



# Councillor Information Bulletin

For the Ordinary Council Meeting  
held on Thursday 23 April 2026

# INDEX

1. CALENDAR OF EVENTS

2. ACTING CHIEF EXECUTIVE OFFICER'S REPORT

3. COMMUNITY DEVELOPMENT REPORT

Community Development Update

Wellbeing Update

Tourism Update

Hood-Penn Museum Update

4. COUNCIL INFORMATION

- **WALGA**

Regional Road Group Report

- **Main Roads**

Crash Data Release 2026

- **HON RITA SAFFIOTI MLA DEPUTY PREMIER MINISTER FOR TRANSPORT**

Wheatbelt secondary freight network submission for funding

- **WIN Metals**

Introduction to WIN Metals and planned activities at Princess Royal Gold Mine

- **AVON Waste**

Westonia Fuel Levy



# SHIRE OF WESTONIA

## April/May 26

<b>Date &amp; Time</b>	<b>What</b>	<b>Where</b>	<b>Who</b>
Thursday 23 April	Great Eastern Country Zone	Cunderdin	President & ACEO
Thursday 23 April	Council Meeting	Chambers	Councillors, Senior Staff
Wednesday 29 April	WEROC CEO Meeting	Zoom	ACEO
Wednesday 29 April	Local Health Authorities Analytical Committee	Zoom	ACEO
Monday 4 May	CEACA Management Committee Meeting	Kellerberrin	ACEO, Deputy President
Tuesday 5 May	Australian Golden Outback Sundowner	Coopers Garage	Councillors, Senior Staff
Wednesday 6 May	Australian Golden Outback	Chambers	President & ACEO
Friday 8 May	WEROC Inc. Board Meeting		President & ACEO

## ACTING CEO'S REPORT

- **GENERAL MATTERS**

- An interim audit commenced on 13th April and will run through to 16th April, conducted by Dry Kirkness on behalf of the Auditor General. The audit involves reviewing all financial documents up to the end of February 2026.
- Attended the WNE SRRG Meeting on the Wednesday 8<sup>th</sup> April reported our 80% completion to Warralakin Road Project.
- Private Sector Labour Relations Division of the Department of Local Government, Industry Regulation and Safety Supplied a Notice To Produce Records Before 22 April 2026, Heather Lockyer was sent to Perth 13 April with all Original Documentation to Comply with section 98 of the *Industrial Relations Act 1979*
- Westonia Progress Raffle update – Currently Sold 354 @ 13/04/26 total of \$35,400 worth of tickets with 65 days left to sell. Hopefully the advertising campaign will start to see a shift in sales.
- Russel Hood Penn- rendering of the warm water pool was completed on Tuesday the 14<sup>th</sup>. Following the rendering Wednesday the 15<sup>th</sup> Damien Hird used the water tanker to fill the pool. We are currently balancing the chemical levels to ensure the water meets safety and quality standards, and we expect the pool will be ready to open to residents over the next week or so.



- Peter Antonio completed the footings for the two new units on Friday, 10th April. This marks the completion of the foundation stage, providing a stable base for the structures. The delivery of the house components is scheduled for Tuesday, 28th April, which will enable the project to progress to the next phase of construction.



- Peter Antonio has been working on enclosing the Men's Shed area at the Community Hub building (Old School Site). The project has progressed well and is now at the stage where it is awaiting the arrival of the windows.



- **DELEGATED AUTHORITY ACTIONS**

Nil

- **ROADCREW**

- Construction work on Warralakin Road continues with 850 metres to complete gravel carting of 4.2-kilometer section in readiness for spreading, final trim & bitumen seal at the end of April start of May.
- Water tanks filled at Elachbutting & Baladjie Rocks for the Easter tourist period.
- Roadside trees trimmed to the top of batter by Twinkarri Contractors on Clothier & Henderson Roads.
- Maintenance grading carried out on the following roads,
  - Six Mile Gate Road
  - Walgoolan South Road
  - Clothier Road
  - Pitt Road
  - Henderson Road
  - Poole Road

- **PLANT HOURS**

The following is a list of plant and vehicle kilometre and hour readings for the period ending 30.04.26.

