



THE
KIMBERLEY
REGIONAL GROUP

Meeting Agenda

11 October 2024

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1. Meeting Open: 9:40am

Chair acknowledged the Traditional Custodians of the different lands on which people met today, and paid respect to all the Elders past, present and emerging.

2. Attendance and Apologies

Name	Shire / Council / Organisation	Method
Members		
Cr David Menzel (Chair)	President, Shire of Wyndham East Kimberley	In Person
Cr Peter McCumstie	President, Shire of Derby West Kimberley	In Person
Cr Malcolm Edwards	President, Shire of Halls Creek	In Person
Cr Chris Mitchell	President, Shire of Broome – Joined 11:07am	In Person
Observers		
Sam Mastrolembro	CEO, Shire of Broome	In Person
Cr Melanie Virgo	Shire of Broome	In Person
Cr Geoff Haerewa (Deputy)	Deputy President, Shire of Derby West Kimberley	In Person
Tamara Clarkson	Acting CEO, Shire of Derby West Kimberley	In Person
Cr Brett Angwin	Shire of Derby West Kimberley	In Person
Susan Leonard	CEO, Shire of Halls Creek	In Person
Vernon Lawrence	CEO, Shire of Wyndham East Kimberley	In Person
Executive Support Team		
Paul Rosair	Principal, NAJA Business Consulting Services	In Person
Michelle Mackenzie	Principal, Mira Consulting	In Person
Jane Lewis	Principal, Redit Research	In Person
Rebecca Billing	Administrative Assistant, NAJA Business Consulting Services	In Person
Presentations		
Shane Love MLA	Leader of the Opposition and Leader of The National WA	In Person
Peter Webster	CEO, BBY	Zoom
James McGovern	Manager of Governance & Procurement, WALGA	In Person
Apologies		
Amanda Dexter	CEO, Shire of Derby West Kimberley	
Cr Tony Chafer	Deputy Shire President, SWEK	

3. Disclosures, Conflicts and Declarations of Interest:

Financial Interest / Impartiality			
Member	Item Number	Item	Nature of Interest

4. Minutes of the last meeting

Item for Decision

Submitted by: Secretariat

Attachment 1: Matters Arising and Outstanding Business

Confirmation of Previous Minutes

Resolution/s		Action(s) / Budget Implications	
<p>That the Minutes of the Kimberley Regional Group held on 23 August 2024, as published and circulated, be confirmed as a true and accurate record of that meeting.</p>		<p>See Attachment 1 – Matters Arising and Outstanding Business</p> <p>Shire Presidents are to provide a letter of authorisation permitting CEOs to be delegated in future meetings when the Shire President is unavailable. This formal delegation will be carried out in accordance with the model rules.</p>	
Moved:	Shire of Derby West Kimberley	Responsible:	See Attachment
Seconded:	Shire of Halls Creek	Due date:	As appropriate
Carried:	3/0		

Attachment 1 Matters Arising and Outstanding Business

Date / Item	Action / Progress	Responsible
Resilience and Recovery		
15/06/2023	Action: 1. The Executive Team will seek to engage with the WALGA Working Group on behalf of the KRG Status / Progress: 1. Complete.	Executive Officer
Priority Action List		
15/6/2023	Action: 1. EO to commence preparations for a strategic workshop to be held later in the year which will also refresh the priority action list as a result. Status / Progress: 1. Complete. The workshop is scheduled for the 11 th October in Perth Note an updated on the Priority Action List is a standing item on the KRG agenda.	Executive Team
Administrative Matters		
21/02/2024 & 23/08/2024	Action: 1. Executive Officer to work with Dr Allan Dale regarding CRCNA. 2. Executive Officer to invite Grey Mackay from the Land Alliance to the October KRG meeting to present on bushfire issues in the Kimberley. 3. NAJA Business Consulting Services Administration Officer to liaise with SWEK Finance Officer to implement the new arrangements 4. Secretariat to discuss feedback on the contract renewal with the EO offline. Status / Progress: 1. In Progress. 2. In Progress. 3. In Progress. 4. Complete.	Executive Team

State and Federal Government Election Strategy		
4/10/2023 & 23/08/2024	Action: <ol style="list-style-type: none"> 20/06/2024 – Executive Team to execute election advocacy, communications & engagement plan for 2025 State and Federal elections Progress a round of KRG meetings in Canberra with key stakeholders on the 18th and 19th of November. Members to forward their priority meeting requests to the Executive Team as soon as possible. Status / Progress: <ol style="list-style-type: none"> In Progress. In Progress. In Progress. 	Executive Team
Advocacy Strategy Management & Maintenance of Social Housing		
16/02/2024	Action Executive Officer to develop a template for members to populate to support the advocacy strategy. Status / Progress: In Progress.	Executive Team
Kimberley Housing Roundtable 2024		
23/08/2024	Action Executive Team to progress the next steps from the Roundtable with each Shire in partnership with Housing Australia, the Department of Communities, Development WA and the Housing Supply Unit, WA Department of Treasury, and non-government agencies. Status / Progress: In progress: The Executive Team spoke with Housing Australia. The appointment of a new Minister for Housing, a new CEO and the release of preferred projects for Round 1 the HAFB and NHAF has led to a delay their end in progressing this work. See Item 12	Executive Team
Review of Financial Assistance Grants		
23/11/2023	Action: SWEK to run a procurement process and issue a RFQ Status / Progress: Procurement process complete. Project now underway, see item 14.	Vernon Lawrence

Community Safety and Crime Prevention Investment Package		
23/11/2023	<p>Action: SWEK to run a procurement process and issue a RFQ</p> <p>Status / Progress: Procurement complete. Project underway, see item 15.</p>	Vernon Lawrence
Benchmarking		
23/11/2023	<p>Action: Spreadsheet to be sent for 2023/24 Actuals and 2024/25 Budget.</p> <p>Status / Progress: In Progress. Spreadsheets have been sent out, with the aim that a Report will be tabled at the December meeting – subject to information being returned by Councils to the Executive Team.</p>	Executive Team / Members
Inquiry into Local Government Sustainability		
19/04/2024	<p>Action Executive Officer to try and seek a hearing if possible.</p> <p>Status / Progress: Complete: On Wednesday, 28 August 2024 the EO presented at the Public Hearing regarding sustainability matters affecting Alliance members. Cr Peter McCumstie presented matters related to the Shire of Derby West Kimberley (SDWK), and Cr David Menzel and Vernon Lawrence presented matters concerning KRG and the Shire of Wyndham East Kimberley (SWEK). Both SDWK & SWEK made separate submissions to the inquiry.</p>	Executive Officer
Shared Services		
20/06/2024	<p>Action Executive Officer and CEOs to discuss next steps out of session and to report back to the KRG.</p> <p>Status / Progress: In Progress: The 4 CEOs met on the 30th July in person in Broome. The discussion focussed on staffing challenges opportunities to explore together finance and enterprise platforms. The key action from the meeting is a stocktake of current state / any planned enterprise initiatives across the four shires as a prelude to determining opportunities for collaboration. CEOs would like to meet quarterly to progress discussions – to be discussed at the Strategy Workshop.</p>	Executive Officer / CEO's

Watching Brief

Aboriginal Heritage Act: Now pending Department updates on rescinded legislation. On 15 November 2023, the <i>Aboriginal Heritage Act 1972</i> was restored as the legislation that manages Aboriginal heritage in Western Australia some amendments drawn from feedback from consultation. Approval is only required where there is potential for any harm to an Aboriginal site.
WA Development Index – response received from the Department of Local Government, Sport and Cultural Industries. To be raised with the new Minister for Local Government.
Banned Drinkers Register – Legislation passed. KRG media release issued and picked up in local papers. Implementation and outcomes will be monitored.
State government funding to support young people in the Kimberley. Cr McCumstie is the KRG observer member on the Aboriginal Youth Wellbeing Steering Committee (AYWSC) and will provide updates as required. Note the Aboriginal Regional Governance Group (ARRG) has been undertaking media expressing disappointment at the lack of government commitment to implement recommendations of reports into youth suicide in the Kimberley. New \$4M community-led Immediate Response Night Space (IRNS) service for young people in Broome. There is no overarching youth justice strategy for the region.
Tanami Road funding – Letter sent to Minister Catherine King on 28/05/23. Response received. Commonwealth confirmation that the project would proceed and an additional \$200M funding announced 16/11/2023. KRG media release issues and picked up in local papers. Shire of Halls Creek leading work on a Tanami Activation Strategy.
First Point of Entry (FPOE) Wyndham and Broome - Minister King announced in February 2024 that work will be undertaken for the enhanced FPOE status for Broome. This includes working with Border Force and the Department of Agriculture, Fisheries and Forestry. A letter will be sent to the new Minister for Home Affairs raising this issue. This particular issue was raised on many occasions during the August 2024 Canberra visit with relevant stakeholders.
North West Defence and Border Security – April 2024 letter sent to State and Federal Government expressing concern. Response received from the Minister for Home Affairs on the 7 th July.
Planning Reform: EO monitoring reform status and will advise accordingly as issues arise
Alcohol Restrictions: EO monitoring changes in alcohol restrictions and will advise accordingly
Relationship with Kimberley Development Commission

Resolved

Media and Communications Policy and Stakeholder Engagement Plan
Letters of congratulations to new State Ministers
Audited statements circulated
KRG meeting dates set and circulated
Service Level Agreement
Policy Position Papers
Investment Prospectus 2023/24
Lord Mayors Distress Relief Funding
MOU finalised and signed
Insurance Costs relief as a result of flood impacts
Potential tourism opportunities for total eclipse events, provided by Kym Francesconi
Regional Road Group: Shire allocations
KRG Website and LinkedIn profile - operational
BBY and WKFEC invitation to present to KRG

Resolved
National Housing and Homelessness Plan submitted 20/10/2023. Published DSS Engage Website
Service Level Agreement Assessment – 5% increase endorsed 23/11/2023
July – September quarterly report – 23 November 2023 meeting.
Simplified Governance Compliance Papers – endorsed 23 November 2023 meeting
Regional Road Group Road Projects Funding Allocation – wrote to WALGA outlining KRG's position
Emergency Management Policy Position – Wrote to Matt Reimer DFES
Members advised Cr Mitchell of their response to the Regional Road Group Project grant funding
Ministerial notes 15/02/24 – Minister Papalia, Minister Beazley, Premier. Sent to members 26/02/24
Requirements for the Deputy Chair position clarified and stands endorsed as per November 2023
Submissions to the Independent Review of Commonwealth Disaster Funding & the Senate Inquiry.
WA LEMA Review endorsed by SEMC August 2023 – uploaded on SEMC website
Emergency Services position paper endorsed 23 November 2023 meeting
Priority Action List – feedback provided by members, E.T allocate resources from contract hours
SDWK & SoHC provided bridge issues to EO. KRG wrote to State and Federal Government
State and Federal Government Election Strategy, RAI Summit 2024, position papers on website
Kimberley Housing Roundtable – Broome 29 July 2024
Advocacy Strategy Management & Maintenance of Social Housing - endorsed April 2024 meeting
SDWK provided Infill Housing and Investigations Report
Regional Volunteering Strategy 2020 endorsed at individual council meetings. EO actioned
RCAWA approved KRG to use the benchmarking template.
Inquiry into Local Government Sustainability submitted 30 May 2024

5. Correspondence

Item for Noting

Submitted by: Secretariat

Attachment 2: Senator the Hon Malarndirri McCarthy, Minister for Indigenous Australians

Attachment 3: Tilly Chaney, Department of Communities

Attachment 4: Anne Finlay, DPIRD

Attachment 5: Brad Slater, Krisis Consultancy

Attachment 6: Hon. John Carey MLA, Kimberley Housing Roundtable

Note: Correspondence considered of an administrative nature, such as meeting invites etc, will not be tabled unless they contain important information

