



Councillor Information Bulletin

For the Ordinary Council Meeting
held on Thursday 21th August 2025

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SHIRE OF WESTONIA

August/Sept 25

Date & Time	What	Where	Who
Thursday 21 August	Council Meeting	Chambers	Councillors, Senior Staff
Wednesday 10 September	Halfway to Kalgoorlie Bowls Day	Westonia	Bowlers
Monday - Thursday 15-18 September	Annual Audit	Westonia	DCEO
Tuesday 17 September	Council Meeting	Chambers	Councillors, Senior Staff
18 – 29 September	Bank of Ideas Small Town Reinvention Conference	Kapunda SA	Councillors Senior Staff

CEO'S REPORT

- **GENERAL MATTERS**

- During the month saw the delivery of the new Museum items relocated from Boyanup to Westonia, which was a huge feat. All items arrived undamaged and will now be curated within the museum space. Commencement of the passageway will commence soon.



- Centek Constructions has progressed with the steel framework for the structure over the Heated Pool which will then be followed by concreting works.



- I have nominated and been accepted as a Westonia representative on the Mukinbudin Bendigo Community Bank which will require attendance at monthly meetings.
- Tenders have been invited for the accommodation units, Bitumen and Loader closing 9th September for discussion at the September Council meeting.
- The President and I attended a WEROC Board meeting held in Kellerberrin on Wednesday 13 August.
- 9 players attended the annual LGIS Golf tournament held in Kellerberrin on 14 – 15th August which was won by Wickepin.
- I will be taking sick leave from Monday 25 to Wednesday 27 August for appointments.
- Commencement of the demolition of the Walgoolan Hall has commenced.

- **DELEGATED AUTHORITY ACTIONS**

Nil

- **ROADCREW**

- The graders are making progress with the Winter Grading program, particularly with the wetter conditions in the last month. Attached is a map of the roads which have received a winter grade to date.
- The road trains have continued private work on the Great Eastern Highway with Fulton Hogan.
- Prices for road train hire have also been submitted to the Shire of Nungarin for potential works in September.
- The asphalt works on Jasper and Diorite Streets have been completed which has completed the landscaping works within the townsite for the year.
- The 2 x waste dumps have been cleaned up by the crew.

- **TOWN**

- Chris Clarke has been appointed as the new Town gardener's position taking over all HCS

responsibilities and assisting with the maintenance of the town.

- Grooming of the bowling green has taken place to remove construction dirt from the kiosk with additional clean sand being applied to the surface.
- The 2 x new water tanks have been installed at the Stadium.
- Gravel backfilling of footpaths has been completed on Jasper and Diorite Streets.

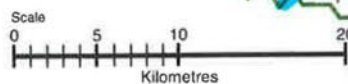
WINTER
CIRCUIT
2025



ELACHBUTTING ROCK



EDNA-MAY MINE LOOKOUT



- **PLANT HOURS**

The following is a list of plant and vehicle kilometre and hour readings for the period ending 31.8.25.

Item		30.7.25	31.8.25
P1	CAT 140 GRADER	3,636hrs	3,786hrs
P2	CAT 12M GRADER	10,061hrs	10,180hrs
P3	PRIME MOVER (KENWORTH)	55,596ms	60,166ms
P4	ROAD TRAIN (NEW FREIGHTLINER)	150,141kms	155,554kms
P5	JOHN DEERE LOADER	5,220hrs	5,745hrs
P6	CAT ROLLER (SKIP)	2,420hrs	2,574hrs
P7	MINI-EXCAVATOR	1,390hrs	N/A
P8	TELEHANDLER JCB	415hrs	467hrs
P9	TOYOTA (GRADER UTE)	65,848kms	70,145kms
P10	mitsubishi canter	32,413kms	33,247 kms
P11	TOYOTA HILUX (GARDENER) WT 35	113,564kms	113,751kms
P12	JOHN DEERE (5100)	2,734hrs	2,746hrs
P14	TOYOTA LANDCRUISER GXL (CEO)	3948kms	7113kms
P15	TOYOTA HILUX D/CAB (W/SUPER)	54,311kms	55,880kms
P16	TOYOTA RAV4 (Community)	11,610kms	12,977kms
P17	TOYOTA HILUX DUAL CAB	64,552kms	67,113kms
P19	FAST ATTACK	20,207kms	20,217kms
P20	FIRE TRUCK	7,416kms	7,416kms
P18	WESSY BUS	153,360kms	153,938kms
P22	KUBOTA RIDE ON MOWER (OVAL)	2,157hrs	2,157hrs
P23	TOYOTA MINI-BUS (WT COM V)	49,267kms	49,267kms
P24	CAT ROLLER (LOLA)	2,884hrs	3,28hrs
P25	MICK's BEAUT UTE	182,721 kms	183,660 kms
P27	TOYOTA PRADO GXL (DCEO)	18,912kms	23,826 kms
P28	TOYOTA HILUX UTILITY (TOWN)	4,337kms	7,142kms

COMMUNITY DEVELOPMENT AND WELLBEING REPORT

COMMUNITY DEVELOPMENT REPORT

Grant applications & award nominations submitted:

13/8/25 applied for Collgar Community Fund grant \$6000 to go towards the 28th March 2026 "Back to our roots, Bring your Boots" Ball.

Future grant opportunities & award nominations:

We will be applying for a further \$2000 from another Grant provider in the coming months to go towards expenses for the Ball.