Item		31.03.26	30.04.26
P1	CAT 140 GRADER	4,459hrs	4,514hrs
P2	CAT 12M GRADER	10,921hrs	11,004hrs
P3	PRIME MOVER (KENWORTH)	82,831kms	85,869kms
P4	ROAD TRAIN (NEW FREIGHTLINER)	180,333kms	182,288kms
P5	JOHN DEERE LOADER	23hrs	84hrs
P6	CAT ROLLER (SKIP)	3,110hrs	3,160hrs
P7	MINI-EXCAVATOR	1,472hrs	1,477hrs
P8	TELEHANDLER JCB	658hrs	687hrs
P9	TOYOTA (GRADER UTE)	86,145ms	87,246ms
P10	mitsubishi CANTER	39,619ms	39,806ms
P11	TOYOTA HILUX (HCS) WT 35	115,092kms	115,265kms
P12	JOHN DEERE (5100)	2,821hrs	2,821hrs
P14	TOYOTA LANDCRUISER GXL (CEO)	32,523ms	37,068ms
P15	TOYOTA HILUX D/CAB (W/SUPER)	77,677ms	6,001ms
P16	TOYOTA RAV4 (Community)	21,832kms	25,977kms
P17	TOYOTA HILUX DUAL CAB	84,732ms	84,470ms
P19	FAST ATTACK	22,893ms	22,981ms
P20	FIRE TRUCK	7,635kms	7,679kms
P18	WESSY BUS	155,992kms	156,088kms
P22	KUBOTA RIDE ON MOWER (OVAL)	2,204hrs	2,206hrs
P23	TOYOTA MINI-BUS (WT COM V)	51,249kms	51,888ms
P24	CAT ROLLER (LOLA)	3,520hrs	3,573hrs
P25	MICK's BEAUT UTE	188,815kms	189,858kms
P27	TOYOTA PRADO GXL (DCEO)	46,683kms	11,101kms
P28	TOYOTA HILUX UTILITY (TOWN)	13,306kms	14,203kms
P29	MOWER	17hrs	20hrs

# COMMUNITY DEVELOPMENT AND WELLBEING REPORT

## COMMUNITY DEVELOPMENT REPORT

Working group meetings held every 3rd Wednesday of the month:

Event planning – Back to our Roots, Bring your Boots Ball now complete we are moving on to the planning stage of Wessy on the Green 2027 & contemplating Christmas Market closure and what we can do to replace this? Community fitness, active Farmers and move it or Loose it are due to start back up after the holidays and we are eagerly awaiting the opening of our Warm Water Leisure Pool.

Westonia Workers WhatsApp group is open to anyone who would like to get involved with busy bees & event planning.

CRC – with Co-design workshops over the DPIRD WACRN team have now moved into the Procurement and Contracting phase, which will run until 1 July 2027, when the new contracts begin.

### Grant applications & award nominations submitted:

Support at Home Thin Markets (rural, remote & specialised) 2025-26 Round 2 grant application was made in January to the Australian Gov. Department of Health, disability and Ageing. We received a successful outcome letter on the 10.3.26 fully approved grant funding of \$182.470 ex GST to go towards day to day running costs and improvements to services. A signed agreement has been completed and we will receive the funding in May 2026. Performance report and Financial acquittal reporting due by 30 June 2027.

Acquittal of the Collgar Community Fund grant \$6000 that went to the 21st March 2026 “Back to our roots, Bring your Boots” Ball has been completed and the final invoices have been paid out for this event.

Future grant opportunities & award nominations:

Quantas regional grants are open now and close at the end of May, Bendigo Bank will be another avenue, we will also send out Sponsorship letters to companies asking for corporate sponsorship with naming rights to Wessy on the Green.

## WELLBEING REPORT

Weekly Activities

Bingo every Thursday 9-12 Pax

Scrabble every Tuesday 5 Pax

Bus trips NIL

Live stream Blanche Streich’s funeral in the OM Hall for community members unable to attend in person.

Active Farmers with Emilie Menze Every Wednesday (2x General Fitness classes and seniors’ session) getting real traction with over 20 people showing up each day and some unexpected faces in attendance, which is so fantastic.

### Age Care

Westonia Home Care Services

We are continuing to provide community Wellbeing activities

Westonia Home Care Services Clients: 23 Sadley we lost one of our longer term clients in Blanche Streich on the 16/3/26. Staff attended her funeral at Karrak.atta cemetery on the 18/4/26

New clients about to join service: 2

Staff delivering services: 5

Services: Administration and Package management, Cleaning and Household tasks, Medical, Personal Care, Social Support, Support work, Gardening & Maintenance, Meals, Allied health, Medicine management, Equipment and Home modifications.

