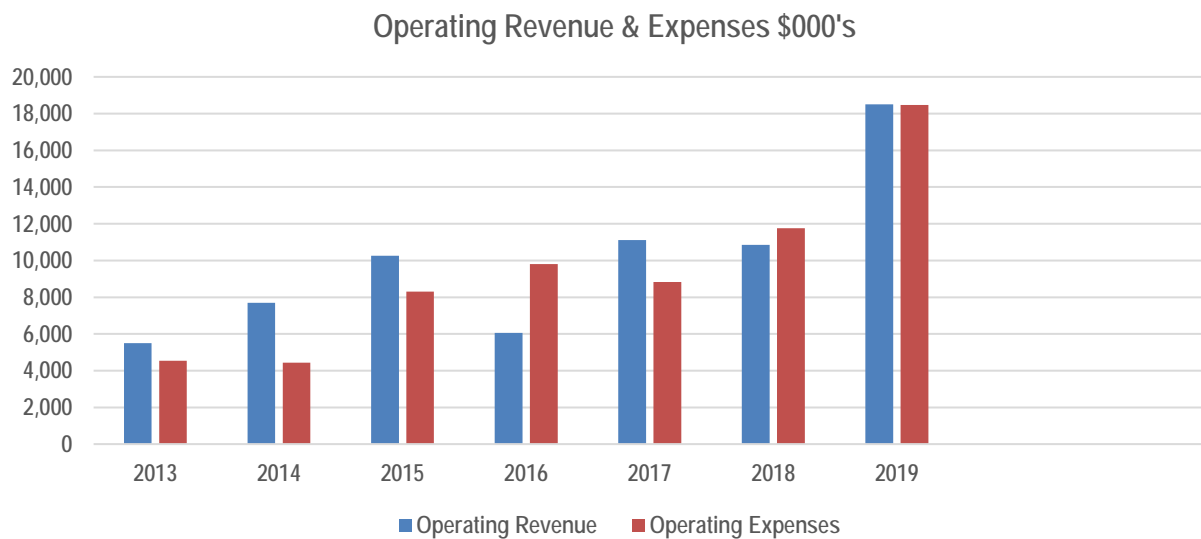
Financial Performance

Financial Summary

A summary of Council's financial performance is shown as follows:

| \$000's | 2019 | 2018 |
|-------------------------------|--------|--------|
| Operating Revenue | 18,499 | 10,849 |
| Operating Expenses | 18,438 | 11,751 |
| Operating Surplus / (Deficit) | 28 | (902) |
| Non-Operating Revenue | 497 | 1,174 |
| Capital Expenditure | 1,877 | 4,539 |
| Cash Backed Reserves | 7,303 | 5,559 |
| Total Liabilities | 2,657 | 477 |

Depending on the circumstances during year the Financial Performance may vary widely. For 2018/19 the main influencing factor that dramatically increased both operating income and operating expenses involved repairs to Council's road network following the January/February 2018 rain event. Effectively Council's normal level of road expenditure increased by around a factor of 4, replicating a situation that has occurred over recent years.

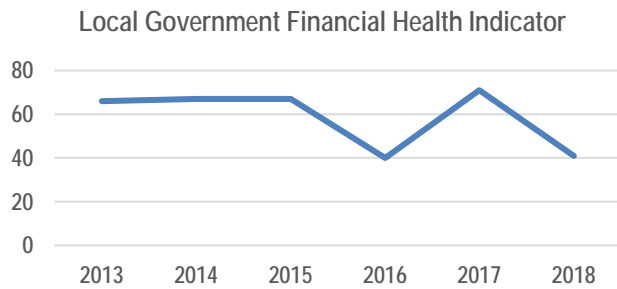


Financial Position

Many small councils in WA are heavily reliant on external funding, delivered through the State Grants Commission (Financial Assistance and Road Grants), Roads to Recovery, Main Roads WA, Flood Damage (where applicable) and other sources. Rate Revenue represents a very small proportion of our operating revenue.

The Department of Local Government Sport & Cultural Industries has, over recent years, developed a Financial Health Indicator (FHI) as a measurement of a local government's overall financial health. It is calculated from the seven financial ratios that local governments are required to calculate annually.

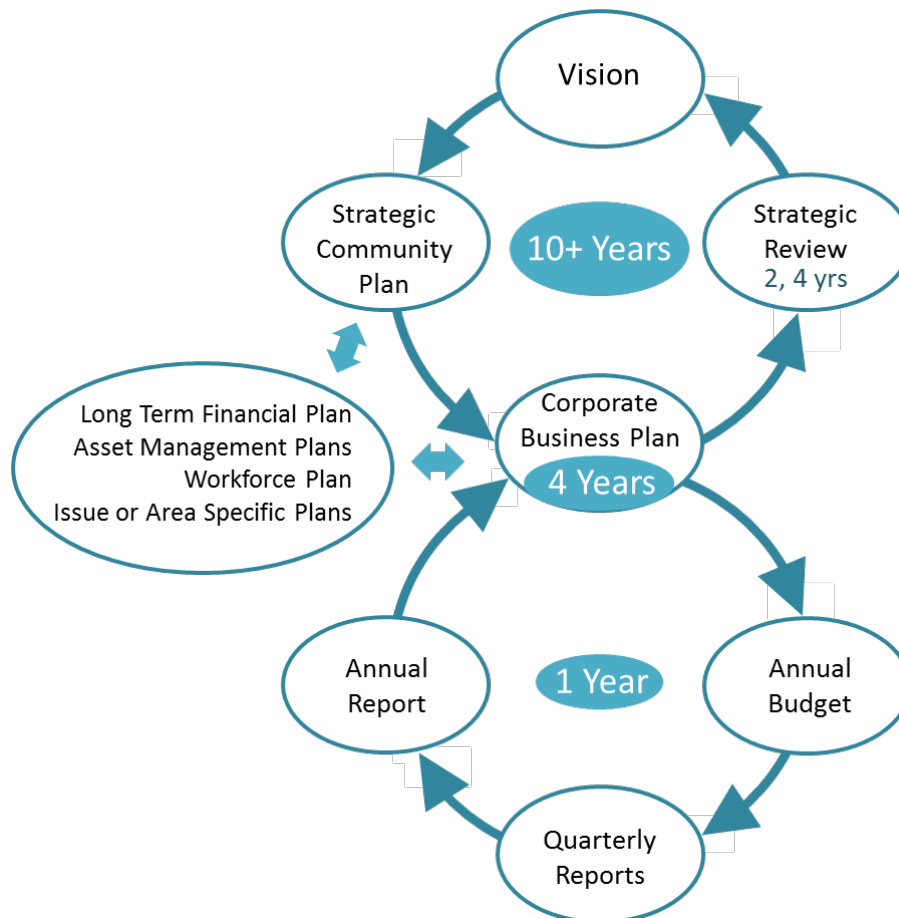
An FHI result of 70 and above is supposed to indicate sound financial health. The maximum result achievable is 100. Results for Murchison over the past of over the past 6 years are as shown adjacent.



Whilst the FHI is one factor to consider in assessing overall performance, other factors include: the range of services offered, efficiency of services delivered, community satisfaction, sparseness, and major events such as flood repairs, etc. The trend over time is more important than the actual figure but, as indicated, depending on major factors such as flood damage there can be a marked change above the normal operating situation. Whilst a council's FHI can be compared with other councils, without a real understanding of comparing like with like, a sound judgement is virtually impossible as a stand-alone measure.

The figure is also subject to question depending on the timing of an entities an asset valuation and the degree of sophistication of the asset management plan. Some of the definitions of ratios required to be calculated do not appear to be in accordance with contemporary practice.

Regardless of the figure, questions maybe be asked by the community about a local government's revenue, expenses and service delivery. This same question is asked at a Council level where it is recognised that having sound data and analysis is critical to good medium to long term decision making. Council is committed to improvements in this area, recognising the need to allocate appropriate resources in line with the following continuous improvement approach.



Financial Report

Council's Financial Report for the year ending 30 June 2019 report comprises the following:

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|--|-----------|
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Logo

Murchison Shire Purchasing Policy

Revision 5 – Adopted by Council on ????

DRAFT

1 Purchasing

The Shire of Murchison is committed to delivering the objectives, principles and practices outlined in this Policy, when purchasing goods, services or works to achieve the Shire's strategic and operational objectives.

This policy complies with the *Local Government (Functions and General) Regulations 1996 (The Regulations)*.

1.1 Objectives

The Shire's purchasing activities will achieve:

- ~ The attainment of best value for money;
- ~ Sustainable benefits, such as environmental, social, local economic and locational factors including the remote nature of the Shire in relation to potential suppliers being considered in the overall value for money assessment;
- ~ Consistent, efficient and accountable processes and decision-making;
- ~ Fair and equitable competitive processes that engage potential suppliers impartially, honestly and consistently;
- ~ Probity and integrity, including the avoidance of bias and of perceived and actual conflicts of interest;
- ~ Compliance with *the Local Government Act 1995, Local Government (Functions and General) Regulations 1996*, as well as any relevant legislation, Codes of Practice, Standards and the Shire/Town/City's Policies and procedures;
- ~ Risks identified and managed within the Shire's Risk Management framework;
- ~ Records created and maintained to evidence purchasing activities in accordance with the State Records Act and the Shire's Record Keeping Plan;
- ~ Confidentiality protocols that protect commercial-in-confidence information and only release information where appropriately approved.

1.2 Ethics & Integrity

The Shire's Code of Conduct applies when undertaking purchasing activities and decision making. Elected Members and employees must observe the highest standards of ethics and integrity and act in an honest and professional manner at all times.

1.3 Value for Money

Value for money is achieved through the critical assessment of price, risk, timeliness, environmental, social, economic and qualitative and locational factors including the remote nature of the Shire in relation to potential suppliers to determine the most advantageous supply outcome that contributes to the Shire achieving its strategic and operational objectives.

The Shire will apply value for money principles when assessing purchasing decisions and acknowledges that the lowest price may not always be the most advantageous.