WELLBEING REPORT

Age Care

Westonia Home Care Services

We are continuing to provide community Wellbeing activities

We continue to provide Meals on wheels, Lite N Easy Equipment and Aids for our clients

Westonia Home Care Services Clients: **22.**

New clients about to join service: **3**

Staff delivering services: 6

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.

Community activities and resources

2025 Activities/ Events:

6/8/25 Lunch @ Commercial Hotel Spax

DFES training 10pax

13/08/2025 Repainting the old school library mural 5pax.

Coming up:

Quiz Night (Play ground fundraising Group)

8/11/25 Christmas Markets

WESTONIA TOURIST PARK

The Park has been very busy as expected and is expecting quite a few caravan clubs in the coming weeks which is great. Some orchids are out in all their beauty, there have been a lot spotted out at the golf course not too many along the walk trail unfortunately.

REPAIRS & MAINTENANCE

- Various minor repairs and maintenance 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.

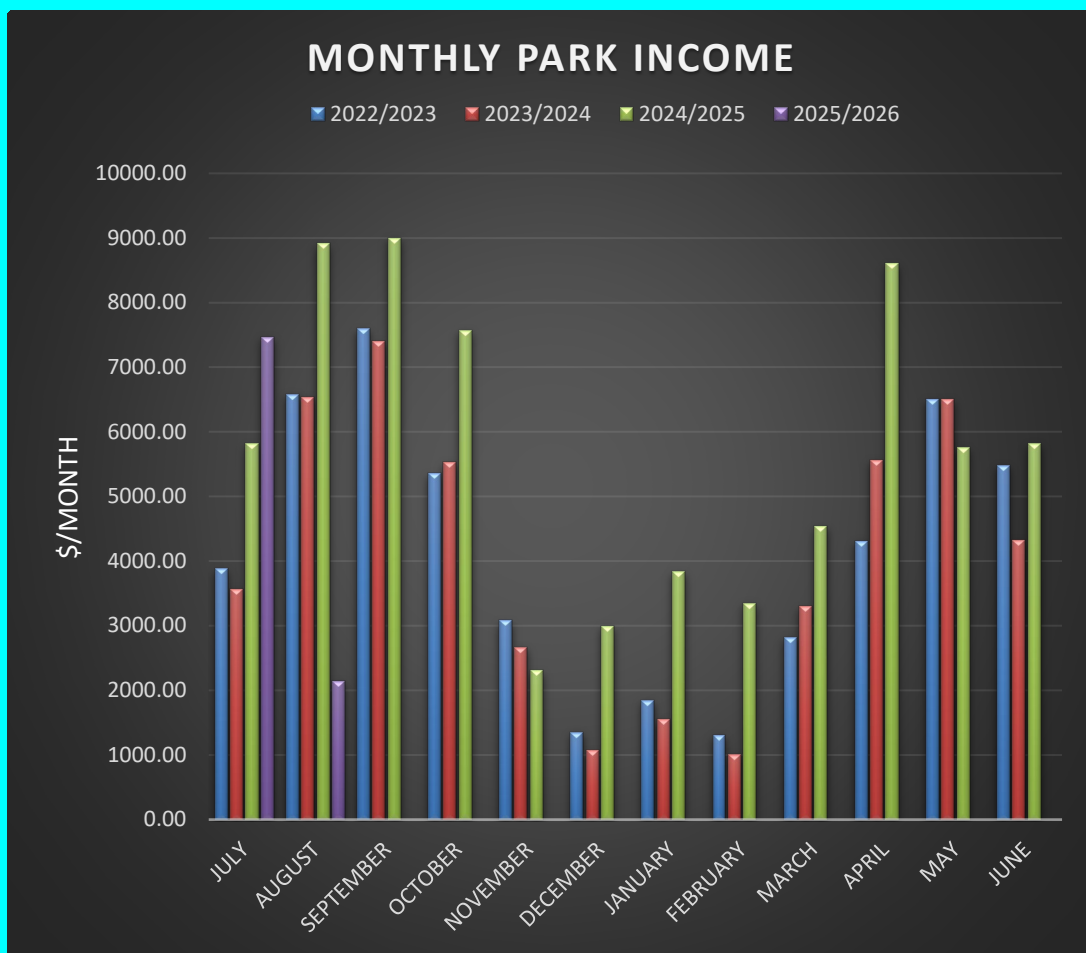
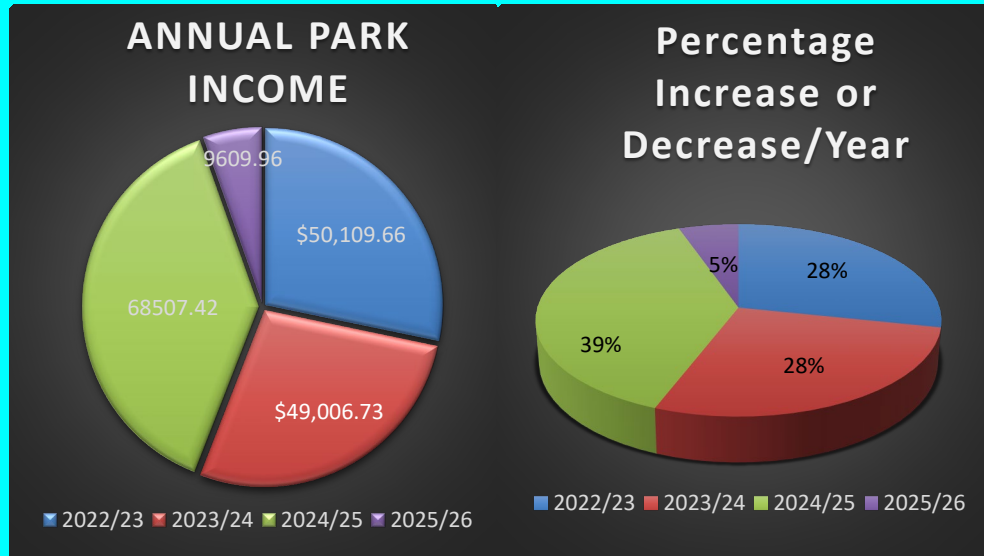
FUTURE PROJECTS