Monthly and annual reporting – Quarterly and annual financial reports to Department of health, disability and ageing. SaHCC annual reporting (Support @ Home cost collection).

**WESTONIA TOURIST PARK**

The park has been consistent with visitors which is great considering the fuel prices over the past month and the impact it is currently having on the tourism sector. Barry has been very busy replacing shower facets and installing soap dispenser in the camp area shower block bring this section up to spec inline with rest of the park, and important maintenance has be done to the hot water systems. The sewing group have started making curtains for the single room units which will replace the existing blinds which are perishing. Thank you to Kay Geier for coordinating this little project.

**REPAIRS & MAINTENANCE**

Various minor repairs and maintenance are ongoing. Focal area being bathroom maintenance (fixtures and disabled bathroom upgrade)

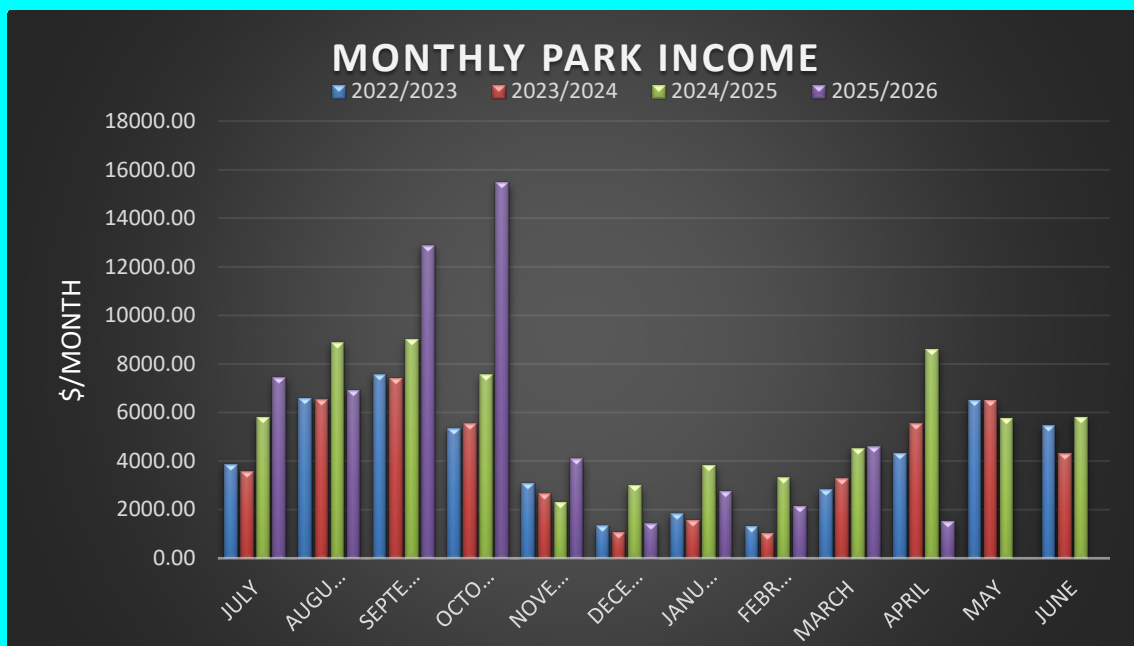
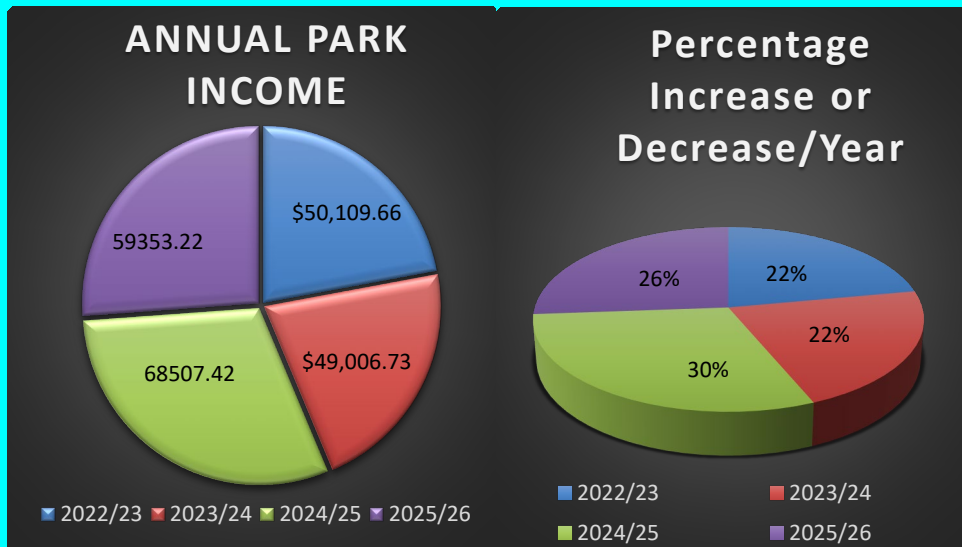
Disabled toilet drainage will need some major work as tree roots have made their way into the pipes.

