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Ordinary Council Meeting

27 November 2025

Minutes Attachments

Mid-West Regional Road Group

Reference information for
Elected Members



WALGA

Influence. Support. Expertise.

This reference information aims to inform Elected Members of a Regional Road Group of matters pertinent to the business of that Group.

Specifically, the contents will inform Elected Members of:

- State Road Funds to Local Government Agreement
- Role of the State Road Funds to Local Government Advisory Committee
- Terms of Reference for a Regional Road Group
- Regional Strategies for Significant Local Government roads
- Restricted Access Vehicle (RAV) network
- Accredited Mass Management Scheme (AMMS)
- Funding sources for road projects
- Key Performance Indicators for a Regional Road Group
- WALGA RoadWise

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1.0 Governing Documentation

The various documents that govern the establishment and processes of Regional Road Groups are listed below for easy reference.

- **State Road Funds to Local Government Agreement** - [state-road-funds-to-local-government-agreement-2023-24-to-2027-28.pdf \(mainroads.wa.gov.au\)](#)
- **State Road Funds to Local Government Agreement Procedures** - [Microsoft Word - SRFLGA Procedures - State Road Funds to Local Government Agreement \(D23#763850\) \(mainroads.wa.gov.au\)](#)
- **Regional Road Group Procedures and Practices** – available on request from the Main Roads secretariat (contact details under 14.0)
- **Roads 2040** - <https://walga.asn.au/policy-and-advocacy/our-policy-areas/infrastructure/resources/roads-2040-regional-development-strategies>

2.0 Regional Road Groups

The State Road Funds to Local Government Agreement establishes and guides operation of Regional Road Groups, which the State Road Funds to Local Government Advisory Committee oversees.

The State Road Funds to Local Government governance structure identifies the following Regional Road Groups:

- | | |
|------------------------|-------------------|
| • Gascoyne | • Mid-West |
| • Goldfields-Esperance | • Pilbara |
| • Great Southern | • South West |
| • Kimberley | • Wheatbelt North |
| • Metropolitan | • Wheatbelt South |

The Chairperson of a Regional Road Group shall be an Elected Member. Each Local Government shall be represented on the RRG by an Elected Member appointed by the Local Government.

A Regional Road Group is responsible for:

- Convening at least two meetings per year.
- Developing and recommending to SAC, an annual Local Government roads program for their region.
- Monitoring the implementation of the program in their region.
- Developing and recommending to SAC, Strategies for Significant Local Government Roads.
- Developing and recommending to SAC, three year works projections.
- Establish and maintain project prioritisation methodologies for annual distribution of road funds to Local Government roads within the region.
- Developing regional specific policies and procedures to suit local circumstances.
- Providing updates of regional specific procedures to SAC for approval prior to formal introduction.
- Providing funding information to Local Governments to facilitate grant acquittal in accordance with the annual budget.
- Assisting SAC identify and advocate for Local Government priorities at the regional level.
- Advising SAC of any likely under or over expenditure with an explanation as to the cause and proposed solutions.

- Monitoring and responding to the safety performance of the Local Government road network in the region.
- Dealing with any other business relevant to the transport needs of the region.
- Monitoring and responding to the delivery of the Agreement commitments.

Main Roads Western Australia provides technical and administrative support to Regional Road Groups.

See Annexure 1 for the Terms of Reference for a Regional Road Group and Annexure 5 for the profile of the Mid-West Regional Road Group. The Main Roads secretariat maintains the Regional Road Group procedures and practices document, which outlines the terms of reference, operation of the group, and details of the Multi-Criteria Assessment model used to prioritise Road Project Grant funding submissions. This document is available from the secretariat upon request.

3.0 Regional Road Sub-Groups or Technical Groups

Regional Road Sub Group

A Regional Road Group may establish a Regional Road Sub Group(s) to:

- Assist to identify road-funding priorities.
- Consider local road issues to inform decision making by the Regional Road Group.
- Provide advice to the Regional Road Group.

A Regional Road Group will determine and approve the Terms of Reference for a Regional Road Sub Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Sub Group(s).
- Process to elect the Chairperson.
- Membership of the Sub Group(s).
- Voting rights within the Sub Group(s).
- Voting rights of the Sub Group(s) at the Regional Road Group.

A Local Government may apply to the Regional Road Group to transfer from one Sub Group to another.

Regional Road Technical Group

A Regional Road Group may establish a Regional Road Technical Group to assist with management and consideration of local road issues; and provide technical advice as requested.

- Assist to identify road-funding priorities.
- Consider local road issues to inform decision making by the Regional Road Group.
- Provide technical advice to the Regional Road Group.

A RRG will determine and approve the Terms of Reference for a Regional Road Technical Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Technical Group(s).
- Process to elect the Chairperson.
- Membership of the Technical Group(s).

The Technical Group(s) is an advisory group with no voting rights at the Regional Road Group.

Elected Members can be members of a Technical Group(s); however, ordinarily, Local Government technical staff comprise a Regional Road Technical Group.

4.0 State Road Funds to Local Government Agreement

The State Road Funds to Local Government Agreement (the Agreement) is a formal agreement between State and Local Government in Western Australia.

The Agreement seeks to ensure that funds *are allocated across Western Australia, focusing on areas of strategic importance and areas that will provide maximum benefit to communities. The needs of all road users and the Western Australian community will be considered during the allocation process.* (State Road Funds to Local Government Agreement, Guiding Principles, page 5)

The current Agreement expires in 2027/2028 and states, "On an annual basis, the share of State road funds to be allocated on Local Government roads will be equivalent to 20% of the State Budget estimated motor vehicle licence fees for that year." (State Road Funds to Local Government Agreement, Funding sources, page 8)

The Agreement recognises and determines the membership of:

- State Road Funds to Local Government Advisory Committee
- Regional Road Groups
- Regional Road Sub Groups (if considered necessary)
- Regional Road Technical Advisory Groups (if considered necessary)

Under the Agreement the available funding is managed in two categories:

1. Local Government Managed Programs (Category 1)
2. Main Roads Western Australia Managed Programs (Category 2)

The Agreement (page 3) is projected to produce annual allocations from State road funds to Local Government roads for the years 2023/24 to 2027/28 as per the following schedule:

2023/24	2024/25	2025/26	2026/27	2027/28
\$253 million	\$264 million	\$275 million	\$288 million	\$300 million

The funding is to be distributed to Local Government roads on the basis of¹:

Local Government Managed Programs

(Category 1): 67%

Strategic and Technical Support
Direct Grants
Road Project Grants
State Black Spot
Remote Aboriginal Access Roads

¹ See Annexure 2: Road Funding Sources, and Annexure 3: Indicative timetable for Funding Submissions.

Main Roads Western Australian Managed Programs

(Category 2): 33%

Traffic Management, Signs and Pavement Markings
 Bridgeworks and Inspections
 State Initiatives on Local Roads
 Regional Road Group Support

The allocation to the categories and sub categories will move in line with the total funding available or as otherwise approved by the State Road Funds to Local Government Advisory Committee. (State Road Funds to Local Government Agreement, page 9)

5.0 State Road Funds to Local Government Advisory Committee

The Agreement stipulates the State Road Funds to Local Government Advisory Committee (SAC) will oversee, monitor and endorse to the Honourable Minister for Transport, via the Managing Director Main Roads, the allocation of State funds under this Agreement.

The SAC will set in place and be responsible for the overarching policy and procedures covering the administration and functioning of the Agreement.

Membership

The SAC consists of:

- Managing Director of Main Roads Western Australia as Chairperson.
- Chief Executive Officer of the Western Australian Local Government Association (or their nominee).
- Four representatives as nominated by the Western Australian Local Government Association.
- Four Main Roads Western Australia officers as nominated by Main Roads.

Responsibilities

The responsibilities of SAC include:

- Endorsing the Annual Local Roads Program to the Managing Director, Main Roads WA.
- Monitoring the delivery and acquittal of funded programs/projects.
- Redistributing funds between projects, programs and Regional Road Groups if required to suit delivery progress/schedules.
- Reviewing individual Regional Road Group procedures.
- Set and be responsible for the procedures covering the administration and functioning of the Agreement.
- Responding with appropriate strategies when funding changes are made under the Agreement.
- Deciding and approving changes to relevant policies and processes affecting the Agreement.
- Responding to transport issues received from Regional Road Groups, Local Government and MRWA.

The SAC will meet a minimum of three times each year. Meeting agendas/minutes will be available on the WALGA website at: <http://walga.asn.au/Policy-Advice-and-Advocacy/Infrastructure/Funding.aspx>

6.0 Mid-West Regional Road Group Road Policy and Procedures Manual

The Mid-West Regional Road Group has a document titled “Mid West Regional Road Group Policy and Procedure Manual”. The manual provides information on:

- Representation and Election of Office Bearers
- Local Road Project Funding
- Significant Roads
- Miscellaneous Policy

The Main Roads WA Mid-West Regional Office can provide a copy of the manual.

7.0 Regional Strategies for Significant Local Government Roads

Each Regional Road Group has a document known as *Regional Strategies for Significant Local Government Roads*. The document provides a strategic view of regionally significant Local Government roads and the development strategies for those roads. The current version of the document is [Roads 2040](#).

A Memorandum of Understanding between the State Government and WALGA requires that Regional Road Groups review their road development strategies at five yearly intervals to assess the effects of changing circumstances and demand on the local road network.

Local Governments (via Regional Road Groups) work collaboratively to review their local road network to produce an agreed strategic approach to allocate limited funding across the extensive local road network in WA.

It is important to note that only projects on local roads included in the current version of *Regional Strategies for Significant Local Government Roads* are eligible for Road Project Grant funding under the current State Roads Funds to Local Government Agreement.

See Annexure 2 for a breakdown of State Government and Federal Government funding sources for Local Government roads.

The SAC must endorse any amendment to a Regional Road Group's *Regional Strategies for Significant Local Government Roads* document. If a Regional Road Group seeks an amendment for a road crossing into an adjoining region, SAC requires evidence of agreement with the adjoining Regional Road Group.

Access the current version of *Regional Strategies for Significant Local Government Roads* for each Regional Road Group: <https://walga.asn.au/policy-advocacy/our-policy-areas/infrastructure/roads/roads-2040-regional-road-development-strategies>.

8.0 Level One Bridge Inspections

Local Governments are responsible for bridges on local roads and must perform annual level-one inspections of bridges under their responsibility. Local Governments submit inspection reports to Main Roads WA. Demonstration of such inspections is critical for a Local Government to be eligible for funding from the Agreement to maintain or replace a bridge.

Main Roads WA performs other detailed technical inspections of bridges, known as level-two and level-three inspections, on behalf of and/or in consultation with Local Governments.

Main Roads WA will provide a list each year to every Regional Road Group to monitor annual level-one bridge inspections by member Local Governments. A Regional Road Group may discuss outstanding inspections and, if necessary, consult with Main Roads WA or WALGA to provide support.

To guide Local Governments in their responsibilities, a *Level 1 Bridge Inspection Framework* is available on the WALGA website:

[https://walga.asn.au/awcontent/Web/Documents/Infrastructure/20220803_Level_1_Bridge_Inspection_Framework-\(ID-694010\).pdf](https://walga.asn.au/awcontent/Web/Documents/Infrastructure/20220803_Level_1_Bridge_Inspection_Framework-(ID-694010).pdf)

9.0 Key Performance Indicators for Regional Road Groups

Part 7 of the Agreement relates to Key Performance Indicators (KPIs) for Regional Road Groups. Part 7 states, *Key Performance Indicators will focus on Expenditure Performance, asset management and road safety. KPIs have been established for monitoring purposes and no financial incentives or penalties will apply on the basis of performance against KPIs. Main Roads Western Australia and WALGA will prepare an annual KPI report for SAC. The report will be provided to the Regional Road Groups.*

Expenditure performance

- 1.1 Percentage of Black Spot Programs funding expended. (Includes State Government and Australian Government Black Spot Programs). Target 100%.
- 1.2 Percentage of road project grants expended (includes commodity route supplementary funds projects). Target 100%.

Asset management

- 2.1 Percentage of sealed road length subject to a documented visual condition survey within the region in the previous 5 years. Target 75%.

Local road inventory data

- 3.1 Number of Local Governments by RRG that provide a road inventory data update to Main Roads WA for uploading into the IRIS database in the last three financial years. Target 100%.
- 3.2 Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to MRWA in the previous reporting cycle as per the WALGA/MRWA framework. Target 100%.

Annexure 4 is the KPI report for 2024/2025.

10.0 Restricted Access Vehicle (RAV) Network

A Restricted Access Vehicle (RAV) is a vehicle that exceeds a statutory mass or dimension limit as prescribed in the Road Traffic (Vehicles) Regulations 2014. RAVs can only operate on roads approved by Main Roads, under either an Order (Notice) or a permit. A Notice is an instrument of approval that is published in the Government Gazette and grants access for certain types of RAVs on defined networks of roads. All RAVs require a permit unless they are authorised under a Notice.

There are three types of restricted networks; the Standard RAV Network, Concessional Loading RAV Network and the Tri – drive Restricted Access Vehicle Network.

Operators may apply to add or amend a RAV route. It is Main Roads WA policy to consult with Local Governments before adding or amending a RAV route. Local Governments may request that Main Roads WA consider certain conditions for the RAV route. Once a Local Government has provided their conditional approval for a RAV route, Main Roads WA conducts a route assessment and prepares a summary report. The Main Roads Heavy Vehicle Services (HVS) considers the application before the RAV Network is updated.

The Restricted Access Vehicle (RAV) Network consists of ten levels of road network (i.e. RAV Network 1 to RAV Network 10) on which an approved category of restricted access (heavy) vehicle can be driven (i.e. category 1 restricted access vehicle to category 10 restricted access vehicle). Main Roads WA maintains an electronic list of all roads in the RAV Network.

A restricted access vehicle cannot travel on any road not listed in the RAV network - to do so is contrary to the law.

A higher category restricted access vehicle (e.g. a RAV 10) cannot be driven on a lower RAV rated road (e.g. a RAV 5 road); however, a lower category restricted access vehicle (e.g. a RAV 4) can be driven on a higher RAV rated road (e.g. a RAV 7 road).

Restricted Access Vehicles can only operate on a road (RAV route) approved by Main Roads WA. Vehicle operators may apply to Main Roads WA to add or amend a RAV route and it is the policy of Main Roads WA to refer applications to Local Governments for preliminary assessment.

To provide guidance to a Local Government when assessing an application to add or amend a road on the RAV network, WALGA developed a model policy known as "Policy for Assessing Applications to Operate Restricted Access Vehicles on Local Government Roads". Download the model policy from the WALGA website ([here](#)).

Main Roads WA maintains the following guidance documents for the RAV network:

1. [RAC Access Approval & Review Policy](#)
2. [Standard Restricted Access Vehicle \(RAV\) Route Assessment Guidelines](#)

As of right vehicles

An *as of right vehicle* is any vehicle not a restricted access vehicle, for example, rigid trucks and semi-trailers. These vehicles may operate state-wide provided they are:

- Not a road train or b-double;
- Within regulation axle mass limits;
- Less than nineteen (19) metres in combination length or less than 12.5 metres in length for rigid vehicles;
- Less than 42.5 tonnes in total combination mass;
- Less than 2.5 metres wide (excluding mirrors and lights); and
- Less than 4.3 metres high.

11.0 Accredited Mass Management Scheme (AMMS)

The Accredited Mass Management Scheme (AMMS) is a scheme allowing heavy vehicles to carry additional payload on an identified and limited part of the road network assessed as suitable by Main Roads WA.

AMMS allows for three concessional mass levels and allows for any product and use of any proven loading control method. Only vehicles accredited under the AMMS can carry additional mass.

A transport operator applies to have local roads assessed for inclusion in the AMMS network. Main Roads WA seek the support of Local Government before assessing the suitability of a local road for inclusion in the AMMS network. At that time, Local Governments can seek to have relevant conditions applied to the use of a particular local road.

Once a road is approved for access, it is included on the AMMS network list of roads published on the AMMS page of the Main Roads WA website.

Similar to the RAV network, transport operators must comply with the particular conditions of the AMMS network on which they are operating.

Information about the AMMS is available on the Main Roads WA website:

<https://www.mainroads.wa.gov.au/heavy-vehicles/permit-order-scheme/accredited-mass-management-scheme-amms/>.

12.0 Informing Own Councils

Each Regional Road Group approves and recommends to the SAC a substantial amount of road funding on behalf of member Local Governments. It is useful that delegates to each Regional Road Group keep their own Councils informed of the business and decisions made by the Regional Road Group of which they are a member.

The Procedures state that the "Local Governments RRG representative ensure that the RRG minutes are communicated to each of the LGs other Elected Members."

13.0 WALGA RoadWise

WALGA's RoadWise, through the RoadWise Councils initiative, aims to proactively engage, motivate and support Local Governments in adopting and applying policies and practices that make an effective and sustainable contribution to the achievement of the objectives and targets of the WA road safety strategy.

Local Governments as road managers, planning authorities, community leaders, fleet managers and employers will be supported by WALGA's road safety staff to embed the systems thinking to road safety action.

A team of regional and metropolitan based Road Safety Advisors support RoadWise Councils to achieve this by:

- providing direct assistance and support (services and products),
- applying the safe systems approach within the Local Government context,
- building capacity and capability,
- recognising and showcasing road safety achievements, and
- facilitating opportunities for leadership in local road safety.

Local Governments that are not currently registered as a RoadWise Council will have access to WALGA's road safety information and resources through the RoadWise website and general WALGA communications. WALGA will also provide road safety representation, policy and advocacy on behalf of the Local Government sector.

Visit the RoadWise website; www.roadwise.asn.au or email roadwise@walga.asn.au for further information.

The contact details for the WALGA RoadWise Road Safety Advisor for the Mid-West Region are:

Ross Rayson
Telephone: 0419 953 583
Email: RRayson@walga.asn.au

14.0 Main Roads WA Contact

Contact details for Main Roads WA Mid-West-Gascoyne Region are:

Carnarvon office:
470 Robinson Street, Carnarvon WA 6701 or PO Box 480, Carnarvon WA 6701
Telephone (08) 9941 0777

Or

Geraldton office:
Eastward Road, Geraldton WA 6531 or PO Box 165, Geraldton WA 6531
Telephone 9956 1200

15.0 WALGA Contacts

For further information, please contact the people listed below.