1.3.1 Assessing Value for Money

Assessment of value for money will consider:

- ~ All relevant Total Costs of Ownership (TCO) and benefits including transaction costs associated with acquisition, delivery, distribution, as well as other costs such as but not limited to holding costs, consumables, deployment, training, maintenance and disposal;
- ~ The technical merits of the goods or services being offered in terms of compliance with specifications, contractual terms and conditions and any relevant methods of assuring quality. This includes but is not limited to an assessment of compliances, tenderers resources available, capacity and capability, value-adds offered, warranties, guarantees, repair and replacement policies, ease of inspection, ease of after sales service, ease of communications etc.
- ~ Financial viability and capacity to supply without the risk of default (competency of the prospective suppliers in terms of managerial and technical capabilities and compliance and where applicable performance history);
- ~ The element of competition by obtaining a sufficient number of competitive quotations wherever practicable and in context of the remote nature of the Shire in relation to potential suppliers consistent with this Policy;
- ~ The safety requirements and standards associated with both the product design and the specification offered by suppliers and the evaluation of risk arising from the supply, operation and maintenance;
- ~ The environmental, economic and social benefits arising from the goods, services or works required, including consideration of these benefits in regard to the supplier's operations, in accordance with this Policy and any other relevant Shire Policy; and
- ~ Providing opportunities for businesses within the Shire's boundaries to quote wherever possible.

1.4 Purchasing Thresholds and Practices

The Shire must comply with all requirements, including purchasing thresholds and processes, as prescribed within the Regulations, this Policy and associated purchasing procedures in effect at the Shire.

1.4.1 Policy Purchasing Value Definition

Purchasing value for a specified category of goods, services or works is to be determined upon the following considerations:

- ~ Exclusive of Goods and Services Tax (GST); and
- ~ Where a contract is in place or proposed, the actual or expected value of expenditure over the full contract period, including all options to extend specific to a particular category of goods, services or works. OR
- ~ Where there is no existing contract arrangement, the Purchasing Value will be the estimated total expenditure for a category of goods, services or works over a one (1) year period. Where the supply category has a high risk of change i.e. to technology, specification, availability or the Shire's requirements (Regulation 12) the period may be extended to a maximum of 5 years.

The calculated estimated Purchasing Value will be used to determine the applicable threshold and purchasing practice to be undertaken.

1.4.2 Purchasing from Existing Contracts

The Shire will ensure that any goods, services or works required that are within the scope of an existing contract will be purchased under that contract.

1.4.3 Table of Purchasing Thresholds and Practices

This table prescribes Purchasing Value Thresholds and the applicable purchasing practices which apply to the Shire's purchasing activities:

| Purchase Value Threshold (excl GST) | Purchasing Practice Required |
|--|---|
| Up to \$5,000 | <ol style="list-style-type: none"> 1 Purchase directly from a supplier using a Purchasing or Corporate Credit Card issued by the Shire, OR 2 Purchase from a WALGA Preferred Supplier Arrangement; OR 3 Seek at least one (1) verbal or written quotation from a suitable supplier; OR 4 Purchase from a Panel of Pre-Qualified Suppliers relevant to the required purchasing category. <p>The rationale for the procurement decision should be documented and recorded in accordance with the Shire Records Management Policy.</p> <p>An official purchase order should be raised for all such purchases, unless a credit card has been used to pay for the goods and services.</p> |
| From \$5,001 and up to \$20,000 | <ol style="list-style-type: none"> 1 Seek at least (2) verbal or written quotations from a WALGA Preferred Supplier Arrangement; OR 2 Seek at least two (2) verbal or written quotations from a suitable supplier; OR 3 Purchase from a Panel of Pre-Qualified Suppliers relevant to the required purchasing category. <p>The rationale for the procurement decision and price benchmarking activities undertaken for each procurement transaction should be documented and recorded in accordance with the Shire Records Management Policy.</p> <p>An official purchase order should be raised for all such purchases, unless a credit card has been used to pay for the goods and services.</p> |
| From \$20,001 and up to \$50,000 | <ol style="list-style-type: none"> 1 Seek at least (2) verbal or written quotations from a WALGA Preferred Supplier Arrangement; OR 2 Seek at least two (2) written quotation from a suitable supplier; OR 3 Purchase from a Panel of Pre-Qualified Suppliers relevant to the required purchasing category. <p>The rationale for the procurement decision and price benchmarking activities undertaken for each procurement transaction should be documented and recorded in accordance with the Shire Records Management Policy.</p> <p>An official purchase order should be raised for all such purchases, unless a credit card has been used to pay for the goods and services.</p> |
| \$50,001 and up to \$150,000 | <ol style="list-style-type: none"> 1 Seek at least two (2) written quotations from a WALGA Preferred Supplier Arrangement; OR 2 Seek at least three (3) written quotations from a suitable supplier OR 3 Seek at least two (2) written quotations from a Panel of Pre-Qualified Suppliers relevant to the required purchasing category. <p>The purchasing decision is to be based upon assessment of the supplier's response to:</p> <ul style="list-style-type: none"> ~ a brief outline of the specified requirement for the goods; services or works required; and ~ value for money criteria, not necessarily the lowest quote. <p>The procurement decision is to be represented using a Brief Evaluation Report.</p> <p>An official purchase order or contract should be raised for all such purchases.</p> |

| Purchase Value Threshold (excl GST) | Purchasing Practice Required |
|--|--|
| Over \$150,000 | <p>1 Seek at least three (3) written quotations from a WALGA Preferred Supplier Arrangement and / or and / or another tender exempt arrangement; OR</p> <p>2 Seek at least three (3) written quotations from a Panel of Pre-Qualified Suppliers relevant to the required purchasing category; OR</p> <p>3 Conduct a Public Request for Tender process in accordance with the Local Government Act 1995 and relevant Shire Policy requirements.</p> <p>The purchasing decision is to be based upon the supplier's response to:</p> <ul style="list-style-type: none"> ~ a specification of the goods, services or works (for a tender exempt process including the WALGA Preferred Supplier Arrangement); or a detailed specification for the open tender process; and ~ pre-determined evaluation criteria that assesses all best and sustainable value considerations. <p>An official purchase order or contract should be raised for all such purchases.</p> |
| Emergency Purchases (Within Budget) | Must be approved by the President or by the Chief Executive Officer under delegation and reported to the next available Council Meeting. |
| Emergency Purchases (Not Included in Budget) | <p>Only applicable where, authorised in advance by the President in accordance with s.6.8 of the <i>Local Government Act 1995</i> and reported to the next available Council Meeting.</p> <p>Where the Shire has an established Panel of Pre-Qualified Suppliers relevant to the required purchasing category, the emergency supply must be obtained from the Panel suppliers.</p> <p>If however, no member of the Panel of Pre-qualified Suppliers or a suitable supplier from WALGA Preferred Supplier Arrangement is available, then the supply may be obtained from any supplier capable of providing the emergency purchasing requirement, and to the extent that it is reasonable in context of the emergency requirements, with due consideration of best and sustainable consideration.</p> |
| WALGA Services (excluding Preferred Supplier Program) | For the purchasing of WALGA Services, a minimum of one (1) written quotation is to be sought and appropriately recorded. Recording is to be in accordance with the threshold levels outlined above. Confirmed via Purchase Order or Contract/Agreement. |
| Insurance Services | <p>LGIS Services are provided as part of a mutual, where WALGA Member Local Governments are the owners of LGIS. Therefore, obtaining insurance services from LGIS is not a procurement activity and is not subject to this Policy.</p> <p>The Council may however resolve to seek quotations from other insurance suppliers and this activity will be subject to the above listed Purchase Value Thresholds.</p> |

1.4.4 Exemptions

An exemption from the requirement to publicly invite tenders may apply when the purchase is:

- ~ obtained from a pre-qualified supplier under the WALGA Preferred Supplier Arrangement or other suppliers that are accessible under another tender exempt arrangement.
- ~ from a pre-qualified supplier under a Panel established by the Shire;
- ~ from a Regional Local Government or another Local Government;
- ~ acquired from a person/organisation registered on the WA Aboriginal Business Directory, as published by the Small Business Development Corporation, where the consideration under contract is worth \$250,000 or less (exc GST) and represents value for money;
- ~ acquired from an Australian Disability Enterprise and represents value for money;
- ~ the purchase is authorised under action by Council under delegated authority;

- ~ within 6 months of no tender being accepted;
- ~ where the contract is for petrol, oil, or other liquid or gas used for internal combustion engines; or
- ~ the purchase is covered by any of the other exclusions under Regulation 11 of the *Regulations*.

1.4.5 Inviting Tenders Under the Tender Threshold

The Shire may determine to invite Public Tenders, despite the estimated Purchase Value being less than the \$150,000 threshold.

This decision will be made after considering:

- ~ Whether the purchasing requirement can be met through the WALGA Preferred Supplier Program or any other tender exemption arrangement; and
- ~ Any value for money benefits, timeliness, risks; and
- ~ Compliance requirements.

A decision to invite Tenders, though not required to do so, may occur where an assessment has been undertaken and it is considered that there is benefit from conducting a publicly accountable and more rigorous process. In such cases, the Shire's tendering procedures must be followed in full.

1.4.6 Other Procurement Processes

1.4.6.1 Expressions of Interest

Expressions of Interest (EOI) are typically considered in situations where the project is of a significant value or contains significant complexity of project delivery that may solicit responses from a considerable range of industry providers.

In these cases, the Shire may consider conducting an EOI process, preliminary to any Request for Tender process, where the purchasing requirement is:

- ~ Unable to be sufficiently scoped or specified;
- ~ Open to multiple options for how the purchasing requirement may be obtained, specified, created or delivered;
- ~ Subject to a creative element; or
- ~ To establish a procurement methodology that allows for an assessment of a significant number of tenderers leading to a shortlisting process based on non-price assessment.

All EOI processes are conducted as a public process and similar rules to a Request for Tender apply. However, the EOI should not seek price information from respondents, seeking qualitative and other non-price information only. All EOI processes should be subsequently followed by a Request for Tender through an invited process of those shortlisted under the EOI.

1.4.6.2 Request for Proposal

As an alternative to a Request for Tender, the Shire may consider conducting a Request for Proposal where the requirements are less known, or less prescriptive and detailed. In this situation, the Request For Proposal would still be conducted under the same rules as for a Request For Tender but would seek responses from the market that are outcomes based or that outline solutions to meet the requirements of the Shire.

1.4.7 Emergency Purchases

An emergency purchase is defined as an unanticipated purchase which is required in response to an emergency situation as provided for in the Act. In such instances, quotes and tenders are not required to be obtained prior to the purchase being undertaken.