**FUTURE PROJECTS**

Permanent signage required to say "If office is unattended, please ring the caretakers phone or Shire office alternatively you can visit the Shire office during business hours Monday to Friday to complete your booking".

Overflow – new signs needed for sites and information sign needed to describe who to ring or see to book in and outline that you must un-hook. Defined bays might be a good idea for this area.

**STATISTICS**



## HOOD-PENN MUSEUM and COOPERS GARAGE MUSEUM

Our wonderful museum volunteers are doing a great job managing the two museums over the weekends, the visitors are in constant awe of how Westonia can have these wonderful collections.

## REPAIRS & MAINTENANCE

Various minor repairs and maintenance ongoing RECENT PROJECTS

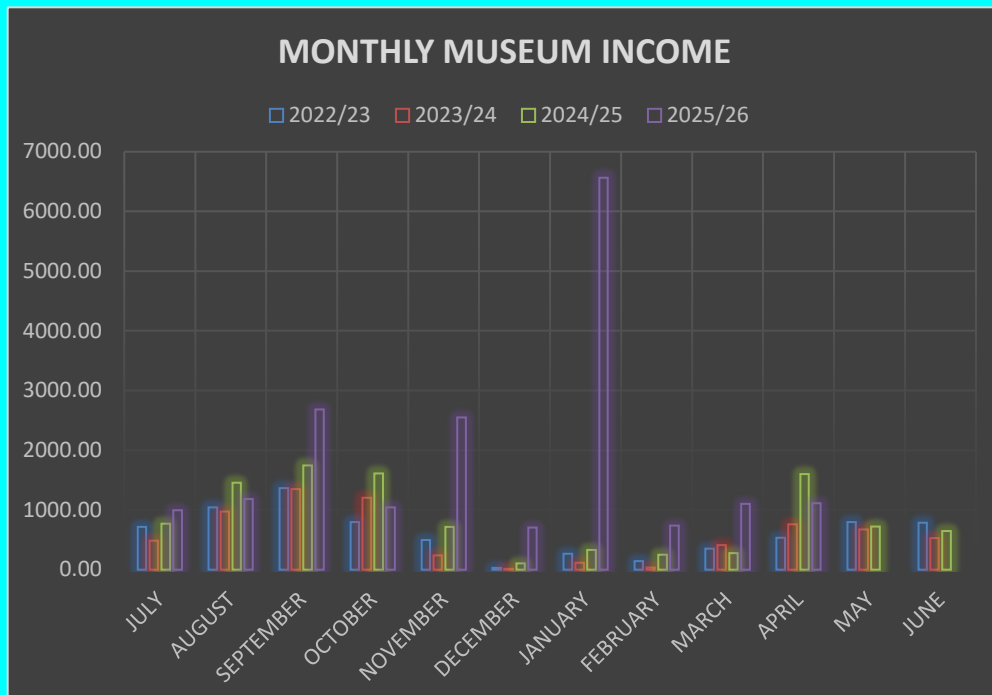
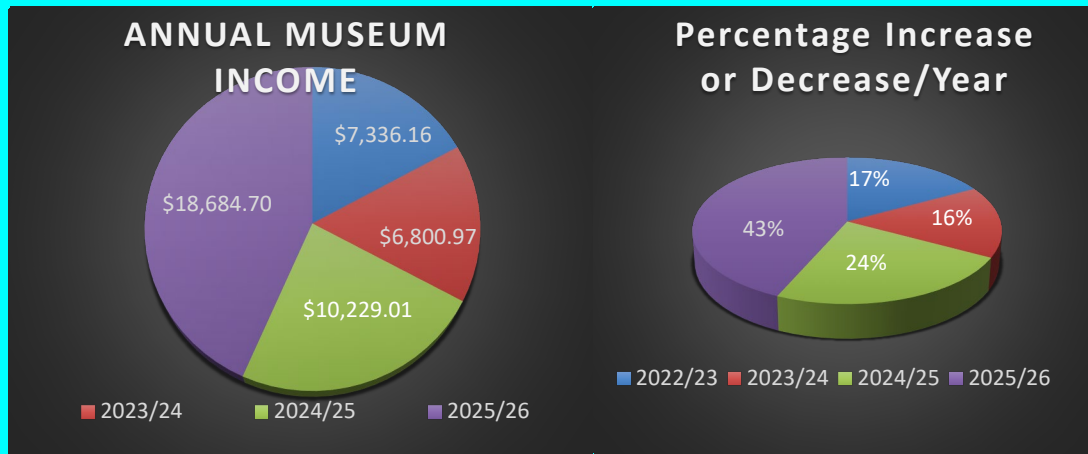
War Memorial moved from OM Hall and photo signs now installed.