Ian Duncan, Executive Manager, Infrastructure
Telephone: 9213 2031
Email: iduncan@walga.asn.au

Mark Bondietti, Manager, Transport and Roads
Telephone: 9213 2040
Email: mbondietti@walga.asn.au

Max Bushell, Senior Policy Advisor, Road Safety and Infrastructure
Telephone: 9213 2086
Email: mbushell@walga.asn.au

ANNEXURE 1 - Terms of Reference for Regional Road Groups

Excerpt from *State Road Funds to Local Government Procedures*
(Part 8 – September 2023 – document number D23#763850, Main Roads WA)

Terms of Reference for Regional Road Groups

Each Local Government shall be a member of a RRG. RRGs operate under the delegated authority of SAC.

These Terms of Reference shall apply to the role and responsibilities of the RRG.

Management and Administration

Region

Each Local Government in Western Australia shall be included in an appropriate RRG as defined by SAC. As a principle, the regional boundaries be as similar as possible to those used by MRWA.

Where there are exceptional circumstances, a Local Government may apply to SAC to transfer from one RRG to another. Supporting documentation shall accompany an application to justify the reasons for a change.

Where SAC approves a Local Government to transfer to another RRG, it will amend funding allocations to reflect the change.

Chairperson

An Elected Member shall be the Chairperson of each RRG. A RRG shall elect a Chairperson at least every second year at its first meeting following Local Government elections.

Membership

Each Local Government shall be represented on the RRG by an Elected Member.

Voting and Decision Making

As far as practicable, decisions should be by consensus. Where voting is necessary, only Local Government Elected Members will be voting representatives on the following basis:

- One vote for each Local Government represented at RRG meetings where no Sub-Group(s) exist; or
- One vote for each Sub-Group represented at RRG meeting where Sub-Group(s) exist.

Unresolved issues shall be brought to the attention of SAC by the RRG Chair.

Meetings

The Chairperson of a RRG, assisted by the Secretariat, will develop an annual meeting timetable relating to the timetable of SAC.

The schedule of RRG meetings can be found on the WALGA website.

Delegated Representatives

A member of a RRG may delegate authority, including voting rights, to another Elected Member from the same Local Government to attend and represent them at a meeting.

Quorum

Whilst it is expected that each member will either attend each meeting or arrange for a delegated representative, a quorum of 50% plus one is required to conduct a meeting.

Reporting Structure

The Local Government's RRG representative (being an Elected Member under 8.1.3) ensure that the RRG minutes are communicated to each of that LG's other Elected Members.

RRGs will make recommendations to SAC in relation to the annual Local Roads Program and other issues as they pertain to the Local Road Network.

Observers

A RRG Chair and/ or Secretariat may invite to a meeting any person with appropriate experience or expertise to assist in any matter.

Secretariat

MRWA shall provide technical and administrative support to the RRG. Regional Directors will provide the secretariat contact for each RRG (refer to attachment 5 for a Guide).

Regional Road Sub-Group

A RRG may establish a Regional Road Sub-Group(s) to:

- Assist to identify road-funding priorities.
- Consider local road issues to inform decision making by the RRG.
- Provide advice to the RRG.

A RRG will determine and approve the Terms of Reference for a Regional Road Sub-Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Sub-Group(s).
- Process to elect the Chairperson.
- Membership of the Sub-Group(s)
- Voting rights within the Sub-Group(s)
- Voting rights of the Sub-Group(s) at the RRG.

A Local Government may apply to the RRG to transfer from one Sub-Group to another.

Regional Road Technical Group

A RRG may establish a Regional Road Technical Group to assist with management and consideration of local road issues; and provide technical advice as requested.

A RRG will determine and approve the Terms of Reference for a Regional Road Technical Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Technical Group(s).
- Process to elect the Chairperson.

- Membership of the Technical Group(s).

Note: the Technical Group(s) is an advisory group with no voting rights at the RRG.

Correspondence

Address all correspondence:

Chairperson

RRG

C/- Regional Director

Main Roads WA (See Attachment 2 for Regional addresses)

Regional Road Group Responsibilities

Within policies and guidelines established by SAC, the RRG shall be responsible for assessing road funding submissions from its members, the annual distribution of funds to Local Government roads, monitoring and reporting on the financial/delivery outcomes of the application of the funds to Local Government roads in its region.

A RRG shall ensure that funds made available by the State are applied to the Local Government road network to:

- Deliver benefits to the community.
- Preserve, improve, and extend the road system; and
- Comply with the obligations of the Managing Director of MRWA under legislation.

A RRG is responsible for:

- Convening at least two meetings per year.
- Developing and recommending to SAC, an annual Local Government roads program for their region.
- Monitoring the implementation of the program in their region.
- Developing and recommending to SAC, Strategies for Significant Local Government Roads.
- Developing and recommending to SAC, three year works projections.
- Establish and maintain project prioritisation methodologies for annual distribution of road funds to Local Government roads within the region.
- Developing regional specific policies and procedures to suit local circumstances.
- Providing updates of regional specific procedures to SAC for approval prior to formal introduction.
- Providing funding information to Local Governments to facilitate grant acquittal in accordance with the annual budget.
- Assisting SAC with Local Government priorities at the regional level.
- Advising SAC of any likely under or over expenditure with an explanation as to the cause and proposed solutions.
- Monitoring and responding to the safety performance of the Local Government road network in the region.
- Dealing with any other business relevant to the transport needs of the region.
- Monitoring and responding to the delivery of the Agreement commitments.

Key Performance Indicators

- Percentage of Blackspot Programs funding expended. (Target 100%)
- Percentage of Road Project Grants expended. (Target 100%)
- Percentage of sealed road length within the region subject to documented visual condition survey in the previous five years. (Target 75%)

- Number of Local Governments by RRG that provided a road inventory data update to MRWA for uploading into the IRIS database in the last three financial years. (Target 100%)
- Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to MRWA in the previous reporting cycle as per the WALGA/MRWA framework. (Target 100%)

State Road Funds to Local Government Administrative Procedures

(To be used as a guide)

Executive Support

MRWA's Regional Office will provide the executive support and all other administrative, technical support to the RRG. (Where there are Sub Groups or Technical Groups to the RRG, support is to be provided by Local Government.) The following is an outline of the support to be provided:

- Provide information to Regional Road Groups and Local Governments on annual and programs of works, indicative funding and other financial matters.
- Provide the necessary support to assist Local Governments in programming and prioritising projects.
- Provide minute takers for meetings, distribute the minutes to the Regional Road Group members and State Funds to Local Government Advisory Committee.
- Provide the necessary administrative duties involved in the follow up of meeting action.

Records

The following will be maintained by MRWA to support RRG:

- Correspondence File (which provides background information required to support action of the Regional Road Group).
- Meeting and Agenda files (to ensure that ready access is available and records of Minutes maintained).
- Annual and Three-Year Program of Works including amendments.
- Summary of Payments of Local Road Funds to Local Governments.
- Certificates of Completion for Local Roads Projects and Direct Grants.
- An up-to-date Procedures and Road Projects Evaluation Guidelines Manual.
- An up-to-date list of RRG and Sub Group or Technical Group membership.

Meetings

Timing and Venue

An annual timetable will be established and meetings should be conducted on a regular basis. The date and venue of meetings to be determined by the RRG. Consider holding meetings at locations equitable for all participants.

Meeting Agenda

MRWA staff to prepare the Agenda in consultation with Chairperson of the RRG.

Meeting Format

- Chairperson to open meeting, welcome members and observers and call for apologies.
- Confirmation of Minutes of previous meeting.
- Business arising from previous minutes.
- Presentation of Advisory Committee Minutes since last RRG meeting.
- Inwards and Outwards Correspondence
- Reports:
 - Chairperson
 - WALGA Representative Submissions from Local Governments
 - Recommendations to State Road Funds to Local Government Advisory Committee
 - Summary of payments made to Local Governments (recoups, audit forms).
 - Amendments to Program of Works.
 - Black Spot and Road Safety Progress Report
- General Business.
- Future meeting dates.
- Meeting close.

The Agenda provided to each RRG member is to include the following:

- Minutes of the previous meeting.
- Summary of financial status and completion of projects.
- Copies of inward and outward correspondence.
- Any other relevant papers, maps etc. to assist the Group.

Correspondence

In general, correspondence is to be dealt with in the following manner:

- RRG correspondence is addressed to the Chairperson or the Regional Manager.
- All correspondence dealing with Local Roads Funding and RRG involvement is treated as inwards correspondence at the RRG meetings.

Urgent matters are referred by email/facsimile direct to the Chairperson, or otherwise presented at the RRG meeting.

ANNEXURE 2 - Road Funding Sources

The following funding sources are available to Local Governments for roads.

Direct Grants (State Road Funds to Local Government Agreement)

Provided annually for routine maintenance of Local Government roads. The grants are allocated directly to a Local Government using the Asset Preservation Model formula provided by the Western Australia Local Government Grants Commission.

Road Project Grants (State Road Funds to Local Government Agreement)

Provided annually and used for specific projects assessed and prioritised by a Regional Road Group. Funding may only be used on roads of regional significance for specific road improvements and major preservation works such as resealing to maintain the road asset.

Commodity Routes (State Road Funds to Local Government Agreement)

Provided annually (from the Road Project Grant allocation) for routes where there is a significant high priority transport task associated with the transport of a commodity such as grain, timber, agricultural lime, iron ore, etc. The funding is intended for roads requiring upgrade or maintenance to accommodate the commodity transport function.

Road and Bridge Condition Data Collection Fund (State Road Funds to Local Government Agreement)

Provided annually (from the Road Project Grant allocation) for assessing the condition of regionally significant Local Government bituminous sealed roads, as defined in each Regional Road Group's *Regional Strategies for Significant Local Government Roads*, and to assist Local Governments to perform Level 1 bridge inspections on local roads.

State Black Spot Program (State Government)

The Program targets improving the safety of roads with a proven crash history or high-risk location with the likelihood of crashes occurring identified by a road safety audit/inspection. Projects on local roads are funded by a joint contribution of two dollars from the State Government and a one-dollar contribution from the Local Government where the project is located.

State Initiatives on Local Roads (State Road Funds to Local Government Agreement)

Provided annually for works that are generally larger in nature and fall outside the criteria of other funding groups, however are still of strategic importance to the State.

Bridge Works/Bridge Inspections (State Road Funds to Local Government Agreement)

The Commonwealth provides Financial Assistance Grant funding to the Western Australian Local Government Grants Commission in the form of Untied Funds for Local Government. Some of this funding is set aside for major maintenance and replacement of bridges on Local Government roads. The State provides a matching contribution of \$1 for every \$2 provided under this arrangement.

Remote Aboriginal Community Access Roads (State Road Funds to Local Government Agreement)

The Commonwealth provides Financial Assistance Grant funding to the Western Australian Local Government Grants Commission in the form of Untied Funds for Local Government. Some of this funding is set aside for access roads serving Aboriginal Communities. The State provides a matching contribution of \$1 for every \$2 provided under this arrangement.

Australian Government Black Spot Program (Australian Government)

The Program aims to reduce the social and economic costs of road trauma by treating locations with a record of casualty crashes or with the likelihood of crashes occurring identified by a road safety audit/inspection. The Australian Government fully funds projects on local roads under this program.

Roads to Recovery (Australian Government)

Funded by the Australian Government, the Roads to Recovery Program commenced in 2001 to address the significant amount of Local Government road infrastructure reaching the end of its economic life. In many cases, replacing this infrastructure was beyond the capacity of Local Governments. Roads to Recovery funds are paid directly to Local Governments for priority road projects chosen by Local Governments.

Low Cost Urban Road Safety Program (WA State Government)

The goal of this program is to identify and prioritise areas within neighbourhoods that have a higher-than-average casualty crash rate. Once identified, funding is available to Local Governments via reimbursement to construct various area-wide or whole-of-street road treatments with the intent of reducing serious injuries and fatalities. Local Governments are responsible for conducting consultation, maintenance, and evaluation under this program.

Disaster Recovery Funding Arrangements Western Australia (WA State Government)

Revised in 2018, the Disaster Recovery Funding Arrangement outlines the necessary details and context for applying for funding for disaster relief and recovery efforts. The funding is divided into four different types with Local Governments most likely to apply for and receive funding under Category B, emergency assistance for the repair of essential public assets, and Category C, a community recovery package supporting holistic recovery.

WA Bicycle Network Grants Program (WA State Government)

Administered through the WA Department of Transport, the WA Bicycle Network Grants Program provides funding to Local Governments for various initiatives intended to encourage people of all ages and abilities to ride bicycles. There are currently two streams of funding, the Perth Bicycle Network and Regional Bicycle Network grants, which supports the development of bicycle plans and infrastructure, and the Active Travel Officer grants, intended to provide financial support to Local Governments in employing Active Travel Officers.

Financial Assistance Grants (Australian Government)

These grants are provided directly to Local Governments from the Australian Government. The funding is provided via two separate streams, a general purpose element allocated based on population and an element specifically for Local Government roads distributed by historical shares. Funding from this source is provided quarterly, is untied, and can be spent in accordance with identified local priorities.

See Annexure 3 – Indicative timetable for funding submissions

ANNEXURE 3 – Indicative timetable for funding submissions

Indicative timetable for funding applications and proposed meetings of the Mid-West Regional Road Group.

AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

Process step	Month
Call for submissions	April
Proposed Mid-West RRG meeting	May
Submissions close	July
Submissions assessed	September/October
Prepare recommended program	October/November
Proposed Mid-West RRG meeting	November
State Panel meets and assesses recommended program	December
Submit recommended program to State Government for approval	December
Proposed Mid-West RRG meeting	February
Approved program announced	May

STATE GOVERNMENT BLACK SPOT PROGRAM

Process step	Month
Call for submissions	April
Proposed Mid-West RRG meeting	May
Submissions close	July/August
Submissions assessed	September/October
Proposed Mid-West RRG meeting	November
Prepare recommended program	November
State Panel meets and assesses recommended program	December
Submit recommended program to State Government for approval	December
Proposed Mid-West RRG meeting	February
Approved program announced	May

ROAD PROJECT GRANTS

Process step	Month
Local Governments apply to the RRG for project funds with supporting justification	September (for next financial year)
Proposed Mid-West RRG meeting	November
RRG's provide project recommendations to SAC	November (for next financial year)
SAC makes project recommendations to the Managing Director, Main Roads WA	December (for next financial year)
Proposed Mid-West RRG meeting	February
Proposed Mid-West RRG meeting	May
Local Governments advised of approved projects	June (for next financial year)
RRG to advise SAC of likely under expenditure of allocated funds (if applicable)	Before end of June (for current financial year)

COMMODITY ROUTE SUPPLEMENTARY FUNDING

Process step	Month
Proposed Mid-West RRG meeting	May
Call for submissions	June
Submissions close	September
RRG assesses projects and makes recommendations to Technical Review Group (consists of representatives from WALGA and Main Roads WA, Perth)	September/October
Technical Review Group assesses projects and makes recommendations to SAC	October/November
Proposed Mid-West RRG meeting	November
SAC approval	December
To State Government for approval	January
Approved program announced	January
Proposed Mid-West RRG meeting	February

ANNEXURE 4 - Key Performance Indicators

Regional Road Group

Key Performance Indicators Annual Report 2024/2025

1.1 Percentage of Black Spot Programs funding expended. (Target 100%)

(Includes State Government and Australian Government Black Spot Programs)

Region	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025
	%	%	%	%	%
Great Southern	59	99	41	71	100
South West	63	64	58	81	50
Gascoyne	100	100	88	100	0
Mid-West	66	67	54	99	55
Goldfields-Esperance	31	46	17	81	53
Kimberley	98	97	32	85	13
Wheatbelt South	44	86	56	76	66
Wheatbelt North	51	53	62	81	64
Pilbara	22	65	45	100	63
Metropolitan	56	53	43	40	41
Program Delivery	54	73	49	66	53

There continue to be concerns around the delivery of Black Spot projects with project delivery decreasing from 2023-2024. Project delivery performance outside the Metropolitan region can vary significantly from year to year due to the relatively small number of projects in the program.

1.2 Percentage of road project grants expended. (Target 100%)

(Includes Commodity Route Supplementary Fund projects)

Region	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025
	%	%	%	%	%
Great Southern	96	84	91	70	77
South West	90	90	83	72	77
Gascoyne	100	84	100	100	98
Mid-West	100	100	100	90	80
Goldfields-Esperance	94	78	99	90	70
Kimberley	100	78	84	84	53
Wheatbelt South	97	90	89	90	90
Wheatbelt North	90	85	81	87	84
Pilbara	68	75	72	26	81
Metropolitan	87	78	70	64	69
Program Delivery	92	84	87	72	78

While the overall average percentage of road project grant funds expended across all regions has rebounded slightly from 2023-2024, delivery continues to be poor in the Metropolitan region. The Goldfields-Esperance and Kimberley regions also experienced less than satisfactory performance in 2024-2025, while the Gascoyne, Wheatbelt South, Wheatbelt North, Mid-West, and Pilbara expended over 80% of their funding.

2.1 Percentage of sealed road length within the region subject to a documented visual condition survey in the previous 5 years. (Target 75%)

Region	% of sealed road length surveyed in the past 5 years				
	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025
Great Southern	44	81	67	64	64
South West	56	59	45	58	56
Gascoyne	86	56	35	34	86
Mid-West	79	39	80	77	79
Goldfields-Esperance	56	69	71	71	53
Kimberley	35	84	39	44	29
Wheatbelt South	75	100	92	82	81
Wheatbelt North	52	58	83	85	86
Pilbara	100	51	100	100	100
Metropolitan	73	76	61	56	51
Total for WA	64	65	69	67	66

The data excludes 19 Local Governments that do not use RAMM. Across WA, only four of ten regions achieved the 75% target with two regions achieving less than 50%.