Correspondence In	
Date	21/08/2024
From	Senator the Hon Malarndirri McCarthy, Minister for Indigenous Australians
Topic	Congratulations on your appointment
Attachment	2
Date	26/08/2024
From	Tilly Chaney, A/Senior Policy Officer, Department of Communities
Topic	Department of Communities - Upcoming Regional Housing Workshops
Attachment	3
Date	06/09/2024
From	Anne Finlay, Manager Coordination Strategy & Coordination, Office of the Director General, Department of Primary Industries and Regional Development
Topic	NAWG subcommittee advise
Attachment	4
Date	30/08/2024
From	Brad Slater, Director Krisis Consultancy
Topic	Introduction to Krisis Consultancy - WALGA Kimberley Country Zone
Attachment	5
Correspondence Out	
Date	20/08/2024
From	Cr David Menzel, Chair
To	The Hon Tony Burke MP, Minister for Home Affairs, Minister for Immigration and Multicultural Affairs, Minister for Cyber Security, Minister for the Arts, Leader of the House
Topic	Congratulations on your appointment (not attached)

Date	20/08/2024
From	Cr David Menzel, Chair
To	Senator The Hon Jenny McAllister, Minister for Cities, Minister for Emergency Management
Topic	Congratulations on your appointment (not attached)
Date	20/08/2024
From	Cr David Menzel, Chair
To	Senator the Hon Malarndirri McCarthy, Minister for Indigenous Australians
Topic	Congratulations on your appointment (not attached)
Date	02/09/2024
From	Cr David Menzel, Chair
To	The Hon Clare O'Neil MP, Minister for Housing, Minister for Homelessness
Topic	Congratulations on your appointment (not attached)
Date	02/09/2024
From	Cr David Menzel, Chair
To	The Hon John Carey MLA, Minister for Planning; Lands; Housing; Homelessness
Topic	Kimberley Housing Roundtable
Attachment	6

Resolution/s		Action(s) / Budget Implications	
That the Correspondence be received and noted, and that the Executive Officer be directed on a response, if required.		Nil	
Moved:	Shire of Derby West Kimberley	Responsible:	-
Seconded:	Shire of Wyndham East Kimberley	Due date:	-
Carried:	3/0		

Attachment 2 Correspondence In: Senator the Hon Malarndirri McCarthy
Congratulations on your appointment

RE: Congratulations on your appointment [SEC=OFFICIAL]

Dear Cr Menzel

Thank you for your letter of 20 August 2024 offering your congratulations on my appointment as Minister for Indigenous Australians. I am truly honoured and deeply humbled to serve as Minister. In my role, I am determined to pursue improvements in the lives of Aboriginal and Torres Strait Islander Australians and respond to the specific needs and aspirations of First Nations communities.

I look forward to working alongside First Nations communities, the Coalition of Peaks, state and territory governments, and my fellow parliamentarians, to make real progress in Closing the Gap. This commitment to improving the lives of First Nations Australians is shared by my colleagues in Government, who want to see improvements across a range of areas including health, education and justice.

Supporting First Nations people to leverage economic opportunity through the government's Remote Jobs and Economic Development Program and through our ambitious clean energy agenda, are key priorities for this government.

We are focussed on improving housing, with our landmark investment in remote communities in the Northern Territory, along with new housing initiatives such as the National Agreement on Social Housing.

I look forward to delivering practical and life changing policies for First Nations peoples.

Again, thank you very much for taking the time to write to me.

And thank you for your interest in meeting with me. If the opportunity arises my office will contact you to discuss a meeting.

Yamalu

Minister for Indigenous Australians
Senator the Hon Malarndirri McCarthy

Attachment 3 Correspondence In and Out: Tilly Chaney, DoC, Upcoming Regional Housing Workshops

Department of Communities - Upcoming Regional Housing Workshops

26/08/2024

Hello

The Department of Communities will be hosting in-person **Regional Housing Workshops** in recognised centres across Western Australia from October 2024 through to February 2025.

Communities is the agency tasked with delivering Recommendation 71 of Infrastructure WA's State Infrastructure Strategy, '*Foundations for a Stronger Tomorrow*'. R 71 requires that Communities 'prepare place-based regional housing plans to enable strategic, targeted housing outcomes for each region and a consistent evidence base for future investment priorities' by the end of 2026. The Regional Housing Plans will be publicly available documents which will profile each region by providing an evidence base for guiding decision making on the delivery of housing outcomes in the regions.

The purpose of these upcoming workshops is to identify the unique housing drivers in cities, towns, and communities across WA from the perspective of key stakeholders. This engagement process will seek to collect region-specific knowledge, which will inform the issues and opportunities identified in the Regional Housing Plans.

As peak bodies with an interest in housing, you will each be invited to send a representative to attend a workshop. Could you please reply to this email and confirm whether you would prefer to be invited to either an industry peak body non-region-specific workshop, or if you would like someone to attend a workshop in one or more of the following regions. If so, could you please identify which location.

1. Carnarvon
2. Karratha
3. Port Hedland
4. Kununurra
5. Broome
6. Geraldton
7. Kalgoorlie-Boulder
8. Esperance
9. Albany
10. Northam
11. Bunbury
12. Mandurah
13. Perth (Perth region-specific)

Thank you

Tilly Chaney

A/Senior Policy Officer | Affordable Housing and Supply

Housing and Homelessness

Department of Communities

M 0403 964 894

A L5 130 Stirling Street, Perth

29/08/2024

Good afternoon Tilly,

Thank you for your email. Paul Rosair is the Executive Officer for both the Regional Capitals Alliance of WA and the Kimberley Regional Group, and Michelle Mackenzie is the Executive Support Officer who recently organised the KRG housing roundtable in Broome (which was attended by representatives from the Department).

They would be interested in attending peak body workshops for the above groups, noting that if it was within the next month, both Paul and Michelle would only be able to join remotely, but after that time Paul may be available to attend an in person event if it was held in Perth (Michelle still remote). Please advise possible dates and times and I will check availability for them both.

Kind regards, Jane

30/08/2024

Hi Jane

I can add Paul Rosair and Michelle Mackenzie to the list, both representing the Regional Capitals Alliance of WA and the Kimberley Regional Group. Is this correct?

We will be running a single non-region-specific workshop for industry peak bodies and other similar groups in February 2025. The Kimberley region-specific workshops are pencilled in for 29 October in Kununurra and 30 October 2024 for Broome (these will be the same content held in different locations, so no need to attend both).

Could you please confirm if they would like to attend (a) the non-region specific workshop or (b) if they would prefer to attend one of the Kimberley workshops in person?

Thank you, Tilly

31/08/2024

Thanks Tilly,

Paul would like to register for February 2025 to represent both the KRG and the RCAWA. Could you advise if you have representatives from the Shire of Broome and the Shire of Wyndham East Kimberley attending the October meetings please. If so, there would be no need for us to attend these as well.

Kind regards, Jane

2/09/2024

Thanks Jane. I have Paul on the list for the general session in February.

All local governments will be invited to attend the regional housing workshops, with the invitations due to be sent a month prior to each session.

Attachment 4 Anne Finlay – NAWG Housing sub working group

From: Anne Finlay <Anne.Finlay@dpird.wa.gov.au>

Date: 6 September 2024 at 9:45:25 AM GMT+8

To: paul@naja.com.au, info@naja.com.au

Cc: "Skinner, Andrew" <Andrew.Skinner@dpc.wa.gov.au>, Paul Isaachsen <Paul.Isaachsen@dpird.wa.gov.au>, Anne Finlay <Anne.Finlay@dpird.wa.gov.au>, Susan Corbisiero <Susan.Corbisiero@dpird.wa.gov.au>

Subject: Kimberley Regional Group Housing Position Paper and Roundtable Report

Hi Paul. It was nice to speak again just now. As discussed, the concept of a NAWG Housing sub working group was discussed and agreed by ministers during Wednesday's 040924 NAMF meeting. At this stage, the working group is a concept that needs to be discussed and fleshed out by senior officials (date tba). The NAWG meets ~ once per month, so the next one is imminent.

The NAWG housing working group will comprise senior officials from WA, the NT and QLD:

Northern Australia Action Plan and housing

The Ministerial Forum recognises housing is a key priority across the north, and underpins the policy priorities outlined in the Northern Australia Action Plan. Housing Australia outlined the funding and support available through the suite of Australian Government housing programs. Ministers discussed the impact of inadequate housing supply on attracting the required workforce, community health, education and employment outcomes. Ministers tasked Australian, State and NT Officials to work together to investigate the specific housing challenges facing northern Australia and opportunities for collaboration to address the issues. The working group will provide recommendations to the next Ministerial Forum meeting.

As the Kimberley Regional Group and Regional Capitals Alliance are recognised leads in this space, they are considered key stakeholders. I will keep you posted and ensure you are engaged throughout the process. Thank you for making contact.

Regards

Anne Finlay MBA (Log&SCMgt) BSc (EnvSc) MIPAA | **Manager Coordination**

Strategy & Coordination

Office of the Director General

Department of Primary Industries and Regional Development

1 Nash Street, East Perth WA 6004

m +61 (0)438 825 950 | **e** anne.finlay@dpird.wa.gov.au

Attachment 5: Brad Slater, Krisis Consultancy - Introduction

30/08/2024

Morning Jane,

I write to inform you of Krisis Consultancy as an emergency management-based consultancy service that I have recently commenced. As the Executive Officer for the WALGA Kimberley Country Zone, I thought it courteous to provide you an initial insight into my consultancy, as I begin to liaise with Local Governments across this area.

At Krisis Consultancy our aim is to assist our Local Government clients to meet their statutory obligations under s.41 and s.42 of the Emergency Management Act 2005, with this specific to preparation, peer review and/or revision of Local Emergency Management Arrangements.

Other services we will offer to Local Government include the following;

- Development, peer review and revision of:
 - Organisational emergency management documentation inclusive of emergency management plans and procedures relevant to facilities and/or operations, with a specialist focus on Aerodrome Emergency Planning also available pending client needs.
- Other services dependent on organisational need such as:
 - Skills gap analysis, and facilitation of emergency management capability building training and exercises developed specifically for business needs;
 - Development of crisis/incident management capabilities and establishment of Emergency Operations Centre and procedures to maintain business operations during emergency events;
 - Organisational risk analysis including Business Impact Assessments;
 - Emergency Control Organisation, Warden and evacuation procedures development for all facility types;
 - After Action Reviews, as focused on fostering a lessons management environment;
 - ICAM investigations; and more.

As a Western Australian based service, Krisis Consultancy is available to assist Local Governments with all their emergency management needs, and aim to be available to discuss further specifics at their convenience. I look forward to the opportunity for future engagement with Local Governments across the aforementioned WALGA Zone, and yourself in the Executive Officer role as relevant. I currently have time available over the periods identified below if you would like to gain further understanding of my services, with this offered as a 20-minute online meeting:

- | | | |
|---|--------------------|--|
| • | Tuesday 03/09/24 | between 9am to 12noon, and between 1pm to 4pm. |
| • | Wednesday 04/09/24 | between 9am to 12noon, and between 2pm to 4pm. |
| • | Thursday 05/09/24 | between 9am to 12noon, and between 1pm to 4pm. |

Please feel free to respond via email or phone number if you have any additional queries.

Sincerely,

Brad Slater
Director
Krisis Consultancy
0461 275 950

30/08/2024

Thanks for your email, Brad.

I have included Paul Rosair, who is the Executive Officer for the Kimberley Regional Group, in this reply email. We note that you will be reaching out to individual local governments with your services but should the need for a KRG wide project arise in the future, Paul may reach out to you.

Kind regards, Jane

Attachment 6: Minister Carey – Kimberley Housing Roundtable



6. Financial Report

Item for Noting

Submitted by: Vernon Lawrence, KRG Secretariat

To be tabled at the December meeting.

7. Formal Presentations

Item for Discussion

Submitted by: Executive Team

Purpose

To provide a forum for guests to address the KRG on relevant topics.