Model War Planes hung in War Memorial scene

## FUTURE PROJECTS

New scenes to be created in the existing space of the old storage room to tell the stories of our primary industries of which Westonia was founded on.

## STATISTICS



# Regional Road Group Report

## April 2026



## Roads

### Local Government Transport and Roads Research and Innovation Program (LGTRRIP)

The development of a road safety rating tool for intersections and a guideline for the use of Marginal Materials in road construction is progressing. During March, WALGA and NTRO have convened a series of workshops with Local Government and industry to develop the next pipeline of projects.

### Guidelines and Specifications for Residential Crossovers

WALGA is reviewing the Residential Crossover Guidelines and Specifications to ensure they continue to meet the needs of Local Governments. Following the completion and analysis of a survey to gather feedback from Local Governments on how the document is applied, which sections are most useful, and where improvements may be required, the document is now being reviewed and revised accordingly. Further engagement will inform potential updates to the guidelines.

### Heavy Vehicle Access on Local Roads

Main Roads recently announced that they were changing the access condition that requires a restricted access vehicle operator / generator to obtain a letter of approval from a Local Government (referred to as a CA07 condition) to a notification system. Main Roads allege that this condition is unlawful as only Main Roads can approve access.

This decision is contrary to the WALGA policy position that states that WALGA:

“Opposes the withdrawal of the “Letter of Approval” Restricted Access Vehicle Operating Condition until an acceptable alternative to Local Government is developed by Main Roads WA.”

After discussions with Main Roads, they have agreed to convene a working group to develop an acceptable alternative.

## Funding

### Regional Road Safety Program

Working is progressing on 28 projects totalling 457km across 21 Local Governments under Tranche 1 of the Regional Road Safety Program (Local Roads).

Nominations have been received and evaluated for Tranche 2 and recommendations prepared for Ministerial approval.

WALGA and RAC are continuing to seek Federal Government funding support for the program in line with the State Government commitment.

### Multi-Criteria Assessment (MCA) Model Revisions

The WALGA Infrastructure Team continues to work with the Regional Road Groups to better align the MCA models used by Regional Road Groups to prioritise projects for Road Project Grant funding with the provisions outlined in the procedures document of the State Road Funds to Local Government Agreement (Agreement). All the Regional Road Groups have commenced the MCA revision process, with the process in the Gascoyne, Great Southern, Kimberley, and South-West region now complete. Significant progress has been made in each of the other regions.

## Transport

### Active Transport and Micromobility Advocacy Plan

Development of the Active Transport and Micromobility Advocacy Plan is progressing. Recent work has included reviewing the State Government's response to the Parliamentary Inquiry into eRideables, which has informed and refined the advocacy approach. The initial policy positions included a range of supporting actions, which have now been consolidated into a more focused and strategic set of advocacy actions, reducing duplication and clarifying priorities. The consolidated actions will be presented to the Infrastructure Policy Team for feedback prior to progressing to the next stage.

## Asset Management

### Road Assets and Expenditure (RAE) Report Project

The WALGA Infrastructure team together with the Business Intelligence & Analytics team is undertaking work to modernise the architecture and processes used to manage data and generate the annual Road Assets and Expenditure Report. The project will include the development of a database, reporting interface, and dashboard and will go live in August 2026 for the data entry component of the 2025/26 report. WALGA will be delivering a range of measures to assist Local Government navigate the changes.

### Review of the WALGA Road Visual Condition Assessment Manual

A revised WALGA Road Visual Condition Manual, originally published in 2016, has been finalised and will be published soon. The revised manual will necessitate some changes to the RAMM software and to allow LG practitioners time to adjust proposed surveys, there will be a three-month lag period before switching RAMM to the revised manual. An instructional webinar will be delivered shortly.