2.2 Number of Local Governments by RRG that provide a road inventory data update to Main Roads WA for uploading into the IRIS database in the last three financial years. (Target 100%)

Region	Number of Local Governments in RRG	2020-21, 2021-22, and 2022-23	2021-22, 2022-23 and 2023-24	2022-23, 2023-24 and 2024-25
Great Southern	12	4	5	4
South West	16	5	8	12
Gascoyne	4	4	3	4
Mid-West	16	5	5	4
Goldfields-Esperance	9	5	5	4
Kimberley	4	1	2	2
Wheatbelt South	18	7	9	9
Wheatbelt North	24	7	12	12
Pilbara	4	2	2	4

Region	Number of Local Governments in RRG	2020-21, 2021-22, and 2022-23	2021-22, 2022-23 and 2023-24	2022-23, 2023-24 and 2024-25
Metropolitan	30	21	15	19
Total	137	61	66	74

For the first time in the last three years, more than half of Local Governments in WA have updated their road inventory and submitted this information to Main Roads WA for uploading into the IRIS database, based on the previous three years of data.

2.3 Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to Main Roads WA in the previous reporting cycle as per the WALGA/Main Roads WA framework. (Target 100%)

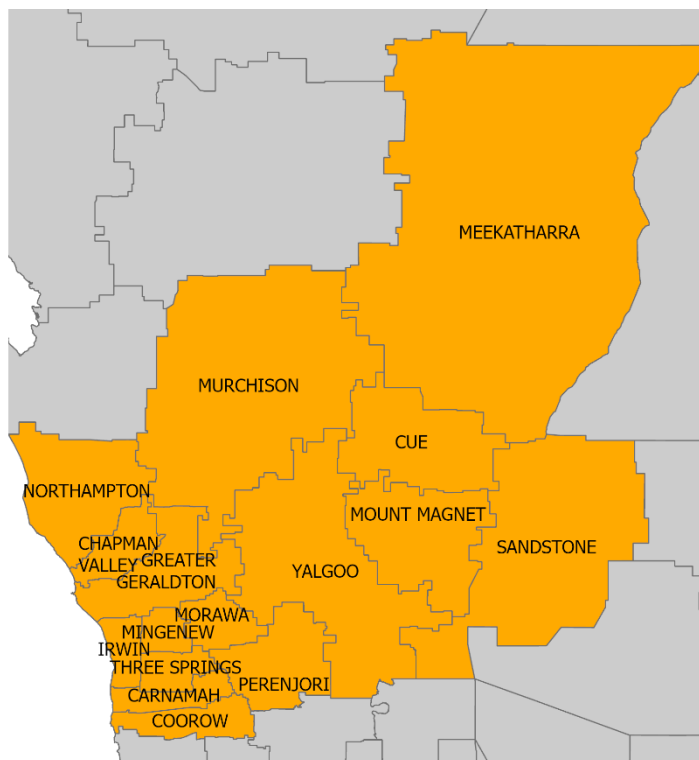
Region	2021-2022	2022-2023	2023-2024	2024-2025
Great Southern	65%	81%	74%	95%
South West	98%	92%	82%	98%
Gascoyne	80%	100%	100%	100%
Mid-West	73%	25%	34%	87%
Goldfields-Esperance	100%	100%	100%	100%
Kimberley	0%	85%	85%	75%
Wheatbelt South	89%	31%	59%	62%
Wheatbelt North	89%	72%	72%	87%
Pilbara	96%	100%	80%	83%
Metropolitan	93%	91%	90%	91%

Level 1 bridge inspections percentages improved in the Great Southern, South West, Mid-West, Wheatbelt South, Wheatbelt North, Pilbara, and Metropolitan regions, in some cases by very substantially. The Gascoyne and Goldfields-Esperance regions conducted inspections on 100% of their bridge assets.

ANNEXURE 5 – Profile of Mid-West Regional Road Group

(Source: Report on Local Government Road Assets & Expenditure 2023/24, Appendix 10, page 116)

Local Governments (16)	Carnamah, Chapman Valley, Coorow, Cue, Greater Geraldton, Irwin, Meekatharra, Mingenew, Morawa, Mount Magnet, Murchison, Northampton, Perenjori, Sandstone, Three Springs, Yalgoo	
Length of roads in Region (km)	Sealed:	3,255
	Gravel:	8,424
	Formed:	4,321
	Unformed:	1,099
	Total:	17,099
Coastal Sub-Group	Shire of Chapman Valley City of Greater Geraldton Shire of Irwin Shire of Northampton	
Murchison Sub-Group	Shire of Cue Shire of Meekatharra Shire of Mount Magnet Shire of Murchison Shire of Sandstone Shire of Yalgoo	
North Midlands Sub-Group	Shire of Carnamah Shire of Coorow Shire of Mingenew Shire of Morawa Shire of Perenjori Shire of Three Springs	





Multi-Criteria Assessment Model for Road Project Grant Funding

Ian Duncan
Executive Manager, Infrastructure
April 2025





Multi-Criteria Assessment Methodology

State Road Funds to Local Government Agreement 2023/24 – 2027/28 Procedures

Using a Multi-Criteria Assessment (MCA) model to evaluate and prioritise projects, the RRG shall determine the particular projects recommended to SAC for funding. The RRG will help ensure that the evaluation methodology used maximises the community benefits by recommending the preservation and improvement projects that meet regional needs.

Preservation Model

Criteria	Recommended Weighting
Condition Assessment	Highest Weight
Safety	Higher Weight
Traffic	Higher Weight
Sustainability	Medium Weight
Social/Economics	Medium Weight

Improvement Model

Criteria	Recommended Weighting
Traffic	Highest Weight
Road Safety	Highest Weight
Economics	Higher Weight
Environment	Higher Weight
Sustainability	Higher Weight
Social	Medium Weight

Each Regional Road Group will be given the flexibility to define the exact weights and the factors that underpin each criterion.



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SHIRE OF MURCHISON

MONTHLY FINANCIAL REPORT

For the Period Ending 31 October 2025

General

Note

- Compilation Report
- Executive Summary

Financial Statements

- Statement of Financial Activity by Nature or Type
- Statement of Financial Activity by Program
- Statement of Financial Position
- Statement of Capital Acquisitions and Funding

Notes to the Statement of Financial Activity

Significant Accounting Policies	Note 1
Explanation of Material Variances	Note 2
Net Current Funding Position	Note 3
Cash and Investments	Note 4
Trust Fund	Note 5
Receivables	Note 6
Cash Backed Reserves	Note 7
Capital Disposals	Note 8
Capital Acquisitions	Note 9
Rating Information	Note 10
Information on Borrowings	Note 11
Grants and Contributions	Note 12
Budget Amendments	Note 13



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Compilation Report

To the Council

Shire of Murchison

Scope

We have compiled the accompanying special purpose financial statements.

The specific purpose for which the special purpose financial report has been prepared is to provide information relating to the financial performance and financial position of the Shire that satisfies the information needs of the Council and the *Local Government Act 1995* and associated regulations.

The responsibility of the Shire

The Shire is solely responsible for the information contained in the special purpose financial report and have determined that the accounting policies used are consistent and are appropriate to satisfy the requirements of the Council and the *Local Government Act 1995* and associated regulations.

Our responsibility

On the basis of information provided by the Shire, we have compiled the accompanying special purpose financial statements in accordance with the significant accounting policies adopted as set out in Note 1 to the financial statements and APES 315: Compilation of Financial Information.

Our procedures use accounting expertise to collect, classify and summarise the financial information, which the Management provided, into a financial report. Our procedures do not include any verification or validation procedures. No audit or review has been performed and accordingly no assurance is expressed.

To the extent permitted by law, we do not accept liability for any loss or damage which any person, other than the Shire of Murchison, may suffer arising from negligence on our part.

This report was prepared for the benefit of the Council of the Shire of Murchison and the purpose identified above. We do not accept responsibility to any other person for the content of the report.

Travis Bate
Signed at GERALDTON

Date 21st November 2025

RSM Australia Pty Ltd
Chartered Accountants

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SHIRE OF MURCHISON
MONTHLY FINANCIAL REPORT
For the Period Ending 31 October 2025
EXECUTIVE SUMMARY

Statement of Financial Activity

Statements are presented on pages 5 and 6 showing a surplus/(deficit) as at 31 October 2025 of \$2,321,465

Significant Revenue and Expenditure

	Collected / Completed %	Annual Budget \$	YTD Budget \$	YTD Actual \$
Significant Projects				
SKA Route	46%	3,018,941	1,006,300	1,389,300
Power Supply Upgrade	48%	1,148,183	382,724	553,840
Improvements To Drinking Water Reticulation	39%	350,602	116,864	138,466
Carn- Mullewa Rd	3%	1,495,332	498,432	43,809
	46%	4,517,726	1,505,888	2,081,606
Grants, Subsidies and Contributions				
Grants, subsidies and contributions	34%	8,844,887	5,997,941	3,040,327
Capital grants, subsidies and contributions	59%	6,539,163	2,179,716	3,864,284
	45%	15,384,050	8,177,657	6,904,611
Rates Levied	69%	2,760,469	1,454,105	1,899,085

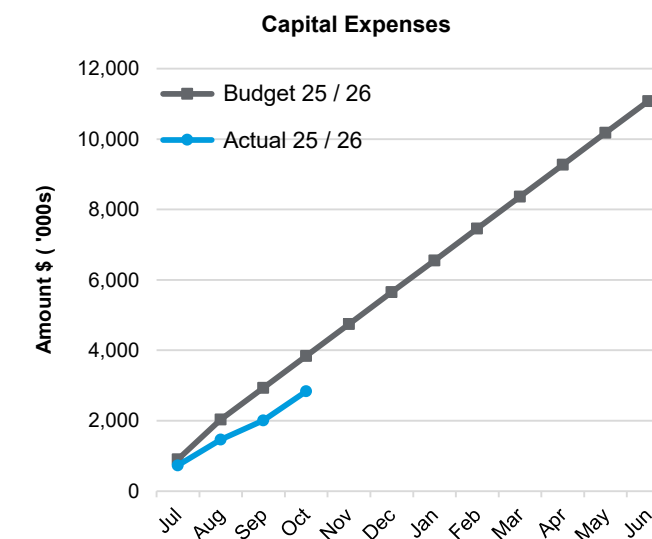
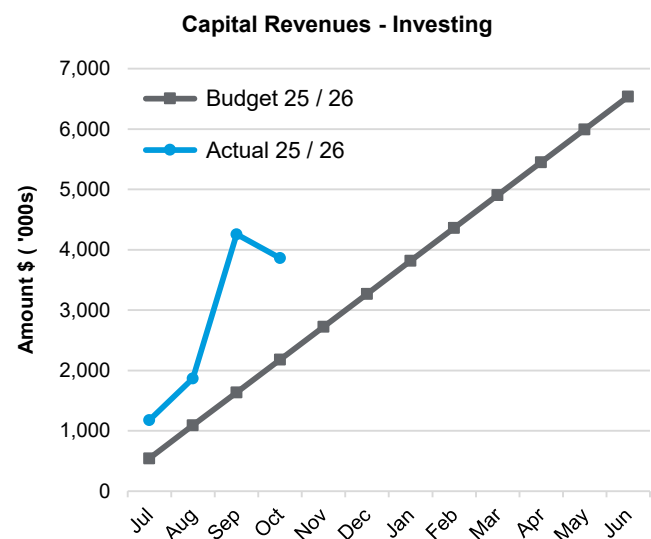
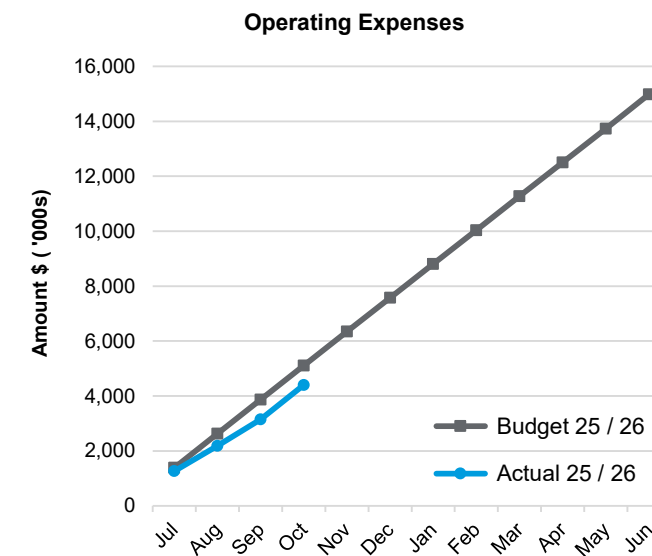
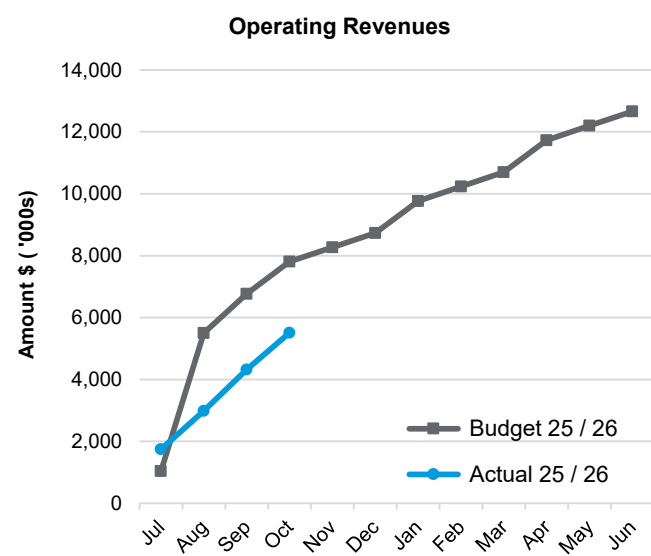
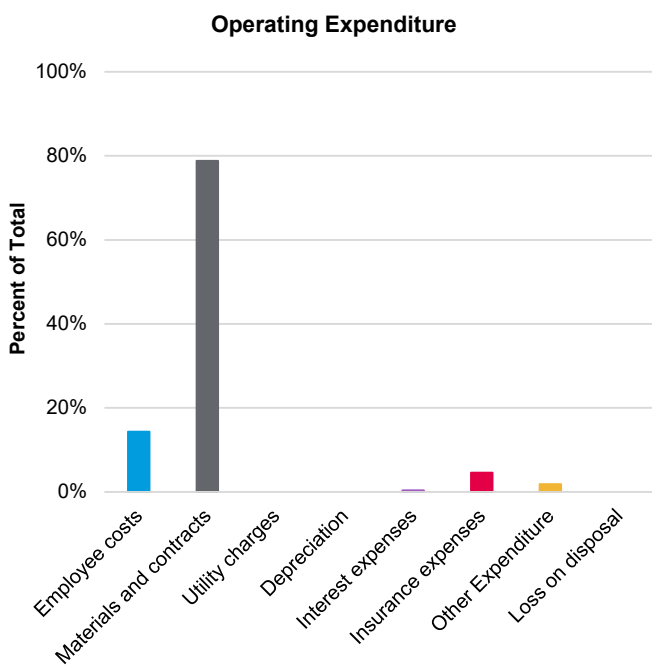
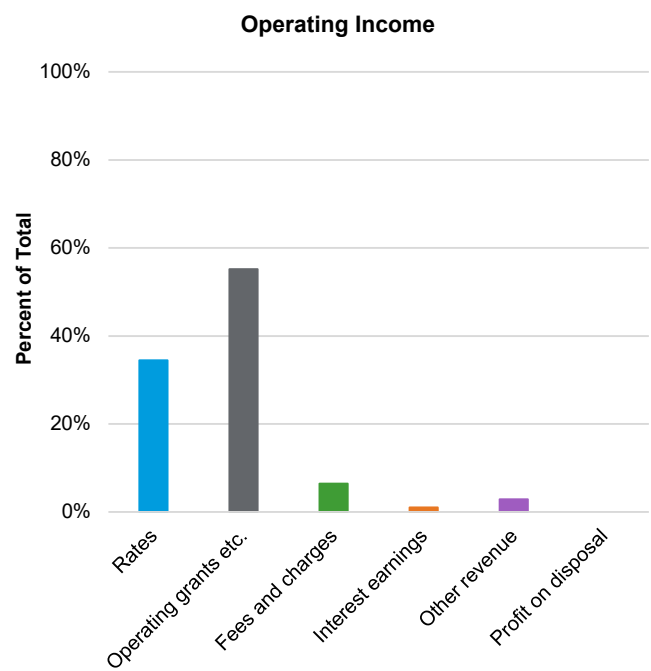
% - Compares current YTD actuals to the Annual Budget

Financial Position

Account	Difference to Prior Year %	Current Year 31 Oct 25 \$	Prior Year 31 Oct 24 \$
Adjusted net current assets	32%	2,321,465	7,214,554
Cash and equivalent - unrestricted	36%	2,450,815	6,894,055
Cash and equivalent - restricted	0%	7,894,418	3,929,574
Receivables - rates	619%	1,380,274	223,073
Receivables - other	33%	956,092	2,941,607
Total Current Liabilities	154%	5,532,385	3,582,185

% - Compares current YTD actuals to prior year actuals

SHIRE OF MURCHISON
MONTHLY FINANCIAL REPORT
For the Period Ending 31 October 2025
SUMMARY GRAPHS



SHIRE OF MURCHISON
STATEMENT OF FINANCIAL ACTIVITY
For the Period Ending 31 October 2025
NATURE OR TYPE