- 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

The greatly anticipated Coopers Garage collection has been picked up, Bill and Bob had the tedious job of bubble wrapping all the bowzers and anything else that might break along the way home, thankfully every item arrived safe and sound. Now the task to display all the items, then it can finally be opened to the public.

REPAIRS & MAINTENANCE

- Various minor repairs and maintenance ongoing

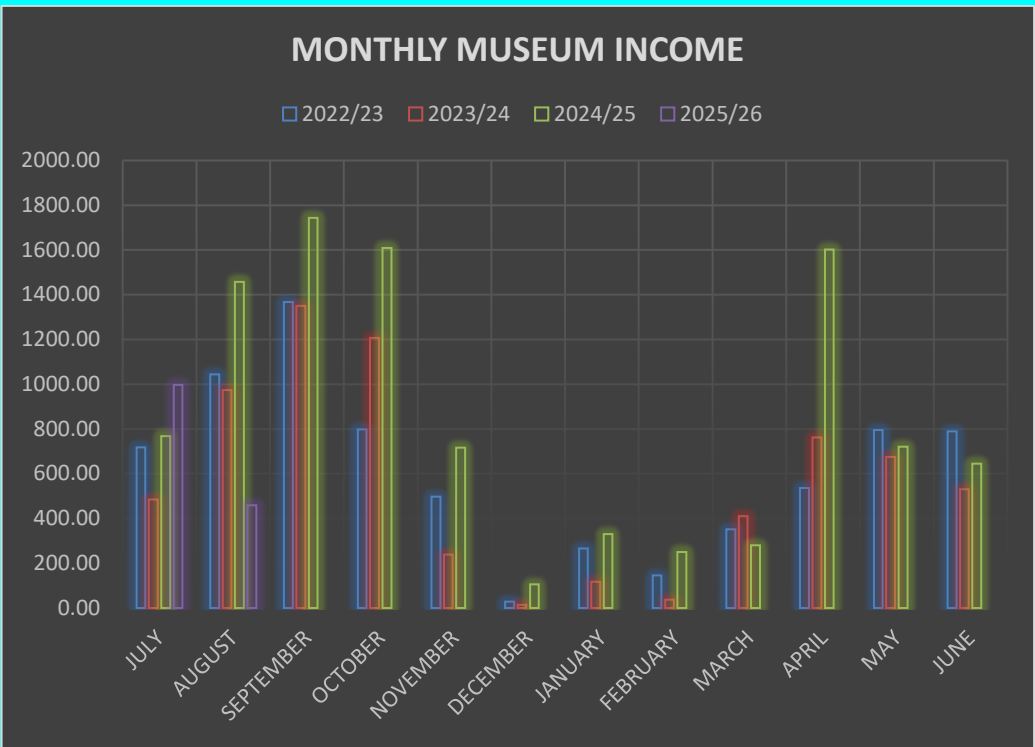
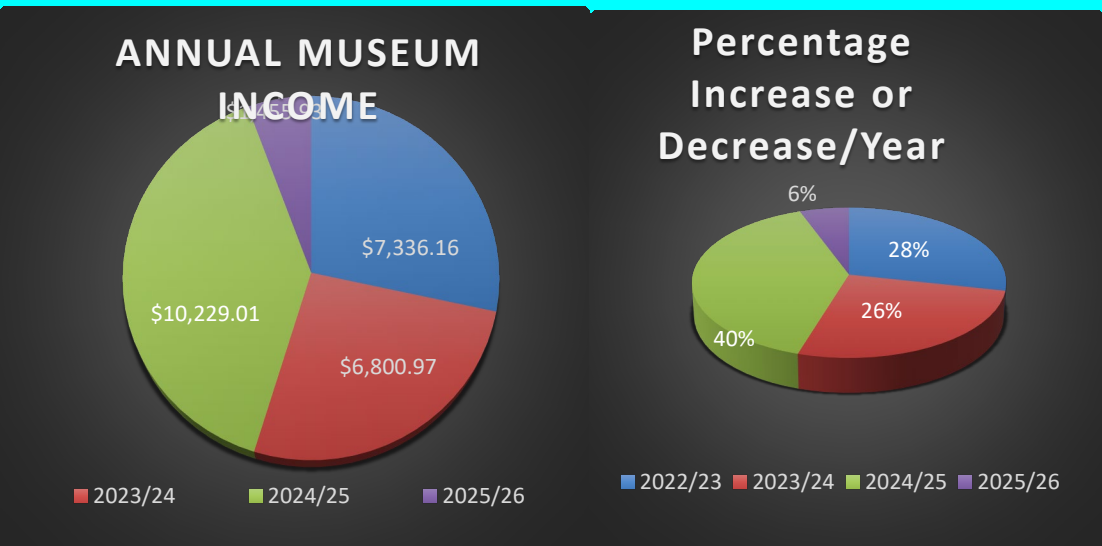
RECENT PROJECTS

- War Memorial moved from OM Hall and photo signs now installed.
- Model War Planes to be hung in War Memorial scene
- 2 x New Mannequins are being constructed (a pilot and a garage attendant).