### Western Power

WALGA continues to liaise with Western Power to support more efficient and timely delivery of Local Governments projects with impacts to Western Power infrastructure.

The Association successfully advocated for Western Power to reintroduce the option for Local Governments to undertake streetlighting installation and modification projects using approved consultants and contractors (Option B). This allows Local Governments to circumvent the lengthy and costly Western Power process for programming, funding, and implementing streetlighting projects, offering significant cost and time savings on projects. The Association is seeking to promote this choice to Local Governments, so Western Power retain it.

## Road Safety

### Road Safety Council

The Road Safety Council met on 6 March, primarily to consider submissions for Road Trauma Trust Account funding. The other matters considered at that meeting included: eligibility criteria for RTTA submissions, serious injuries reporting and safer speeds. The Road Safety Council meet next in June.

The Road Safety Council Communiques can viewed at [Road Safety Council Meeting Communiques](#).



# Crash Data Release 2026

From 2026, Main Roads will implement a significant improvement to crash data quality through strengthened validation of serious injury records. Serious injuries will be directly verified with the Department of Health to confirm a corresponding hospital admission; this applies to crashes from 1 January 2024 onwards.

This enhancement will improve the accuracy and integrity of serious injury reporting, giving users greater confidence in the data.

As a result of this additional verification process, there will be two crash data publication dates in 2026.

- Provisional data published on 30<sup>th</sup> March,
- Verified data published in July.

## Background

In 2025, during routine analysis of the 2024 crash data, a large increase in reported hospitalisations was observed. This prompted a detailed review to ensure the accuracy and consistency of injury classifications.

It was determined that due to changes in injury data provision, our existing injury classification method was no longer the best fit for the information received.

To improve accuracy, a shift to a stronger injury classification methodology was required.

## What is Provisional Data?

Provisional data is crash data that has been sourced from sources including WA Police, Insurance Commission WA, and the OCRF<sup>1</sup>. This data has still undergone rigorous quality assurance processing including de-duplication and internal consistency. This data is similar to that traditionally published each year.

## What is Verified Data?

Verified data is crash data that has been validated against Department of Health data, specifically Emergency Department and Hospital Admission records. This is a new process that will be first implemented in 2026, to crashes from 1 January 2024 onwards.

This new and improved validation or verification process with Department of Health data will improve the accuracy of serious injury data. It will have no impact on fatal crash data which will continue to be verified by WA Police. It will have only a minor impact on medical injury and property damage crashes.

**This enhancement will improve the accuracy and integrity of serious injury reporting, giving users greater confidence in the data.**

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<sup>1</sup> Online Crash Reporting Facility – report lodged by individuals involved in a crash, providing the details of the crash including injuries sustained.

## What impact will this have?

Preliminary analysis of 2024 crash data alongside Department of Hospital data shows that there will be no impact on fatal crash numbers, and only minor impact on medical and property damage crash data. However, due to the overly high number of serious injuries recorded in 2024, there will be a substantial change in the serious injury values.

There will be no impact on crashes prior to 1 January 2024 as the new validation process only applies to crashes from this date forwards.

Table 1. Changes expected for crash numbers from provisional to verified releases.

2024 Crashes	Provisional Data	Estimated Verified Data
Fatal Crashes	171	171
Serious Injury Crash	~1,900	~1,500
Medical Crash	~6,500	~7,200
Property Damage Crash	~19,000	~19,000

## Guidance – which dataset should I use?

### Provisional Data

If you are undertaking research or analysis in the following areas there should be minimal impact by utilising the Provisional data published on 30<sup>th</sup> March, this is because the impact largely affects serious injuries for two years only.

Analysis that uses:

- all crash severities
- summarises multiple years, i.e. 5 years of data

Therefore, undertaking Black Spot applications can and should proceed as soon as the Provisional crash data is published<sup>2</sup>.

### Verified Data

Research that involves the following sorts of analysis should preferably wait until the Verified crash data is published in about June 2026.

- Time series analysis looking at specific changes year-on-year, especially those focused on fatal and serious injury crashes
- Before and after evaluations seeking to demonstrate a change in crash performance over time

## Further information

For further information on data access and changes please contact [agi@mainroads.wa.gov.au](mailto:agi@mainroads.wa.gov.au).

For further guidance on when to use provisional versus verified data for research purposes please contact [roadsafety@mainroads.wa.gov.au](mailto:roadsafety@mainroads.wa.gov.au).