17.2.1 - November 2025

	Note	Annual Budget \$	YTD Budget \$	YTD Actual \$	Var* \$	Var* %	Var
Revenue from Operating Activities							
Rates	10	2,760,469	1,454,105	1,899,085	444,980	31%	▲
Grants, subsidies and contributions	12(a)	8,844,887	5,997,941	3,040,327	(2,957,614)	(49%)	▼
Fees and charges		624,010	207,980	355,083	147,103	71%	▲
Interest earnings		136,674	44,158	56,871	12,713	29%	▲
Other revenue		295,314	100,266	158,849	58,583	58%	▲
Profit on disposal of assets	8	-	-	-	-		
		12,661,354	7,804,450	5,510,216			
Expenditure from Operating Activities							
Employee costs		(1,716,406)	(599,608)	(631,399)	(31,791)	(5%)	
Materials and contracts		(8,301,526)	(2,788,199)	(3,467,961)	(679,762)	(24%)	▼
Depreciation on non-current assets		(4,558,090)	(1,519,296)	-	1,519,296	100%	▲
Finance cost		(41,536)	(5,904)	(17,227)	(11,323)	(192%)	▼
Insurance expenses		(193,609)	(138,955)	(202,154)	(63,199)	(45%)	▼
Other expenditure		(172,339)	(55,696)	(81,832)	(26,136)	(47%)	▼
Loss on disposal of assets	8	-	-	-	-		
		(14,983,505)	(5,107,658)	(4,400,573)			
Excluded Non-cash Operating Activities							
Depreciation and amortisation		4,558,090	1,519,296	-			
Movement in Employee Benefits		-	-	-			
(Profit) / loss on asset disposal		-	-	-			
Net Amount from Operating Activities		2,235,938	4,216,088	1,109,643			
Investing Activities							
Inflows from Investing Activities							
Capital grants, subsidies and contribution	12(b)	6,539,163	2,179,716	3,864,284	1,684,568	77%	▲
Proceeds from disposal of assets	8	120,000	-	-	-		
		6,659,163	2,179,716	3,864,284			
Outflows from Investing Activities							
Land and buildings	9(a)	(2,997,500)	(999,160)	(103,405)	895,755	90%	▲
Plant and equipment	9(c)	(580,000)	(193,332)	(133)	193,199	100%	▲
Furniture and equipment	9(b)	(8,356)	(2,780)	(500)	2,280	82%	
Infrastructure - roads	9(d)	(5,834,476)	(2,093,582)	(1,918,381)	175,201	8%	
Infrastructure - other	9(e)	(1,658,785)	(552,920)	(814,316)	(261,396)	(47%)	
		(11,079,117)	(3,841,774)	(2,836,735)			
Net Amount from Investing Activities		(4,419,954)	(1,662,058)	1,027,548			
Financing Activities							
Inflows from Financing Activities							
Transfer from reserves	7	3,874,135	-	-	-		
		3,874,135	-	-			
Outflows from Financing Activities							
Repayment of debentures	11(a)	(196,094)	(97,598)	(97,598)	-	0%	
Transfer to reserves	7	(2,100,979)	-	(35,179)	(35,179)		
		(2,297,073)	(97,598)	(132,776)			
Net Amount from Financing Activities		1,577,062	(97,598)	(132,776)			
Movement in Surplus or Deficit							
Opening Funding Surplus / (Deficit)							
Amount attributable to operating activities	3	670,723	670,723	317,050			
Amount attributable to investing activities		2,235,938	4,216,088	1,109,643			
Amount attributable to financing activities		(4,419,954)	(1,662,058)	1,027,548			
		1,577,062	(97,598)	(132,776)			
Closing Surplus / (Deficit)	3	63,770	3,127,155	2,321,465			

* - Note 2 provides an explanation for the relevant variances shown above.

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

SHIRE OF MURCHISON
STATEMENT OF FINANCIAL ACTIVITY
For the Period Ending 31 October 2025
REPORTING PROGRAM

17.2.1 - November 2025

	Note	Annual Budget \$	YTD Budget \$	YTD Actual \$	Var* \$	Var* %
Revenue from Operating Activities						
Governance		5,652	1,880	7,594	5,714	304%
General purpose funding		5,196,593	2,649,373	2,682,139	32,766	1%
Law, order and public safety		15,305	5,096	9,299	4,203	82%
Housing		-	-	14,586	14,586	
Community amenities		840	280	678	398	142%
Recreation and culture		7,932	2,616	4,495	1,879	72%
Transport		6,369,888	4,790,178	2,273,139	(2,517,039)	(53%)
Economic services		959,719	319,892	429,428	109,536	34%
Other property and services		105,426	35,136	88,858	53,722	153%
		12,661,355	7,804,450	5,510,216		
Expenditure from Operating Activities						
Governance		(664,452)	(317,009)	(300,506)	16,503	5%
General purpose funding		(41,012)	(13,668)	(14,814)	(1,146)	(8%)
Law, order and public safety		(62,116)	(23,360)	(37,036)	(13,676)	(59%)
Health		(28,614)	(11,524)	(12,285)	(761)	(7%)
Education and welfare		(500)	-	(1,500)	(1,500)	
Housing		-	152	(14,439)	(14,591)	9,600%
Community amenities		(226,686)	(71,764)	(73,447)	(1,683)	(2%)
Recreation and culture		(649,310)	(216,296)	(223,455)	(7,159)	(3%)
Transport		(10,803,355)	(3,603,010)	(2,784,232)	818,778	23%
Economic services		(2,402,035)	(800,448)	(873,321)	(72,873)	(9%)
Other property and services		(105,426)	(50,731)	(65,537)	(14,806)	(29%)
		(14,983,505)	(5,107,658)	(4,400,573)		
Excluded Non-cash Operating Activities						
Depreciation and amortisation		4,558,090	1,519,296	-		
Movement in Employee Benefits		-	-	-		
(Profit) / loss on asset disposal	8	-	-	-		
Net Amount from Operating Activities		2,235,940	4,216,088	1,109,643		
Investing Activities						
Inflows from Investing Activities						
Capital grants, subsidies and contribution	12(b)	6,539,163	2,179,716	3,864,284	1,684,568	77%
Proceeds from disposal of assets	8	120,000	-	-	-	
		6,659,163	2,179,716	3,864,284		
Outflows from Investing Activities						
Land and buildings	9(a)	(2,997,500)	(999,160)	(103,405)	895,755	90%
Plant and equipment	9(c)	(580,000)	(193,332)	(133)	193,199	100%
Furniture and equipment	9(b)	(8,356)	(2,780)	(500)	2,280	82%
Infrastructure - roads	9(d)	(5,834,476)	(2,093,582)	(1,918,381)	175,201	8%
Infrastructure - other	9(e)	(1,658,785)	(552,920)	(814,316)	(261,396)	(47%)
		(11,079,117)	(3,841,774)	(2,836,735)		
Net Amount from Investing Activities		(4,419,954)	(1,662,058)	1,027,548		
Financing Activities						
Inflows from Financing Activities						
Transfer from reserves	7	3,874,135	-	-	-	
		3,874,135	-	-		
Outflows from Financing Activities						
Repayment of debentures	11(a)	(196,094)	(97,598)	(97,598)	-	0%
Transfer to reserves	7	(2,100,979)	-	(35,179)	(35,179)	
		(2,297,073)	(97,598)	(132,776)		
Net Amount from Financing Activities		1,577,062	(97,598)	(132,776)		
Movement in Surplus or Deficit						
Opening Funding Surplus / (Deficit)						
Amount attributable to operating activities	3	670,723	670,723	317,050		
Amount attributable to investing activities		2,235,940	4,216,088	1,109,643		
Amount attributable to financing activities		(4,419,954)	(1,662,058)	1,027,548		
		1,577,062	(97,598)	(132,776)		
Closing Funding Surplus / (Deficit)	3	63,771	3,127,156	2,321,465		

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

SHIRE OF MURCHISON
STATEMENT OF FINANCIAL POSITION
For the Period Ending 31 October 2025

	FY 2026 31 October 2025	FY 2025 30 June 2025
	\$	\$
CURRENT ASSETS		
Cash and cash equivalents	10,345,232	10,538,378
Trade and other receivables	2,976,928	1,413,447
Inventories	196,343	191,897
Other assets	2,245,797	1,488,979
TOTAL CURRENT ASSETS	15,764,300	13,632,701
NON-CURRENT ASSETS		
Other financial assets	19,905	19,905
Property, plant and equipment	16,376,771	15,458,417
Infrastructure	98,569,097	96,650,716
TOTAL NON-CURRENT ASSETS	114,965,773	112,129,037
TOTAL ASSETS	130,730,073	125,761,738
CURRENT LIABILITIES		
Trade and other payables	2,404,059	2,014,484
Other liabilities	2,762,956	3,060,525
Borrowings	197,900	196,094
Employee related provisions	210,632	210,632
TOTAL CURRENT LIABILITIES	5,575,547	5,481,735
NON-CURRENT LIABILITIES		
Borrowings	1,045,810	1,145,213
Employee related provisions	42,400	42,400
TOTAL NON-CURRENT LIABILITIES	1,088,209	1,187,613
TOTAL LIABILITIES	6,663,756	6,669,348
NET ASSETS	124,066,317	119,092,390
EQUITY		
Retained surplus	36,793,363	31,449,373
Reserve accounts	7,857,885	8,227,949
Revaluation surplus	79,415,068	79,415,068
TOTAL EQUITY	124,066,317	119,092,390

SHIRE OF MURCHISON

STATEMENT OF CAPITAL ACQUISITIONS AND FUNDING

For the Period Ending 31 October 2025

CAPITAL ACQUISITIONS AND FUNDING

		Annual Budget \$	YTD Actual Total \$
Asset Group	Note		
Land and buildings	9(a)	2,997,500	103,405
Plant and equipment	9(c)	580,000	133
Furniture and equipment	9(b)	8,356	500
Infrastructure - roads	9(d)	5,834,476	1,918,381
Infrastructure - other	9(e)	1,658,785	814,316
Total Capital Expenditure		11,079,117	2,836,735
Capital Acquisitions Funded by:			
Capital grants and contributions		6,539,163	2,836,735
Other (disposals and c/fwd)		120,000	-
Council contribution - from reserves		837,600	-
Council contribution - operations		3,582,354	-
Total Capital Acquisitions Funding		11,079,117	2,836,735

SHIRE OF MURCHISON
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ending 31 October 2025

1. SIGNIFICANT ACCOUNTING POLICIES

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996 Regulation 34*.

The material variance adopted by the Shire of Murchison for the 2025/26 year is \$10,000 or 10%, whichever is greater. Items considered to be of material variance are disclosed in Note 2.

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. The preparation also requires management to make judgements, estimates and assumptions which effect the application of policies and the reported amounts in the statements and notes. These estimated figures are based on historical experience or other factors believed to be reasonable under the circumstances. Therefore, the actual results may differ from these reported amounts.

Actual and Budget comparatives are presented in year to date format unless otherwise stated. The Adopted Budget is used in the report until superseded by the Budget Review.

Preparation

Prepared by: Bertus Lochner
 Reviewed by: Travis Bate
 Date prepared: 21 Nov 25

(a) Basis of Preparation

The following financial statements are special purpose financial statements that have been prepared in accordance with the Australian Accounting Standards, Authoritative Interpretations, the *Local Government Act 1995*, and regulations, within the context in which they relate to local governments and not-for-profit entities.

With the exception of the cash flow statement and rate setting information, the following report has been prepared on an accrual basis with balances measured at historical cost unless subject to fair value adjustments. Items subject to fair value adjustments include certain non-current assets, financial assets, and financial liabilities. Items such as assets, liabilities, equity, income and expenses have been recognised in accordance with the definitions and recognition criteria set out in the Framework for the Preparation and Presentation of Financial Statements.

These financial statements comply with, and supersede, the Australian Accounting Standards with the *Local Government (Financial Management) Regulations 1996* where applicable. Further information is provided in Note 1(i).

The functional and presentation currency of the report is Australian dollars.

(b) The Local Government Reporting Entity

The Australian Accounting Standards define local government as a reporting entity which can be a single entity or a group comprising a parent and all its subsidiaries. All funds controlled by the Shire in order to provide its services have formed part of the following report. Transactions and balances related to these controlled funds, such as transfers to and from reserves, were eliminated during the preparation of the report.

Funds held in Trust, which are controlled but not owned by the Shire, do not form part of the financial statements. Further information on the Shire funds in Trust are provided in Note 5.

(c) Rounding of Amounts

The Shire is an entity to which the *Local Government (Financial Management) Regulations 1996* applies and, accordingly amounts in the financial report have been rounded to the dollar except for amounts shown as a rate in the dollar. Where total assets exceed \$10,000,000 in the prior audited annual financial report, the amounts may be rounded to the nearest \$1,000.

SHIRE OF MURCHISON
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ending 31 October 2025

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(d) Goods and Services Tax (GST)

Revenue, expenses and assets are recognised net of the amount of goods and services tax (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.

(e) Superannuation

The Shire contributes to a number of superannuation funds on behalf of employees. All funds to which the Shire contributes are defined contribution plans.

(f) Cash and Cash Equivalents

Cash and cash equivalents normally include cash on hand, cash at bank, deposits on demand with banks, other short term highly liquid investments 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 shown as short term borrowings in current liabilities in Note 3 - Net Current Assets.

(g) Financial Assets at Amortised Cost

The Shire 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.

(h) Inventories

General

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 related to completion and its sale.

Land Held for Resale

Land held for development and sale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development, borrowing costs and holding costs until completion of development. Finance costs and holding charges incurred after development is completed are expensed. Gains and losses are recognised in profit or loss at the time of signing an unconditional contract of sale if significant risks and rewards, and effective control over the land, are passed on to the buyer at this point. Land held for sale is classified as current except where it is held as non-current based on Council's intentions to release for sale.

(i) Trade and Other Receivables

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for grants, contributions, reimbursements, and goods sold and services performed on the ordinary course of business.

Trade and other receivables are recognised initially at the amount of consideration that is unconditional, unless they contain significant financing components, when they are recognised at fair value.

Trade receivables are held with the objective to collect the contractual cashflows and therefore the Shire measures them subsequently at amortised cost using the effective interest rate method.

Due to the short term nature of current receivables, their carrying amount is considered to be the same as their fair value. Non-current receivables are indexed to inflation, any difference between the face value and fair value is considered immaterial.

The Shire applies the AASB 9 simplified approach to measuring expected credit losses using a lifetime expected credit loss allowance for all trade receivables. To measure the expected credit losses, rates receivables are separated from other trade receivables due to the difference in payment terms and security for rates receivable.

SHIRE OF MURCHISON
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ending 31 October 2025

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(j) Fixed Assets

Each class of fixed assets within either plant and equipment or infrastructure, is carried at cost or fair value less, where applicable, any accumulated depreciation and impairment losses.

Recognition of Assets

Assets for which the fair value as at the date of acquisition is under \$5,000 are not recognised as an asset in accordance with Financial Management Regulation 17A (5). These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

Gains and Losses on Disposal

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in profit or loss in the period which they arise.

(i) Depreciation of Non-current Assets

The depreciable amount of fixed assets included in buildings but excluding freehold land, are depreciated on a straight-line basis over the individual asset's useful life from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

The assets residual values and useful lives are reviewed and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Major depreciation periods used for each class of depreciable asset are:

Asset Class	Useful life
Buildings & Improvements	7 to 90 years
Furniture and equipment	3 to 25 years
Plant and equipment	5 to 20 years
Sealed roads and streets	
formation	not depreciated
pavement	12 years
seal	10 years
- bituminous seals	20 years
- asphalt surfaces	25 years
Gravel roads	
formation	not depreciated
pavement	45 years
Footpaths	10 years
Culverts	60 years
Signs	20 years
Stock Grids	80 years
Floodways	21 years
Water supply piping and drainage systems	75 years
Bridges	80 years

SHIRE OF MURCHISON
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ending 31 October 2025

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(l) Trade and Other Payables

Trade and other payables represent liabilities for goods and services provided to the Shire prior to the end of the financial year 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. The carrying amounts of trade and other payables are considered to be the same as their fair values, due to their short-term nature.

(m) Prepaid Rates

Prepaid rates are, until the taxable event has occurred (start of the next financial year), refundable at the request of the ratepayer. Rates received in advance are initially recognised as a financial liability. When the taxable event occurs, the financial liability is extinguished and the Shire recognises revenue for the prepaid rates that have not been refunded.

(n) Employee Benefits

Short-term employee benefits

Provision is made for the Shire's obligation 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 determination of the net current asset position. The Shire's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the determination of the net current asset position.

Other long-term employee benefits

Long-term employee benefits provisions 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 the 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.

(o) Interest-bearing Loans and Borrowings

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. Subsequent measurement is at amortised cost using the effective interest method. The annual government guarantee fee is expensed in the year incurred.

Borrowings are classified as current liabilities unless the Council has an unconditional right to defer settlement of the liability for at least 12 months after the balance sheet date.

Borrowing Costs

The Shire has elected to recognise borrowing costs as an expense when incurred regardless of how the borrowings are applied. Fair values of borrowings are not materially different to their carrying amount, since the interest payable on those borrowings is either close to current market rates or the borrowings are of a short term nature. Borrowings fair values are based on the discounted cash flows using a current borrowing rate. They are classified as level 3 fair values in the fair value hierarchy due to the unobservable inputs, including own credit risk.

(p) 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 measure using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

SHIRE OF MURCHISON
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ending 31 October 2025

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(q) Contract Liabilities

Contract liabilities represent the Shire's obligation to transfer goods or services to a customer for which the Shire has received consideration from the customer.

Contract liabilities represent obligations which are not yet satisfied. Contract liabilities are recognised as revenue when the performance obligations in the contract are satisfied.

(r) Current and Non-current Classification

The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Shire's operational cycle. In the case of liabilities where the Shire does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current or non-current based on the Shire's intentions to release for sale.

(p) Nature or Type Classifications

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.

Grants, Subsidies and Contributions

Refer to all amounts received as grants, subsidies and contributions that are not capital grants.

Capital 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.

Revenue from Contracts with Customers

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

Profit on Asset Disposal

Gain on the disposal of assets including gains on the disposal of long term investments.

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.

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. Excluding 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.

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.

Employee Costs

All costs associated with the employment of a 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.

SHIRE OF MURCHISON
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ending 31 October 2025

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(p) Nature or Type Classifications (Continued)

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 (such as telephone and internet charges), advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc.

Utilities (Gas, Electricity, Water, etc.)

Expenditures made to the respective agencies for the provision of power, gas, water and communication expenses. 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.

Finance Cost

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.

SHIRE OF MURCHISON
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ending 31 October 2025

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)**(q) Program Classifications (Function / Activity)**

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

GOVERNANCE

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.

GENERAL PURPOSE FUNDING

Rates, general purpose government grants and interest revenue.