Time constraints are not a justification for an emergency purchase. Every effort must be made to anticipate purchases in advance and to allow sufficient time to obtain quotes and tenders, whichever may apply.

1.4.8 Sole Source of Supply

A sole source of supply arrangement may only be approved where the:

- ~ Purchasing value is estimated to be over \$5,000; and
- ~ purchasing requirement has been documented in a detailed specification; and
- ~ specification has been extensively market tested and only one potential supplier has been identified as being capable of meeting the specified purchase requirement; and
- ~ market testing process and outcomes of supplier assessments have been documented, inclusive of a rationale for why the supply is determined as unique and cannot be sourced through more than one supplier.
- ~ A sole source of supply arrangement will only be approved for a period not exceeding three (3) years. For any continuing purchasing requirement, the approval must be re-assessed before expiry to evidence that a Sole Source of Supply still genuinely exists.

1.4.9 Anti-Avoidance

The Shire will not conduct multiple purchasing activities with the intent (inadvertent or otherwise) of "splitting" the purchase value or the contract value, avoiding a particular purchasing threshold or the need to call a Public Tender. This includes the creation of two or more contracts or creating multiple purchase order transactions of a similar nature.

Utilising rolling contract extensions at the end of a contract term without properly testing the market or using a Tender exempt arrangement, will not be adopted as this would place this Local Government in breach of the Regulations (Regulation 12).

The Shire will conduct regular periodic analysis of purchasing activities within supply categories and aggregating expenditure values in order to identify purchasing activities which can be more appropriately undertaken within the Purchasing Threshold practices detailed in clause 1.4.3 above.

2 Sustainable Procurement

The Shire is committed to implementing sustainable procurement by providing a preference to suppliers that *demonstrate* sustainable business practices (social advancement, environmental protection and local economic benefits).

The Shire will embrace Sustainable Procurement by applying the value for money assessment to ensure that wherever possible our suppliers demonstrate outcomes which contribute to improved environmental, social and local economic outcomes. Sustainable Procurement can be demonstrated as being internally focussed (i.e. operational environmental efficiencies or employment opportunities and benefits relating to special needs), or externally focussed (i.e. initiatives such as corporate philanthropy).

Requests for Quotation and Tenders will include a request for information from Suppliers regarding their sustainable practices and/or demonstrate that their product or service offers enhanced sustainable benefits.

2.1. Local Economic Benefit

The Shire encourages the development of competitive local businesses within its boundary first, and second within its broader region. As much as practicable, the Shire will:

- ~ where appropriate, consider buying practices, procedures and specifications that do not unfairly disadvantage local businesses;
- ~ consider the local economic factors including the remote nature of the Shire in relation to potential purchasers;
- ~ consider indirect benefits that have flow on benefits for local suppliers (i.e. servicing and support);
- ~ ensure that procurement plans address local business capability and local content;

- ~ explore the capability of local businesses to meet requirements and ensure that Requests for Quotation and Tenders are designed to accommodate the capabilities of local businesses;
- ~ avoid bias in the design and specifications for Requests for Quotation and Tenders – all Requests must be structured to encourage local businesses to bid; and
- ~ provide adequate and consistent information to local suppliers.

To this extent, a qualitative weighting will be included in the evaluation criteria for quotes and Tenders where suppliers are located within the boundaries of the Shire, or substantially demonstrate a benefit or contribution to the local economy or meeting the ongoing needs of the Shire. These criteria will relate to local economic benefits that result from Tender processes.

The Shire has adopted a Regional Price Preference Policy, which will be applied when undertaking all purchasing activities.

2.1 Purchasing from Disability Enterprises

An Australian Disability Enterprise may be contracted directly without the need to comply with the Threshold and Purchasing Practices requirements of this Policy, where a value for money assessment demonstrates benefits for the Shire's achievement of its strategic and operational objectives.

A qualitative weighting will be used in the evaluation of quotes and Tenders to provide advantages to Australian Disability Enterprises, in instances where not directly contracted.

2.2 Purchasing from Aboriginal Businesses

A business registered in the current Aboriginal Business Directory WA (produced by the Small Business Development Corporation) may be contracted directly without the need to comply with the Threshold and Purchasing Practices requirements of this Policy, only where:

- ~ the contract value is or is worth \$250,000 or less, and
- ~ a best and sustainable value assessment demonstrates benefits for the Shire's achievement of its strategic and operational objectives.

A qualitative weighting will be used in the evaluation of quotes and tenders to provide advantages to businesses registered in the current Aboriginal Business Directory WA, in instances where not directly contracted.

2.3 Purchasing from Environmentally Sustainable Businesses

The Shire will support the purchasing of recycled and environmentally sustainable products whenever a value for money assessment demonstrates benefits for the Shire's achievement of its strategic and operational objectives.

A qualitative weighting will be used in the evaluation of quotes and tenders to provide advantages to suppliers which:

- ~ demonstrate policies and practices that have been implemented by the business as part of its operations;
- ~ generate less waste material by reviewing how supplies, materials and equipment are manufactured, purchased, packaged, delivered, used, and disposed; and
- ~ encourage waste prevention, recycling, market development and use of recycled/recyclable materials.

3 Panels of Pre-qualified Suppliers

3.1. Objectives

The Shire will consider creating a Panel of Pre-qualified Suppliers ("Panel") when a range of similar goods and services are required to be purchased on a continuing and regular basis.

Part of the consideration of establishing a panel includes:

- ~ there are numerous potential suppliers in the local and regional procurement related market sector(s) that satisfy the test of 'value for money';

- ~ the purchasing activity under the intended Panel is assessed as being of a low to medium risk;
- ~ the Panel will streamline and will improve procurement processes; and
- ~ the Shire has the capability to establish a Panel and manage the risks and achieve the benefits expected of the proposed Panel through a Contract Management Plan.

3.2. Establishing and Managing a Panel

If the Shire decides that a Panel is to be created, it will establish the panel in accordance with the Regulations.

Panels will be established for one supply requirement, or a number of similar supply requirements under defined categories. This will be undertaken through an invitation procurement process advertised via a state-wide notice.

Panels may be established for a maximum of three (3) years. The length of time of a Local Panel is decided with the approval of the CEO.

Evaluation criteria will be determined and communicated in the application process by which applications will be assessed and accepted.

In each invitation to apply to become a pre-qualified supplier, the Shire will state the expected number of suppliers it intends to put on the panel.

If a Panel member leaves the Panel, the Shire will consider replacing that organisation with the next ranked supplier that meets/exceeds the requirements in the value for money assessment – subject to that supplier agreeing. The Shire will disclose this approach in the detailed information when establishing the Panel.

A Panel contract arrangement needs to be managed to ensure that the performance of the Panel Contract and the Panel members under the contract are monitored and managed. This will ensure that risks are managed and expected benefits are achieved. A Contract Management Plan should be established that outlines the requirements for the Panel Contract and how it will be managed.

3.3. Distributing Work Amongst Panel Members

To satisfy Regulation 24AD(5) of the Regulations, when establishing a Panel of pre-qualified suppliers, the detailed information associated with each invitation to apply to join the Panel will prescribe one of the following as to whether the Shire intends to:

- ~ obtain quotations from each pre-qualified supplier on the Panel with respect to all discreet purchases; or
- ~ purchase goods and services exclusively from any pre-qualified supplier appointed to that Panel, and under what circumstances; or
- ~ develop a ranking system for selection to the Panel, with work awarded in accordance with the Regulations.

In considering the distribution of work among Panel members, the detailed information will also prescribe whether:

- ~ each Panel member will have the opportunity to bid for each item of work under the Panel, with pre-determined evaluation criteria forming part of the invitation to quote to assess the suitability of the supplier for particular items of work. Contracts under the pre-qualified panel will be awarded on the basis of value for money in every instance; or
- ~ work will be awarded on a ranked basis, which is to be stipulated in the detailed information set out under Regulation 24AD(5)(f) when establishing the Panel. The Shire will invite the highest ranked Panel member, who is to give written notice as to whether to accept the offer for the work to be undertaken. Should the offer be declined, an invitation to the next ranked Panel member is to be made and so forth until a Panel member accepts a Contract. Should the list of Panel members invited be exhausted with no Panel member accepting the offer to provide goods/services under the Panel, the Shire may then invite suppliers that are not pre-qualified under the Panel, in accordance with the Purchasing Thresholds stated in section 5.5 of this Policy. When a ranking system is established, the Panel will not operate for a period exceeding 12 months.

In every instance, a contract must not be formed with a pre-qualified supplier for an item of work beyond 12 months, which includes options to extend the contract.

3.4. Purchasing from the Panel

The invitation to apply to be considered to join a panel of pre-qualified suppliers must state whether quotations are either to be invited to every Panel member (within each category, if applicable) of the Panel for each purchasing requirement, whether a ranking system is to be established, or otherwise.

Each quotation process, including the invitation to quote, communications with Panel members, quotations received, evaluation of quotes and notification of award communications must all be made through eQuotes (or other nominated electronic quotation facility).

Each quotation process, including the invitation to quote, communications with Panel members, quotations received, evaluation of quotes and notification of award communications must all be captured on the Shire's electronic records system. A separate file is to be maintained for each quotation process made under each Panel that captures all communications between the Shire and Panel members.

4 Purchasing Policy Non-Compliance

Purchasing Activities are subject to financial and performance audits, which review compliance with legislative requirements and also compliance with the Shire's policies and procedures.

A failure to comply with the requirements of this policy will be subject to investigation, with findings to be considered in context of the responsible person's training, experience, seniority and reasonable expectations for performance of their role.

Where a breach is substantiated it may be treated as:

- ~ an opportunity for additional training to be provided;
- ~ a disciplinary matter, which may or may not be subject to reporting requirements under the Public Sector Management Act 1994;
- ~ misconduct in accordance with the Corruption, Crime and Misconduct Act 2003.

5 Record Keeping

All purchasing activity, communications and transactions must be evidenced and retained as local government records in accordance with the State Records Act 2000 and the Shire/Town/City's Record Keeping Plan. This includes those with organisations involved in a tender or quotation process, including suppliers.

6 Adoption of this Policy

Adoption of this policy (Revision 50 was endorsed by Council on ??????)

Shire of Murchison Purchasing Policy

Revision 4 – Adopted by Council 22 February 2017

1. POLICY

The Shire of Murchison is committed to delivering best practice in the purchasing of goods, services and works that align with the principles of transparency, probity and good governance.