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<sup>2</sup> Crash Costs will be updated based on Provisional Crash data



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**Deputy Premier  
Treasurer; Minister for Transport; Sport and Recreation**

Our ref: 72-65251/1

Mr R Munns  
Secretary  
Kellerberrin SRRG  
[rod@rmecs.com.au](mailto:rod@rmecs.com.au)

Dear Mr Munns

**WHEATBELT SECONDARY FREIGHT NETWORK SUBMISSION FOR FUNDING**

I refer to your letters dated 10 February 2026, regarding future funding of the Wheatbelt Secondary Freight Network (WSFN). I acknowledge that you have written on behalf of the Kellerberrin Sub Regional Road Group and the Wheatbelt North East Sub Regional Road Group.

Since taking responsibility for the Transport Portfolio in 2017, I have remained committed to delivering significant investment to local government road networks across Western Australia.

In 2016/17, under the then Liberal-National Government, funding provided to local government via the State Road Funds to Local Government Agreement was \$172.3 million. Under the Cook Labor Government this has increased substantially to \$307.5 million. That is almost double the amount of funding provided by the State to assist local government to build and maintain their assets, supporting this Government's commitment to deliver quality infrastructure across our State.

As part of this commitment to Local Governments, the State Government has also prioritised investment in the State's freight network to support road safety outcomes and increasing productivity for the agriculture and resource sectors.

Since 2020, our Government has partnered with the Australian Government to allocate to date nearly \$124 million (LG \$8.3 million/State \$16.5 million/AG \$99.2 million) on the WSFN. This funding has increased freight efficiency and productivity, reduced vehicle operating costs, and improved road safety along strategic freight routes within the Wheatbelt region as part of the overall \$187.5 million (LG \$12.5 million/State \$25 million/AG \$150 million) program.

Outside of the WSFN program, our Government has continued to work with the Australian Government to invest record amounts through the Regional Road Safety Program

(RRSP) towards upgrading our State's regional road network, with \$220 million allocated to improving Wheatbelt roads since 2020.

In 2025, our Government expanded the successful RRSP to include local government roads for the first time, supported by a \$125 million funding boost. More than \$39 million has been allocated as part of the RRSP expansion so far, with \$14.7 million going towards improvements on local governments roads throughout the Wheatbelt. It is important to note that the WSNF continues to be funded through to mid-2027, with \$24.5 million allocated to be spent in 2026-27.

As I understand, Main Roads has had discussions with WSNF Program Director, Mr John Nuttall, emphasising that to enable a funding request to be supported and submitted for consideration, a comprehensive business case needs to be completed.

I am advised that Main Roads has provided support to the WSNF for over 18 months to develop a new submission.

I understand the WSNF is still to complete the business case necessary to support a funding submission. Unfortunately, without a business case, Government cannot consider the proposal. In this regard, Main Roads will continue to offer support to the WSNF in preparing the business case.

I would encourage the WSNF to submit a proposal for consideration when the business case is complete.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Rita Saffioti', written in a cursive style.

**HON RITA SAFFIOTI MLA  
DEPUTY PREMIER  
MINISTER FOR TRANSPORT**

31 MAR 2026

8 April 2026

Bill Price CEO and Jasmine Geier Deputy CEO  
Shire of Westonia  
P.O. Box 157  
Westonia WA 6423

Dear Bill and Jasmine,

**Re: Introduction to WIN Metals and planned activities at Princess Royal Gold Mine**

WIN Metals Ltd (ASX: WIN) is an Australian mineral exploration company with gold, nickel and lithium assets across approximately 350km<sup>2</sup> of granted tenure in the Southern Goldfields and Kimberley regions of Western Australia. The Company's gold portfolio includes the Radio Gold Project near Bullfinch, the Butchers Creek Gold Project in the Kimberley, and, most recently, the Princess Royal Gold Mine near Westonia, which has been acquired as part of WIN's strategy to expand and strengthen its regional gold footprint.

On 31 March 2026, WIN announced the acquisition of the fully permitted Princess Royal Gold Mine, located approximately 80km south-west of the Radio Gold Project and about 5km from Edna May. The acquisition includes granted Mining Lease M77/718 together with associated pending prospecting licences, and the transaction was presented by the Company as a value-accretive addition to the broader Radio Gold Project area that supports a streamlined pathway toward future development.