LAW, ORDER AND PUBLIC SAFETY

Supervision of various by-laws, fire prevention and animal control.

HEALTH

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.

EDUCATION AND WELFARE

Support of education facilities within the Shire and of any external resources necessary to assist with education programmes for all residents.

HOUSING

Provision and maintenance of staff housing.

COMMUNITY AMENITIES

Maintain a refuse site for the settlement.

RECREATION AND CULTURE

Provide a library and museum and operation thereof. Maintain recreation centre, sports field, parks, gardens and other recreational facilities.

TRANSPORT

Construction and maintenance of roads, drainage works and traffic signs. Maintenance of the settlement airstrip.

ECONOMIC SERVICES

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.

OTHER PROPERTY AND SERVICES

Private works operations, plant repairs and operation costs.

SHIRE OF MURCHISON

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ending 31 October 2025

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(r) Revenue Recognition Policy

Recognition of revenue is dependant on the source of revenue and the associated terms and conditions associated with each source of revenue and recognised as follows:

Revenue Category	Nature of goods and services	When obligations typically satisfied	Payment terms	Returns / Refunds / Warranties	Determination of transaction price	Allocating transaction price	Measuring obligations for returns	Timing of revenue recognition
Rates	General Rates	Over time	Payment dates adopted by Council during the year	None	Adopted by council annually	When taxable event occurs	Not applicable	When rates notice is issued
Service charges	Charge for specific service	Over time	Payment dates adopted by Council during the year	Refund in event monies are unspent	Adopted by council annually	When taxable event occurs	Not applicable	When rates notice is issued
Grant contracts with customers	Community events, minor facilities, research, design, planning evaluation and services	Over time	Fixed terms transfer of funds based on agreed milestones and reporting	Contract obligation if project not complete	Set by mutual agreement with the customer	Based on the progress of works to match performance obligations	Returns limited to repayment of transaction price of terms breached	Output method based on project milestones and/or completion date matched to performance obligations as inputs are shared
Grants, subsidies or contributions for the construction of non-financial assets	Construction or acquisition of recognisable non-financial assets to be controlled by the local government	Over time	Fixed terms transfer of funds based on agreed milestones and reporting	Contract obligation if project not complete	Set by mutual agreement with the customer	Based on the progress of works to match performance obligations	Returns limited to repayment of transaction price of terms breached	Output method based on project milestones and/or completion date matched to performance obligations as inputs are shared
Grants with no contract commitments	General appropriations and contributions with no reciprocal commitment	No obligations	Not applicable	Not applicable	Cash received	On receipt of funds	Not applicable	When assets are controlled
Licences/ Registrations/ Approvals	Building, planning, development and animal management, having the same nature as a licence regardless of naming.	Single point in time	Full payment prior to issue	None	Set by State legislation or limited by legislation to the cost of provision	Based on timing of issue of the associated rights	No refunds	On payment and issue of the licence, registration or approval
Pool inspections	Compliance safety check	Single point in time	Equal proportion based on an equal annually fee	None	Set by State legislation	Apportioned equally across the inspection cycle	No refunds	After inspection complete based on a 4 year cycle

SHIRE OF MURCHISON

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ending 31 October 2025

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(r) Revenue Recognition Policy (Continued)

Revenue Category	Nature of goods and services	When obligations typically satisfied	Payment terms	Returns / Refunds / Warranties	Determination of transaction price	Allocating transaction price	Measuring obligations for returns	Timing of revenue recognition
Other inspections	Regulatory Food, Health and Safety	Single point in time	Full payment prior to inspection	None	Set by State legislation or limited by legislation to the cost of provision	Applied fully on timing of inspection	Not applicable	Revenue recognised after inspection event occurs
Property hire and entry	Use of halls and facilities	Single point in time	In full in advance	Refund if event cancelled within 7 days	Adopted by council annually	Based on timing of entry to facility	Returns limited to repayment of transaction price	On entry or at conclusion of hire
Fees and charges for other goods and services	Cemetery services, library fees, reinstatements and private works	Single point in time	Payment in full in advance	None	Adopted by council annually	Applied fully based on timing of provision	Not applicable	Output method based on provision of service or completion of works
Sale of stock	Roadhouse fuel & kiosk sales.	Single point in time	In full in advance, on 15 day credit	Refund for faulty goods	Adopted by council policy & annual fees and charges review, set by mutual agreement	Applied fully based on timing of provision	Returns limited to repayment of transaction price	Output method based on goods
Commissions	Commissions on licencing and ticket sales	Over time	Payment in full on sale	None	Set by mutual agreement with the customer	On receipt of funds	Not applicable	When assets are controlled
Reimbursements	Insurance claims	Single point in time	Payment in arrears for claimable event	None	Set by mutual agreement with the customer	When claim is agreed	Not applicable	When claim is agreed

2. EXPLANATION OF MATERIAL VARIANCES

Variances which have exceeded the thresholds are listed below by Program. Significant variances within the Program are listed underneath it by Nature or Type.

The material variance adopted by Council for the 2025/26 year is \$10,000 and 10%.

Nature or Type Operating Revenues	Var \$	Var %	Timing /		Explanation of Variance
			Var	Permanent	
Rates	444,980	31%	▲	Timing	Miscellaneous Mining Licences back rates issued July 2025, timing of budget profile.
Grants, Subsidies and Contributions	(2,957,614)	(49%)	▼	Timing	Relates to timing of budget profile, refer note 12 for breakdown.
Fees and Charges	147,103	71%	▲	Timing	Mainly due to increases in Roadhouse fuel sales (\$89K), Private works income (\$65K) and reduction in Roadhouse accommodation (\$12K).
Interest earnings	12,713	29%	▲	Timing	Timing of quarterly earnings on Term Deposit Reserve bank account and increase in rates penalty interest on outstanding Misc Mining Licences (\$21K).
Other Revenue	58,583	58%	▲	Timing	Road house shop sales exceeding YTD budget by \$43K.
Capital Operating Grants, Subsidies and Contributions	1,684,568	77%	▲	Timing	Relates to timing of budget profile, refer note 12 for breakdown.

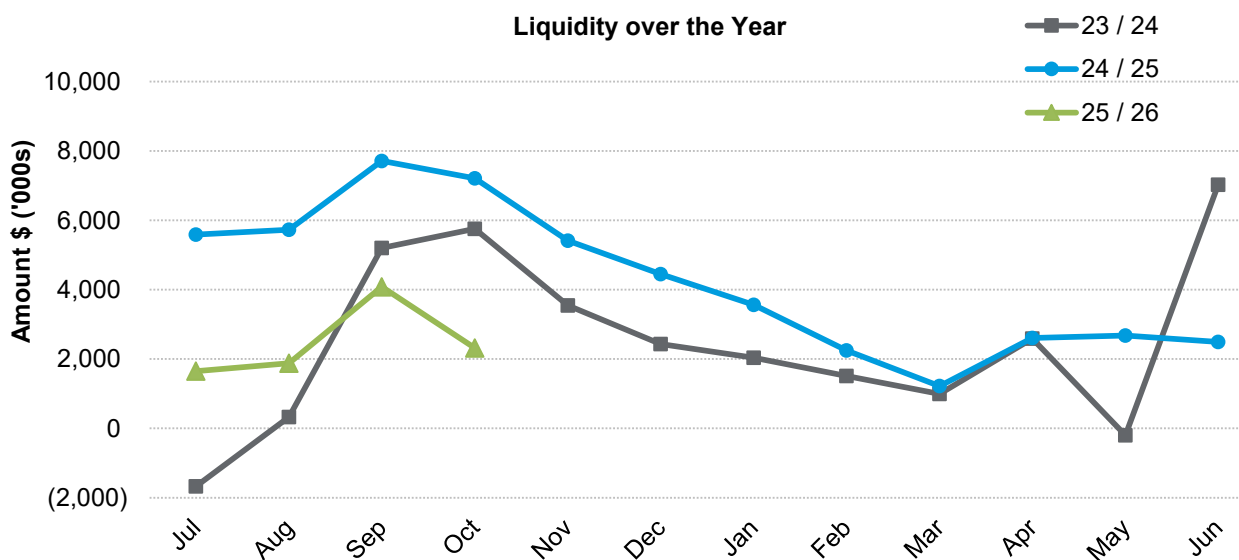
Operating Expense

Materials and contracts	(679,762)	(24%)	▼	Timing	Key expenses include: increase in SKA Maintenance (\$231K), Flood Damage Repairs (\$351K), Roadhouse cost (\$39K) & Roadhouse Fuel (\$48K) - both linked to increased sales, increase in plant operation cost/repairs (\$116K), lower admin cost (\$139K).
Depreciation on Non-current Assets	1,519,296	100%	▲	Timing	Current year depreciation posting pending audit sign off for FY2025.
Finance cost	(11,323)	(192%)	▼	Timing	Timing of actual expense versus budget.
Insurance Expenses	(63,199)	(45%)	▼	Timing	Timing of budget profile, 2nd instalment pending.
Other expenditure	(26,136)	(47%)	▼	Timing	Timing differences of payment of member costs, below budget legal expenses (\$5K) and non budgeted for Protection of environment donation (\$20K).

SHIRE OF MURCHISON
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ending 31 October 2025

3. NET CURRENT FUNDING POSITION

	Note	Current Month 31 Oct 25	Prior Year Closing 30 Jun 25	This Time Last Year 31 Oct 24
Current Assets				
Cash unrestricted	4	\$ 2,450,815	\$ 2,679,139	\$ 6,894,055
Cash restricted	4	7,894,418	7,859,239	3,929,574
Receivables - rates	6(a)	1,380,274	63,794	223,073
Receivables - sundry	6(b)	956,092	729,232	2,941,607
Receivables - other		178,413	156,952	62,700
Accrued Income		64,522	64,522	-
Provision for doubtful debts		(31,258)	(31,258)	(7,157)
Contract assets		2,245,797	1,488,979	120,489
Inventories		196,343	191,897	170,806
Total Current Assets		15,335,416	13,202,497	14,335,147
Current Liabilities				
Payables - sundry		(1,126,013)	(511,552)	(449,738)
Payables - other		57,506	(171,481)	(30,697)
PAYG Tax withheld		(37,036)	(33,686)	(30,003)
Accrued salaries and wages		(74,735)	(74,735)	-
Accrued expenses		(653,671)	(653,671)	-
Trust Liability		(251)	49	49
Deposits and bonds		(159,004)	(158,254)	(158,604)
Contract liabilities		(2,762,956)	(3,060,525)	(2,161,932)
Murchison Community Fund		(363,374)	(362,354)	(360,094)
Loan liabilities	11(a)	(202,221)	(200,415)	(194,304)
Total Payables		(5,321,754)	(5,226,623)	(3,385,324)
Provisions		(210,632)	(210,632)	(196,861)
Total Current Liabilities		(5,532,385)	(5,437,254)	(3,582,185)
Less: cash reserves	7	(7,894,418)	(7,859,239)	(3,929,574)
Less: provisions		210,632	210,632	196,861
Add: Loan principal (current)		202,221	200,415	194,304
Net Funding Position - Surplus / (Deficit)		2,321,465	317,050	7,214,554



SHIRE OF MURCHISON

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ending 31 October 2025

4. CASH AND FINANCIAL ASSETS

	Unrestricted	Restricted	Total	Institution	Interest	Maturity
	\$	\$	\$		Rate	Date
Cash					%	
Murchison Community Fund	363,374		363,374	Westpac	Variable	N/A
Municipal	1,779,220		1,779,220	Westpac	Variable	N/A
Cash On Hand	500		500	Cash on hand	Nil	N/A
Muni Short Term Investment	7,727		7,727	Westpac	Variable	N/A
Roadhouse	292,551		292,551	Westpac	Variable	N/A
CSIRO	7,443		7,443	Westpac	Variable	N/A
Term Deposit		3,769,077	3,769,077	Westpac	2.65%	9-Nov-25
Reserve Funds		4,125,340	4,125,340	Westpac	Variable	N/A
Total Cash and Financial Assets	2,450,815	7,894,418	10,345,232			

5. TRUST FUND

There are no funds held at balance date over which the Shire has no control

SHIRE OF MURCHISON

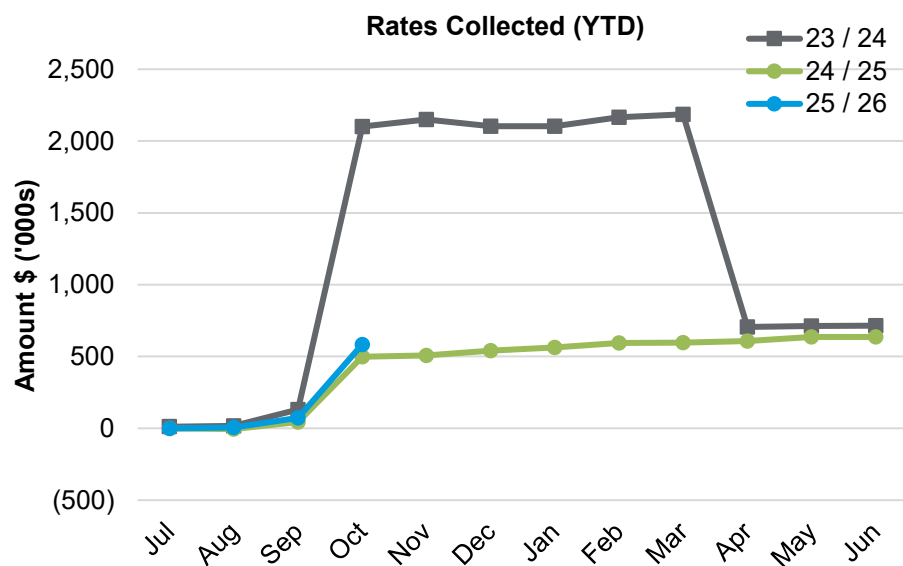
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ending 31 October 2025

6. RECEIVABLES

(a) Rates Receivable

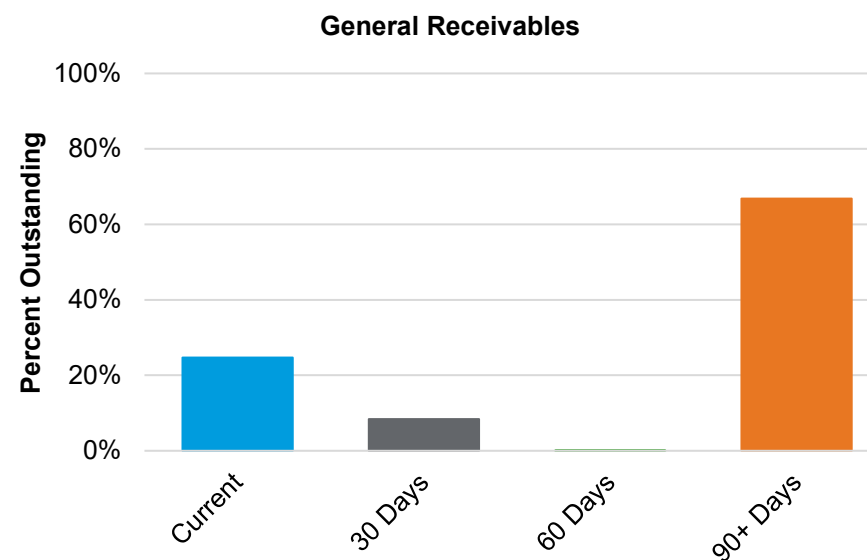
	31 Oct 25
	\$
Rates receivables	1,380,274
Total Rates Receivable Outstanding	1,380,274
Closing balances - prior year	63,794
Rates levied this year	1,899,085
Closing balances - current month	(1,380,274)
Total Rates Collected to Date	582,604



Comments / Notes

(b) General Receivables

	31 Oct 25
	\$
Current	236,197
30 Days	80,290
60 Days	630
90+ Days	638,975
Total General Receivables Outstanding	956,092



Comments / Notes

Amounts shown above include GST (where applicable)

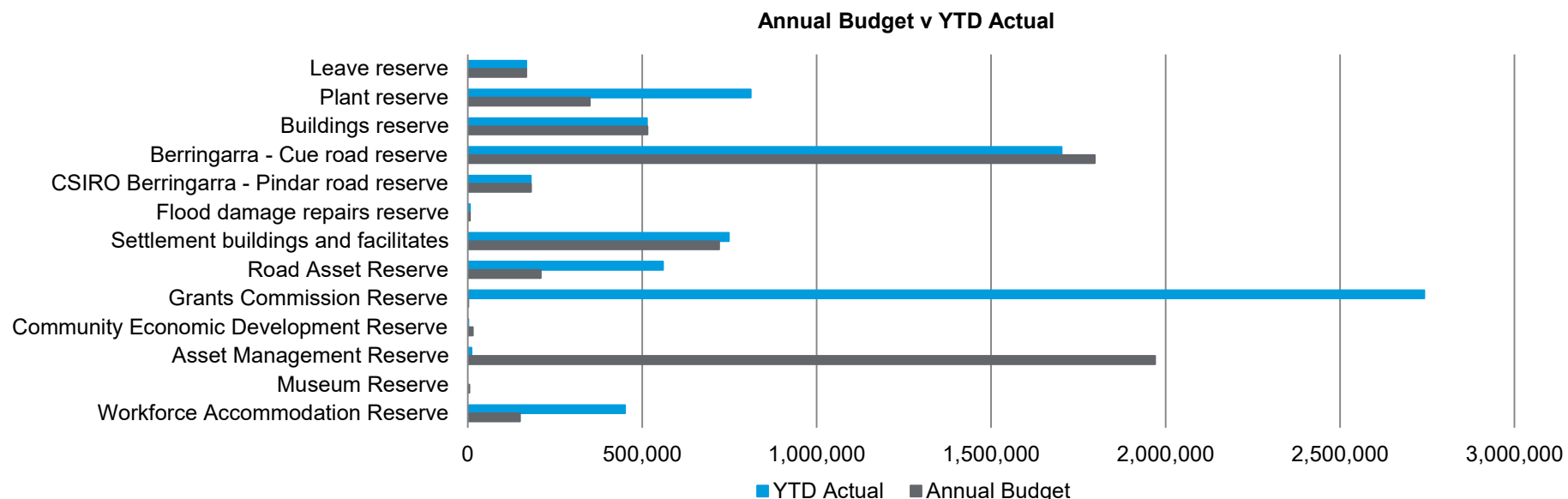
SHIRE OF MURCHISON

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ending 31 October 2025

7. CASH BACKED RESERVES

Restricted by council:	Annual Budget				YTD Actual			
	Balance 01 Jul 25 \$	Transfers from \$	Transfer to \$	Balance 30 Jun 26 \$	Balance 01 Jul 25 \$	Transfers from \$	Transfer to \$	Balance 31 Oct 25 \$
Reserve Name								
Leave reserve	167,236	-	287	167,523	167,237	-	219	167,456
Plant reserve	809,907	(460,000)	-	349,907	809,907	-	1,061	810,968
Buildings reserve	512,739	-	2,700	515,439	512,739	-	671	513,410
Berringarra - Cue road reserve	1,674,932	-	122,478	1,797,410	1,674,932	-	27,080	1,702,012
CSIRO Berringarra - Pindar road rese	180,639	-	900	181,539	180,639	-	236	180,875
Flood damage repairs reserve	5,977	-	-	5,977	5,977	-	8	5,985
Settlement buildings and facilitates	747,795	(27,600)	-	720,195	747,795	-	979	748,774
Road Asset Reserve	559,279	(350,000)	-	209,279	559,280	-	732	560,012
Grants Commission Reserve	2,738,556	(2,736,535)	-	2,021	2,738,554	-	3,586	2,742,140
Community Economic Development F	1,350	-	12,822	14,172	1,350	-	2	1,352
Asset Management Reserve	10,823	-	1,959,540	1,970,363	10,823	-	15	10,837
Museum Reserve	2,252	-	2,252	4,504	-	-	-	-
Workforce Accommodation Reserve	450,000	(300,000)	-	150,000	450,000	-	590	450,590
Total Cash Backed Reserves	7,861,485	(3,874,135)	2,100,979	6,088,329	7,859,232	-	35,179	7,894,411