Attendees

Time	Name	Position	Organisation
9.45 – 10.15am	Shane Love MLA	Leader of the Opposition and Leader of The Nationals WA; Shadow Minister for Regional Development; Transport; Jobs & Trade; Finance; Federal-State Relations; Climate Action; Commerce; Public Sector Management; Government Accountability	
10:15 – 10.30am	Peter Webster	CEO	BBY
10:30 – 10:45am	James McGovern	Manager of Governance & Procurement	WALGA

Link to Key Pillar/s and Strategies:			Budget Implications
<div> People Place Prosperity Performance </div>	<div> Advocate Partner Promote </div>	<div> Facilitate Fund Monitor </div>	Nil
Resolution/s			Action(s)
For noting			<p>EO to reach out and invite Hon Melissa MP and Divina D'Anna MLA to a KRG meeting.</p> <p>EO to keep KRG members informed about any upcoming meetings with politicians. Members to notify the EO if they wish to attend accordingly.</p>

8. Regional Freight Strategy 2024

Item for Discussion

Submitted by: Executive Team

Purpose

To discuss the key freight issues from a whole of regional perspective to inform the Regional Freight Strategy Consultation.

In summary

- The Department of Transport is developing a Regional Freight Strategy in collaboration with the Freight and Logistics Council of WA, industry, government, and community stakeholders
- Industry consultation workshops have been held across the State, with workshops held in Broome and Kununurra. Kimberley stakeholders invited to provide written submissions on a Kimberley Discussion Paper
- The Department aims to provide a draft Strategy to Ministers early in 2025. Finalisation and release of the Strategy is expected in 2025 subject to Ministerial approval.
- It must be noted that the 2024 Strategy
 - will not consider operational issues, such as skilled workforce requirements or availability,
 - will not identify a list of specific and prioritised infrastructure projects.
- This is unlike the 2014 Freight Strategy which highlighted priority projects in each region.
- This paper provides the opportunity for the Kimberley Regional Group to consider from a whole of Kimberley perspective key freight issues

Background

The 2024 Regional Freight Strategy identifies The Strengths and Infrastructure Directions for the Kimberley, based on information from State Infrastructure Strategy – Foundation for a Stronger Tomorrow', Infrastructure WA, 2022, as the following:

Key Strengths

- Tourism, agriculture and food, and resources
- Significant Aboriginal population, culture and heritage
- Natural environment (including a World Heritage area)

Infrastructure Directions (freight-related only)

- Support agriculture and food, including realising the potential of the Ord River Irrigation Area
- Support and advance Aboriginal enterprise, and improve the liveability of remote Aboriginal communities and town-based reserve

The Strategy's themes have been identified as: supply chain resilience, technological change, climate change, decarbonisation and emerging freight demands.

Representatives from all Kimberley Shires attended the workshops. In addition, the Shires of Broome and Halls Creek provided a written submission to the Discussion Paper.

The 2024 Regional Freight Strategy will replace the WA Regional Freight Network Transport Plan 2014. This Regional Freight Plan set out planning and policy priorities for the Regional Freight Transport Network. Unlike the 2024 Strategy, the 2014 Plan included a list of priority projects for each region to drive the outcomes sought from the Plan. The 2014 Plan identified the following priority projects for the Kimberley.

Question One - Have these projects from the 2014 Freight Plan been delivered and are they still relevant?

WA Regional Freight Network Transport Plan 2014 Kimberley Priority Projects to 2031.	Status 1.Complete 2.Underway but not complete 3.Not started	Does this remain a priority? Yes No Maybe
Upgrade the port of Broome's main wharf		
Develop a marine supply base precinct adjacent to the port of Broome to further position the port as a service hub for the Browse Basin managed by the Port Authority in partnership with the traditional owner corporation		
Upgrade the Broome-Cape Leveque Road and construct a new, high-standard road from Broome-Cape Leveque Road to the Browse Liquefied Natural Gas Precinct		
Implement a flood mitigation program for the Kimberley region's arterial roads including constructing new bridges across flood-prone sections of the highway and reconstructing existing bridges in the Fitzroy Crossing, Gogo and Bow River areas.		
Great Northern and Victoria Highway		
Derby to Fitzroy Crossing		
Halls Creek to Victoria Highway		
Construct the Kununurra heavy vehicle bypass - Stage 1		
Construct the Kununurra heavy vehicle bypass - Stage 2		

The 2024 Regional Freight Strategy Discussion Paper puts forward six questions around the themes of climate change and supply chain resilience, technological change, decarbonisation and emerging freight demands.

Question Two - What infrastructure or policy decisions are needed from Government and Industry to ensure that freight issues and opportunities are appropriately managed?

As a thought starter, the following list of policy and project requirements to address the themes is taken from the written submission from the Shires of Broome and Halls Creek, grouped into modal types.

Ports

- First Port of Entry Status for Wyndham and Broome Ports
- Completion of Kimberley Marine Supply Base at Broome Port to provide additional freight and logistics capacity and options - both import and export
- Ensuring Ports can accommodate the needs of the renewable energy sector i.e. - First Port of Entry Status as well as completion of Kimberley Marine Supply Base in Broome (KMSB) to ensure materials such as turbines and blades for wind energy projects can be efficiently imported.

Roads

- Sealing of Tanami Road to provide additional access, reduced transport costs and resilience
- Upgrading Great Northern Highway, for all weather access, raising low lying areas that get flooded particularly around Fitzroy Crossing, Roebuck Plains and Sandfire plain
- Upgrading the Willare Bridge
- Upgrading the Victoria Highway
- Sealing of the Duncan Highway and a connecting road between the Duncan (before the range) and the Great Northern Highway
- Sealing access roads from the Tanami and Great Northern Highway into remote communities
- Sealing all internal remote community roads
- Establishing a business park/light industrial area that incorporates an intermodal transport hub, wet season storage facility and innovative technology in Halls Creek
- Constructing a heavy vehicle assembly area between the Tanami Road and Halls Creek

Airports

- Air Freight from East Kimberley and West Kimberley direct to South East Asia
- Extending and sealing remote community airstrips and providing required lighting to support 24-hour landing and take-off
- Extending the Halls Creek airstrip to accommodate turbo engine planes and expanded airport services.

New technologies

- Data Analytics-including GPS to assist in determining ETAs especially where diversion to longer routes is taken due to flooding, bushfires etc.
- Data Analytics used to monitor quality of products, e.g. cold chain projects and those with a short shelf life to ensure safety at point of consumption.
- Use of solar panels
- Use of drone technology for the freight of smaller emergency supplies to rural communities, such as prescription medications.

It must be noted that the 2024 Regional Freight Strategy will not identify a list of specific and prioritised infrastructure projects.

Question 3 - Do you think the Regional Freight Strategy should identify a list of priority policy and infrastructure projects?

Details

- As above

Risk

- **Reputational:** Without a consolidated view of Kimberley-wide regional freight transport priorities there may not be regional alignment of agreed priorities.

Link to Key Pillar/s and Strategies:		Budget Implications	
<div> <div>People Place Prosperity Performance</div> <div> <div>Advocate Partner Promote</div> <div>Facilitate Fund Monitor</div> </div> </div>			
Resolution/s		Action(s)	
That the KRG note the Kimberley regional freight strategy.			
Moved:	Shire of Halls Creek	Responsible:	-
Seconded:	Shire of Derby West Kimberley	Due date:	-
Carried:	3/0		

9. Local Government Amendment Bill 2024

Item for Discussion

Submitted by: President, Shire of Derby West Kimberley

Attachment 7: Elected Member Association Concerns with the Local Government Amendment Bill 2024

In summary

- The President of the Shire of Derby West Kimberley sent through information from the Chair of the Elected Members Association outlining proposed changes to the Local Government Amendment Bill 2024 (Bill) which the Association finds concerning.
- The Association advises that the changes they have identified have not been out for public comment.
- The Association is asking Elected Members who are concerned about any of the changes to put up to their Council an objecting Notice of Motion, notifying the Local Government Minister of Council of objections to the Bill, asking the Minister to withdraw the Bill from the current parliamentary sitting, and to put the Bill out for public comment: Council can also put the Notice of Motion in a petition to parliament:
- Advice was sought from the WA Local Government Association on their views of the issues raised by the Elected Members Association.
- WALGA has a different perspective on some of the issues raised by the Association. A representative from WALGA will attend a Kimberley Regional Group meeting to discuss the issues raised by the Elected Members Association and to answer questions on the Bill.

Background

The concerns raised by the Elected Members Association relate to the second tranche of reforms to Local Government Act. These reforms are outlined in the Explanatory Memorandum of the Local Government Amendment Bill 2024. These reforms include:

- The establishment of the Local Government Inspector.
- Revising roles and responsibilities for council members and local government chief executive officers (CEO) to clarify the separation of powers and duties within local governments.
- Modifying the process for making local laws to enable the easier adoption of model local laws and providing a consequence for the failure of a local government to review a local law.
- Amending existing provisions regarding regional subsidiaries to empower them to borrow money, conduct land transactions and trading undertakings, and operate more flexibly.
- Providing for the Governor to determine the method of voting at local government elections.
- Reforming the process for local governments to close meetings to the public.
- Providing for local governments to share CEOs and senior employees.
- Requiring a local government to prepare a rates and revenue policy setting out forecasted rate changes and the reasons.
- Enabling provisions for superannuation payments for council members.
- Empowering local government CEOs to refuse to deal with unreasonable complaints.
- Enabling local governments to borrow against their freehold land.
- Enabling the introduction of building upgrade finance in WA.
- Revising the audit committee of a local government to be an independently chaired audit, risk and improvement committee.

- Providing for the Minister to prepare and publish good practice guidelines to assist local governments.

High level information on these second tranche reforms were provided in the June and August 2024 Kimberley Zone Agenda Papers.

Details

Attached to this item are the concerning changes raised by the Elected Members Association. The Association's concerns with the Bill are that the Bill:

1. Prohibits Council from any engagement in or involvement with any function relating to DAP decisions and allocating all the local government DAP powers to be performed only CEOs (or their delegates) removing community influence through their elected representatives
2. Prohibits local government paid legal representation for elected members.
3. That Department of Local Government Sport and Cultural Industries (DLGSC) employees current elected member breach activities are rebadged but essentially unchanged except with added exceptional police powers
4. Authorises coercive investigations of elected members
5. Requires Elected members to pay back mandatory training fees paid by local government if they did not attend the training with no available defence along with penalties for non-compliance with mandatory training requirements up to \$10,000.
6. Authorises the Governor to decide postal or in-person elections for each local government
7. A number of amendments which they believe will make Council governing harder
8. Enable local governments to provide loans to property owners, or securing loans against their municipal funds which they believe will put Community Assets, Municipal Funds at Further Risk

The Bill is here

[https://parliament.wa.gov.au/Parliament/Bills.nsf/E89C0023410BDDCF48258B790032ADCF/\\$File/Bill%2B181-1.pdf](https://parliament.wa.gov.au/Parliament/Bills.nsf/E89C0023410BDDCF48258B790032ADCF/$File/Bill%2B181-1.pdf)

The Bill's Explanatory Memorandum is here

[https://parliament.wa.gov.au/Parliament/Bills.nsf/E89C0023410BDDCF48258B790032ADCF/\\$File/EM%2B181-1.pdf](https://parliament.wa.gov.au/Parliament/Bills.nsf/E89C0023410BDDCF48258B790032ADCF/$File/EM%2B181-1.pdf)

The Bill's Explanatory Memorandum to the Legislative Assembly (Lower House) is here

[https://parliament.wa.gov.au/Hansard/hansard.nsf/0/E7F5CC5AFF5655E548258B8D0018539C/\\$FILE/A41%20S1%2020240815%20p3902b-3904a.pdf](https://parliament.wa.gov.au/Hansard/hansard.nsf/0/E7F5CC5AFF5655E548258B8D0018539C/$FILE/A41%20S1%2020240815%20p3902b-3904a.pdf)

The WA Local Government Association has a PowerPoint providing an overview of Tranche 2 reforms to the Act and their policy position on each reforms. WALGA have a different view to the Elected Member Association on some of the amendments and on some they agree. For example, WALGA does not support the proposed changes that provide power to create regulations that authorise the CEO or other authorised officer to undertake certain functions of a Development Assessment Panel.