Princess Royal is a historically high-grade gold mine with recorded historical production of approximately 20,700t at 21g/t for 13,900 ounces of gold between 1921 and 1935. WIN has also reported an Exploration Target for Princess Royal of 26,000t to 40,000t at 8 to 12g/t for 7,000 to 15,000 ounces of gold, noting that the estimate is conceptual in nature and that additional drilling is required to support a Mineral Resource estimate.

As part of the next phase of work, WIN intends to undertake targeted exploration and resource definition programmes at Princess Royal, including drilling designed to test extensions to known mineralisation, confirm historical high-grade intersections and increase confidence in the mineralised system. The Company has stated that drill planning is already underway at Princess Royal and that this work is aimed at supporting future Mineral Resource definition and broader development studies across the expanded project area. In support of these activities, Program of Work POW207770 has been lodged with the Department of Mines, Petroleum and Exploration for the proposed exploration drilling programme.

In parallel with this exploration work, WIN is progressing its evaluation of future mining opportunities at Princess Royal, including advancement toward underground mining. The project sits on a granted mining lease and the Company considers the asset to be fully permitted, which supports a more streamlined pathway for mine planning, approvals and development studies. WIN is also moving forward on the basis of an approved Small Mining Proposal through the Department of Mines, Petroleum and Exploration, which provides an important regulatory foundation for the proposed next stage of mine development.



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The purpose of this letter is to formally introduce WIN Metals to the Shire of Westonia and to outline the Company's intended work programmes and development direction for Princess Royal. WIN is committed to engaging openly with the Shire and other local stakeholders as activities progress, and to ensuring exploration and mining-related works are carried out responsibly and in accordance with applicable statutory, environmental and heritage requirements.

WIN looks forward to working constructively with the Shire of Westonia as the Princess Royal Gold Mine is advanced through exploration, resource drilling and the assessment of underground mining opportunities. Should the Shire wish to discuss the project, planned works or community engagement arrangements in more detail, WIN would welcome the opportunity to meet at a convenient time.

Yours faithfully,

**Steve Norregaard**

Managing Director

WIN Metals Ltd

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Chief Executive Officer  
Shire of Westonia  
41 Wolfram Street  
Westonia WA 6423

13th April 2026

Attention Arthur Price

Dear Arthur

**RE: Request for rate adjustment in light of sudden rise in Diesel prices.**

As you will no doubt be aware, the price of diesel has risen sharply the past month. The price has now led to the Contract for waste and recycling collection services to be not viable.

Further to this, Avon Waste is writing to Council to request some relief from these fuel cost increases and is seeking an adjustment to the contract rates, based upon the increase in diesel since the beginning of March.

In reviewing the situation over the past three months, we have referred to the WA diesel fuel data, available from the Australian Institute of Petroleum's website, which indicates the following changes in the Terminal Gate Price for diesel fuel, for Perth, over the period 1<sup>st</sup> Feb 2026 to 26<sup>th</sup> March 2026.

Cost/Litre	Date
\$1.56	1/02/2026
\$3.08	26/03/2026
\$1.52	Change in \$ terms
<b>97.43%</b>	<b>Change in % terms</b>

Given the circumstances, Avon Waste would request that a rise and fall **variation of 17%** be applied to the prevailing contract rates and that this variation be applied from the 1<sup>st</sup> April 2026.

Please be assured that the adjustment that we are seeking is primarily focused on covering additional fuel costs, driven by global circumstances, that could not have been foreseen at the time of tendering for this project, and that there is no profit component included in the adjusted rates. Also under the Rise and Fall mechanism, when prices fluctuate in a downward direction, the amount payable would reduce.

Whilst Avon Waste has been prepared to absorb the fluctuations in diesel prices over the past two months, the rises experienced in March are significant, to the extent that they could increase our total fuel costs by over \$1M per annum. In the event that prices remain high, it would be unsustainable for us to absorb such increases and would result in the closure of the business.

Our intention is to remove the levy once diesel prices return to \$1.70 per litre and moving forward tie the Terminal Gate Price to actual litres used for the Contract. This will allow us to move the fuel levy up and down in line with actual fuel costs at the start of each month.

Given the significance of this issue in carrying out our contract with Council, we trust that this request can be considered and a resolution be arrived at in as timely a manner as is practicable. We would welcome the opportunity to meet with Council &/or address Elected Members, in an effort to expediate this matter.

Please contact me on 0417933322 if you would like further information &/or clarification in relation to our request.

Yours sincerely,



Ashley Fisher  
Managing Director  
Avon Waste