2. OBJECTIVES

- To ensure best practice policies and procedures are followed in relation to internal purchasing for the Shire of Murchison.
- To ensure compliance with the *Local Government Act 1995* (“the Act”) and the *Local Government (Functions and General) Regulations 1996* (“the Regulations”).
- To ensure compliance with the *State Records Act 2000* and associated records management practices and procedures of the Local Government.
- To undertake purchasing processes that ensure value for money for the Local Government by delivering the most advantageous outcome possible.
- To ensure openness, transparency, fairness and equity through the purchasing process to all potential suppliers.
- To ensure efficient and consistent purchasing processes are implemented and maintained across the organisation.

3. ETHICS & INTEGRITY

3.1 Code of Conduct

All officers and employees of the Shire of Murchison undertaking purchasing activities must have regard for the *Local Government (Rules of Conduct) Regulations 2007* and shall observe the highest standards of ethics and integrity.

3.2 Purchasing Principles

The following principles, standards and behaviours must be observed and enforced through all stages of the purchasing process to ensure the fair and equitable treatment of all parties:

- full accountability shall be taken for all purchasing decisions and the efficient, effective and proper expenditure of public monies based on achieving value for money;
- all purchasing practices shall comply with relevant legislation, regulations, and requirements consistent with the Local Government policies and Code of Conduct;

- purchasing is to be undertaken on a competitive basis where all potential suppliers are treated impartially, honestly and consistently;
- all processes, evaluations and decisions shall be transparent, free from bias and fully documented in accordance with applicable policies, audit requirements and relevant legislation;
- any actual or perceived conflicts of interest are to be identified, disclosed and appropriately managed; and
- any information provided to the Local Government by a supplier shall be treated as commercial-in-confidence and should not be released unless authorised by the supplier or relevant legislation.

4. VALUE FOR MONEY

4.1 Policy

Value for money is an overarching principle governing purchasing which allows the best possible outcome to be achieved for the Local Government. It is important to note that compliance with the purchasing specification is more important than obtaining the lowest price, particularly taking into account user requirements, quality standards, sustainability, life cycle costing and service benchmarks.

4.2 Application

An assessment of the best value for money outcome for any purchasing process should consider:

- all relevant whole-of-life costs and benefits (for goods) and whole of contract life costs (for services) including transaction costs associated with acquisition, delivery, distribution, as well as other costs such as but not limited to holding costs, consumables, deployment, maintenance and disposal;
- the technical merits of the goods or services being offered in terms of compliance with specifications, contractual terms and conditions and any relevant methods of assuring quality;
- financial viability and capacity to supply without risk of default (competency of the prospective suppliers in terms of managerial and technical capabilities and compliance history); and
- a strong element of competition in the allocation of orders or the awarding of contracts. This is achieved by obtaining a sufficient number of competitive quotations wherever practicable.

Where a higher priced conforming offer is recommended, there should be clear and demonstrable benefits over and above the lowest total priced conforming offer.

5. PURCHASING THRESHOLDS AND PROCESSES

5.1 Legislative / Regulatory Requirements

Local Government Act 1995

Local Government (Functions and General) Regulations 1996

Local Government Rules of Conduct 2007

This Purchasing Policy

5.2 Policy

Purchasing that is **between \$5,000 and \$150,000** in total value (excluding GST) must utilise a Request for Quotation process, either direct to the market or through a panel of pre-qualified suppliers (such as a WALGA Preferred Supply Contract).

Purchasing that **exceeds \$150,000** in total value (excluding GST) must be put to public Tender **unless** a regulatory Tender exemption is utilised by the Local Government. Tender exemptions apply in the following instances:

- an emergency situation as defined by s 6.8 (1) (c) of the *Local Government Act 1995*;
- the purchase is from a WALGA Preferred Supply Contract or Business Service. All WALGA Preferred Supply Contracts have been established utilising a competitive public procurement process to pre-qualify suppliers that meet compliance requirements and offer optimal value for money to the Local Government sector;
- the goods or services are to be supplied by or obtained through the government of the State or the Commonwealth or any of its agencies, or through a Local Government or regional Local Government;
- the purchase contract is entered into by auction after being expressly authorised by a resolution of Council;
- the purchase is from a person registered on the Aboriginal Business Directory WA for contracts worth \$250,000 or less;
- the purchase is from an Australian Disability Enterprise;
- the contract is for petrol, oil, or other liquid or gas used for internal combustion engines;
- the Local Government has good reason to believe that, because of the unique nature of the goods or services required or for any other reason, it is unlikely that there is more than one potential supplier; or
- any of the other exclusions under Regulation 11 of the *Local Government (Functions and General) Regulations 1996* apply.

Determining purchasing value is to be based on the following considerations:

1. The actual or expected value of a contract over the full contract period (including all options to extend); or
2. The extent to which it could be reasonably expected that the Local Government will continue to purchase a particular category of goods, services or works and what total value is or could be reasonably expected to be purchased.

5.3 Purchasing Thresholds - Requirements

Below is the purchasing process that must be followed based on the actual or expected value of each purchase by the Local Government:-

| Purchasing Thresholds (ex GST) | Purchasing Requirements |
|--------------------------------|---|
| Up to and including \$4,999 | Goods and services valued (in total) up to \$4,999 do not require the conduct of a competitive process. At least one verbal price should be obtained and the purchase should represent value for money. An official Purchase Order should be raised for all such purchases, unless a credit card has been used to pay for the goods or services. Details of the price obtained must be kept for record keeping purposes. Goods & Services purchased in this category should be market tested on an annual basis. |
| \$5,000 - \$19,999 | Obtain at least three (3) verbal or written quotations (eg email, fax or original copy). Where this is not practical, e.g. due to limited suppliers, it must be noted through records relating to the process. Written notes detailing each verbal quotation must be recorded. OR Obtain quotations directly from a pre-qualified panel of suppliers which include WALGA Preferred Supply Contracts. It is recommended that wherever possible, the Local Government source multiple competitive quotations (at least three Preferred Suppliers) using a simple quotation process either through eQuotes or directly in writing. An official Purchase Order should be raised for all such purchases, unless a credit card has been used to pay for the goods or services. |
| \$20,000 - \$149,999 | Obtain at least three (3) written quotations (eg email, fax or original copy) from suppliers containing price and specification of goods and services. The procurement decision is to be based on all value for money considerations in accordance with the definition stated within this Policy. OR Obtain quotations directly from a pre-qualified panel of suppliers which include WALGA Preferred Supply Contracts. It is recommended that wherever possible, the Local Government source multiple competitive quotations (at least three Preferred Suppliers) using a formal Request for Quotation process either through eQuotes or directly in writing. An official Purchase Order should be raised for all such purchases. |
| \$150,000 or above | Conduct a public Tender process in accordance with this policy The procurement decision is to be based on value for money considerations in accordance with the definition stated within this Policy. OR Obtain quotations directly from a Tender exempt and pre-qualified panel of suppliers which include WALGA Preferred Supply Contracts. It is recommended that wherever possible, the Local Government source multiple competitive quotations (at least three Preferred Suppliers) using a formal Request for Quotation process either through eQuotes or directly in writing. |

Where considered necessary, a Local Government may consider calling public Tenders in lieu of undertaking a Request for Quotation for purchases under the \$150,000 threshold (excluding GST). This decision should be made after considering the benefits of this approach in comparison with the costs, risks, timeliness and compliance requirements and also whether the purchasing requirement can be met through a pre-qualified panel of suppliers such as WALGA Preferred Supply Contracts.

If a decision is made to undertake a public Tender for contracts of less than \$150,000, a Request for Tender process entailing all the procedures for tendering outlined in this Policy must be followed in full.

5.4 Purchasing Procedures

5.4.1 Tender or Request for Quotation through Tender Exempt Panels (\$150,000 or over in value)

For the procurement of goods, services or works where the value exceeds \$150,000, the Local Government must either undertake:

1. a public Tender process; or
2. a Request for Quotation process from a Tender exempt panel of pre-qualified suppliers including WALGA Preferred Supply Contracts (which are specifically designed around Local Government requirements) or State Government Common Use Arrangements (where Local Government access is permitted).

5.4.1.1 Public Tender

In the event that the Shire of Murchison elects to call a public Tender:

- Before Tenders are publicly invited, the Local Government must record the decision to invite Tenders (which is to be recorded in the Tender Register) and must determine in writing the criteria for deciding which Tender should be accepted.
- The Evaluation Panel must be established prior to the advertising of the Tender and include a mix of skills and experience relevant to the nature of the purchase. For Tenders with a total estimated value (ex GST) of between \$40,000 and \$149,999, the Evaluation Panel must contain a minimum of two (2) members. For Tenders with a total estimated value (ex GST) of \$150,000 and above, the Evaluation Panel must contain a minimum of three (3) members.
- A Tender Notice must be advertised in a State wide publication e.g. "The West Australian" newspaper (Local Government Tenders section), preferably on a Wednesday or Saturday.
- The Tender must remain open for at least 14 days after the date the Tender is advertised. Care must be taken to ensure that 14 **full** days are provided as a minimum.
- The Tender Notice must include:
 - a brief description of the goods or services required;
 - information as to where and how Tenders may be submitted;
 - the date and time after which Tenders cannot be submitted; and
 - a contact person to supply more detailed information if required. Detailed information must include:

- such information as the Local Government decides should be disclosed to those interested in submitting a Tender response;
 - detailed specifications of the goods or services required;
 - the criteria for deciding which Tender response should be accepted;
 - whether or not the Local Government has decided to submit a Tender response; and
 - whether or not Tender responses can be submitted by facsimile or other electronic means, and if so, how Tenders may so be submitted.
- Tenders must not be made available (counter, mail, internet, referral, or other means) without a robust process to ensure the recording of details of all parties who acquire the documentation. If clarifications, addendums or further communication are required prior to the close of Tenders, all potential Tenderers must have equal access to this information in order for the Local Government not to compromise its duty to be fair.
 - If, after the Tender has been publicly advertised, any changes, variations or adjustments to the Tender document and/or the Conditions of Tender are required, the Local Government may vary the initial information by taking reasonable steps to give each person who has sought copies of the Tender documents notice of the variation.
 - A Tender response that is not received in full in the required format by the advertised Tender Deadline must be rejected.
 - No Tenders are to be removed from the Tender Box or opened (read or evaluated) prior to the Tender Deadline.
 - Tenders are to be opened in the presence of at least two employees of the Local Government, or the Chief Executive Officer's delegated nominee and at least one other Local Government officer. The details of all Tender responses received and opened must be recorded in the Tenders Register. Tender responses are to be opened in accordance with the advertised time and place. There is no obligation to disclose or record Tendered prices at the Tender opening, and price information should be regarded as *commercial-in-confidence* to the Local Government. Members of the public are entitled to be present.
 - The Tenderer's offer form, price schedule and other appropriate pages from each Tender shall be date stamped and initialled by the two (2) Local Government officers/Local Government officer and delegated nominee present at the opening of Tender responses.
 - Where the Local Government has invited Tender responses and no compliant submissions have been received; direct purchases can be arranged on the basis of the following:
 - a sufficient number of quotations are obtained;
 - the process follows the guidelines for seeking quotations (see Request for Quotation process on page 6);
 - the specification for goods and/or services remains unchanged; and
 - purchasing is arranged within six (6) months of the closing date of the lapsed Tender.
 - Tender responses that have not been rejected must be assessed by the Local Government by means of a written evaluation against the pre-determined criteria. The Evaluation Panel must assess each Tender response that has not been rejected to determine which response is most advantageous.
 - If after the Tender has been publicly advertised and a successful Tenderer has been chosen, and before the Local Government and Tenderer have entered into a contract, a minor variation may be made by the Local Government. A minor variation may **not** alter the nature of the goods and/or services procured, nor

may it materially alter the specification or structure provided for by the initial Tender.

- Each Tenderer shall be notified of the outcome of the Tender following Council resolution or appropriate delegated authority. Notification must include:
 - The name of the successful Tenderer.
 - The total value of consideration of the winning offer.
- The details and total value of consideration for the winning offer must be entered into the Tenders Register at the conclusion of the Tender process.

For this procurement range, selection of Tenderer **must** be based on value for money (in accordance with the definition stated within this Policy) and which Tender response would be most advantageous to the Local Government.

To comply with the requirements of Regulation 18(4) of the *Local Government (Functions and General) Regulations 1996*, the Tender evaluation process must provide a written assessment of the extent that each Tender response satisfies the criteria which was set prior to advertising the Tender. This should include an assessment of qualitative factors such as quality, stock availability, accreditation, time for completion or delivery, warranty conditions, technology, maintenance requirements, organisation's capability, previous relevant experience, environmental and social impacts, corporate social responsibility and any other relevant factors as part of the assessment of the Tender response.

The responsible officer is expected to demonstrate due diligence when conducting a public Tender and must comply with any record keeping and audit requirements.

5.4.1.2 Using a Tender Exempt Panel of Pre-Qualified Suppliers

When accessing a Tender exempt panel of pre-qualified suppliers, such as a WALGA Preferred Supply Contract, the Local Government must utilise a Request for Quotation process through eQuotes or in writing direct with the Preferred Suppliers.

In undertaking a Request for Quotation, the Local Government does not need to request that pre-qualified suppliers provide the type of information that is normally provided in a public Tender. The fact that WALGA has already undertaken a public procurement process and has pre-qualified each Preferred Supplier means that this information has already been obtained and validated.

Additionally, the Local Government does not need to use its own contractual terms and conditions given that WALGA has already developed best practice contractual terms and conditions which have been accepted by every Preferred Supplier. These contractual terms and conditions ensure that the interests of the Local Government are fully protected.

Keeping the scope of the Request for Quotation focused on the specification and the selection criteria that will be utilised by the Local Government to assess different quotations, will ensure that only the required information is sought from Preferred Suppliers and the response process is streamlined.

Responses from Preferred Suppliers should be in writing and contain the price and a sufficient amount of information that addresses the specification and selection criteria provided by the Local Government.

eQuotes

eQuotes is a secure, web-based procurement tool that streamlines and simplifies the Request for Quotation process with WALGA Preferred Suppliers at the same time as facilitating purchasing compliance, probity and control over all aspects of purchasing.

All WALGA Preferred Supply Contracts are available on eQuotes and all necessary contract information is preloaded to enable informed procurement choices, including contract details, insurances, pricing (where applicable) etc.

Request for Quotation Process

In the event that a Local Government elects to call a Request for Quotation, the following process should be followed:

- The Request for Quotation documentation must include:
 - written specification that communicates the requirement(s) in a clear, concise and logical fashion;
 - selection criteria to be applied;
 - price schedule;
 - conditions of responding; and
 - validity period of offer.
- Invitations to quote must be issued simultaneously to ensure that all parties receive an equal opportunity to respond. This can be done through eQuotes or directly to suppliers.
- New information that is likely to change the requirements must be offered to all prospective suppliers at the same time.
- Written responses must be assessed for compliance, then against the selection criteria, and then value for money. All evaluations must be documented.
- Respondents must be advised in writing as soon as possible after the final determination is made and approved.

For this procurement range, selection **must** be based on value for money (in accordance with the definition stated within this Policy) and which quotation would be most advantageous to the Local Government.

The evaluation process should include an assessment of qualitative factors such as quality, stock availability, accreditation, time for completion or delivery, warranty conditions, technology, maintenance requirements, organisation's capability, previous relevant experience, environmental and social impacts, corporate social responsibility and any other relevant factors as part of the assessment of the supplier's response.

The Local Government can utilise the flexible nature of WALGA Preferred Supply Contracts to leverage optimal value for money through the competitive nature of the quotation process and based on their purchasing intent (eg volume or value of items to be purchased, period of contract etc). Additionally, when using a WALGA

Preferred Supply Contract the Local Government may negotiate with the highest rated Preferred Supplier from the evaluation process. This does not rule out the

other Preferred Suppliers until successful conclusion of negotiations via award of contract.

The responsible officer is expected to demonstrate due diligence when conducting a Request for Quotation process and must comply with any record keeping and audit requirements. Record keeping requirements must be maintained in accordance with record keeping policies.

5.4.2 Request for Quotation (\$20,000 or over to \$149,999 in value)

For the procurement of goods or services where the value exceeds \$20,000 but is less than \$149,999, it is recommended that at least three (3) written quotations be obtained from the market or from a pre-qualified panel of suppliers including WALGA Preferred Supply Contracts.

In the event that a Local Government elects to call a Request for Quotation, the following process should be followed:

- Provide a Request for Quotation that includes as a minimum:
 - written specification that communicates the requirement(s) in a clear, concise and logical fashion;
 - selection criteria to be applied;
 - price schedule;
 - conditions of responding; and
 - validity period of offer.
- Invitations to quote must be issued simultaneously to ensure that all parties receive an equal opportunity to respond. This can be done through eQuotes or directly to suppliers.
- New information that is likely to change the requirements must be offered to all prospective suppliers at the same time.
- Written responses must be assessed for compliance, then against the selection criteria, and then value for money. All evaluations must be documented.
- Respondents must be advised in writing as soon as possible after the final determination is made and approved.

Requests for Quotation to a panel of pre-qualified suppliers, such as a WALGA Preferred Supply Contract, should be undertaken through eQuotes or in writing directly with the Preferred Suppliers. Responses from Preferred Suppliers should be in writing and contain the price and a sufficient amount of information that addresses the specification and selection criteria provided by the Local Government.

For this procurement range, selection of supplier should be based on value for money (in accordance with the definition stated within this Policy) and the response which would be most advantageous to the Local Government.

The evaluation of quotations should consider qualitative factors such as quality, stock availability, accreditation, time for completion or delivery, warranty conditions, technology, maintenance requirements, organisation's capability, previous relevant

experience, environmental and social impacts, corporate social responsibility and any other relevant factors as part of the assessment of the Request for Quotation.

The Local Government can utilise the flexible nature of WALGA Preferred Supply Contracts to leverage optimal value for money through the competitive nature of the quotation process and based on their purchasing intent (eg volume or value of items to be purchased, period of contract etc). Additionally, when using a WALGA Preferred Supply Contract the Local Government may negotiate with the highest rated supplier from the evaluation process. This does not rule out the other suppliers until successful conclusion of negotiations via award of contract.

The responsible officer is expected to demonstrate due diligence seeking Request for Quotations and to comply with any record keeping and audit requirements. Record keeping requirements must be maintained in accordance with record keeping policies.

5.4.3 Request for Quotation (\$5,000- \$19,999,)

For the procurement of goods or services between \$5,000 and \$19,999, verbal quotes may be obtained, or a combination of written and verbal.

Verbal Requests for Quotation

- Ensure that the requirement/specification is clearly understood by the Local Government employee seeking the verbal quotations.
- Ensure that the requirement is clearly, accurately and consistently communicated to the supplier being invited to quote.

Written Requests for Quotations

In the event that a Local Government elects to call a Request for Quotation, the following process should be followed:

- Provide a simple Request for Quotation document that outlines the key elements of the process and requires written quotations.
- Provide an appropriately detailed written specification that communicates the requirement(s) in a clear, concise and logical fashion.
- Invitations to quote must be issued simultaneously to ensure that all parties receive an equal opportunity to respond. This can be done through eQuotes or directly to suppliers.
- New information that is likely to change the requirements must be offered to all prospective suppliers at the same time.
- Written responses must be assessed for compliance, then against the selection criteria, and then value for money. All evaluations must be documented.
- Respondents must be advised in writing as soon as possible after the final determination is made and approved.

Requests for Quotation to a panel of pre-qualified suppliers, such as a WALGA Preferred Supply Contract, should be undertaken through eQuotes or in writing directly with the Preferred Suppliers. Responses from Preferred Suppliers should be in writing and contain the price and a sufficient amount of information that addresses the specification and selection criteria provided by the Local Government.

The responsible officer is expected to demonstrate due diligence seeking quotes and to comply with any record keeping and audit requirements.

5.4.4 Request for Quotation (up to \$4,999)

For the procurement of goods & services under \$5,000, one (1) verbal quote must be obtained and the market tested at least annually to ensure prices are competitive.

The requirements relating to verbal quotations are:

- Ensure that the requirement/specification is clearly understood by the Local Government employee seeking the verbal quote;
- Ensure that the requirement is clearly, accurately and consistently communicated to the supplier being invited to quote.

The responsible officer is expected to demonstrate due diligence seeking quotes and to comply with any record keeping and audit requirements.