Representatives from WALGA will attend the Kimberley Regional Group meeting to discuss the Bill and the issues raised by the Elected Member Association.

Risk

- **Governance:** if the KRG is not aware of the impact of the Trance 2 Local Government Reforms.

Link to Key Pillar/s and Strategies:		Budget Implications	
<div> <div>People Place Prosperity Performance</div> <div> <div>Advocate Partner Promote</div> <div>Facilitate Fund Monitor</div> </div> </div>			
Resolution/s		Action(s)	
<p>That the Kimberley Regional Group note the concerns raised by the Local Government Elected Members Association with the Tranche 2 Reforms.</p>		<p>Executive Officer to add the Tranche 2 Reforms to the watching brief.</p>	
Moved:	Shire of Derby West Kimberley	Responsible:	Executive Team
Seconded:	Shire of Broome	Due date:	As appropriate
Carried:	3/0		

Attachment 7: Elected Member Association Concerns with the Local Government Amendment Bill 2024

LOCAL GOVERNMENT AMENDMENT ACT 2024 (Bill) CONCERNING CHANGES

The Bill when passed will see many changes not put out for public comment, and include changes that will (noting section reference below as "s." is to Bill section, not LG Act section):

1. **Councils out of DAPs**

Authorise the Governor (on advice from LG Minister on advice from DLGSC) to prohibit Council from ANY engagement in or involvement with any function relating to DAP decisions and allocating all the local government DAP powers to be performed only CEOs (or their delegates), which will remove community influence through their elected representatives on such decisions and will raise doubt as to the continued application of Council Local Planning Policies: s.144. (This is added to the allocation of to build their new home, extend or alter their existing house or complete smaller residential projects such as a patio, carport or fence application decisions exclusively to CEOs under July 2024 amendments to the Planning Act)

2. **Prohibit Local Government Paid Legal Representation for Elected Members**

Authorise regulations to prohibit local governments from paying or insuring for paying for Elected Members' legal advice or representation costs for,

- defending behaviour breach, conduct breach (minor breach), recurrent conduct breach complaints
- State Administrative Tribunal proceedings
- Part 9 proceedings relating to infringement notices or prosecution
- criminal prosecutions
- in relation to statutory investigation or proceedings;

without any provision for refund of the Elected Members' legal costs if Elected Member found not to have committed the breach, found innocent or investigations cease (where CEOs and other employees have (sometimes unapproved, sometimes unethical) access to the municipal funds or in-house lawyer): s.75.

3. **DLGSC Employees Current Activities Unchanged But With Added Police Powers**

See a new Inspector with significant powers who is not required not have legal qualifications, is not subject to the Public Service Code of Conduct, is not answerable to the Public Service Commissioner (except in matters of minor misconduct (as defined in CCC Act), cannot be directed by the LG Minister except in the limited statutory exceptions (8b.12, 8B.13), is not expressly subject to audit by OAG, is authorised to delegate all the Inspector powers to DLGSC employees (except not certain powers to monitors:8B.16(2)) (8B.16) without any limitation or any requirement to publish the delegations on a public register, with being a current Elected Member the *only* disqualification for the position (Part 8B), meaning current or past DLGSC employees, ex CEOs can be Inspector: s.125. An Inspector or DLGSC employee delegate can recommend to the Minister to:

- Suspend Council
- Dismiss Council
- Suspend one or more Elected Members
- Dismiss one or more Elected Members.

4. **Coercive Investigations of Elected Members**

- a) Give police powers to DLGSC employees who are *investigating authorised officers* to,
 - apply for entry and search warrants, data access orders including to bank accounts of Elected Member, CEO and other employees and ANYONE associated with them (8B.42 >.49): s.125
 - issue infringement notices against Elected Members for as yet unknown offences for as yet unknown \$amounts: s.133

- b) Give power to LG Minister or Departmental CEO (or DLGSC employee delegate) demand information by notice from Elected Members, with refusal leading to 12 month imprisonment or fine up to \$12,000: s.139

5. Governor may Decide: Postal or In-Person Elections

See the Governor empowered to direct Council to have a postal or in person election (following recommendation from LG Minister (and DLGSC) after the Minister has consulted Electoral Commissioner): s.31; where it is known, and proved in the Court of Disputed Returns that there are many breaks in the chain of custody of postal election ballot papers and blank ballot papers (overs), as shown in *Shire of Serpentine Jarrahdale (1st Complainant) Shaye Luke Mack (2nd Complainant) and Electoral Commissioner of Western Australia (WAEC) (Intervener) Gurdeep Singh (1st Interested Party) Robert Coales 2nd Interested Party* GCLM/1354/2021 & GCLM/1297/2021, and may be shown in the current Court of Disputed Returns proceedings relating to the last LG general election at the City of Fremantle.

6. Mandatory Training Obligation: Harsh Elected Member Punishments

See Elected Members required to pay back mandatory training fees paid by local government if they did not attend the training with no available defences for why training not attended are identified, along with penalties for non-compliance with mandatory training requirements up to \$10,000: s.72.

7. Make Council Governing Harder

- a) Improperly separate certain CEO operational functions from Council where the second reading speech misleadingly refers to the proper separation of powers between individual Elected Members and the CEO: s.5
- b) Make Council responsible for a local government's culture, while at the same time reducing Council's oversight and governance of CEOs: s.5
- c) Expand Council's duties *beyond* the District residents and ratepayers by requiring Council to have regard to interest of all people who work in or visit the District: s.7
- d) See responsibility for taking meeting minutes pass from Mayor/President to CEOs, which will cause difficulties in having meetings that are confidential from CEO, such as CEO performance reviews and CEO performance management: s.43
- e) A DLGSC employee (exercising delegated authority) will be empowered to direct Council that confidential meeting minutes or documents are made public: s.44
- f) Elected Members will be prohibited from obtaining certain employee contracts, for example for purpose of bringing CEO governance matters relating to those contract concerns to Council: s.58
- g) Require the Audit Committee (renamed the Audit, Risk and Management Committee) Chair to have a community member chair: s.86
- h) See a doubling of many fines and penalties against EMs who breach LG Act

8. Community Assets, Municipal Funds at Further Risk

- See local government lending public monies to property owners for upgrade works on buildings to improve energy, water or environmental efficiency: s.85
- See local governments securing loans only against the municipal funds expanded to securing loans against any estate of freehold asset, which might pose great risks to community owned assets such as parks and sporting venues: s.77

LOCAL GOVERNMENT AMENDMENT ACT 2024 DISTURBING LACK OF REFORM

1. DLGSC employees (without legal qualifications required) will still be deciding the course of, and in some cases, the outcomes of complaints about *specified breaches* (former EM serious breach),

general complaints (CEO and other employee offences) all of which require expert legal interpretation of statutory provisions. However, legally qualified persons are required for deciding the less serious complaints, now called Elected Member *conduct breaches* (former minor breach, recurrent breach).

2. There remain no statutory defences to breaches for Elected Members such as truth or exercising governance role, no time frame within which a complaint must be settled (so can hang over Elected Member for years causing psychological harm and damage to reputation).
3. CEOs are still not restrained from publishing Elected Member breach findings until after review period of after completion of a review, so an adjudicator conduct breach finding might be on local government's website for years of harming an Elected Member's reputation and mental health, as well as contributing to a recurrent breach categorisation about further complaints before a State Administrative Tribunal decision reverses the Adjudicators decision.
4. Local Government employees will still not be prohibited from being paid electoral officers in local government elections, and CEOs will still conduct internal Council elections.
5. Unlike an Elected Member Code of Conduct, the employee code of conduct is not regulated as to enforcement and cannot be enforced by complainants.
6. Complaints against Elected Members that are not upheld will remain confidential thus leaving employees and other Elected Members free to unaccountably harass Elected Members with vexatious and trivial complaints, weaponised for political or personal purposes (all to the cost of the municipal funds public monies).

WAY FORWARD: IT'S URGENT

1. The Bill has been through a second reading speech in the Lower House is on the way to adoption within weeks in the current sitting of parliament.
2. The Local Government Minister advises that Councils and Elected Members have been consulted about and approve these amendments to the Local Government Act, many of which were not recommended or identified in the 2020 Parliamentary Report on Local Government Reform.
3. Notice of Motion, Petition to Parliament, Email LG Minister

If you are concerned about any of the changes to the *Local Government Act 1995* including any of those identified above, Elected Members may wish to put up to their Council an objecting Notice of Motion, notifying the LG Minister of Council objections to the Bill, ask the Minister to withdraw the Bill from the current parliamentary sitting, put the Bill out for public comment as would and should normally be the course of such significant proposals.

Council can also put the Notice of Motion in a petition to parliament: ask LGEMA how to do this.

If you are personally concerned about any of these change please email the Local Government Minister at Minister.Beazley@dpc.wa.gov.au

10. Aviation White Paper

Item for Discussion

Submitted by: Executive Team

Attachment 8: Supporting Regional Aviation

Purpose

To highlight the regional implications of the August 2024 Aviation White Paper developed by the Australian Government Department of Infrastructure, Transport, Regional Development, Communication and the Arts.

In summary

- The KRG submitted a response to the Australian Government's Aviation Green Paper in 2023.
- In August 2024, the White Paper was released
- This paper lists the key initiative from the Paper and summarises the KRG recommendations against the content of the Paper
- Overall, assessment of the White Paper indicates that the concerns and recommendations put forward by the KRG were considered, however the document had to address many other issues and so could not be specific in the actions or timing needed to achieve the outcomes.
- The key concerns from the KRG perspective would appear to be:
 - Funding allocation: Regional Airport Program funding, although extended past the original \$100m over 5 years, appears to be targeting smaller projects in the future – with only \$40m over 3 years being allocated and the scope being increased to include net zero projects.
 - Administrative requirements: rather than being reduced, it appears that grant applications and master planning will involve the need to address more criteria and that there is no planned support for this.

Background:

In December 2009, the Australian Government released Australia's first ever National Aviation Policy White Paper, Flight path to the future (2009 White Paper). The 2009 White Paper reconfirmed safety and security as the Australian Government's top aviation policy priorities. It included initiatives to enhance security screening; strengthen the Aviation Security Identification Card (ASIC) Scheme; modernise air traffic management, including with the use of satellite technology; and introduce long term funding principles to strengthen the Civil Aviation Safety Authority's (CASA's) regulatory oversight and operations.

The 2009 White Paper set up the Australian aviation sector for a period of sustained growth. In the decade following its release, annual domestic passenger numbers grew from 50.5 million in 2009 to 61.4 million in 2019 - an increase of 21.7%. During that period, domestic aviation activity grew at an annual rate of 2.2%, significantly outpacing Australia's population growth rate of 1.5%. However, aviation activity declined significantly after 2019 due to the COVID-19 pandemic. The sector is now largely back to where it was before the pandemic, but its performance is still too low in several areas – especially airline reliability.

In September 2023, the Australian Government released the Aviation Green Paper and called on stakeholders to provide feedback by 30 November 2023. KRG made a submission, addressing key questions, but with particular focus on Chapter 4, Regional and Remote Aviation Services.

Discussion:

The complete 2024 Aviation White Paper can be found at:

<https://www.infrastructure.gov.au/departments/media/publications/aviation-white-paper-towards-2050>).

It builds on the outcomes of the 2009 White Paper, takes account of feedback on the 2023 Green Paper and updates policy approaches, taking account of the significant change that has occurred in the sector over the past 15 years, as well as the changes expected in the period to 2050.

A review of the 2024 Aviation White Paper has been conducted to determine the government's strategic planning and any implications for the KRG. The Paper lists 56 new initiatives to be implemented by the Australian Government in partnership with industry, states and territories, and the community (listed below), and has a section on "Supporting regional aviation" (see attachment 8). Sections that address concerns of the KRG as outlined in the 2023 submission paper have been highlighted.