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



Arc Infrastructure Rail Interface Agreement 2025

Updates and Changes - Comparative Report

Date: 15 July 2025

Background

The *Rail Safety National Law (WA)* as applied by the *Rail Safety National Law Application Act 2024 (WA)* and includes the *Rail Safety National Law (WA) (Alcohol and Drug Testing) Regulations 2024* and the *Rail Safety National Regulations (WA)* obliges Rail Transport Operators, Rail Infrastructure Managers, and Road Managers to identify, assess, and determine measures to manage, so far as is reasonably practicable, risks to safety that may arise from the existence or use of any rail infrastructure or road crossing that is part of a public road and to seek to enter into an Interface Agreement for the purpose of managing those risks.

Between 2013 and 2017, every Local Government with a rail/road crossing on the Arc Infrastructure (formerly Brookfield Rail) network entered into an Interface Agreement (the Agreement) to manage the risks associated with the rail/road crossing. The Rail Infrastructure Manager (RIM), in this case Arc Infrastructure, is responsible for reviewing the Agreement upon “the 5 year anniversary of the date of commencement of this Agreement.” The process to renew the Agreement commenced in 2019/20.

Since that time, WALGA has worked on behalf of Local Government to negotiate with Arc Infrastructure and Main Roads WA (MRWA) to draft an agreement that references the most recent legislation, includes a Schedule of Risks, and addresses some key issues around rail/road crossings raised by Local Governments.

Intent of Agreement

The intent of the Agreement remains the same:

- Provides a framework within which the parties commit to co-operatively manage the identified safety risks,
- Sets out and describes the responsibilities and activities of the respective parties to this Agreement,
- Provides the mechanism to jointly manage risks for the safe operation of rail and road movements,
- Describes mandated courses of action in specific situations, and
- Lists the appropriate contacts at each relevant agency.

Purpose of this Memorandum

This memorandum was prepared to outline the changes to the Agreement between the current and updated versions. Over the course of the existing Agreement, Local Governments have raised issues with WALGA related to road/rail interfaces. To the extent possible, WALGA has attempted to address

these concerns within the constraints of the relevant legislation and worked on behalf of the Local Government sector to craft a version of the agreement that is favourable to Local Government.

However, **it is incumbent upon each Local Government to evaluate the Agreement carefully upon receipt from Arc Infrastructure.** In particular, **additional scrutiny is warranted for Schedule 1 of the document**, which contains a list of road/railway crossings; it is essential to ensure that this list is complete and correct, as Local Governments should not enter into agreements around assets that are not under their care and control. The current Agreements remain in force until a new Agreement is signed.

While this document is intended to provide advice to Local Governments on the development of the pro forma Agreement, **this does not constitute legal advice on this Agreement.** Local Governments should seek external legal advice if specific legal questions arise over the course of the Local Government's review of the document.

Significant Changes

Whilst the specific wording around certain elements of the Agreement has been updated to reflect the current legislation and operating procedures at Arc Infrastructure and MRWA, the bulk of the Agreement remains the same as the previous iteration. Many small changes were made with the intent of ensuring the requirements in the document are specific, rather than general. There were, however, some significant changes:

- **Definition of Change of Circumstance:** In the previous Agreement, changes in circumstance were detailed in the body of the paragraph under 5.2 *Reciprocal action for all parties*. In the new Agreement, a "Change of Circumstance" is defined according to specific criteria. The text under 5.3 of the new Agreement has been simplified as a result.

WALGA Comment – Changes of Circumstance were defined quite broadly in the previous agreement. The new definition ensures that Changes of Circumstance are very specific to protect Local Governments from breaches of agreement, based on differing interpretations of what constitutes a Change in Circumstance.

- **Allocation of Specific Actions or Activities:** Under "Road Manager – Local Government" under item (v), the language was revised to include the words, "causing substantive change to road traffic to an Interface or any change in Level Crossing use, where the Road Manager is aware of the change."

WALGA Comment – In theory, the previous agreement obligated the Local Government to notify Arc Infrastructure of any land use and/or development adjacent to an interface. However, Local Governments may not necessarily be aware of certain types of land development or of its impacts on road traffic. This change in language protects Local Governments from repercussions arising from a lack of knowledge of specific land use changes or development.

- **Maintenance of the Roadway by Arc Infrastructure:** Under 5.2(1)(c), various clauses have been added to the agreement including the following:
 - o (ii) Construct, install and maintain Rail Infrastructure within the Level Crossing and undertake any associated works to the roadway.
 - o (v) Maintain the roadway within the 3m Danger Zone to the approval of the Road Manager.

- (vi) Notify the Road Manager of any works in the vicinity of an Interface that will impact upon the safety of the road, or any change to rail traffic which shall impact upon the Level Crossing use, where the Rail Infrastructure Manager is aware of the change.