6. RECORDS MANAGEMENT

6.1 Policy

Records of all Tenders and Requests for Quotation must be retained in compliance with the *State Records Act 2000 (WA)* and the Local Government's internal Records Management Policy.

6.2 Application

All records associated with the Tender or Request for Quotation process must be recorded and retained.

For a Tender process, this includes:

- Tender documentation.
- Internal documentation.
- Evaluation documentation.
- Enquiry and response documentation.
- Approval documentation.
- Notification and award documentation.

For a Request for Quotation process, this includes:

- Quotation documentation
- Internal documentation.
- Approval documentation.
- Order forms and requisitions.

7. SUSTAINABLE PROCUREMENT AND CORPORATE SOCIAL RESPONSIBILITY

Sustainable procurement is defined as the purchasing of goods and services that have less environmental and social impacts than competing products and services.

Corporate Social Responsibility (CSR) in procurement is defined as purchasing which provides preference to organisations that can demonstrate compliance with ethical and regulatory standards and can demonstrate making a positive impact on the communities and markets in which they operate. ISO 26000 provides guidance on how Local Governments can procure goods and services in a socially responsible way.

7.1 Policy

The Shire of Murchison is committed to providing a preference to organisations that demonstrate both sustainable business practices and high levels of corporate social responsibility. Where appropriate, the Local Government shall endeavour to design Requests for Quotation and Tenders to provide an advantage to suppliers demonstrating that they minimise environmental and negative social impacts and embrace CSR. Sustainable and CSR considerations must be balanced against value for money outcomes in accordance with the Local Government's sustainability objectives.

7.2 Application

In practical terms sustainability and corporate social responsibility in procurement means the Local Government shall endeavour at all times to identify and purchase products and services that:

- have been determined as necessary;
- demonstrate environmental best practice in energy efficiency/and or consumption which can be demonstrated through suitable rating systems and eco-labelling;
- demonstrate environmental best practice in water efficiency;
- are environmentally sound in manufacture, use, and disposal with a specific preference for products made using the minimum amount of raw materials from a sustainable resource, are free of toxic or polluting materials and consume minimal energy during the production stage;
- can be refurbished, reused, recycled or reclaimed. Those that are designed for ease of recycling, re-manufacture or otherwise to minimise waste will be given priority;
- demonstrate a regard for the local economy and a supply chain that supports local business development;
- are ethically sourced from sustainable and fair trade supply chains;
- (with regards to motor vehicles) feature the highest fuel efficiency available, based on vehicle type and within the designated price range; and
- (with regards to new buildings and refurbishments) use renewable energy and technologies where available.

8. BUY LOCAL AND REGIONAL PRICE PREFERENCE

8.1 Buy Local

8.1.1 Policy

The Shire of Murchison encourages the participation of local and small businesses in the supply of goods and services and works purchased by or contracted to it.

A key goal in this policy is open and fair competition to ensure that local businesses are provided with every opportunity to bid for work. It is recognised that not every category of goods, services or works that is purchased by the Shire of Murchison will lend itself to supply by local businesses.

8.1.2 Application

As much as practicable, purchasing must:

- ensure that buying practices, procedures and specifications do not unfairly disadvantage local businesses;
- ensure that procurement plans address local business capability and local content;
- explore the capability of local businesses to meet requirements and ensure that Requests for Quotation and Tenders are designed to accommodate the capabilities of local businesses;
- avoid bias in the design and specifications for Requests for Quotation and Tenders – all Requests must be structured to encourage local businesses to bid; and
- provide adequate and consistent information to potential suppliers.

8.2 Regional Price Preference

8.2.1 Policy

A price preference will apply to all Tenders and quotations invited by the Shire of Murchison for the supply of goods and services by regional Tenderers, unless Council resolves that this Policy does not apply to a particular Tender or quotation.

8.2.2 Definitions

1. For the purpose of the Regional Price Preference Policy, the 'Region' is specified as being that geographical area which comprises the whole of the Shire of Murchison.
2. A supplier of goods & services who submits a Tender is regarded as being a regional Tenderer if:

- (a) That supplier has been operating a business continuously out of premises in the region for at least six (6) months; or
- (b) Some or all of the goods or services are to be supplied from regional sources.

Although goods or services that form a part of a Tender submitted by a Tenderer (who is a regional Tenderer by virtue of definition 2b), may be –

- (a) Wholly supplied from regional sources; or
- (b) Partly supplied from regional sources and partly supplied from non-regional sources,

Only those goods or services identified in the Tender as being from regional sources may be included in the discounted calculations that form a part of the assessments of a Tender when a regional price preference policy is in operation.

8.2.3 Application

A preference will be given to a regional Tenderer by assessing the Tender submission as if the price were as prescribed below:

- (a) 10% — where the contract is for goods or services, up to a maximum price reduction of \$50 000;
- (b) 5% — where the contract is for construction (building) services, up to a maximum price reduction of \$50 000; or
- (c) 10% — where the contract is for goods or services (including construction (building) services), up to a maximum price reduction of \$500,000, if seeking Tenders for the provision of those goods or services for the first time, due to those goods or services having been, until then, undertaken by the Local Government.

9. ADOPTION

Adoption of this Purchasing Policy (Revision 4) was endorsed by the Local Government on:

| | Date | Signature |
|-----------|------|-----------|
| CEO | | |
| President | | |

From: [Communications](#)
To: [Bill Boehm](#)
Subject: Local Government House Trust- Deed of Variation
Date: Wednesday, 19 February 2020 9:03:36 AM
Attachments: [Attachment 1 Deed of Variation.pdf](#)
[Attachment 2 Clause 12 of Trust Deed 1994.pdf](#)

Sent on behalf of WALGA CEO Nick Sloan

19 February 2020

Our Ref: NS/RM

Mr Bill Boehm
Chief Executive Officer
Shire of Murchison

Dear Mr Boehm,

Re: Local Government House Trust – Deed of Variation

I am writing to seek your Council's consent by formal resolution to a variation to the Trust Deed for the Local Government House Trust (The Trust).

Shire of Murchison is a unit holder and beneficiary to the Local Government House Trust, holding 1 unit/s as advised in WALGA's recent Quarterly Report Q4 2019.

The Trust's Board of Management is seeking to vary the Trust Deed in order to assist the Trust's income tax exempt status. As stipulated by the Deed, the Trust requires consent of at least 75 per cent of all beneficiaries in order to execute this variation.

As a beneficiary, the Shire of Murchison is requested to consent to the enclosed Deed of Variation supported by a resolution of Council; and to communicate this consent to us in writing. Please note, we are requesting consent for the Trustee to formally execute the attached Deed of Variation – your Local Government is not required to sign the enclosed document.

Further details on the particular Deed Variations and objectives to be achieved by this variation are outlined below.

Background on the Local Government House Trust

The Local Government House Trust ("The Trust") exists primarily to provide building accommodation for the Western Australian Local Government Association. Since January 2014, the Trust has provided WALGA with accommodation at 170 Railway Parade West Leederville.

The current trust deed commenced in 1993 and was amended in 2002 to reflect the merger of the metropolitan and country associations into WALGA. The current Trust Deed pronounces WALGA as Trustee and unit holders as Beneficiaries, with the Trustee holding property and associated monies "upon Trust" and in proportion to the units provided.

Commencement date of the current deed is 17 February 1993, with a vesting date 79 years from commencement - which means that the Trust ends in 2072.

The Trust is exempt from income tax on the basis of being a State / Territory Body (STB) pursuant to *Division 1AB of the Income Tax Assessment Act 1936*.

Trust Deed Variation

Trust Deed amendments set out in the Deed of Variation are based on legal advice and are intended to assist the Trust's income tax exempt status by strengthening the position that the Trust is a State / Territory Body (STB).

Legal advice identified that the Trustee's ability to retire and appoint a new Trustee might affect the Trust's classification as a State or Territory Body (STB). This view, while based upon highly technical grounds, is a risk nonetheless.

Subsequently the Deed of Variation aims to strengthen the position that the Trust is a STB through the following amendments:

1. removing the existing Trustee's power to retire and appoint a new Trustee (Clause 2.1 and 2.2 (22.3) of the Deed of Variation)
2. enabling the beneficiaries to appoint and remove a Trustee (Clause 2.2 (22.4) of the Deed of Variation), and
3. ensuring that the Board of Management is the 'governing body' of the Trust (Clause 2.3 of the Deed of Variation)

The three proposed amendments when applied to the relevant clauses inserted by the Deed of Variation dated 5 June 2002 will subsequently read as follows (proposed amendments shown in red text):

1. Variation 2.1 amends clause 22.1 to point to additional clause:

22.1 Any Trustee of the Trust may retire as Trustee of the Trust: **The Subject to clause 22.3, the** right to appoint any new or additional trustee or trustees of the Trust is hereby vested in the retiring or continuing trustee. A corporation or incorporated association may be appointed as Trustee of the Trust.

2. Variation 2.2 inserts two new clauses:

22.3 The retiring or continuing trustee shall only be entitled to appoint any new or additional trustee of the Trust with the consent of not less than 75% of the Beneficiaries.

22.4 The Beneficiaries may at any time by Special Resolution:

- (a) remove a Trustee from the office as Trustee of the Trust;
- and
- (b) appoint such new or additional Trustee.

3. Variation 2.3 insert a new clause 13A

13A Delegation to the Board of Management

Unless the Beneficiaries otherwise direct (such direction to be given by not less than 75% of the Beneficiaries), the Trustees shall delegate all of the powers authorities and discretions contained in subclauses (a) to (x) of clause 12 to the Board of Management. The Trustees shall, at the direction of the Board of Management, do such things as may be necessary to give effect to the exercise of a power, authority

or discretion by the Board of Management.

Comment

The first two amendments outlined above remove powers granted to the Trustee in the 2002 Deed Variation resulting from the merger to a single Association representing WA Local Governments. These amendments which previously facilitated the transfer of trusteeship to the then new Western Australian Local Government Association are removed, but with the clarification that any appointment must be with the consent of the beneficiaries.

The final amendment intends to confirm that power rests with the Board of Management. As the Board of Management comprises Local Governments, this satisfies the requirements of a STB for tax purposes. This amendment reflects the actual operation of the Trustee in implementing the decisions of the Board of Management whilst retaining sufficient operational discretion to place and renew investments and pay suppliers.