In order to compare the recommendations from the KRG submission to the White Paper outcomes, the Executive team have produced a summary table. (See pages 44-55).

A better passenger experience

The Australian Government's vision is for a fairer aviation sector that delivers a better passenger experience. Consumer rights will be clear and upheld, underpinned by timely dispute resolution. Aviation will be accessible for people with disability. The Australian Government will:

Initiative 1.

Legislate for an Aviation Industry Ombuds Scheme, which will have the power to direct airlines and airports to provide remedies to consumers and investigate customer complaints about airlines' and airports' conduct, with penalties for non-compliance. The enabling legislation for the ombuds scheme will outline requirements for airlines and airports to become members of the scheme, as well as the compliance and enforcement mechanisms.

The ombudsperson will issue guidance on appropriate consumer conduct by airlines and airports, publish independent reports on the industry's complaints handling, make recommendations to the government for policy or regulatory change, and refer instances of systemic misconduct that may raise concerns under the Competition and Consumer Act 2010 (Cth) to the ACCC for investigation and enforcement.

Initiative 2.

Establish a new Aviation Customer Rights Charter, to be produced by the ombuds scheme, setting out the fair and appropriate treatment of customers by airlines and airports. The charter will outline minimum customer service levels, give customers greater certainty about what they can expect when flights are cancelled and delayed, and when passenger journeys are disrupted, including in relation to the prompt payment of refunds, across all fare types.

Initiative 3.

Adopt a 'show cause' arrangement, requiring airlines to report the reasons for delays and cancellations as part of the airlines' regular reporting of flight data to BITRE. The ombudsperson will also have powers to request additional information from airlines in relation to specific flights. Regular reporting of additional data about industry performance and conduct will increase transparency and public accountability for on-time performance and support the government to identify if further regulatory action is required.

Initiative 4.

Make new aviation-specific disability standards as a schedule to the *Disability Standards for Accessible Public Transport 2002* under the DDA. The aviation-specific disability standards will affirm the rights of people with disability during air travel and the obligations that airlines and airports have to provide equal access. The Australian Government will co-design the aviation-specific disability standards with people with disability and consult industry on the draft standards in 2025.

Initiative 5.

Require airlines and airports to coordinate the facilitation of passenger journeys for people with disability. The new aviation-specific disability standards will set out the obligations of airlines and airports to improve the coordination of passenger facilitation – from arrival at the airport terminal and throughout air travel until exiting the terminal at the destination airport.

Initiative 6.

Require airlines to offer passenger assistance profiles that will enable people to communicate accessibility requirements to airlines online, in advance. Passengers will be able to grant airlines permission to store information so they can book future travel with a complete profile and so airlines can access their assistance information each time they travel. Profiles will allow passengers to upload documentation about assistance animals and wheelchair battery specifications so that airlines can confirm in advance that air safety requirements can be met. The Australian Government will consult on options to implement this requirement through the new aviation-specific disability standards.

Initiative 7.

Review airline policies that limit the number of passengers who require assistance. In developing the new aviation-specific disability standards, the Australian Government will consider options to prohibit airline policies that limit the number of passengers who require assistance aboard a flight – sometimes referred to as '2-wheelchair policies' – except where there is a clear and demonstrated aviation safety reason.

Initiative 8.

Review industry compliance with the new aviation-specific disability standards. The Australian Government will publicly report on airlines' and airports' compliance with the new aviation-specific disability standards after the rules come into effect.

Initiative 9.

The Australian Government will produce user guides that outline airlines' and airports' legal requirements under the DDA and the new aviation-specific disability standards. These accessible user guides will inform passengers about their rights and about airlines' obligations to facilitate more effective provision of assistance. The content and format of the user guides will be co-designed with people with disability.

Initiative 10.

Provide improved remedies for damage to wheelchairs and other mobility devices. The Australian Government will consult on amendments to the *Civil Aviation (Carriers) Liability Act 1959* (Cth), and supporting regulations, to increase the maximum compensation entitlement for passengers whose wheelchairs or other mobility devices are damaged or lost by domestic airlines. These Aviation White Paper initiatives to create a better passenger experience will complement broader Australian Government reform processes to protect consumers and ensure the rights of people with disability. These include:

- consideration of options to strengthen compliance with the consumer guarantees, including a potential prohibition against not providing a consumer guarantees remedy when required by law
- implementation of broader reforms to the *Disability Standards for Accessible Public Transport 2002*, including the introduction of requirements for staff training and improvements to the provision of service information in accessible formats
- reviewing and modernising the DDA, as outlined in the Australian Government Response to the Disability Royal Commission, with a view to strengthening and clarifying protections for people with disability. The Australian Government has dedicated \$6.9 million to the review.¹

A competitive and efficient aviation sector

The Australian Government's vision is for a more competitive domestic airline sector, to drive lower fares and better services for consumers. Efficient development and utilisation of Australia's airport assets will underpin the sustainable and affordable growth in aviation services. The Australian Government will:

Initiative 11.

Reform Sydney Airport slot management arrangements to improve efficiency in the allocation and use of take-off and landing slots at Sydney Airport and reduce incentives for anti-competitive slot misuse:

The government has adopted recommendations from the 2021 Review of the Sydney Airport Demand Management Scheme (Harris Review) to improve operational efficiency at Sydney Airport, increase transparency of slot allocation and use, provide expanded definitions of slot misuse and rebalance slot allocation towards new entrants.

In line with the recommendations of the Harris Review, the government will also reform governance arrangements for the Slot Manager and Compliance Committee, providing for more effective enforcement of slot rules. The Slot Manager will be appointed through a competitive process, with governance arrangements to manage real or perceived conflicts of interest an essential criterion for selection. This process has commenced.

¹ Department of Social Services (DSS), [Australian Government Response to the Disability Royal Commission](#), DSS website, Australian Government, July 2024.

Initiative 12.

Revise principles for the aeronautical pricing negotiation process between airlines and airports. The Australian Government will consult on amendments to the Aeronautical Pricing Principles to specify that: (1) pricing agreements between airports and airlines should not contain anti-competitive clauses; and (2) airports should provide such information and data to airlines as necessary to ensure transparent pricing negotiations.

In addition, the government will consider options for the ACCC to monitor the conduct of aeronautical pricing negotiations at Sydney, Brisbane, Melbourne, Perth and Western Sydney airports.

Initiative 13.

Task the next PC inquiry into the economic regulation of airports to consider whether there is evidence that airports are misusing market power and whether the current framework allows large airlines to unduly delay beneficial airport expansions. The inquiry will consider the costs and benefits of further reforms to slot rules for domestic flights, including:

- a stricter ‘use it or lose it’ rule
- a limit on the period for which slots can be ‘grandfathered’.

Initiative 14.

Monitor domestic airline pricing and performance. In October 2023, the Australian Government directed the ACCC to monitor the pricing of domestic air passenger transport services until the end of 2026. Reports on domestic airline prices, costs and profits are published quarterly to enable greater public scrutiny of airline practices and help identify any instances of airlines misusing market power.

Initiative 15.

Consult on implementing an enhanced version of the ACCC’s monitoring of pricing and service quality at Australia’s major airports – Sydney, Melbourne, Brisbane and Perth – with the Western Sydney Airport to be included in the price monitoring regime at an appropriate time. The Australian Government will conduct an impact analysis to consider whether to require the collection of more detailed disaggregated data about airport revenue, costs and assets and whether a revised set of quality-of-service indicators is warranted:

Enhanced data collection could inform more transparent pricing negotiations between airports and airlines and make it easier for the ACCC to identify misuses of market power by airports.

The next periodic PC inquiry into the economic regulation of airports will consider the data collected and analysed by the ACCC in advising government if changes are required to the current light-touch approach to the economic regulation of airports.

Initiative 16.

Publish additional data on airline performance and aviation competition. BITRE has powers to collect data from airlines under the Air Navigation Regulation 2016; however, the regulations limit publication of this data. The government will consult on amendments to these regulations by 2026 to enable the collection and publication of more detailed data to support increased transparency and scrutiny of airline performance. BITRE will also develop and report on aviation competition indicators to monitor trends in the sector.

Initiative 17.

Review government travel purchasing policies to consider whether changed policy settings could better support competition. The Department of Finance will conduct the review in 2024.

A skilled, secure and productive aviation workforce

The Australian Government's vision is for a diverse and skilled aviation workforce – supported by clear training pathways, fair working conditions and secure jobs – to enable a productive and dynamic Australian aviation sector. The Australian Government's 2022 Secure Jobs, Better Pay reforms limited the use of fixed term contracts, strengthened equal pay provisions, improved access to flexible working arrangements, and modernised the bargaining system to lift wages and productivity.

The 2023 and 2024 Closing Loopholes reforms sought to address behaviours that undermine pay, security and safety for workers, including allowing the Fair Work Commission to make orders to ensure labour hire employees earn at least the same as directly hired employees, and ensuring a practical definition of casual employment with a clear pathway to secure work. The government will continue to engage closely with unions and advocates to support safety and job security for workers in the industry.

To position the aviation workforce to meet the needs of the sector now and to 2050, the Australian Government will:

Initiative 18.

Streamline training and accreditation pathways for licenced aviation maintenance engineers (LAMEs), including:

- **allowing for modular licensing of LAMEs.** Aircraft maintenance engineers can now be licenced by CASA for specific competencies relevant to their careers, without having to complete the full LAME examination process
- **recognition of licences from overseas authorities** with similar standards and requirements. CASA already recognises aviation maintenance engineer licences issued by the Civil Aviation Authority of New Zealand. By the end of 2025, CASA will adopt a framework for recognition of licences issued by civil aviation authorities in nations that apply regulations that are equivalent to those applied by CASA. Engineers licenced by these authorities will still be required to pass exams on Australian aviation law to be licenced by CASA
- **improving alignment between CASA licensing and VET qualifications.** The Manufacturing JSC, Manufacturing Industry Skills Alliance, has established an Aviation Working Group, with representation from industry, unions, training providers and CASA, to recommend changes to the Certificate IV in Aeroskills to provide graduates with a more direct pathway to CASA licensing. The initial scoping project will report later in 2024.

Initiative 19.

Set expectations for large Australian airlines to train and employ newly qualified pilots rather than relying solely on recruiting experienced pilots from other aviation businesses. The Minister for Transport has written to Qantas and Virgin Australia asking them to advise how they will increase pilot training and early career development to support a sustainable pipeline of Australian pilots. If the airlines fail to put in place appropriate arrangements, the Australian Government will consider other options, which could include a levy on large Australian airlines to fund pilot training programs and cadetships.

Initiative 20.

Establish a new Gender Equity Charter with the aviation industry. The Australian Government will partner with the aviation industry and unions to commit to employment targets for women in senior and operational roles and elimination of gender pay gaps, as well as improving policies and practices to support traditionally feminised sections of the aviation industry. Charter members will report publicly on progress against charter commitments. Charter membership will be a consideration in the awarding of some Australian Government aviation sector grants funding.

Initiative 21.

Plan for the future workforce needs of the aviation sector. The Transport and Logistics JSC, Industry Skills Australia, has published an Initial Workforce Plan for operational personnel (including pilots, cabin crew and air traffic controllers) and the Manufacturing JSC, Manufacturing Industry Skills Alliance, will undertake planning for the aircraft maintenance workforce. These plans will identify aviation skills and set out training priorities, including support for decarbonisation and the rollout of new technologies. They will inform future work by the respective JSCs to align training courses with industry needs. These measures will complement recent Australian Government initiatives to improve job security, wages and working conditions for aviation workers and address skills shortages:

- The \$8 million **Women in the Aviation Industry Initiative**, which promotes aviation careers to women and girls and addresses employment barriers.
- The Australian Government's 2023 Migration Strategy will make it easier for Australian businesses to recruit skilled workers from overseas to address skills shortages, through a new Skills in Demand visa. The Skills in Demand visa includes a new Specialist Skills pathway for highly skilled workers and a new Core Skills pathway for occupations identified as in shortage.