WALGA Comment – The previous Agreement reinforced the existing responsibility of the Local Government to maintain the road without reciprocal responsibilities being placed on the rail infrastructure maintained by Arc Infrastructure; clause (ii) clearly specifies this responsibility, as it applies to Arc Infrastructure. Additionally, key wording has been added around “approval of the Road Manager” in the subsequent clause. This is critical new language and ensures that any work undertaken by Arc or its contractors to maintain the roadway within 3m of the external rail is to the road construction standards of the relevant Local Government. A reciprocal clause has also been added regarding works to the rail infrastructure or changes in rail traffic that may impact on the road, obligating Arc Infrastructure to communicate the impact of significant works or changes in rail traffic in the same way that the Local Government is required to do for road traffic, as outlined in the previous clause (5.2(1)(b)).

- Cost Responsibilities of the Rail Infrastructure Manager: Under 5.2(1)(e), new clauses have been inserted outlining what activities are undertaken by Arc Infrastructure at their own cost.
 - (i) Construct, install and maintain Rail Infrastructure within the Level Crossing; and
 - (ii) works to the roadway which are required due to works to construct, install or maintain Rail Infrastructure within the Level Crossing.

WALGA Comment – It is critical to ensure that works to the roadway relating to the construction or maintenance of the rail infrastructure are not passed along to Local Governments. This clause ensures that Local Governments are protected from this cost burden, but still have approval rights (i.e. that works meet a standard level of quality), as outlined in clause 5.2(1)(c)(v).

- Proximity of Works to a Rail/Road Interface: The previous Agreement outlined distances according to speed limit within which notification must be sent to the Rail Infrastructure before any works be undertaken. The new Agreement removes this complexity and applies a blanket rule, whereby any works occurring within 200m of an interface must not proceed without prior notification to Arc Infrastructure.
- Urgent and Planned Works: The previous Agreement provided only scant detail on Emergency Maintenance Works. Clauses 10.3 and 10.4 of the new Agreement provide significantly more detail on Urgent and Planned Works, including narrowly defining both categories of works and outlining notification requirements.

WALGA Comment – For planned works, it is critical to draw Local Governments’ attention to the requirement to notify Arc Infrastructure of works that “may affect the traffic flow through an Interface.” In addition to the requirement to notify Arc Infrastructure of works within 200m of an Interface, works beyond that distance may also trigger a notification requirement, **if they may affect the traffic flow through the Interface.** This is a significant change. Reciprocal clauses regarding impact to Arc Infrastructure’s rail assets and Local Governments’ road assets have also been added.

- Change in Ownership: Details have been added under 14.2 to clarify what constitutes a change in ownership of a road asset.
- Schedule 2: An Interface Risk table (Schedule 2) was added to the new Agreement. This table identifies the risk, controls, and responsible parties for the relevant control.

WALGA Comment – This Interface Risk table was inserted at the request of Arc Infrastructure and Main Roads WA and was extensively negotiated by WALGA to remove responsibility from Local Governments in instances where Local Governments were unlikely to have the requisite capability/capacity or legal responsibility to undertake the control (e.g. undertake ALCAM assessments).

- Schedule 4 Area of Demarcation: This diagram outlines the maintenance and cost responsibilities associated with maintenance at a typical road/rail Interface. In some instances, Local Governments may undertake work within the rail corridor, but outside of the

danger zone (between the external rail and a distance of 3m). In other instances, Arc Infrastructure may undertake work on the road within the rail corridor. This diagram allows for both approaches.

WALGA Comment – Both approaches, whereby Arc Infrastructure undertakes all road maintenance work within the rail corridor or Local Government undertakes work in the rail corridor up to the danger zone (between the external rail and a distance of 3m from the external rail), are allowable under the new Agreement and have advantages/disadvantages for Local Government.

- Arc Infrastructure maintenance of road asset within rail corridor
 - o Advantages: No need for Local Government to apply for and receive a Track Access Permit, prepare and submit a Rail Safety Management Plan, employ accredited personnel/contractors, and contract a Rail Safety Management Officer/Flagman, i.e. less administrative burden on the Local Government.
 - o Disadvantages: Likely (much) higher cost, less oversight of works performed
- Local Government maintenance of roads in Rail Corridor up to the Danger Zone
 - o Advantages: Reduced cost, increased oversight of works performed
 - o Disadvantages: Much higher administrative burden on the Local Government, resulting from significant red tape associated with undertaking works in the rail corridor (track access permits, need for Rail Safety Management Plan, and Rail Safety Management Officer/Flagman).

In discussions with Local Governments, the predominant sentiment was that both of these approaches may have merit, depending on the situation.