SHIRE OF MURCHISON

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ending 31 October 2025

8. DISPOSAL OF ASSETS

Annual Budget

	WDV	Proceeds	Profit	(Loss)
	\$	\$	\$	\$
Transport				
Plant and Equipment				
Plant and Equipment	120,000	120,000	-	-
Total Disposal of Assets	120,000	120,000	-	-
Total Profit or (Loss)				-

YTD Actual

	WDV	Proceeds	Profit	(Loss)
	\$	\$	\$	\$
Other Property & Services				
Plant and Equipment				
Plant and Equipment	-	-	-	
Total Disposal of Assets	-	-	-	-
Total Profit or (Loss)				-

SHIRE OF MURCHISON
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ending 31 October 2025

9. CAPITAL ACQUISITIONS

(a) Land and Buildings

	Funding Source	Annual Budget \$	YTD Budget \$	YTD Actual \$	YTD Variance \$	% Complete
Recreation & Culture						
Community / Sports Centre Refurbishments		120,000	40,000	48,135	(8,135)	40%
Housing						
Capex - Construct Staff Housing		980,000	326,664	9,091	317,573	1%
Transport						
Depot Buildings & Improvements		2,500	832	-	832	0%
Economic Services						
F Capex New Caravan Park Ablution Block		-	-	27,997	(27,997)	
Depot Buildings & Improvements		425,000	141,664	9,091	132,573	2%
Roadhouse Staff Accommodation		1,470,000	490,000	9,091	480,909	1%
Total Land and Buildings		2,997,500	999,160	103,405	895,755	

(b) Furniture & Equipment

	Funding Source	Annual Budget \$	YTD Budget \$	YTD Actual \$	YTD Variance \$	% Complete
Housing						
Staff Housing Furniture & Equipment		856	284	-	284	100%
Economic Services						
Roadhouse Point of Sale System		-	-	500	(500)	
Roadhouse Appliances		5,000	1,664	-	1,664	0%
Roadhouse Appliances		2,500	832	-	832	0%
Total Furniture & Equipment		8,356	2,780	500	2,280	

(c) Plant and Equipment

	Funding Source	Annual Budget \$	YTD Budget \$	YTD Actual \$	YTD Variance \$	% Complete
Transport						
Chlorinator For Drinking Water		-	-	133	(133)	
Road Plant Purchases		580,000	193,332	-	193,332	0%
Total Plant and Equipment		580,000	193,332	133	193,199	

9. CAPITAL ACQUISITIONS (Continued)

(d) Infrastructure - Roads

	Funding Source	Annual Budget \$	YTD Budget \$	YTD Actual \$	YTD Variance \$	% Complete
Transport						
Roads Construction General		801,276	267,084	-	267,084	0%
Unallocated Roads Expenses		-	-	6,930	(6,930)	
Carn-Mul Rd 253.70 - 261.92 Gravel Resheet		-	-	4,380	(4,380)	
General Road Sealing Works		-	-	375,261	(375,261)	
Reseal Works		223,198	223,198	-	223,198	0%
SKA Route		3,018,941	1,006,300	1,389,300	(383,000)	46%
Carn- Mullewa Rd		1,495,332	498,432	43,809	454,623	3%
Beri-Byro Rd Sections 69.99-87.70		122,749	40,916	-	40,916	0%
Carn-Mul Rd Floodway over Wooramel River		23,250	7,748	-	7,748	
C12048 - Meeb-Wool Floodway over Murchison River		49,050	16,348	17,697	(1,349)	
Errabiddy Bluff Rd Resheet incl Floodways		100,680	33,556	81,004	(47,448)	
Capex Grids General		-	-	-	-	0%
		5,834,476	2,093,582	1,918,381	175,201	
Total Infrastructure - Roads		5,834,476	2,093,582	1,918,381	175,201	

(e) Infrastructure - Other

	Funding Source	Annual Budget \$	YTD Budget \$	YTD Actual \$	YTD Variance \$	% Complete
Recreation & Culture						
Community Splash Pool		-	-	50,344	(50,344)	
Improvements To Drinking Water Reticulation		350,602	116,864	138,466	(21,602)	39%
Economic Services						
Roadhouse Other Equipment		-	-	58	(58)	
Roadhouse Three Accommodation Units		-	-	58	(58)	
Caravan Park Pool Construction		-	-	71,550	(71,550)	
Caravan Park Non Ensuities Cabins Conversion		160,000	53,332	-	53,332	0%
Power Supply Upgrade		1,148,183	382,724	553,840	(171,116)	48%
Community Amenities						
		1,658,785	552,920	814,316	(261,396)	
Total Infrastructure - Other		1,658,785	552,920	814,316	(261,396)	

Total Capital Expenditure

11,079,117	3,841,774	2,836,735	1,005,039
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SHIRE OF MURCHISON

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ending 31 October 2025

10. RATING INFORMATION

	Rateable Value \$	Rate in \$	Number of Properties #	Annual Budget Revenue \$	Rate Revenue \$	Interim Rates CY \$	Interim Rates PY \$	YTD Actual Revenue \$
General Rates								
UV Pastoral	1,236,464	0.099320	22	122,800	122,806	-	-	122,806
UV Mining	2,219,287	0.198300	14	440,095	663,516	-	-	663,516
UV Mining (Mining Licenses)	1,126,734	0.198300	11	223,436	-	-	-	-
UV Prospecting and exploration	1,079,319	0.198300	46	214,034	214,029	(20,383)	-	193,646
Total General Rates				1,000,365	1,000,351	(20,383)	-	979,968
Minimum Rates								
UV Pastoral	24,385	1,000	6	6,000	6,000	-	-	6,000
UV Mining	1,928	1,000	1	1,000	5,000	-	-	5,000
UV Mining (Mining Licenses)	8,316	1,000	4	4,000	-	-	-	-
UV Prospecting and exploration	41,878	1,000	17	17,000	17,000	-	-	17,000
Total Minimum Rates				28,000	28,000	-	-	28,000
Total General and Minimum Rates				1,028,365	1,028,351	(20,383)	-	1,007,968
Other Rate Revenue								
Interim Rates CY/PY				1,732,104				891,116
Total Rate Revenue				2,760,469				1,899,085

SHIRE OF MURCHISON

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ending 31 October 2025

11. INFORMATION ON BORROWINGS

(a) Debenture Repayments

(i) Loan 2 Roadworks in 2020-21

	Annual Budget \$	YTD Budget \$	YTD Actual \$
Transport			
Opening balance	1,345,628	1,345,628	1,143,407
Principal payment	(196,094)	(97,598)	(97,598)
Principal Outstanding	1,149,534	1,248,030	1,045,810
Finance cost payment	(23,809)	-	(12,354)
Service fee			
Total Principal, Finance Cost and Fees Paid	(219,903)	(97,598)	(109,952)
Total Principal Outstanding	1,149,534	1,248,030	1,045,810
Total Principal Repayments	(196,094)	(97,598)	(97,598)

SHIRE OF MURCHISON

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For the Period Ending 31 October 2025

12. GRANTS, SUBSIDIES AND CONTRIBUTIONS

(a) Grants, Subsidies and Contributions

Program / Details	Grant Provider	Annual Budget \$	YTD Budget \$	YTD Actual \$
General Purpose Funding				
F.A.G Grant - General	WALGGC	1,803,162	901,580	581,148
F.A.G. Grant - Roads	WALGGC	493,514	246,756	144,114
Law, Order and Public Safety				
DFES Operating Grant	DFES	14,795	4,928	8,949
Transport				
Income Relating to Streets, Roads, Bridge	MRWA	-	-	5,000
MRWA Direct	MRWA	329,976	109,992	321,214
WANDRRA Flood Damage	MRWA	4,000,326	4,000,325	1,946,925
MRWA - SKA Roads	MRWA	1,807,780	602,592	-
Contribution Beringarra/Pindar Roads	MRWA	230,893	76,964	-
Economic Services				
Tour Area Prom Revenue		50,000	16,664	5,975
Roadhouse Other Revenue		9,016	3,004	2,667
Other Property & Services				
Diesel Fuel Rebate		70,426	23,472	24,336
Workers Compensation Reimbursements		35,000	11,664	-
Total Grants, Subsidies and Contributions		8,844,887	5,997,941	3,040,327

(b) Capital Grants, Subsidies and Contributions

Transport				
MRWA Specific	MRWA	1,500,000	500,000	600,000
Roads to Recovery		904,989	301,660	43,809
MRWA - SKA Roads	MRWA	3,320,835	1,106,944	2,382,135
Recreation & Culture				
Economic Services				
Settlement Infrastructure Grants		813,339	271,112	838,339
Total Capital Grants, Subsidies and Contributions		6,539,163	2,179,716	3,864,284

Total Grants, Subsidies and Contributions	15,384,050	8,177,657	6,904,611
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Introduction

The *Freedom of Information Act 1992* (FOI Act) that came into effect on 1 November 1993, created a general right of access to documents held by state and local government agencies. The FOI Act requires agencies, including local governments, to make available details about the kind of information they hold and enables persons to ensure that personal information held by government agencies about them is "accurate, complete, up to date and not misleading".

Section 96(1) of the Freedom of Information Act 1992 requires each government agency, including local governments, to prepare and publish annually an Information Statement. The Information Statement must set out:-

- ~ The Agency's Mission Statement.
- ~ Details of legislation administered.
- ~ Details of the agency structure.
- ~ Details of decision-making functions.
- ~ Opportunities for public participation in the formulation of policy and performance of agency functions.
- ~ Documents held by the agency.
- ~ The operation of FOI in the agency

It is the aim of the Murchison Shire to make information available promptly, at the least possible cost and wherever possible, documents will be provided outside the freedom of information (FOI) process.

An updated information statement will be published at least every twelve months. At a summary of any activities under this the statement will be included in the Annual Report.

Raison D'être

Vision	<i>Working together to preserve the unique character of the shire, supporting diverse and sustainable lifestyle and economic opportunities</i>
Key Result Areas	Objectives
<i>Economic</i>	<i>To develop the region's economic potential to encourage families and businesses to stay in the area.</i>
<i>Environmental</i>	<i>To improve the sustainability of land use and improve the condition of the environment.</i>
<i>Social</i>	<i>To develop, co-ordinate, provide and support services and facilities which enhance the quality of community life in the Shire by</i> <ul style="list-style-type: none"> ~ <i>Supporting and assisting in coordinating projects and events as required</i> ~ <i>Providing information on services (funding opportunities, Grant processes etc)</i> ~ <i>Supporting community groups</i> ~ <i>Supporting and maintaining social infrastructure (ie Parks, Gardens, Cemetery) and support those groups that use them</i>
<i>Civic Leadership</i>	<i>To provide Good Governance through</i> <ul style="list-style-type: none"> ~ <i>Regional collaboration where possible</i> ~ <i>Detailed and professional administration</i> ~ <i>High levels of accountability</i> ~ <i>Compliance with statutory requirements</i> ~ <i>High-quality forward planning, particularly for assets and finances</i> ~ <i>Openness and transparency and enhanced consultation and public participation</i> ~ <i>Provision of quality customer services, good financial management and pursuit of excellence in professional administration and communication</i>

Structure and Functions of Council

1 Establishment

The Murchison Shire is constituted as a Local Authority under the Local Government Act, 1995. The general function of a Local Government is to provide for the good government of people living and working within its district and includes legislative and executive powers and responsibilities.

Other major legislation which creates a duty or an authority for Council to act includes –

- ~ Agriculture and Related Resources Protection Act 1976
- ~ Building Act 2011
- ~ Bush Fires Act 1954
- ~ Caravan Parks and Camping Grounds Act 1995
- ~ Cat Act 2011
- ~ Cemeteries Act 1986
- ~ Disability Discrimination Act 1992
- ~ Dog Act 1976
- ~ Equal Employment Opportunity Act 1984
- ~ Environmental Protection Act 1986
- ~ Food Act 2008
- ~ Freedom of Information Act 1992
- ~ Health Act 1911
- ~ Heritage of Western Australia Act 1990
- ~ Industrial Awards
- ~ Land Administration Act 1997
- ~ Library Board of Western Australia Act 1951
- ~ Litter Act 1979
- ~ Liquor Control Act 1988
- ~ Local Government Act 1995
- ~ Local Government (Miscellaneous Provisions) Act 1960
- ~ Main Roads Act
- ~ Occupational Safety and Health Act 1984
- ~ Public Interest Disclosure Act 2003
- ~ Racial Discrimination Act 1976
- ~ Sex Discrimination Act 1984
- ~ Shire of Murchison Town Planning Scheme
- ~ State Records Act 2000
- ~ Strata Titles Act 1985
- ~ Town Planning and Development Act 2005
- ~ Western Australia Disability Services Act 1993
- ~ Workers Compensation and Assistance Act 1981

2 Structure

Council's affairs are managed by six people elected by the community. The Shire President is elected by the councillors. Council acts as a "community board", establishing policies and making decisions in accordance with the Local Government Act 1995.

The following Statutory Committees have been established:

- ~ Audit Committee
- ~ Local Emergency Management Committee
- ~ Murchison Community Fund Management Committee

The following working groups and committees have been established to assist with the sound governance of the Shire:

- ~ Plant Working Group
- ~ Settlement Drinking Water Working Group
- ~ Settlement Power Supply Working Group
- ~ Wild Dog Control Working Group
- ~ Settlement Redevelopment Working Group
- ~ Information Bay Working Group

3 Function

Roles of Council, the Shire President, Councillors and the CEO Council

- (a) governs the local government's affairs.
- (b) is responsible for the performance of the local government's functions.
- (c) oversees the allocation of the local government's finances and resources; and
- (d) determines the local government's policies.

The Shire President

- (a) presides at meetings in accordance with the Local Government Act.
- (b) provides leadership and guidance to the community in the district.
- (c) carries out civic and ceremonial duties on behalf of the local government.
- (d) speaks on behalf of the local government.
- (e) performs such other functions as are given to the president by the Local Government Act or any other written law; and
- (f) liaises with the CEO on the local government's affairs and the performance of its functions.

Councillors

- (a) represent the interests of electors, ratepayers and residents of the district.
- (b) provide leadership and guidance to the community in the district.
- (c) facilitate communication between the community and the Council.
- (d) participate in the Local Government's decision-making processes at Council and Committee Meetings.

The CEO

- (a) advises the council in relation to the functions of a local government under the Local Government Act and other written laws.
- (b) ensures that advice and information is available to the council so that informed decisions can be made;
- (c) causes council decisions to be implemented.
- (d) manages the day-to-day operations of the local government;
- (e) liaises with the mayor or president on the local government's affairs and the performance of the local government's functions.
- (f) speaks on behalf of the local government if the president agrees.
- (g) is responsible for the employment, management supervision, direction and dismissal of other employees.
- (h) ensures that records and documents of the local government are properly kept for the purposes of the Local Government Act and any other written law; and
- (i) performs any other function specified or delegated by the local government or imposed under the Local Government Act or any other written law as a function to be performed by the CEO.

Council makes decisions which give strategic direction to the organisation. Such decisions include the development of comprehensive business plans, budgets, financial plans and policies with the aim of good governance.

The Chief Executive Officer has delegated authority to make decisions on a number of specified administration and policy matters. These delegations are listed in the Delegations Register and are reviewed annually by Council.

Meetings of Council and Committees are advertised at least once each year. Unless changed, Ordinary Meetings of Council are held on the fourth Thursday of each month commencing at 12.00 noon, except for the month of January, when there is a traditional recess. All members of the public are welcome to attend. Local public notice is given before any change of date of a meeting.

Regional Involvement

Elected members are involved with many organisations within the community, and also actively represent the community at a regional or state level. Council's nominations include –

- ~ Murchison Country Zone of the WA Local Government Association (regional)

- ~ Mid-West Regional Road Group Murchison Sub-Group
- ~ Murchison GeoRegion

Agendas

To ensure that all items are included in the agenda, matters for consideration should reach the Council office at least 7 days before the Council meeting date as agendas are prepared for distribution 72 hours in advance. A copy of the agenda is available to the public before the meeting.