Maximising aviation's contribution to net zero

The Australian Government's vision is for Australia's aviation industry to reach net zero emissions by 2050. The aviation sector will be a key contributor to achieving Australia's national emissions reduction targets, fuelled by the development of a domestic SAF industry and technological advancements in electric and hydrogen-powered flight. The Australian Government will:

Initiative 22.

Consult with industry and the community on the introduction of LCLF demand-side measures, including through delivery of a regulatory impact analysis.

Initiative 23.

Establish a robust certification scheme, consistent with international standards, to provide SAF purchasers and air travel consumers assurance of the environmental, safety and social credentials of SAF. The Guarantee of Origin Scheme will be expanded by mid-2028.

Initiative 24.

Provide access to the \$1.7 billion Future Made in Australia Innovation Fund to support the development of LCLF production technologies using new feedstock sources, building on the current \$30 million allocated for activities to support development of a SAF and renewable diesel industry with production from renewable feedstocks in Australia.

Initiative 25.

Consider options for an LCLF production incentive and demand-side measures to accelerate the development of an LCLF industry in Australia, with a key focus on producing SAF and renewable diesel. The government is currently consulting on the best way to design production incentives and demand measures, and is seeking feedback on the optimal policy mix to support the industry.

Connecting regional Australia

The Australian Government's vision is for the benefits of aviation to be shared across regional and remote Australia as part of its commitment that no one is held back and no one is left behind. The Australian Government will:

Initiative 26.

Direct the PC to undertake a review of the determinants of regional airfares to identify opportunities to improve regional services, access to capital cities and reliability.

Initiative 27.

Extend the RAU Program with additional funding of \$50 million over 3 years (from 2024–25).

The Australian Government will continue to support the Remote Aviation Access Program, which consists of the RAU and Remote Aerodrome Inspection programs and the Remote Air Services Subsidy scheme. These programs fund critical safety and accessibility upgrades for airstrips in remote communities and critical inspection services to ensure safety of remote airport operations; and subsidise regular air transport services to communities in remote and isolated areas of Australia.

Initiative 28.

Provide \$40 million to extend the Regional Airports Program (over 3 years from 2024–25). The Regional Airports Program will continue to support regional airports to improve safety and connectivity and will also enable regional airports to make the investments they will need for the transition to net zero and to improve climate resilience. A financial management framework will be an essential element of high-value applications.

Initiative 29.

Update the program guidelines for all regional and remote aviation programs to report against how they contribute to Closing the Gap outcomes, such as providing increased training, employment and procurement opportunities for First Nations businesses and communities. Grant decisions will also take account of membership of the Australian Government's Gender Equity Charter for Aviation.

Regenerating General Aviation

The Australian Government's vision is for a thriving aviation ecosystem, strengthened by the growth and diversification of GA. The Australian Government:

Initiative 30.

Has written to airport operators to make it clear that, when making decisions to approve future master plans or MDPs, the government will have regard to the appropriateness of the airport's community consultation processes and whether **appropriate access to the airport site has been provided for GA**, consistent with the regulations in the *Airports Act 1996*.

Initiative 31.

Will require that CASA refresh its GA Workplan in consultation with the sector to prioritise changes to the civil aviation safety framework that reduce regulatory burden and support development of new technologies, while keeping the community safe.

In addition, the following initiatives in this white paper will also support a stronger GA sector:

- improving training pathways for aviation maintenance engineers and simplifying the visa process for pilots and other highly skilled aviation workers to allow easier entry into the Australian labour market
- supporting the uptake of infrastructure at regional airports for the net zero transition through a regional airports grant program
- extending and expanding existing subsidies for the purchase of ADS-B equipment
- setting out the Australian Government's policy approach to national airspace management.

A balanced approach to airport planning and noise

The Australian Government is committed to reducing the impacts of aircraft noise on Australian communities and supporting the efficient development and utilisation of Australia's airport assets to underpin the sustainable, accessible and affordable growth in aviation services. The Australian Government will:

Initiative 32.

Create an independent Aircraft Noise Ombuds Scheme as part of the Aviation Industry Ombuds Scheme. The Australian Government will establish the Aircraft Noise Ombuds Scheme independently of Airservices Australia, as part of the Aviation Industry Ombuds Scheme. The Aviation Industry Ombuds Scheme will have the power to conduct independent investigations into aircraft noise complaints handling, publish reports and make recommendations to government about the handling of noise complaints, community consultation processes and the presentation of noise-related information.

Initiative 33.

Improve transparency about aircraft noise impacts. Airservices Australia will examine its Noise and Flight Path Monitoring System (NFPMS) and include additional information in the NFPMS on aircraft movements and noise impacts. Airservices Australia will also publish a quarterly report on noncompliance with noise abatement procedures.

Initiative 34.

Produce new guidance for 'Flying Considerately'. The Australian Government will develop guidance to pilots on 'Flying Considerately' to minimise noise impacts in residential areas, when operating under visual flight rules or outside of controlled airspace. This guidance will be incorporated in the Aeronautical Information Package, which is distributed to pilots by Airservices Australia.

Initiative 35.

Appoint an Airservices Australia executive for noise and environment to lead the agency's work on noise minimisation, including engagement with affected communities, and ensure this work is integrated with the operational decisions of air traffic controllers.

Initiative 36.

Improve land use planning outcomes near airports to seek to avoid further development that is inappropriate for the noise level and protect airport operations from potential safety risks, through:

- working with National Airports Safeguarding Advisory Group to update NASF 'Guideline A' by 2027 to describe best-practice approaches for **including aircraft noise exposure notifications on property titles for new developments**.
- supporting implementation of the recommendation from the 2021 review of the NASF to **improve education on the NASF for local planning officials**.
- **updating the Australian standard on building siting and construction in relation to aircraft noise intrusion**. The Australian Government has applied to Standards Australia to review AS 2021:2015 and consider incorporating the guidance handbook on producing information on aircraft noise (SA HB 149:2016) into the standard.

Initiative 37.

Improve engagement with communities affected by changes to airspace and flight paths. The Australian Government has set expectations for Airservices Australia to apply best-practice consultation when designing airspace and flight path changes, consistent with the Community Engagement Standard for Flight Path and Airspace Change Proposals finalised in 2023.

Initiative 38.

Update guidelines for Community Aviation Consultation Groups (CACGs) to set out ministerial expectations for greater community input into the CACG work programs, greater community involvement in CACG meetings and more widespread dissemination of CACG information to community members.

Initiative 39.

Require additional information in airport master plans and MDPs about how development of the airport will address climate change resilience, decarbonisation and disability access. The Australian Government will amend the Airports Regulations 2024 to include this requirement. The Minister for Transport has also written to airport operators to advise that, when making decisions to approve future master plans or MDPs, the Minister will have regard to how the airport has addressed these additional requirements, as well as the appropriateness of the airport's community consultation processes, and whether appropriate access to the airport site has been provided for GA. For master plans or MDPs that involve new or changed runways, the Minister will also have regard to the suitability of the airport's plans for noise mitigation, including the appropriateness of noise sharing arrangements.

Initiative 40.

Review the Airports Act 1996 by 2030 to support any decision on airport lease renewals. The Australian Government will conduct a comprehensive review of the legislative and regulatory arrangements for the ownership, planning, development and environmental management of the 22

LFAs. This will provide regulatory certainty for airport lessee companies, ahead of applying to exercise their right to extend the initial 49-year airport lease period for a further 50 years.

World-leading safety, security and airspace regulation

To maintain Australia's world-leading standards of aviation safety and security, the Australian Government will:

Initiative 41.

Update Australia's Aviation State Safety Programme, National Aviation Safety Plan and National Air Navigation Plan. As a member of the International Civil Aviation Organisation, Australia produces a series of planning documents showing how we will achieve aviation safety outcomes, consistent with our international obligations. The Australian Government will update these planning documents in 2024 to make clear our aviation safety goals, identified risks and priority areas for improvement.

Initiative 42.

Reform the administration and management of Australia's airspace by 2030, through a 4-stage process. The Australian Government will incrementally put in place airspace arrangements that allow for the increased use of drones and other new aviation technologies, without compromising air safety:

- Stage 1 is to release a whole-of-government plan for air traffic management of commercial drones and other uncrewed aircraft in 2024. The **Uncrewed Aircraft System Traffic Management Action Plan** will outline steps the Australian Government will take to enable new types of air traffic management systems in Australia.
- Stage 2 is to provide guidance to CASA in 2024 on the Australian Government's expectations for airspace administration. The Australian Government will produce a new **Australian Airspace Policy Statement** to replace the policy statement that came into effect in 2021. The new policy statement will give clear direction to CASA on the Australian Government's priorities for airspace management, including in relation to drones and other new technologies.
- Stage 3 is for CASA to prepare a new framework for Australian airspace in 2026. The **Australian Future Airspace Framework** will describe how classes of airspace will be implemented and administered across Australia.
- Stage 4 is to **update relevant airspace legislation** by 2030. These changes will give government agencies the powers they need to regulate airspace use safely as new types of aviation technology increasingly share the same airspace as conventional aircraft.

Initiative 43.

Expand requirements for aircraft to broadcast their location electronically. Widespread use of ADS-B devices will increase aviation safety and efficiency and reduce collision risk. By late 2025, the Australian Government will consider advice about a timetable for mandating ADS-B devices, while also extending subsidies for the purchase of ADS-B equipment until 2027.

These measures complement recent policy and regulatory changes adopted by the Australian Government to improve safety, security and airspace management, including:

- investment in Australia's new joint civil/military air traffic management system, 'OneSKY'
- a \$5 million investment in designing procedures for the use of satellite technology to enable more precise and reliable approaches to airports and helicopter landing positions.

Enabling new aviation technologies

To take advantage of the opportunities from a growing aviation technology and manufacturing sector, and protect Australians from drone misuse, the Australian Government will:

Initiative 44.

Improve information available to industry about funding and procurement opportunities.

The Australian Government has expanded the drones.gov.au website to provide a single point of reference for the emerging aviation technologies sector to access a wide range of government funding and procurement opportunities.

Initiative 45.

Release an Advanced Air Mobility (AAM) Strategy in 2024 that provides long-term policy settings to encourage investment in the nascent sector.

Initiative 46.

Require that CASA update its Strategic Regulatory Roadmap for drones and AAM² in 2024, outlining the safety regulator's strategic approach to working with industry to oversee the safe rollout of these new technologies.

Initiative 47.

Continue working with state, territory and local governments to encourage **increased national consistency and collaboration in regulatory arrangements for drones**, including through the drone rule digitisation project.

Initiative 48.

Implement a new system to **enable air traffic management to communicate electronically with drones and other uncrewed aircraft**. Initial capabilities of the Flight Information Management System will roll out in 2025 to support the safe integration of drones into controlled airspace, with additional features added over time.

Initiative 49.

Continue to work with industry on the introduction of **Remote ID requirements for drones** to improve safety and enable responsible and accountable drone use. It is expected that legislation will be introduced and a mandate will be in place by 2030, subject to a regulatory impact analysis process.

Initiative 50.

Introduce new legislation by 2030 to **protect Australian communities, infrastructure and businesses from security risks of drones and AAM**.

Initiative 51.

Consult on **regulatory amendments to manage noise impacts from AAM aircraft** on communities.

² Civil Aviation Safety Authority (CASA), [Remote Piloted Aircraft System \(RPAS\) and Advanced Air Mobility \(AAM\) Strategic Regulatory Roadmap](#), CASA website, Australian Government, n.d.

Initiative 52.

Work with stakeholders to **develop AAM infrastructure planning guidance** to support the introduction of AAM.

These initiatives will complement the government's support to the sector through the \$30 million Emerging Aviation Technology Partnerships program and financing (including debt and equity) available for investment through the \$15 billion National Reconstruction Fund, which may include investment in aviation technology commercialisation.

Connecting Australia to the world

International aviation is critical for maintaining Australians' connectivity with the rest of the world, deepening labour pools for high-skilled jobs and attracting visitors that support our economy. The Australian Government's vision is for a competitive and efficient international aviation sector that serves Australia's interests, including the sustainability of sovereign long-haul capabilities. The Australian Government will:

Initiative 53.