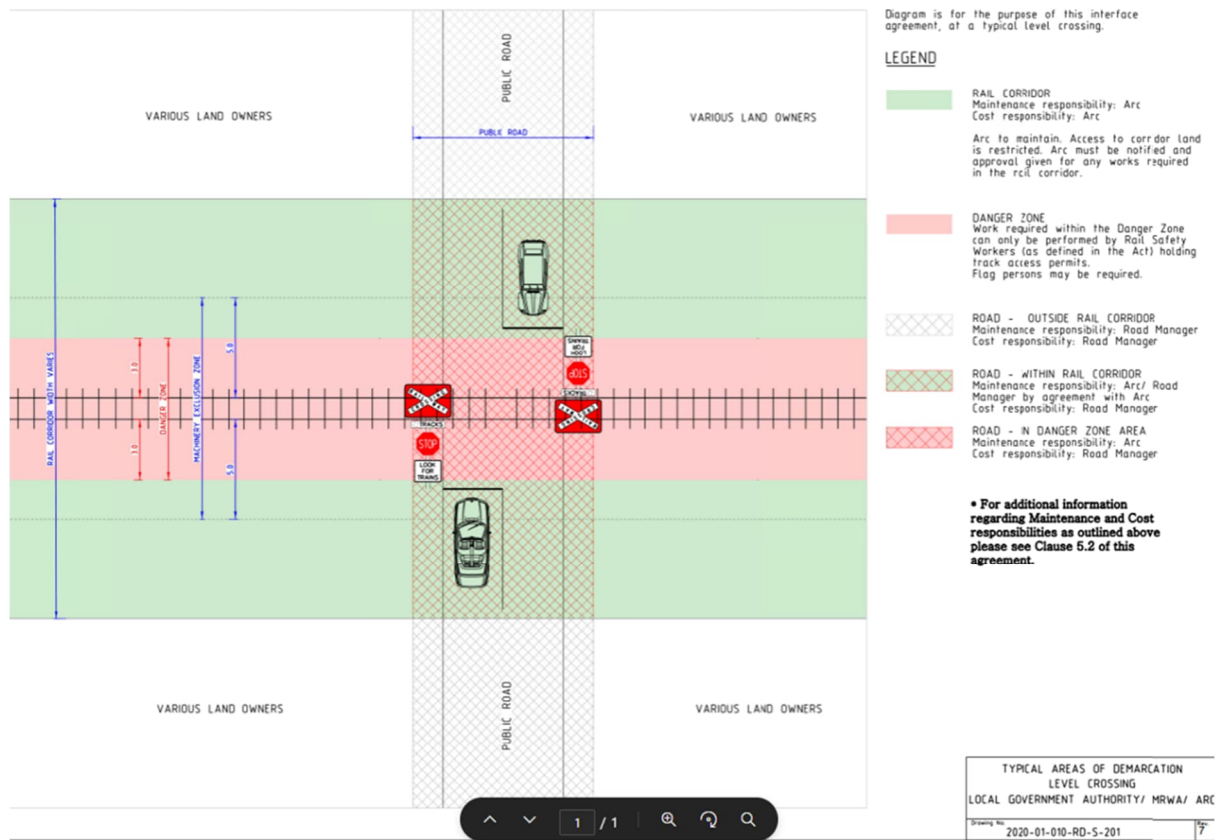


Figure 1: Areas of Demarcation (page 24 of new Agreement)

- Existing Agreements: Other agreements may be in place between the Local Government and Arc Infrastructure/others, which may have applicability to the Interface Agreement. An additional schedule (Schedule 6) has been added to the new Agreement to add this information, if applicable.

Timeline of Actions

The next steps in the process are outlined below.

1. WALGA will provide this memorandum to each relevant Local Government.
2. Each Local Government CEO will receive an updated version of the Agreement from Arc Infrastructure.
3. Each Local Government will assess and determine an appropriate course of action on how to proceed with the Agreement and respond accordingly to Arc Infrastructure.

WALGA will remain a resource for Local Governments should any questions/concerns arise in relation to the updated version of the Agreement.

Regional Road Group Report

August 2025

Roads

Transport and Roads Forum

Finalising arrangements for the 2025 Transport and Roads Forum held in August was a key activity during the reporting period. Events such as this provide an opportunity for Local Government leaders to engage with government policy makers and key stakeholders to influence future directions.

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

Work progressed on two new projects: an investigation into technologies for best practice road condition assessments and data collection; and the development of a road safety rating tool for intersections.

Condition Assessment of Roads of Regional Significance

Field work for the road condition survey in the Kimberley region was completed. The final report remains outstanding. When received, this will mark completion of condition assessments of all Local Government Roads of Regional Significance in WA, outside of the metropolitan region.

Road Rail Interface Agreements

A model *pro forma* agreement between Local Governments and Arc Infrastructure has been drafted and agreed. A memorandum outlining what has changed between the old and new agreements, the main issues of contention, their resolution, and other key updates was provided to all Local Governments hosting Arc Infrastructure operated rail in July 2025. Arc Infrastructure has commenced providing proposed agreements to Local Governments.

Rail Interface Agreements have been required since 2010 with the details now set out under the *Rail Safety National Law (WA) 2024*.

Funding

Multi-Criteria Assessment (MCA) Model Revisions

The WALGA Infrastructure Team is working with the Regional Road Groups to harmonise the MCA models used by Regional Road Groups to prioritise projects for Road Project Grant funding. The proposed changes to the MCA models reflect the new focus areas of the State Roads Funds to Local Governments Agreement, while still allowing for flexibility to recognise the significant differences between regions. All the Regional Road Groups have commenced the MCA revision process, with the process in the Gascoyne, Great Southern, and South West region now complete. Significant progress has been made in each of the other regions.

Transport

Active Transport and Micromobility-Discussion Paper

Building on the outcomes of the two stakeholder workshops and the associated discussion paper, WALGA has developed a series of proposed policy positions to support Active Transport initiatives across the Local Government sector. These draft positions reflect the key insights and priorities identified through engagement and will form the basis for WALGA's ongoing policy development and advocacy in this area.

Asset Management

Road Assets and Expenditure (RAE) Report Project

A project to identify options to improve data collection, interpretation and presentation of information concerning Local Government road assets and expenditure progressed. A study detailing the current processes used to develop the Road Asset and Expenditure Report was completed and work is ongoing to prepare tender materials and commence the project to deliver a new, contemporary process. This phase will include the development of a database, reporting interface, and dashboard.