Minutes

The un-confirmed Minutes are made available to the public within ten business days of a Council Meeting as required by the Local Government (Administration) Regulations 1996. All Minutes are subject to confirmation by Council at the following meeting.

Service to the Community

Council provides an extensive variety of services for the community under authority of a wide range of legislation. Services provided include –

- ~ building control
- ~ cemetery
- ~ bush fire control
- ~ citizenship ceremonies
- ~ dog control
- ~ electricity supply to Murchison Settlement
- ~ environmental health
- ~ demolition permits
- ~ drainage
- ~ parks & reserves
- ~ fire prevention
- ~ playground equipment
- ~ library services
- ~ public toilets
- ~ media releases
- ~ planning control
- ~ public buildings for hire
- ~ recreational /sporting facilities
- ~ street lighting
- ~ roads / footpaths /kerbing
- ~ vehicle licencing agency
- ~ street tree planting
- ~ non potable water supply to Murchison Settlement

Public Participation

Members of the public have a number of opportunities to put forward their views on particular issues before Council. These include:

- ~ Deputations – With the permission of the President, a member of the public may address Council personally, on behalf of another or on behalf of an organisation.
- ~ Submissions – Some development applications do not require special approval of Council. Where special approval is required, residents are notified by advertising in the local newspaper, and in some instances they may also be notified individually by Council or the developer. When an application is advertised, residents have the opportunity to make a written submission to Council expressing their views regarding the application.
- ~ Petitions – Written petitions can be addressed to Council on any issue within the Council's jurisdiction.
- ~ Written request – Members of the public can write to Council on any Council policy, activity or service.
- ~ Elected members – Members of the public can contact any of the elected members to discuss any issue relevant to Council.
- ~ Council meetings – public question time.

Access to Council Documents

Many documents are available for public inspection free of charge at the Council office or on the website. Copies of some documents can be made available, although some will incur a charge to cover photocopying. Information that is available includes –

- ~ Annual Budget
- ~ Annual Report
- ~ Annual Financial Statement
- ~ Code of Conduct
- ~ Committee Agendas
- ~ Council Agendas
- ~ Council Local Laws
- ~ Delegations Manual
- ~ Disability and Inclusion Plan
- ~ Freedom of Information Statement
- ~ Minutes of Committee Meetings
- ~ Minutes of Council Meetings
- ~ Minutes of Electors Meetings
- ~ Plan for the Future made in accordance with s 5.56
- ~ Policy Manual
- ~ Rates Schedule
- ~ Register of Complaints
- ~ Register of Financial Interests
- ~ Register of owners & occupiers and electoral roles
- ~ Schedule of Fees & Charges

- ~ Town Planning Strategy & Scheme
- ~ Such other information relating to the Local Government:
- ~ Required by a provision of this Act to be available for public inspection.
- ~ As may be prescribed.

Requests for other information will be considered in accordance with the Freedom of Information Act. Under this legislation, an application fee and search fee must be submitted with the completed request form unless the information required is personal or an exemption is granted.

Freedom of Information Operations

Procedures and Access Arrangements

It is the aim of the Shire of Murchison to make information available promptly and at the lowest cost. Documents will therefore be provided outside the FOI process where possible. If information is not routinely available, the *Freedom of Information Act* 1992 provides the right to apply for documents held by the agency and to enable the public to ensure that personal information in documents is accurate, complete, up to date and not misleading.

While the Act provides for general right of access to documents it also recognises that some documents require protection – these exemptions are listed in Schedule 1 of the Act and include:

- ~ Personal information.
- ~ Information concerning trade secrets.
- ~ Other commercially valuable information; or
- ~ Any other information concerning the business, professional, commercial or financial affairs of a third party who is not the applicant.

FOI applications are to:

- ~ be in writing.
- ~ proof of identity may be required eg drivers licence
- ~ give enough information so that the documents requested can be identified.
- ~ give an Australian address to which notices can be sent; and
- ~ be lodged at the agency with any application fee payable.

FOI applications, payments, correspondence and general inquiries may be directed to:

Chief Executive Officer
Shire of Murchison PO Box 61
MULLEWA WA 6630

T 9963 7999
F 9963 7966
E ceo@murchison.wa.gov.au

An application form is attached to this statement or they are available on the website at www.murchison.wa.gov.au.

FOI Charges:

The scale of fees and charges is set under the FOI Act Regulations. Apart from the application fee for non-personal information all charges are discretionary. The charges are as follows.

Charges

~ Personal information about the applicant	No fee
~ Application fee (for non-personal information)	\$75.00
~ Charge for time dealing with the application (per hour, or pro rata)	\$35.00
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W www.oic.wa.gov.au

From: [Committee, RDIT \(REPS\)](#)
To: [Committee, RDIT \(REPS\)](#)
Subject: [SEC=OFFICIAL] House of Representatives Standing Committee on Regional Development, Infrastructure and Transport - Invitation to make submission to inquiry into local government
Date: Thursday, 20 November 2025 9:19:26 AM

OFFICIAL

You are formally invited to consider submitting to a federal parliamentary inquiry into local government funding. The House of Representatives Standing Committee on Regional Development, Infrastructure and Transport is examining the funding and financial sustainability of local government in Australia with a new [terms of reference](#) for the inquiry.

Thank you for providing a submission to the inquiry into local government sustainability in the last Parliament. This information will be considered by the Committee. Whilst there is no requirement to provide another submission, the Committee would welcome a further submission with updated or additional information addressing the new terms of reference. The deadline for submissions is **Tuesday 3 February 2026**.

-
Further information

If you decide to provide a submission, please note the following requirements. Submissions must:

- Be prepared solely for this inquiry;
- Not have been published elsewhere (previously published material may be referenced or attached, but not form the substantive submission);
- Be relevant to the terms of reference (all or some);
- Be received by the due date – 3 February 2026; and
- Include the name and contact details (email or postal address and phone number) of the person or organisation making the submission.

More detailed information about making a submission, including information about your obligations and protections as a submitter to a parliamentary inquiry, can be accessed at - [Making a submission to a committee inquiry – Parliament of Australia](#). It is recommended that potential submitters review this information carefully prior to submitting, as your submission (if accepted) will be published online for public access and become an official parliamentary record.

The inquiry has an online portal accessible via www.aph.gov.au/LocalGovernmentFunding for submitters to lodge submissions online. You may also provide a submission via email or hard copy.

If your submission includes content generated using artificial intelligence (for example, using ChatGPT), please confirm that you have reviewed and verified this content for accuracy.

If you have any further questions, please reply by email or contact the secretariat on (02) 6277 2232

Regards

Andrew

Andrew Dawson | *Inquiry Secretary*

**Standing Committee on Regional Development, Infrastructure and Transport | Joint Standing Committee on
Aboriginal and Torres Strait Islander Affairs**

Department of the House of Representatives

PO Box 6021 | R1.109.2 Parliament House | Canberra ACT 2600

Ph. (02) 6277 2232 | www.aph.gov.au

*At the Department of the House of Representatives we recognise and pay our respects
to the Aboriginal and Torres Strait Islander peoples.*

OFFICIAL

[Home Parliamentary Business Committees House of Representatives Committees Standing Committee on Regional Development, Infrastructure and Transport Inquiry into Local Government Funding and Fiscal Sustainability](#) Terms of Reference

Terms of Reference

The House of Representatives Standing Committee on Regional Development, Infrastructure and Transport will inquire into and report on local government funding and fiscal sustainability, with a particular focus on:

1. Interactions between Governments

- i. Assess the nature and scale of Australian, state and territory government funding provided to local government, both directly and through Commonwealth–state agreements.
- ii. Examine the legislative and policy frameworks underpinning Commonwealth financial support to local government.

2. Identification of All Funding Sources

- i. Identify and map all sources of funding received by local government from the Australian Government and state/territory governments, including:
 - a. Untied grants (e.g., Financial Assistance Grants).
 - b. Tied/specific-purpose grants and project-based programs, co-contribution requirements and competitive grant processes.
 - c. Revenue sharing arrangements (e.g., stamp duty, rates capping subsidies, GST-related disbursements where applicable).
 - d. Emergency, disaster recovery and resilience funding.
 - e. One-off or ad hoc funding streams.
- ii. Examine local government own-source revenue (such as rates, fees, charges and commercial activities).

3. Impacts and Effectiveness

- i. Evaluate how funding arrangements, including indexation freezing, influence the financial sustainability, service delivery capacity and infrastructure investment of local governments.
- ii. Consider whether existing funding mechanisms are addressing the evolving responsibilities of local governments.
- iii. Identify barriers to infrastructure service delivery, including trends in attracting and retaining a skilled workforce, impediments to security for local government workers and impacts of labour hire practices.

iv. Explore opportunities to improve productivity and coordination of local government.

4. Previous Inquiry

i. Consider evidence provided to the House of Representatives Standing Committee on Regional Development, Infrastructure and Transport of the 47th Parliament [Inquiry into Local Government Sustainability](#).

5. Other relevant matters

Committee Secretariat contact:

Committee Secretary

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Infrastructure and Transport

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Parliament House

Canberra ACT 2600

Phone: [+61 2 6277 2232](tel:+61262772232)

rdit.reps@aph.gov.au

About this inquiry

The inquiry will examine the financial relationship between local government and other levels of government in Australia, with a particular emphasis on funding mechanisms and fiscal sustainability.

- [Inquiry home page](#)
- [Terms of Reference](#)
- [Media Releases](#)
- [Government Response](#)
- [Committee Membership](#)

[Track Inquiry](#)

Inquiry Status

Accepting Submissions

[Upload Submission](#)



How to make a submission

The committee invites individuals and organisations to send in their opinions and proposals in writing (submissions)

- [Preparing a submission to an inquiry](#)

Accessibility

We are committed to ensuring that everyone who wishes to can participate in the Committee's inquiry. If you have accessibility requirements, please contact the Committee Secretariat.

Further information regarding accessibility can be found at

www.aph.gov.au/Help/Accessibility

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Ancient land under brilliant skies

House of Representatives

Standing Committee on
Regional Development, Infrastructure and Transport

Local Government Inquiry

Brief Submission

23 May 2024

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1 Introduction

The House of Representatives Standing Committee on Regional Development, Infrastructure and Transport (*Standing Committee*) will inquire into and report on local government matters, with a particular focus on the following:

- The financial sustainability and funding of local government.
- The changing infrastructure and service delivery obligations of local government.
- Any structural impediments to security for local government workers and infrastructure and service delivery.
- Trends in the attraction and retention of a skilled workforce in the local government sector, including impacts of labour hire practices.
- The role of the Australian Government in addressing issues raised in relation to the above.
- Other relevant issues.

In response the Murchison Shire, in accordance with those matter as outlined in the Committees Terms of Reference has provided the following brief submission. To ensure that the issues raised in the section *Other relevant issues* are given due consideration as may link with other sections under review this section has been addressed first.

As an overall preliminary comment this submission strongly advocates Local Government being part of a tripartite arrangement along with Commonwealth and State Governments where all sectors pull together in a more unified manner.

2 Other relevant issues.

As outlined in *Section 1 – Introduction* of this submission important that this Inquiry also dovetails its specific tasks identified into the overall contest of Local Government being part of a tripartite arrangement along with Commonwealth and State Governments where all sectors pull together in a more unified manner.

It is recognised that commonwealth and state governments are, virtually on a daily basis, subject to intense political and media scrutiny with one eye on the next election as well attempting to satisfy internal party pressures. This makes it difficult to make major policy shifts for the good of the nation or state unless the government of the day is willing to take a risk and spend its political capital or the change represents good politics as well as good policy.

These constraints however largely do not apply to local government which also means that barriers to long term sustainable planning are far less compromised and investment by all in the sector can achieve much more in a value basis given the lack of constraints that apply at a commonwealth and state level.

Access to Local Governments from an everyday resident with no particular connections in State or Federal Government is absolutely crucial. In so many cases, to be able to simply walk into a Shire office and have more or less one to one personal interactions with a real person who may then direct you to Works, Parks and Gardens, Library, Rubbish Collection, Rates Inquiries, Licensing, Planning etc etc is a very important aspect of our society.

The wealth of knowledge of their particular patch a Local Government has is something that could never be replicated by a State or federal body. This could be more advertised via messaging in mainstream and social media, but will have greater impact if a strategic approach is taken.

An acceptance by the Federal / State Governments that so many people who want to live in an urban setting and enjoy all the services that brings, will have to contribute a bit towards keeping the rest of the country up and running. The romance and fantasy of having wonderful regional and outback communities/experiences on tap for when one chooses to “head out bush to recharge/explore/experience” is fine but also comes with a responsibility help maintain this as a reality.

Additionally, when the aforementioned trip doesn't quite go as planned there is often an expectation that some form of emergency services safety net is always surrounding us and that help is not too far away. If regional Councils are not supported adequately, this presumption of being assisted when in need will be false.

An acknowledgement that so much of what regional and remote Shires do and provide is not for the locals that live there, but rather for the rest of the country – mining, transport, tourism, national security, other industry etc.

A slightly less adversarial relationship between Federal, State and Local Government would be a constructive (but maybe unrealistic) improvement. I think having four-year Federal terms would help this a bit, as the higher levels of Government quite short-term thinking doesn't always mesh that well with Local Governments longer term approach.

A significant barrier that exists that affects a local governments operation is the legislative framework in which it operates. In the case of Western Australia, over time a more reactive compliance regime has been put in place. This has added to the operating cost base but also created an us and them approach as from time to time a council or the local government sector as a whole regularly question many directions and actions of the State, which may not necessarily be appreciated notwithstanding that is usually undertaken with good heart and intent. Whilst this situation is not the domain of the commonwealth, nevertheless it has the ability to strongly influence improved outcomes.

3 The financial sustainability and funding of local government

It goes without saying that it is essential that local government be adequately funded if the nation is to grow and develop the needs of the community.

It is a fantasy to expect regional Councils to survive/thrive when the often-mentioned FAG's which they rely upon so heavily have gone from 1% of Tax revenue to 0.5%. Regional population decline is a reality in a lot of cases so keeping FAG's at a realistic level is required, no ifs or buts, because there are no other alternate significant revenue options for many Councils.

However, whilst an uplift in general purpose FAG's funding is essential there are a few other points that the *Standing Committee* should consider as there are a number of interrelated issues that need to be considered.

It needs to be recognised that from a "political" perspective, motives at a commonwealth level may get in the way of a lift in FAG's as once undertaken there is no new "political" announcements to be made compared to specific project announcements. Whilst this shouldn't be an issue from a policy perspective it nevertheless needs to be recognised and if possible incorporated into an overall strategy.

From an equity perspective as the grant commission horizontal fiscal equalisation approach advantages smaller local governments who have much smaller revenue bases. They also have limited capacity to scout out and prepare an application and also attract grant funding for specific projects which will be assessed on a competitive basis and then later meet the ongoing costs for maintenance and replacement of new assets. In some cases, this may also dissuade a local government from chasing down an application. Accordingly, a lift in FAG's addresses these issues

Whilst larger local governments have greater revenue raising capacity, they also have a much greater ability to attract grant funding on a value for money basis. More often than not they are also located in marginal or politically sensitive areas which provides incentives for governments to direct funds accordingly.

A local government's ability to raise rate revenue in an equitable manner very much depends on the attitude provided by each state government. This can and does vary. In some instances, rate capping is mandated along with a rhetoric to "*keep councils under control*" that the public invariably picks up on making life difficult but invariably this adversely affects the long term financial viability of a local

government or its ability to be agile and flexible to meet community needs. What may appear to be a short-term political win for the State comes with it long term financial issues for the local government, community and in essence the State Government itself.

The legislative provisions of the rating methodology also has a significant impact. Where it is based on sound taxation principles, well understood, well managed, addresses growth equitably and applies to all properties and has flexibility built in, financial sustainability is aided. However as shown in WA such sophisticated system is not in place, despite recent changes to legislation. On some occasions Ministerial approval is also required with rates supposed to be set on a balanced or near balanced cash budget. A number of exemptions are also in place. This hardly aids sound long-term financial sustainability, yet the state itself has arrange of its own property taxes in place such as land tax and stamp duty which are just as inequitable and not liked. Payroll tax also falls on a narrow part of society becoming effectively a tax on employment.

The financial sustainability of local government is also affected by the legislative environment in which it operates and also what tasks and constraints are imposed. Where a hands-off approach is taken with mutual positive recognition of the importance and partnership of state and local government is in place, the industry operates proactively. Where central controls are in place the reverse applies with greater effort and costs required to meet an obligation that often has limited value. Impacts on smaller local governments are invariably greater. Focus on long-term rather than short term also has significant impacts.

Solutions for improvements that address all of these aspects are possible if each is addressed in a considered way that recognises the interdependence on all aspects.

4 The changing infrastructure and service delivery obligations of local government

Society's change, community needs change and so do does the services and infrastructure that is required. The roads, rates and rubbish tag traditionally applied is now well outgrown as in reality a local government is all about quality-of-life aspects with community, cultural and economic development at front of mind with the infrastructure and services to follow, not the other way round.

This can be illustrated by a definition of what is a World-Class Community. Essentially, it's not about streets paved with gold but an integrated community that has strong values and works together for a common goal. As defined through international studies* a world class community is one where diversity and inclusion are the foundation, where no one is left behind and portrays the following characteristics:

An environment where all people are valued and respected.	Rich variety of arts, culture, and leisure opportunities
Safety	Affordable, quality housing
Prepared and hopeful youth	Healthy and credible local government
Strong school systems that work for everyone	Full range of high-quality health care
New and growing businesses with a broad spectrum of job	Strong citizen leadership
	Effective public transportation

**"World-Class Communities. By Marcus Robinson and Joan Buccigrossi, (2003). wetWare, Inc. Rochester, NY"*

So, the changing infrastructure and service delivery obligations of local government are in reality largely open ended and also cannot be addressed in isolation as to what the commonwealth and state also provides.

It however it is also fair to say that there does not appear to be an integrated plan where all three sectors of government become better aligned. Here the commonwealths' efforts such as the introduction of regional development and funding programs such as Roads to Recovery, Local Community Infrastructure and Growing Regions to name a few have been important.