Pursue additional capacity ahead of demand in bilateral air service agreements and negotiate for 'open skies' style agreements where to do so is in Australia's interests. The department will continue to consult with government agencies, including the ACCC, DFAT and industry stakeholders when providing advice to the Minister for Transport on proposed bilateral air services negotiations.

Initiative 54.

Update the Framework for New and Redeveloping International Ports. The Australian Government will review the process for designating new, and making major changes to, international airports and seaports to ensure critical border security and biosecurity standards continue to be met. The revised framework will be designed to ensure appropriate planning, establishment and resourcing requirements can be put in place by border agencies when a new international port is designated, while providing a transparent process to be followed by airport and seaport operators.

Initiative 55.

Develop new approaches to cargo screening, for border control purposes, at Australia's high-volume air and sea ports, aiming to improve the scalability, adaptability and security of screening arrangements.

Initiative 56. Deepen Asia-Pacific regional aviation capability-building through DFAT funded development transport assistance programs across the Asia-Pacific region, particularly in the Pacific.

Attachment 8: Supporting Regional Aviation



Australian Government

AVIATION WHITE PAPER TOWARDS 2050

Supporting regional aviation

The Aviation White Paper sets out long-term policies and actions to guide the next generation of growth and innovation across Australian aviation.



We recognise the critical role of aviation for regional and remote communities in supporting essential services such as healthcare, education and freight. Improving connectivity between regional and remote communities and larger centres will help promote the growth and prosperity of Australia's regions to 2050.

Through the Aviation White Paper, we are strengthening regional and remote aviation through a range of initiatives.

The Government will continue to act to protect regional aviation through our ongoing response to the voluntary administration at Regional Express (Rex).

Productivity Commission review into regional airfares

The review will seek to identify policy and regulatory interventions that could be implemented by governments to reduce regional airfares.

The review will focus on:

- competition across the sector
- the impact of current Commonwealth, state and local government interventions on competition
- how connectivity can be improved.

Extending the Remote Airstrip Upgrade Program

The Remote Airstrip Upgrade Program has been extended and expanded to provide an additional \$50 million over 3 years from 2024-25.

The program aims to improve the safety and accessibility of remote airstrips across Australia. It recognises aviation's important role in connecting Australians and providing support for remote aviation where it is not commercially viable, but essential for the social and economic wellbeing of the communities. The program will be expanded to include improving accessibility for people with disability.

Extending the Regional Airports Program

The Regional Airports Program (RAP) has been extended and expanded to provide an additional \$40 million in competitive grant funding over 3 years from 2024-25.

The RAP will continue to invest in safety and accessibility upgrades of regional airports and will also consider the infrastructure required to transition to net zero, such as electric chargers, hydrogen fuelling or storage facilities.

Applicants seeking high value grants will be asked to provide their airport financial management framework to support efficiency of government support, to help ensure upgraded airports can meet community needs over the long term and enable sustainable management of regional airport assets.

Funding the Remote Aerodrome Inspection Program

The Australian Government will provide \$0.5 million funding per year (indexed) from 2024-25 to the Remote Aerodrome Inspection Program (RAI) program.

The RAI provides critical inspection services to ensure the safe operation of regional airports. This includes annual aerodrome inspections and reports for a number of remote aerodromes across the Northern Territory, Queensland and Western Australia that are predominately located in, or adjacent to, First Nations communities.

The RAI supports First Nations community aerodromes to meet their aviation safety obligations, while providing the ability for Royal Flying Doctor Service and other service providers to safely land in remote communities to provide critical community services.

Supporting Closing the Gap outcomes

Reporting on how the regional and remote aviation programs contribute to Closing the Gap outcomes, such as providing increased training, employment and procurement opportunities for First Nations businesses and communities will also be required.

Securing the future of regional services

This Aviation White Paper is being released at a time when Rex, a significant airline servicing regional Australia, remains in voluntary administration. The Australian Government's actions throughout this period of administration, as well as after, will be guided by our clear understanding of the essential nature of reliable and affordable air services across regional and remote Australia.

Find out more

- Visit our website to read the Aviation White Paper and find out more: infrastructure.gov.au/AviationWhitePaper
- Follow us on social media to stay up to date: infrastructure.gov.au/department/social-media

Comparison of what KRG advocated for in its submission, compared with what the Paper delivered:

	KRG Recommendation	White Paper Response	Discussion
2 – Likely future directions out to 2050:	Develop new air routes from northwest Australia that link Australia to Asian markets	General discussion on the importance of international flights for tourism and trade. The Australian government aims to deepen Asia-Pacific regional aviation capability-building through DFAT funded development transport assistance programs across the Asia-Pacific region, particularly in the Pacific.	No specific details given in the White Paper
	Support for critical interstate routes across the North	The Australian government will direct the Productivity Commission to undertake a review of the determinants of regional airfares to identify regional services, access to capital cities and reliability.	Mention of limited airlines and difficulty for airlines to provide services when the population base is low. The focus appears to be on region to capital city, not region to region and inter-regional
	National security imperatives in northwest Australia and the role of regional airports	Investment in border security and facilitation will be an ongoing requirement.	The White Paper discusses updates to technology that will assist border patrol but does not discuss northwest Australia national security imperatives.

	KRG Recommendation	White Paper Response	Discussion
	The important role of regional airports to health access such as the Royal Flying Doctor Service	<p>Aviation is critical to delivering health care to remote communities through services such as the Royal Flying Doctor Service, bringing doctors into remote communities and transporting people to healthcare services. Aviation also brings educational services into remote communities and allows people in remote communities to travel for education. The RAAP facilitates aviation's role as an enabler of these outcomes by funding air services, aerodrome upgrades and aerodrome inspections.</p> <p>The RAAP provides funding for remote airstrips to carry out much needed upgrades for safety and accessibility through the Remote Airstrip Upgrade (RAU) Program, which provided \$14.9 million in 2022 for 55 projects, and funds annual inspections for identified remote airstrips through the Remote Aerodrome Inspection (RAI) program.</p> <p>The Australian Government also funds the RASS scheme, as part of the RAAP, which subsidises a regular weekly air transport service for the carriage of passengers and goods such as mail, educational materials, medicines, fresh foods and other urgent supplies to communities in remote and isolated areas of Australia. There are 10 geographic regions under the RASS scheme, with air operators contracted by the Australian Government to provide a regular air transport service. The RASS scheme subsidises flights to 269 remote communities throughout Queensland, Northern Territory, South Australia, Western Australia and Tasmania, including many Indigenous communities.</p> <p>Recognising the critical nature of air services to delivering closing the gap targets in health and education, the Australian Government will provide \$50 million over 3 years to fund additional rounds of safety and accessibility upgrades for remote airstrips.</p>	<p>The White Paper acknowledges the importance of the remote and regional airports and does provide funding under the RASS Scheme to Broome, Kununurra and Halls Creek (Derby is not on the official map).</p> <p>The government does, however acknowledge that funding is oversubscribed – hence the \$50m over 3 years for remote airport airstrip upgrades.</p> <p>This funding is probably still inadequate.</p>
	Climate change impacts and the important role of regional airports in emergency management response.	Remote communities depend on air services and, as our climate changes and weather events become more frequent and severe, functioning airstrips will become increasingly important to maintaining a resilient transport network and ensuring continued delivery of goods and services. Consistent with its commitment to Closing the Gap, the Australian Government will extend the Remote Airstrip Upgrade (RAU) Program by providing an additional \$50 million over 3 years to improve the safety and accessibility of remote airstrips across Australia.	This also ties in with the net-zero policies in the Paper

	KRG Recommendation	White Paper Response	Discussion
	Economic benefit of airports in regional areas to be included in the future of statewide Airports State Planning Policy	-	No discussion
3 - Airlines, airports and passengers	Australian government to produce data and analysis on: access to air services in regional and remote WA; on-time and cancelled services; cost of air travel and freight costs in regional WA.	<p>In October 2023, the Australian Government directed the ACCC to monitor the pricing of domestic air passenger transport services until the end of 2026. Reports on domestic airline prices, costs and profits are published quarterly to enable greater public scrutiny of airline practices and help identify any instances of airlines misusing market power.</p> <p>The Australian Government will conduct an impact analysis to consider whether to require the collection of more detailed disaggregated data about airport revenue, costs and assets and whether a revised set of quality of service indicators is warranted:</p> <ul style="list-style-type: none"> - Enhanced data collection could inform more transparent pricing negotiations between airports and airlines and make it easier for the ACCC to identify misuses of market power by airports. - The next periodic PC inquiry into the economic regulation of airports will consider the data collected and analysed by the ACCC in advising government if changes are required to the current light-touch approach to the economic regulation of airports. 	<p>Data is being collected; however some data is protected from being released.</p> <p>Given a competitor in the NW had the effect of reduced airfares by the other service provider, it is hoped that data and analysis continues and is transparent in order to avoid price gouging</p>

	KRG Recommendation	White Paper Response	Discussion
	<p>The Productivity Commission Inquiry to investigate the above plus:</p> <ul style="list-style-type: none"> – regulatory costs of airport and air services in regional and remote Australia; – the additional cost of employing people to work in air services in regional WA; – changes to pricing policies that signal predatory and anti-competitive behaviour by airlines if a new competitor enters the market 	<p>In undertaking the inquiry, the Productivity Commission should:</p> <ul style="list-style-type: none"> • analyse the determinants of regional airfares and service offerings, and the composition of factors that contribute to the relatively higher price of regional airfares, compared with airfares between major cities • examine any barriers to entry or expansion for airlines to provide regional services • identify policy and regulatory settings that may contribute to higher regional airfares, reduced service levels or reduced competition • assess the role for government and the most efficient forms of government interventions in the market and other policies to improve access, pricing and service outcomes • consider international comparisons and best practices. <p>Security Standards - The Government acknowledges that security requirements for aviation impose costs on regional airports. While maintaining appropriate aviation security is a cost of doing business for airports, the government will continue to engage with industry to ensure that settings remain at the appropriate level. The Civil Aviation Safety Authority (CASA) is refreshing its GA workplan, continuing to adjust its practices to reduce the regulatory burden on GA while keeping the community safe.</p> <p>Competitive dynamics vary considerably across Australia. Across the top 200 domestic routes by passenger volume, only 1 in 5 were operated by a single airline in 2024. However, the average regional route carries about 5% of the passengers of an average metro route. Lower passenger volumes mean regional routes typically have fewer services, less competition and higher fares. Some regional routes are not commercially viable, requiring financial support from state governments to maintain essential connectivity.</p> <p>The Australian Government's view is that Australia's light-touch approach to the economic regulation of airports remains largely appropriate; however, further incremental reforms are warranted. Australia's regulatory approach has led to increased investment in airports over previous decades, lower airfares in real terms and increases in passenger numbers well above population growth. However, Australian airfares are higher than in many other developed economies, and low levels of competition in the sector is a key factor.</p>	<p>The Inquiry looks set to investigate the issues put forward by the KRG</p> <p>Government has taken more of a watching brief on this.</p> <p>Supply/demand and scales of economy – the Paper almost predicts the outcomes of the Inquiry</p>