Review of the WALGA Road Visual Condition Assessment Manual

The WALGA Road Visual Condition Manual was published in 2016. Significant technology advances and stakeholder feedback have triggered the need for a review and update. Consultants, CivilSE, have been appointed to undertake the review, which will include comprehensive consultation with users, and preparing a second edition. This manual provides important support to Local Government road managers and provides the framework for being able to understand the condition of the road network statewide.

Road Safety

Road Safety Council

The Road Safety Council met on 14 March and 13 June 2025. The Council's Communiques can be viewed at [Road Safety Council Meeting Communiques](#)

RoadWise Recognised

Seventy-five Local Governments are registered RoadWise Councils. The RoadWise Recognised Advisory Committee met in May and August 2025. Points, which signify road safety actions undertaken, were considered for 72 (95%) of RoadWise Councils who together recorded more than 200 activities each quarter. The Points that were allocated reflected actions delivered across the different areas of the [RoadWise Framework](#). The spread of activity demonstrates how holistic the approach to road safety across governance, management, and operations has been and is acknowledged with the awarding of RoadWise Recognised Ribbons, up to a maximum of five. In this way, the allocation of Points and Ribbons is designed to encourage local road safety toward better and ultimately best practice.

At the 2025 WALGA Local Government Awards on 22 July, 10 RoadWise Councils; the shires of Broome, Capel, Dardanup, Dowerin, Dundas, Exmouth, Quairading, along with the Town of Claremont and Cities of Greater Geraldton and Karratha were acknowledged for achieving the largest increase in level of activity recorded for their regional road group and the Shire of Dowerin received the WA RoadWise Council perpetual trophy for achieving the largest increase in level of activity recorded across all RoadWise Councils. The 2025 Ribbon Status for all RoadWise Councils was revealed with five RoadWise Councils, the Shire of Harvey, Shire of Manjimup, City of Rockingham, City of South Perth and Shire of Wyalkatchem receiving a Five-Ribbon status. A full breakdown of the 2025 Ribbons can be viewed [here](#).

Good afternoon all,

Just a very brief update to let you know the progress with various CEACA matters:

1. Key Commercial Terms of Grant Agreement (\$17m) Department of Housing and Works ("DHW"): we are working through the key terms. DHW is yet to agree to include reference to the CEACA Allocations Matrix and has not yet adjusted the schedule of land to re-allocate 12 houses from Merredin to other shires as agreed at the previous CEACA Management Committee meeting.
2. Deed of Novation (\$10m) with Housing Australia ("HA"): we are working through this draft agreement, which will novate the agreed benefits and obligations from DHW to CEACA. HA is apparently requiring other Community Housing Providers to undertake their building project through a Special Purpose Vehicle ("SPV"), and we are endeavouring to understand what this means for CEACA.
3. Procurement (Tender for the Building contract) - we are in discussions with Colin Lange, who has submitted a proposal for the procurement work. Colin has substantial procurement experience assisting local governments.
4. Project Manager - we are continuing discussions with potential Project Managers and have recently received an excellent proposal from Randal Wells.
5. It is planned to consider items 1-4 above with the CEACA Executive Committee at a meeting planned for 1 September.
6. The annual audit is scheduled for w/c 25 August; we are preparing the annual financial statements and supporting schedules.

Reminder that the Management Committee meeting is being held at the Perth Convention Centre on the 22nd September 2025 from 8.30am-11.00am.

If you have any questions or feedback, please feel free to contact me or Jo.

Regards

Richard

Dowerin Machinery Field Days Activity Trail –2025

Students will come to the stand on a fact-finding mission where facts are found in the displays or by speaking to personnel.

Personnel will give a brief welcome and introduction to the Wheatbelt Way students will then be handed a Wheatbelt Way Drive Trail brochure to use to help find their information to the following questions or can ask directly.

1. Is Dowerin on the Wheatbelt Way Drive Trail?
2. How many Wheatbelt Towns are a part of the Wheatbelt Way Drive Trail in total?
3. Can you find the name of a Wheatbelt Way town that starts with the letter 'K'?
4. Which direction would you travel from Dowerin to reach Elachbutting Rock?
5. Name one animal you might spot when visiting a Wheatbelt Way reserve?
6. What is a 'gnamma hole' and why are they important?
7. Why should you 'Take only photographs, leave only footprints' when visiting natural areas?
8. If you could create a new stop on the Wheatbelt Way, what would it be and why?

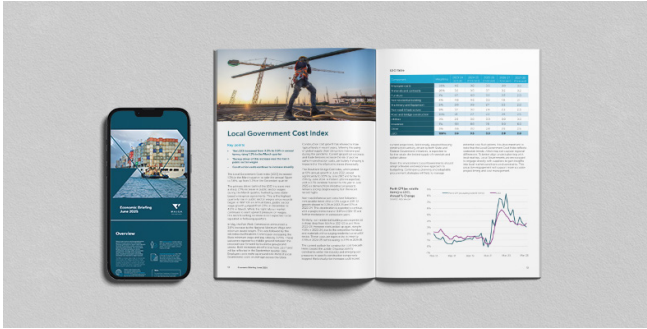


Quarterly Services Report

April to June 2025



Expertise.