These amendments provide greater power to beneficiaries through the Board of Management, and as such it is anticipated they will be considered acceptable.

Thank you for your consideration of the above amendments we look forward to receiving formal consent to execute these changes via resolution of Council.

If you have any questions regarding the variations, please email Financial Controller Rick Murray at rmurray@walga.asn.au.

Yours sincerely,
Nick

Nick Sloan | Chief Executive Officer | WALGA

(p) (08) 9213 2025 | (m) 0408 941 792 | (e) nsloan@walga.asn.au

Our work regularly takes us across the State and as such WALGA would like to acknowledge the many traditional owners of the land on which we work throughout Western Australia. We pay our respects to their Elders, past, present and emerging.

This email is private and confidential. If you are not the intended recipient, please advise us by return email immediately, and delete the email and any attachments without using or disclosing the contents in any way. The views expressed in this email are those of the author, and do not represent those of the Association unless this is clearly indicated. You should scan this email and any attachments for viruses. The WA Local Government Association accepts no liability for any direct or indirect damage or loss resulting from the use of any attachments to this email.

Attachments

1. Deed of Variation – Copy for information only, this document does not require signing.
2. Clause 12 of Trust Deed 1994. (Excerpt)

DEED OF VARIATION

LOCAL GOVERNMENT HOUSE TRUST



LAW

PERTH

11 Mounts Bay Road, Perth WA 6000

Telephone (08) 9429 2222 Facsimile: (08) 9429 2434

eylawperth@au.ey.com www.ey.com

Our Ref: 4WAL / 2004 7043

THIS DEED dated the _____ day of _____ 2019

BY

WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION of Level 1, 170 Railway Parade, West Leederville in the State of Western Australia (the 'Trustee')

RECITALS

- A. By Deed of Trust undated but stamped 12 February 1980 ('Original Trust Deed') made between CHARLES WILSON TUCKEY, LYAL GORDON RICHARDSON, GORDON LAWRENCE KILPATRICK, HARRY STICKLAND and MAXWELL RAY FINLAYSON (the 'Original Trustees') and THE LOCAL GOVERNMENT ASSOCIATION OF WESTERN AUSTRALIA and the COUNTRY SHIRE COUNCILS ASSOCIATION (the 'Retired Trustees') the Original Trustees declared that they would hold the property therein referred to as the Headquarters and the monies therein referred to as the Trust Fund upon trust for the beneficiaries specified in the second schedule to the Original Deed upon the terms and conditions therein contained (the 'Original Trust').
- B. By Deed dated 2 October 1981 made between the Original Trustees and the Retired Trustees the Original Trustees retired and appointed the Retired Trustees as the trustees of the Original Trust in their place.
- C. By Deed dated 4 May 1994 (the 'New Deed') the Retired Trustees (in the New Deed referred to as THE LOCAL GOVERNMENT ASSOCIATION OF WESTERN AUSTRALIA (INC) and THE COUNTRY SHIRE COUNCILS' ASSOCIATION OF WESTERN AUSTRALIA (INC)) agreed that the proceeds from the sale of the Headquarters and the Trust Fund and the income thereof should be from 17 February 1993 held upon the terms and conditions set out in the New Deed (the 'Trust').
- D. By Deed of Variation dated 5 June 2002 the Retired Trustees varied the New Deed (collectively, the 'Trust Deed') to provide for a new Clause 22 which provides that any trustee of the Trust may retire as trustee of the Trust and appoint a new trustee to act as trustee of the Trust and that notwithstanding that the original number of trustees of the Trust was five where a corporation or incorporated association is appointed as trustee of the Trust then it shall not be obligatory to appoint more than one new trustee.
- E. By Deed dated 6 June 2002 made between the Retired Trustees and the Trustee, the Retired Trustees retired and appointed the Trustee as the trustee of the Trust.
- F. Clause 21.1 of the Trust Deed provides that the Trustees may at any time and from time to time (with the consent of not less than 75% of the Beneficiaries) by deed revoke add to or vary the trusts of the Trust Deed or declare (inter alia) any new or other powers, authorities or discretions concerning the management, control or investment of the Trust Fund upon the terms contained therein.
- G. The Trustee wishes to add to and vary the Trust Deed and declare (inter alia) new or other powers, authorities and discretions concerning the management, control or investment of the Trust Fund in accordance with the terms of this Deed.
- H. More than 75% of the Beneficiaries have consented in writing to the variations to the New Deed and the records relating to this consent will be placed with the original of this Deed.

NOW THIS DEED WITNESSES**1. DEFINITIONS AND INTERPRETATION**

In this Deed, unless the context otherwise requires:

- 1.1 a word importing the singular includes the plural and vice versa, and a word of any gender includes other genders;
- 1.2 another grammatical form of a defined word or expression has a corresponding meaning;
- 1.3 a reference to a clause, paragraph, recital, schedule or annexure is to a clause, paragraph or recital of, or schedule or annexure to, this Deed, and a reference to this Deed includes any schedule or annexure;
- 1.4 a reference to a document or instrument includes the document or instrument as varied, novated, altered, supplemented or replaced from time to time;
- 1.5 a reference to a person includes a natural person, the estate of an individual, a partnership, body corporate, the trustee of a trust (in the trustee's capacity as trustee of the trust), association, governmental or local authority or agency or other entity;
- 1.6 a reference to a statute, ordinance, code or other law includes regulations and other instruments under it and consolidations, amendments, re-enactments or replacements of any of them;
- 1.7 the meaning of general words is not limited by specific examples introduced by 'including, for example' or similar expressions;
- 1.8 Recitals A to H inclusive form part of and are included in this Deed;
- 1.9 headings are for ease of reference and do not affect interpretation;
- 1.10 'Deed' means this deed;
- 1.11 unless specified otherwise, terms which are defined in the Trust Deed and used in this Deed bear the same meanings in this Deed which are ascribed to them in the Trust Deed; and
- 1.12 in the event of any inconsistency between the provisions of the Trust Deed and the provisions of this Deed, the provisions of this Deed will prevail.

2. OPERATIVE PART

The Trustee in exercise of the power given to the Trustee by clause 21.1 of the Trust Deed and with the consent of more than 75% of the Beneficiaries hereby adds to and varies the Trust Deed and declares (inter alia) the following new or other powers authorities and discretions concerning the management, control or investment of the Trust Fund as follows:

- 2.1 delete the word "The" appearing after the words "Any trustee of the Trust may retire as trustee of the Trust." in the existing clause 22.1 and replace it with the words "Subject to clause 22.3, the";

2.2 insert after clause 22.2 the following:

“22.3 The retiring or continuing trustee shall only be entitled to appoint any new or additional trustee of the Trust with the consent of not less than 75% of the Beneficiaries.

22.4 The Beneficiaries may at any time by Special Resolution:

- (a) remove a Trustee from the office as trustee of the Trust; and
- (b) appoint such new or additional Trustee.

For the purposes of this clause 22.4, “Special Resolution” means a resolution passed or decision made by not less than 75% of the Beneficiaries.”

2.3 insert a new clause 13A as follows:

“13A **DELEGATION TO THE BOARD OF MANAGEMENT**

Unless the Beneficiaries otherwise direct (such direction to be given by not less than 75% of the Beneficiaries), the Trustees shall delegate all of the powers authorities and discretions contained in subclauses (a) to (x) of clause 12 to the Board of Management. The Trustees shall, at the direction of the Board of Management, do such things as may be necessary to give effect to the exercise of a power, authority or discretion by the Board of Management.”

3. **SEVERABILITY**

3.1 If any provision of this Deed is found by a competent authority (including without limitation a Court) to be void or unenforceable, then such finding shall not affect the other provisions of this Deed.

3.2 If making a subsequent amendment to this Deed avoids any invalidity or unenforceability of any provision of this Deed, the parties may elect to make that amendment, which shall be deemed for all purposes to be effective immediately prior to the occurrence of that invalidity or unenforceability.

4. **FURTHER ASSURANCES**

All parties shall make, execute and do all acts, deeds, documents and things and sign all documents which may reasonably be required to give full effect to this Deed, and the Trustee shall bear the costs of observing, performing and complying with this clause.

5. **COSTS**

The Trustee shall bear and pay the costs of and incidental to the preparation, execution and stamping of this Deed.

6. **RATIFICATION AND CONFIRMATION**

In all other respects the terms of the Trust Deed are hereby ratified and confirmed.

7. **PROPER LAW**

This Deed shall be governed by the laws of the State of Western Australia and the parties submit to the jurisdiction of the Courts of the State of Western Australia.

EXECUTED as a Deed

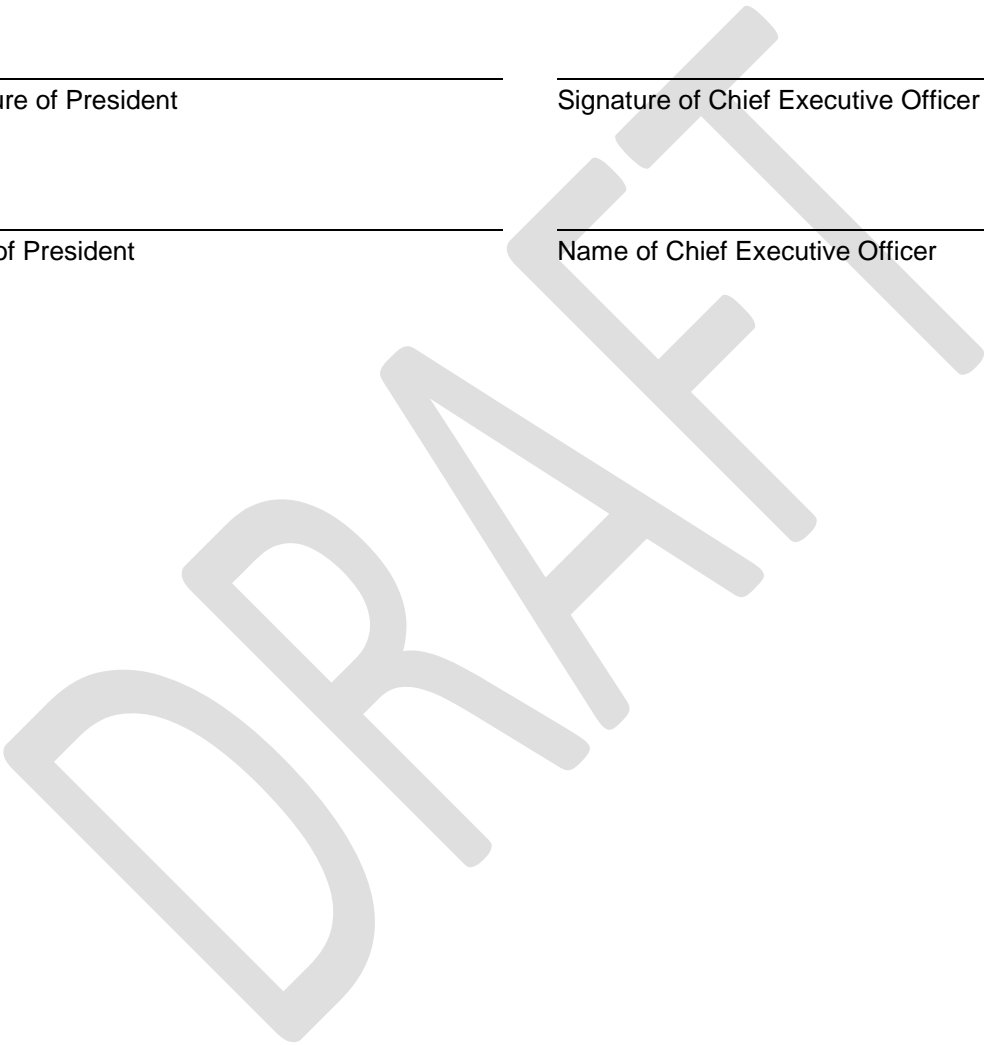
**THE COMMON SEAL of WESTERN)
AUSTRALIAN LOCAL GOVERNMENT)
ASSOCIATION is hereunto affixed in the)
presence of:)**