Significantly what is not always recognised is that local government has by and far the lower cost base and is far more flexible than either the commonwealth or state government. So long as adequate

funding is provided devolving responsibilities down to local government provides a logical win for all sectors.

As per *Attachment 2 Whitlam Years “when social policy developed super powers”* focus on empowering rather than constraining local government will be critical.

This the best way to address this issue alongside the axiom *“Structure Always follows Strategy, but Culture always eats Strategy for Breakfast.”*

5 Any structural impediments to security for local government workers and infrastructure and service delivery

As outlined in *Section 4* the biggest structural impediment for the security for local government workers and infrastructure and service delivery is the lack of an integrated plan where all three sectors of government become better aligned and an approach where local government is empowered rather than constrained.

By way of illustration amongst other things the nation and some states such as Western Australia relies heavily on the mining industry which in many remote and regional areas relies heavily workers who operate on a fly in fly out or drive in drive out basis. The salaries and wages paid far exceed when any local government or regional business could pay and will adversely affect recruitment and retention for local government and impact infrastructure delivery.

In February 2013 House of Representatives Standing Committee on Regional Australia released its report *“Cancer of the bush or salvation for our cities? Fly-in, fly-out and drive-in, drive-out workforce practices in Regional Australia.”*. It is not known how many, if any recommendations as outlined in *Attachment 1* were actioned and became public policy but it is fair to say that a number if implemented would at least assist a local government to house mining workforce and families within its community as opposed to at a workers camp and also allow the mining company to provide or assist in providing community services locally which are then jointly used.

Industrial relations framework. In WA there is a blend of two state-based awards and a State based Industrial Relation Tribunal overlaid by Fair Work Australia. Previously the Federal Award also applied. Recent jurisdictional changes have not been a forward step, more a relic of the past. A review and simplification would be beneficial.

6 Trends in the attraction and retention of a skilled workforce in the local government sector, including impacts of labour hire practices.

Local Government recruitment is significantly influenced by wider workforce practices. In the more remote areas competition with labour costs associated in other sectors invariably influences what salaries can be paid and who can be attracted.

7 The role of the Australian Government in addressing issues raised in relation to the above

The modern era of federal funding for local government began in the 1970s with the Whitlam Government recognising that rapid changes in responsibilities faced by councils required direct support from the Commonwealth.

As indicated in *Attachment 2 Whitlam Years “when social policy developed super powers”* at the time the commonwealths leadership was at the time pivotal to expanding the nation in a more equitable fashion. It is submitted that Standing Committee are well placed to assist in this aspect and in doing so address the issue raised by this inquiry but with potential wider impact.

To this end as part of this review a broad framework could be developed which identifies, amongst other things matters such as the following.

- i Services that could potentially be best undertaken at a local government level
- ii Streamlined best practices legislative controls.
- iii Equitable rating and property tax systems
- iv Strategic funding programs.
- v Strategic linking of commonwealth funding programs that could operate direct to local government.
- vi Review of current funding programs to ascertain where money has been sent and how these impacts or could impact on FAGS and roads grants
- vii Others

Each area or strategic policy development could then be addressed separately and where justified the commonwealth could act through legislation and funding to influence change.

As an example, under point iii above as shown in *Attachment 3? an example Case Study for Equitable Rating and Property Tax Systems* is outlined to illustrate how the commonwealth could potentially influence change. What is envisaged is that each area chosen would be analyzed in detail to see the potential impact, both positive and negative from a policy perspective to see if it is worth proceeding with. Then the political consideration would be considered and what, if any support could be brought into consideration that could potentially overcome the “politics” involved

This submission strongly advocates Local Government being part of a tripartite arrangement along with Commonwealth and State Governments where all sectors pull together in a more unified manner. To this end all players need to be around the table to work through not just individual elements but the overall strategy that guides the process.

8 Further Information

Further information or any queries in relation to this submission may be obtained by contacting the Murchison Shire WA as per the following contacts.

Shire of Murchison PO Box 61 Mullewa WA 6630	T 08 9963 7999	E ceo@murchison.wa.gov.au
Cr Rossco Foulkes-Taylor Shire President	T 08 9963 7982	E cr.rfoulkes-taylor@murchison.wa.gov.au
Mr Bill Boehm Chief Executive Officer	T 08 9963 7999	E ceo@murchison.wa.gov.au

9 Submissions

Committee Secretary
House of Representatives Standing Committee on Regional Development, Infrastructure and Transport
PO Box 6021, Parliament House Canberra ACT 2600
Phone: +61 2 6277 2232 rdit.reps@aph.gov.au

10 ATTACHMENTS

- Attachment 1 Recommendations from February 2013 House of Representatives Standing Committee on Regional Australia report “Cancer of the bush or salvation for our cities? Fly-in, fly-out and drive-in, drive-out workforce practices in Regional Australia.”.*
- Attachment 2 Whitlam Years “when social policy developed super powers”*
- Attachment 3 Property Rates Case Study Example*

The Parliament of the Commonwealth of Australia

Cancer of the bush or salvation for our cities?

**Fly-in, fly-out and drive-in, drive-out workforce practices in
Regional Australia**

**House of Representatives
Standing Committee on Regional Australia**

February 2013
Canberra



List of recommendations

2 The FIFO workforce practice for resource development

Recommendation 1

The Committee recommends that the Commonwealth Government fund the Australian Bureau of Statistics to establish a cross-jurisdictional working group to develop and implement a method for the accurate measurement of:

- the extent of fly-in, fly-out/ drive-in, drive-out workforce practices in the resource sector; and
- service populations of resource communities.

Recommendation 2

The Committee recommends that the Commonwealth Government, in consultation with state and territory governments, review allocation of funding for communities that receive fly-in, fly-out/ drive-in, drive-out workforces so that funding is based on both resident and service populations.

3 'Fly-in' communities

Recommendation 3

The Committee recommends that the Commonwealth Government commission a comprehensive research study to determine the actual economic impact on the demand for and consumption of local government services and infrastructure from fly-in, fly-out/ drive-in, drive-out workforces.

Recommendation 4

The Committee recommends that the Commonwealth Government commission a study of the impact of non-resident workers in regional resource towns on the provision of medical services and as a result of this study develop a health policy response that supports the sustainability of regional medical services.

Recommendation 5

The Committee recommends that the Commonwealth Government charge the Australian Small Business Commissioner to enhance the capacity of small businesses in resource communities to participate in servicing the demands of the resource sector.

Recommendation 6

The Committee recommends that the Commonwealth Government identify areas where local governments affected by fly-in, fly-out/drive-in, drive-out work practices would benefit from enhanced skills sets and develop training programs to meet the needs of councillors and senior staff in local government.

Recommendation 7

The Committee recommends that the Commonwealth Government task the National Housing Supply Council to urgently develop and implement a strategy to address the supply of affordable housing in resource communities and report to the House of Representatives by 27 June 2013 on the progress of this strategy.

4 'Fly-out' communities**Recommendation 8**

The Committee recommends that the Commonwealth Government commission a comprehensive study into the health effects of fly-in, fly-out/drive-in, drive-out work and lifestyle factors and as a result of this research develop a comprehensive health policy response addressing the needs of fly-in, fly-out/drive-in, drive-out workers.

Recommendation 9

The Committee recommends that the Commonwealth Government develop a best practice guide for employers with significant non-resident workforces aimed at assisting them to develop their own family support programs.

Recommendation 10

The Committee recommends that the Commonwealth Government commission research on the effect on children and family relationships of having a long-term fly-in, fly-out/drive-in, drive-out parent.

Recommendation 11

The Committee recommends that the Commonwealth Government commission research into the economic and social impacts of establishing regional centres as fly-in fly-out source communities.

5 Governance

Recommendation 12

The Committee recommends that the Commonwealth Government review the *Fringe Benefits Tax Assessment Act 1986* to examine the:

- removal of impediments to the provision of residential housing in regional communities;
- removal of the exempt status of fly-in, fly-out/ drive-in, drive-out work camps that are co-located with regional towns; and
- removal of the exempt status of travel to and from the workplace for operational phases of regional mining projects.

Recommendation 13

The Committee recommends that the Commonwealth Government review the *Fringe Benefits Tax Assessment Act 1986* to:

- remove the general exemption for fly-in, fly-out/ drive-in, drive-out workers from the 12-month limit of payment of the living away from home allowance;
- enable specific exemptions for construction projects that have a demonstrated limited lifespan; and
- enable specific exemptions for projects in remote areas where the fly-in, fly-out/ drive-in, drive-out work practice is unavoidable.

Recommendation 14

The Committee recommends that the Commonwealth Government review the Zone Tax Offset arrangements to ensure that they are only claimable by permanent residents of a zone or special area.

Recommendation 15

The Committee recommends that the Commonwealth Government review the Zone Tax Offset to ensure:

- that it provides reasonable acknowledgement of the cost of living in remote Australia;
- that the zones are based on a contemporary measure of remoteness;
- that the zones are based on up-to-date census figures; and
- that it includes a mechanism for regular review to ensure that the offset reflects accurate population figures.

Recommendation 16

The Committee recommends that the Commonwealth Government charge the Australian Electoral Commission to develop an electronic voting system for voters living or working in remote areas to facilitate easier access and ensure more accurate population figures are recorded.

Recommendation 17

The Committee recommends that the Commonwealth Government charge the Productivity Commission with investigating a more appropriate form of governance for remote Australia that is flexible and responsive.

Recommendation 18

The Committee recommends that the Commonwealth Government establish a dedicated secretariat, within an existing government department and based on the Province of Alberta Oil Sands Sustainable Development Secretariat, with responsibility for consulting with state governments and the resources industry in order to:

- compile nationally consistent data regarding the impact of fly-in, fly-out workforces on housing, infrastructure, healthcare, education, social services and future planned resource development;
- develop a regional social and infrastructure impact methodology that will assist resource companies and local governments in assessing the impact of current and planned resource projects including cumulative impacts;
- develop regional infrastructure plans; and
- develop, promote and coordinate community benefits agreements.

6 Delivery of health services and local training**Recommendation 19**

The Committee recommends that the Commonwealth Government develop strategies and targets for achieving fair access to health services for people living in regional and remote areas recognising the use of fly-in, fly-out/drive-in, drive-out health services, providing for appropriate funding and infrastructure support.

Recommendation 20

The Committee recommends that the Commonwealth Government require each Regional Development Australia committee, in consultation with regional health groups such as Medicare Locals, to have a health focus in its strategic plan, specifically focussing on long-term workforce and infrastructure planning and the role that fly-in, fly-out/ drive-in, drive-out medical practitioners will play in future service delivery, with a primary aim to increase residential service delivery.

Recommendation 21

The Committee recommends that the Commonwealth Government develop initiatives to encourage the provision of tertiary education providers to resource communities.

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Whitlam years: when social policy developed superpowers

A grassroots social welfare program from the progressive years of the Whitlam Government is a model way to create more coherent and vibrant communities – and should be revived to steer future policy, a new research project has found.

Apr 04, 2018, updated Apr 04, 2018



The lasting importance and influence of the Australian Assistance Plan (AAP), a largely unheralded funding scheme of the 1970s which aimed to support and enable urban and rural community social welfare initiatives, has been highlighted in a Flinders University collaborative research project called “Bold Experiment”.

“The current crop of politicians can learn greatly from what we found during our research; that the influence of such community-focused schemes resonates greatly through society for a long, long time,” says Professor Melanie Oppenheimer, who led the project with Professor Erik Eklund (Federation University) and Professor Joanne Scott (University of the Sunshine Coast).

“I’d go so far as saying we need another scheme like the AAP, to answer the call in our communities for a lot of important social services,” Professor Oppenheimer says.

The program helped to establish a range of relevant and robust neighbourhood services, childcare and community centres run by a new wave of local supporters and volunteers, according to oral testimonies given to Bold Experiment project researchers.

Forexample, valuable organisations that were initially funded by AAP – such as the Marrickville Women’s Shelter in Sydney, and many of Australia’s first childcare centres – continue to exist and are proof of the enduring value of the program.

“Politicians ignore the power of such grassroots projects at their peril.”

“It set a tone for community involvement among that generation which continues today,” with the Mackay and Inner Sydney Regional Councils for Social Development still going and the AAP helping to fund organisations now operating as the Tenants’ Union of NSW and Federation of Ethnic Communities’ Councils

of Australia.

Professor Oppenheimer believes the AAP directly plugged into the Flinders University spirit of adventurous experimentation and social action. Young academics in the 1970s, such as Flinders University Professor of Public Policy Adam Graycar, were evaluators of the AAP and the experience for them was life changing.

Inspired by Gough Whitlam's 'Power and the Passion' catchcry, the radical Australian Assistance Plan introduced in 1973 gave federal funding to grassroots community organisations throughout the nation for the first time.

The dynamic oral histories paint a very positive picture of the short-lived program which was scrapped in 1977 by the Fraser Government.

"It provided the launching pad for a whole generation of social workers and social policy practitioners who are now prominent leaders in a variety of fields, and therefore it set the groundwork for modern social policy," says Professor Oppenheimer, who points to the example of high-profile public servant Sue Vardon AO (who will launch a new book *The State of Welfare* in Adelaide this week).

Sue Vardon, who gave evidence to the Bold Experiment project, starting her career as a social worker with Wagga Wagga Council and helped set up the Riverina Regional Council for Social Development as part of the AAP's rollout.

Federation University researcher Professor Eklund says the project looking at social policy in the 1970s in Australia learnt from international comparisons.

"The edited collection, *The State of Welfare*, arose out of our attempts to bring together colleagues from Canada, New Zealand, Germany, Ireland and Sweden in order to understand

this period and some of the global changes that were occurring, says Professor Eklund.

“I was based at University College Dublin in Ireland at the time so we used that opportunity to bring together international scholars and widen the scope of our research.

“The Australian Assistance Plan was an ambitious program that changed the national social policy debate in the 1970s. But it also had very important implications for regional Australia because it looked at new ways to support and involve regional communities.”

The Plan established Regional Councils for Social Development in 35 pilot regions throughout Australia. These organisations attempted to involve people in social policy planning.

“A lot of our current consultation and engagement strategies in regional development, for example, come from those first experiments in the early 1970s,” he says.

The ‘Bold Experiment: An historical evaluation of the Australian Assistance Plan’ was funded by an Australian Research Council Discovery grant.

The oral histories and other materials will be housed in the Flinders University Library Special Collections and available for consultation by others interested in this vital period of Australia’s history.

Professor Oppenheimer says the power of the AAP was that it “plugged directly into what the community wanted, empowering local groups to decide what they needed most rather than have it imposed on them”.

“It set a path that continues today for robust community activity and involvement. The stimulation of these projects also triggered a rise in volunteering in Australia,” she says.

“My research into the history of volunteering in Australia sees big spikes in activity during World War One and World War Two, which seem obvious enough, but also during the mid-1970s when the AAP scheme played an integral role,” says Professor Oppenheimer.





*House of Representatives Standing Committee on Regional Development, Infrastructure and Transport
Local Government Inquiry*

Case Study Example Equitable Rating & Property Tax Systems

This case study example on Equitable Rating and Property Tax Systems is provided to “illustrate” how the commonwealth could influence change.

Background

The legislative provisions of the rating methodology also has a significant impact. Where it is based on sound taxation principles, well understood, well managed, addresses growth equitably and applies to all properties and has flexibility built in, financial sustainability is aided.

However as shown in WA such sophisticated system is not in place, despite recent changes to legislation. On some occasions Ministerial approval is also required with rates supposed to be set on a balanced or near balanced cash budget. A number of exemptions are also in place. This hardly aids sound long-term financial sustainability, yet the state itself has arrange of its own property taxes in place such as land tax and stamp duty which are just as inequitable and not liked. Payroll tax also falls on a narrow part of society becoming effectively a tax on employment.

Illustration Example

So, if a State was to move away from payroll tax, land tax and stamp duty then the rating system would need to be used to replace the revenue lost. Implementation of best practice rating principles would need to be utilised. There are a range of options available but if an “all in” system were adopted much occurs in Tasmania, state governments would pay Council rates on their properties and likewise, local governments would pay State rates on their properties. All other land would attract both Council and State Rates. Ideally the commonwealth should be in as well.

The following features could potentially apply.

- i Initially, in theory, the total revenue derived may not change.
- ii The burden would be spread equitably within the community rather than in a disproportionate manner as is currently the case.
- iii Property owners would soon come to see what services (State and Local) that were paying for. This provides for greater transparency.
- iv There is no incentive for the state to complain about local government rates nor local government to complain about a state not providing an equitable contribution as its an all-in system. Both benefit
- v Business would not pay a regressive tax (payroll tax)
- vi Significant savings would apply for home purchases with no stamp duty applicable. This could have positive flow on effects for house ownership.
- vii Land tax would be incorporated as part of state taxes but with an more equitable rating methodology applied rather than arbitrary steps and thresholds for exemptions applying
- viii Rate exemptions would need to be eliminated and if introduced paid for by the state.

- ix So long as rates are modelled to ensure that from year-to-year rates derived from new or expanded properties then an in-built growth would result along with any cpi / budget considerations that the state or local government may choose to apply.
- x Ideally the commonwealth should also be included.

Regardless of the final result however there would be winners and losers, which from a political viewpoint would invariably mean that such a proposal would never be agreed to by all states. Much easier to hide behind the status quo. Less political risk.

However, if the commonwealth were to introduce some form of financial incentive and policy tweaks then barriers may be overcome. This is where the Australian Government Role comes to the fore with initiatives like the following being potentially applied.

- ~ Tweaking the taxation system to not allow state base taxes such as land tax, stamp duty and payroll tax from being eligible deductions for business but permitting state and local government rates as a deduction.
- ~ Providing financial incentive payments to each state who signs up so that the state can phase in any changes to support those disadvantaged.
- ~ Maintain a subsidy to those states that sign up for at least two electoral cycles. This is to minimise any party politics as both major parties would benefit.

This is an example of the approach that is envisaged. Clearly this area would be analyzed in detail to see the potential impact, both positive and negative from a policy perspective to see if it is worth proceeding with. Then the political consideration would be considered and what, if any support as outlined could be brought into consideration that could potentially overcome the "politics" involved.

Murchison Shire
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