Quarterly Economic Briefing now available

WALGA's June 2025 Quarterly Economic Briefing is now available for members. Containing unique data and insights tailored for Local Governments in WA, this briefing provides an overview of the current economic climate and economic conditions impacting the sector. To read this document go to walga.asn.au

WALGA's Sustainable Energy Supply Project - Phase Two

Phase Two of WALGA's Sustainable Energy Supply Project commenced in April with 50 Local Governments participating. This project was initiated through the WALGA Preferred Supplier Program to harness the collective purchasing power of the Local Government sector and deliver cost savings, sustainability benefits and administrative efficiency.

It is estimated that phase one delivered approximately \$34 million in savings to the sector, benchmarked against market rates and offset 120,000 tonnes of Carbon. WALGA has estimated that the new contract will deliver even greater levels of saving.

WALGA's 2025-26 State Budget Analysis

The 2025-26 State Budget contained important measures reflective of WALGA's advocacy in areas of road safety, health, housing, emergency management, telecommunications, and safer children's crossings.

While WALGA was pleased to see funding provided in areas that will support Local Government to deliver important services to their communities, given the State Government's sound economic management and size of the current and forecast surplus, WALGA was disappointed a number of key policy areas were not addressed.

WALGA will continue to work with the State Government to prioritise investment in advocacy areas on behalf of our Member Local Governments and the communities they represent. To read the full State Budget Analysis, go to walga.asn.au



2025 Local Government Directory

WALGA's latest Local Government Directory is now available on the WALGA website and has been posted to Members. This comprehensive publication is your go to reference for engagement with stakeholders, Local Governments, Elected Members, Regional Councils and WALGA. Thanks to everyone who contributed to this valuable resource. Go to walga.asn.au



**LEAN INTO
LEGACY**

WALGA LOCAL GOVERNMENT CONVENTION 2025

Perth Convention and Exhibition Centre
22 to 24 September | WALGA.asn.au

Influence.

WALGA's Renewable Energy Ministerial Forum & release of State Guidelines

As part of WALGA's continued advocacy regarding the requirement for guidelines on Renewable Energy implementation, a Renewable Energy Ministerial Forum was held in June.

State Government Ministers, Hon Amber-Jade Sanderson MLA, and Hon John Carey MLA, addressed Local Governments on their plans for the renewable energy transition and the State Government's priorities. As Minister for Energy and Decarbonisation, Minister Sanderson released the State's Draft Guideline on Community Benefits for Renewable Energy Projects and also engaged in a roundtable discussion with Local Governments. A workshop session was conducted by Powering WA, focusing on community benefits.

WALGA released its Renewable Energy Community Benefits and Engagement Guide in July to assist Local Governments navigate renewable energy projects. For more information go to walga.asn.au

2025 Local Government Emergency Management Forum

In June, WALGA hosted its inaugural Local Government Emergency Management Forum, centred on the needs of WA Local Governments. The Forum provided a welcomed opportunity to share strategies, insights, and strengthen capabilities around all aspects of Emergency Management.

Featuring an opening address from WALGA President Karen Chappel AM JP and the Hon Paul Papalia as Minister for Emergency Services, other presentations included the Bureau of Meteorology, Crisis Shield, and the National Emergency Management Agency. Thank you to everyone involved.

Advocacy.

WALGA disappointed as PSHB response transitions to management

WALGA was deeply disappointed with the National Management Group's decision to abandon eradication plans for the Polyphagous Shot-Hole Borer (PSHB). A transition to management should not mean a transition to Local Governments shouldering the full costs of managing PSHB long term. WALGA President Karen Chappell AM JP has spoken to numerous media outlets across radio, TV, and print – calling on funding to support Local Governments.

Advocacy continues for WA libraries

WALGA President Karen Chappel AM JP spoke to ABC Perth, continuing WALGA's advocacy for \$30 million over four years to restore library funding to 2012-13 levels.

The Success Library in the City of Cockburn, featured as ABC Perth's case study - outlining how the shift in community expectations and needs is placing pressure on our public libraries, and while the services have changed, funding has not.

WALGA responds to Auditor General Report

Following commentary related to the Auditor General's Report on Local Government Management of Purchasing Cards released on 28 May 2025, WALGA responded to the implication that the report was indicative of a wider culture of entitlement in the Local Government sector.

"It is important to note that the Auditor General Report and sample testing found no evidence of explicit misuse of public money," President Karen Chappel AM JP said. To read all the latest media releases go to walga.asn.au

WALGA Training – upcoming courses

- Introduction to Local Government - Tuesday, 2 September 2025
- Effective Community Leadership - Thursday, 11 September 2025
- Contract Administration and Management - Monday, 15 September 2025
- Oversee Asset Management - Thursday, 18 September 2025
- Emergency Management for Local Government Leaders - Thursday, 25 September 2025



Support.

Shire of Westonia



0

Employee Relations queries



0

Governance & Procurement advice



\$21,569

PSP quarterly spend
(estimated)



0

Training courses attended



\$19,905

Local Government House
Trust value



Tax Advisory Service

Supporting Local
Government tax compliance

WALGA Contacts



Nick Sloan

Chief Executive Officer
9213 2000



Tony Brown

Executive Director Member Services
9213 2051



Nicole Matthews

Executive Manager Policy
9213 2039



Rachel Horton

Executive Manager Advocacy
9213 2038



Ian Duncan

Executive Manager Infrastructure
9213 2031

www.walga.asn.au



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