Signature of President

Signature of Chief Executive Officer

Name of President

Name of Chief Executive Officer



demands outgoings debts and liabilities incurred in respect of the Trust Fund.

10.2 The Trustees may subject to any law in force at the time in relation to this Deed so permitting accumulate all or any part of the income arisen or arising during an accounting period and such accumulation shall be dealt with as an accretion to the Trust Fund but so that the Trustees may at any time or times resort to all such accumulations and pay or apply the whole or any part or parts thereof as if they were income of the Trust Fund for the then current accounting period.

10.3 Subject to Clause 10.2 the Trustees may at any time at their discretion pay the whole or part of the income of the Trust Fund for any accounting period to the beneficiaries in proportion to the number of units of which they are respectively registered as holders at the last day of such accounting period.

11.0 **ADVANCEMENT OF CAPITAL**

The Trustees may at any time and from time to time set aside from the capital of the Trust Fund or raise therefrom any sum or sums of money and pay the same to the beneficiaries in proportion to the number of units in respect of which they are respectively registered at the date of each such payment for their own use and benefit. The payment of any such sum or sums of capital may be made in the same manner and subject to the same provisions as contained in Clause 10.3 in relation to the payment application or setting aside of any income of the Trust Fund.

12.0 **POWERS OF INVESTMENT AND MANAGEMENT**

The Trustees shall apply and invest the Trust Fund in any of the investments from time to time authorised by law for the investment of trust funds by trustees and in addition to and without limiting the powers authorities and discretions vested in the Trustees by law and notwithstanding the trusts hereinbefore declared shall have the following powers authorities and discretions which may be exercised by the Trustees at any time and from time to time in the

Attachment 2 Clause 12 of Trust Deed (Excerpt)

18.6.1 February 2020

absolute and uncontrolled discretion of the Trustees in carrying out the trusts hereof:

- (a) to invest the Trust Fund and deal with manage transpose and realise the Trust Fund or any part thereof whether real or personal property with such powers in all respects as if the Trustees were the absolute owner thereof;
- (b) to purchase or otherwise acquire any investments for cash or otherwise and upon any terms and conditions and to make any such purchase or acquisition for a sum greater than the amount of the Trust Fund for the time being and to agree to pay for any such investments wholly or in part from any future moneys which may come into the Trustees' hands including dividends profits interest or other income payable in respect of any such investments;
- (c) to sell or otherwise dispose of any real or personal property or interest therein for the time being forming the whole or part of the Trust Fund by public auction tender or private treaty at such price or prices and whether for cash or on terms and generally upon any terms and conditions and to grant options for such sale or disposition as aforesaid;
- (d)
 - (i) to borrow and raise moneys from; or
 - (ii) to secure by mortgage or otherwise howsoever the payment of or obligation to pay money to,

any person (including a beneficiary) upon any terms with or without security or interest;
- (e) to vary or transpose any investments and to vary the terms of or property comprised in any security;
- (f) to hold use purchase construct demolish maintain repair renovate reconstruct develop improve sell transfer convey surrender let lease exchange take and grant options or rights in alienate mortgage charge pledge reconvey release or discharge or otherwise deal with any real or personal

property PROVIDED THAT in the improvement or development of any part of the Trust Fund the Trustees shall not be bound by the limitation contained in Section 30(1)(c) of the Trustees Act and the Trustees shall not be bound to apply to any Court to exceed such limitation;

- (g) to pay out of the Trust Fund or the income thereof all costs charges and expenses of and incidental to the management of the Trust Fund or to the exercise of any power authority or discretion hereby or by law conferred on the Trustees or in carrying out or performing the trusts hereof which the Trustees may at any time incur including all taxes of whatever kind payable in respect of the Trust Fund and costs in any way connected with the preparation and execution of these presents;
- (h) to act as manager or to employ any persons (including a Trustee hereof or a unit holder) contractors managers solicitors accountants clerks workmen employees servants or agents to transact all or any business of whatever nature including the receipt and payment of money and to decide the remuneration to be allowed and paid and to pay all charges and expenses so incurred and to create or arrange any scheme or superannuation retirement benefit or pension for the benefit of any person so employed;
- (i) to partition or agree to the partition of or to subdivide or agree to the subdivision or strata title or agree to the strata-titling of any land or other property which or any interest in which may for the time being be subject to the trusts hereof and to pay any moneys by way of equality of partition;
- (j) to determine whether any real or personal property or any increase or decrease in amount number or value of any property or holdings of property or any profit loss receipt or payments from for or in connection with any real or personal property shall be treated as and credited or debited to capital or to income and generally to determine all matters as to which any doubt difficulty or question

may arise under or in relation to the execution of the trusts and powers of this Deed and every determination of the Trustees in relation to any of the matters aforesaid whether made upon a question formally or actually raised or implied in any of the acts or proceedings of the Trustees in relation to the Trust Fund shall bind all parties interested therein and shall not be objected to or questioned on any ground whatsoever;

- (k) to open accounts with any bank or building society and to operate by and in all usual ways any such accounts;
- (l) to give effectual receipts and discharges for any moneys received by or on behalf of the Trustees or otherwise relating to any of the acts matters and things provided for in these presents;
- (m) to provide and set aside out of the Trust Fund or the income thereof such sum of money as the Trustees shall consider is available or necessary for and to pay or apply the same in or towards the discharge or reduction of any encumbrance debt or other liability for the time being affecting the Trust Fund or any part thereof;
- (n) to let sub-let lease or sub-lease for any period (and including to any beneficiary) and at any rental any real or personal property comprised in the Trust Fund upon any terms conditions or covenants;
- (o) to purchase take on lease sub-lease assignment hire or otherwise acquire any estate or interest in any real or personal property for any price premium rental charge payment fee or other consideration and subject to any terms conditions and covenants;
- (p) to take such action as the Trustees shall think fit for the adequate protection of any part of the Trust Fund and to do all such other things as may be incidental to the exercise of any of the powers authorities and discretions hereby or by law conferred on the Trustees;

- (q) to take and act upon the opinion (given in writing) of a solicitor an attorney at law or counsel practising in any country where the Trust Fund or any part thereof may for the time being be or be proposed to be invested in relation to the interpretation or effect of these presents or any other document or statute or as to the administration of the trusts hereof without being liable to any of the beneficiaries in respect of any act done by the Trustees in accordance with such opinion PROVIDED THAT nothing in this provision shall prohibit or impede the Trustees from applying to any Court if it shall think fit or prohibit any unit holder from so doing;
- (r) to allow any beneficiary to occupy have custody of or use any part of the Trust Fund on any terms or conditions as to inventories repair replacement insurance outgoings or otherwise but the Trustees shall not be liable for any loss or damage which may occur to any such part of the Trust Fund during or by reason of any such occupation custody or use except insofar as such loss or damage shall be occasioned by the conscious and wilful default or neglect of the Trustees;
- (s) to permit any part of the Trust Fund to be held or registered in the name of any nominee of the Trustees and to deposit securities deeds and other documents belonging or related to the Trust Fund with any bank or solicitor;
- (t) in the event of any gift stamp or other duties fees or taxes becoming payable in any part of the world in respect of these presents or the Trust Fund or any part thereof in any circumstances to pay all or any part of such duties fees and taxes out of the Trust Fund notwithstanding that such duties fees or taxes or some part thereof are not or may not be recoverable from the Trust Fund by legal process;
- (u) to receive and accept any real or personal property by gift inter vivos or by Will or under the provisions of any other trust or otherwise from any other person as additions to the Trust Fund and to hold the same upon the trusts herein

set forth and to administer such additions under the provisions hereof;

- (v) at any time and from time to time to ascertain and fix the value of the Trust Fund in accordance with the provisions herein contained and for that purpose to engage such competent valuers or experts as the Trustees may select and the Trustees may cause the value so ascertained and fixed to be entered from time to time in a book kept for that purpose;
- (w) to appoint any date earlier than the Vesting Date to be the Vesting Date;
- (x) during an accounting period to nominate any date not more than 18 months after the date of commencement of the then current accounting period as the last day of that accounting period and thereafter the accounting period shall mean each succeeding 12 month period commencing on the day following such nominated date until the anniversary of such nominated date immediately preceding the Vesting Date and the period thereafter until the Vesting Date.

13.0 DELEGATION OF TRUSTEE POWERS

The Trustees if at any time they are more than one shall act jointly and may delegate the exercise of all or any of the powers authorities or discretions hereby or by law conferred on the Trustees:-

- (a) to the Board of Management constituted by clause 14.0 of this Deed, or
- (b) to any other person or persons,

and execute any power of attorney or other instrument necessary to effectuate such purpose.