	KRG Recommendation	White Paper Response	Discussion
	Disability standards: Support for local governments to ensure regional and remote airport infrastructure are accessible Need for staff support to assist people with disabilities	The Australian Government will make new aviation-specific disability standards as a schedule to the Transport Standards. It will also review airline policies that limit the number of passengers on a flight that require assistance	No mention of how this will be funded at local level or the impacts it will have on local government
4 – Regional and remote aviation services	Need to strongly recognise the important public transport role, the economic role and the importance in driving population growth that air services play in regional Western Australia.	<p>Safe, affordable and reliable air services are vital for regional and remote Australia, connecting people to family, community, and the services they need to maintain and improve their standard of living. Australian aviation grew from the necessity of servicing remote and regional Australia by air, and this remains critical today.</p> <p>While much of the policy focus in this white paper is on Australia's major airports, which are regulated by the Australian Government, there is a broad network of regional airports, aerodromes and airstrips across Australia that enables Australia's economy to function. Airstrips enable a broad and diverse range of tasks such as aerial mustering, spraying and surveying for agriculture; and access for emergency and aeromedical services. This sector also faces significant adaptation challenges to 2050 – consolidation in regional airline services, increased severe climate events, the use of Advanced Air Mobility (AAM) and the net zero transition.</p>	Recognition achieved
	Australian government to provide new and increased investment in: <ul style="list-style-type: none"> - Regional airport infrastructure, with an upgrade in guidelines to allow for landside developments and renewable technologies that work towards net zero - a new dedicated fund and support for remote Aboriginal community airports - Master planning - Airport Asset Management and Financial Plans 	<p>Recognising the scale of the challenge posed to the sector by the transition to net zero and the effects of climate change, the Australian Government is providing \$40 million over 3 years to extend the Regional Airports Program (RAP). The program will continue to provide grant funding to improve safety and connectivity of regional airports and will be expanded to also provide grant funding to regional aerodromes for investment in the infrastructure required to support differently fuelled aircraft.</p> <p>The vast majority of regional airports are now owned by local councils, many of which struggle to finance their ongoing maintenance and development. Typically, smaller airports with fewer passengers per annum are less likely to be self-sufficient or profitable. Assistance for regional airports has traditionally been provided by state and territory governments, with many operating grants schemes to finance upgrade works.</p>	<p>Recognition achieved, although a new funding source has not been announced to address this – it will simply put more pressure on the competitive RAP fund which has been extended in years with an allocation of only \$40m dollars.</p> <p>No mention of landside developments.</p>

	KRG Recommendation	White Paper Response	Discussion
	<p>-Natural disaster resilience infrastructure (to support recovery and response efforts, and to utilise land to build community resilience e.g. food warehousing)</p>	<p>Since 2019, the Australian Government has provided \$100 million in grant funding for regional airports to help address funding shortfalls for regional airports. This funding has delivered safer runways, taxiways and other safety upgrades such as fencing and lighting. This funding has helped to reduce cost pressures of airport ownership on local governments.</p> <p>The Australian Government will extend and expand the RAP by providing \$40 million over 3 years. The RAP will continue to improve safety and connectivity for regional communities by providing funding undertake critical safety and accessibility upgrades. The RAP will have an expanded scope and will include upgrades to support the transition to net zero (refer to 7.4 Transition to net zero).</p> <p>Regional airports will, in many cases, need to invest in infrastructure to support the transition – increasing electrification, making SAF available, improving climate resilience and developing staff skills in servicing of new electric and hydrogen technologies. While emerging aviation technologies have the potential to increase connectivity in regional and remote Australia, reduce emissions and create new economic opportunities, airports may need to invest in new infrastructure and equipment and develop new procedures and training to accommodate these. This could include installing or upgrading airside infrastructure, such as electric charging infrastructure, battery swapping facilities, and infrastructure needed for new fuels such as hydrogen.</p> <p>To support regional airports in the transition to net zero, the Australian Government will provide funding support through the RAP. The RAP guidelines will be amended to include supporting the uptake of net zero and emerging aviation technologies. The program will seek applications from regional airport owners to support the cost to install infrastructure, such as electric aircraft chargers, hydrogen refuelling or increasing capacity to the electricity grid.</p> <p>Grant guidelines will consider the economic activity and social connections the airport enables in the surrounding region, the airport's contribution to emergency services and disaster preparedness, and strategic fit with state and territory government transport plans.</p> <p>Implementation of a financial management framework will be an essential precondition for eligibility for the program. Many regional airports depend on government support in order to invest</p>	<p>Net zero target investments now included in the RAP fund.</p> <p>The White Paper does not address how it will support the development or implementation of master plans – but it does outline how they will now require additional information.</p> <p>Increase scope of RAP Scheme, but limited budget of \$40m</p>

	KRG Recommendation	White Paper Response	Discussion
		<p>in infrastructure upgrades and do not have strategic plans in place to ensure the airport can meet community needs over the long term. This can reduce the efficiency of government support for regional airports by funding developments that may not suit the long-term needs of the airport.</p> <p>The Productivity Commission has called for state and territory governments to improve the capability of council-operated regional airports to enable operators to better manage airport assets.</p> <p>In Western Australia, application of the Strategic Airport Assets and Financial Management Framework supports lifting capability in this area. Where the Australian Government is making a significant investment in regional airport infrastructure, implementation of a financial management framework will be required.</p> <p>To better manage the impacts of aircraft noise and promote efficient development and utilisation of Australia's airport assets, the Australian Government will:</p> <ul style="list-style-type: none"> Require additional information in airport master plans and major development plans (MDPs) about how development of the airport will address climate change resilience, decarbonisation and disability access. The Australian Government will amend the Airports Regulations 2024 to include this requirement. The Minister for Transport has also written to airport operators to advise that, when making decisions to approve future master plans or MDPs, the Minister will have regard to how the airport has addressed these additional requirements, as well as the appropriateness of the airport's community consultation processes, and whether appropriate access to the airport site has been provided for General Aviation. For master plans or MDPs that involve new or changed runways, the Minister will also have regard to the suitability of the airport's plans for noise mitigation, including the appropriateness of noise sharing arrangements. <p>Update the program guidelines for all regional and remote aviation programs to report against how they contribute to Closing the Gap outcomes, such as providing increased training, employment and procurement opportunities for First Nations businesses and communities. Grant decisions will also take account of membership of the Australian Government's Gender Equity Charter for Aviation.</p>	<p>KRG members to advise on the benefits of the Strategic Airport Assets and Financial Management Framework and whether it fulfils the gaps experienced in the regions.</p> <p>No support for preparing Master Plans</p> <p>Additional requirements for funding applications</p>

	KRG Recommendation	White Paper Response	Discussion
	Better integration of NW Australia with ASEAN trading partners and the region	-	No specific mention
	Support for local government in the transition to net zero: a dedicated regional team within government and new funding is required	<p>Hydrogen fuel cell and battery electric aircraft are expected to have significantly lower operating costs but in the short to medium term may not have the capacity for operation on higher volume routes. Testing and commercialisation of these technologies are likely to be on aircraft carrying fewer than 19 passengers to begin with, making regional and remote routes prime candidates to be the first adopters of net zero aviation technologies.</p> <p>Supporting infrastructure will be needed in regional Australia to allow for the development and use of these aircraft, but, given the long distances involved on some routes, the availability of SAF will also be necessary.</p> <p>Available evidence suggests that alternative emerging low and zero emissions aviation technologies are unlikely to be deployed on shorter haul routes until the 2030s and not on longer haul routes until the 2050s. With their initial deployment likely on shorter haul routes, these aircraft have potential to support decarbonisation of regional, remote and general aviation in particular in the lead-up to 2050. However, parts of these sectors are probably least able to afford the capital expenditure required to adopt these new technologies. The production and collection of some biogenic feedstocks (such as sugarcane and agricultural and forestry residues) will depend heavily on infrastructure and supply chains in regional areas.</p> <p>The Australian Government has already announced the development of the built environment sectoral plan to address direct emissions from the built environment, operational emissions from fuel and electricity use in operating buildings, and embodied emissions from construction materials. It will incorporate consideration of airport terminals.</p>	The vast distances in the Kimberley will probably preclude being “prime candidates” for this technology. Current maps show likely distances to be about 100-200 kms.
	Subsidise flight caps between jurisdictions in Northern Australia	In September 2023, the average ticket price per kilometre was 52% higher for return flights to or from a non-capital city than return flights between 2 capital cities. Regional air services typically operate using smaller, older aircraft on routes with thin demand, increasing the price per ticket needed to recover the cost per flight. While governments intervene to regulate some routes, there is no national consistent picture of the causes of these prices which would enable better informed government action to intervene where it is in the public interest to do so. As part of its commitment	Recognition, but no real direct outcome

	KRG Recommendation	White Paper Response	Discussion
		<p>that no one is held back and no one is left behind, consistent with the principles of the Regional Investment Framework, the Australian Government will:</p> <ul style="list-style-type: none"> • Direct the Productivity Commission to undertake a review of the determinants of regional airfares to identify opportunities to improve regional services, access to capital cities and reliability. • The Western Australian Government regulates and caps consumer prices on some air routes in the state to ensure that efficient, effective and regular air services occur on these routes and the needs of the community are met. 	
	Align federal and State regional investment policy contexts and frameworks	Many local governments are responsible for operating airports within their jurisdictions and make strategic decisions about investing in airport infrastructure to support economic activity. The Australian Government recognises state, territory and local governments are best positioned to make strategic decisions about the transport networks in regional Australia. However, feedback from governments during the Aviation White Paper consultations made clear that a national picture of the determinants of regional airfares would assist with their planning and interventions. The Australian Government will support that evidence base by directing the Productivity Commission to undertake an investigation into the determinants of regional airfares to improve regional services, access to capital cities and reliability.	Productivity Commission to undertake an investigation – no timing given
	Support for initiatives such as the Inter Regional Flight network	-	No mention
	Consideration of drones for disaster relief	<p>If the benefits of aviation, and particularly emerging aviation technologies, are shared across regional and remote Australia, aviation services are likely to become more reliable and accessible. For example, new drone technology is being developed to support the delivery of payloads of up to 50 kg across distances of up to 1,000 km. If successful, this could support cheaper and easier delivery of health and education.</p> <p>Guidelines for regional, remote and emerging aviation technology programs will consider impacts or benefits on delivering Closing the Gap outcomes, including providing First Nations employment and economic participation in communities and delivering essential goods and services, as part of the broader assessment of applications for regional and remote aviation programs. This focus will support regional and remote airports to fulfil their role supporting social connections for communities and as economic enablers.</p>	No actions, guidelines to be developed

	KRG Recommendation	White Paper Response	Discussion
	Permanent border agency presence at Broome and EKRA	<p>The Australian Government will review the process for designating new, and major changes to, international airports and seaports to ensure critical border security and biosecurity standards continue to be met. The revised framework will be designed to ensure appropriate planning, establishment and resourcing requirements can be put in place by border agencies when a new international port is designated, while providing a transparent process to be followed by airport and seaport operators.</p> <p>Develop new approaches to cargo screening for border control purposes at Australia's high-volume air and sea ports, aiming to improve the scalability, adaptability and security of screening arrangements.</p>	Scarcity of resources acknowledged, especially in areas with infrequent or seasonal services
	Review the efficacy of Western Australia's Strategic Airport Asset and Financial Management Framework (as recommended by the Productivity Commission) to assess the efficacy of the Framework and new investment to enable regional airports to develop Airport Asset Management and Financial Plans	Where the Australian Government is making a significant investment in regional airport infrastructure, implementation of a financial management framework will be required.	<p>No review of the Framework noted in the White Paper.</p> <p>Whilst it mentions that investment in regional airports will require implementation of a financial management framework, there is there no mention of government support for this</p>
5- Development of domestic bioenergy feedstock production	Policy settings to develop domestic bioenergy feedstock production and collection in the Kimberley	Provide access to the \$1.7 billion Future Made in Australia Innovation Fund to support the development of LCLF production technologies using new feedstock sources, building on the existing \$30 million allocated for activities to support development of a SAF and renewable diesel industry with production from renewable feedstocks in Australia.	Extension of scope for an existing program

	KRG Recommendation	White Paper Response	Discussion
6 – Challenges faced by regional and remote aviation and airports posed by changing climate	<p>Need for new investment to ensure they are fit for purpose and can accommodate emergency management planes</p> <p>Investment in capital infrastructure should not be contingent on local government resources to apply to competitive grant funding rounds for capital upgrades.</p>	The Australian Government is already funding climate resilience work at aerodromes through the Disaster Ready Fund. Recognising the scale of the challenge posed to the sector by the transition to net zero and the effects of climate change, the Australian Government is providing \$40 million over 3 years to extend the RAP. Grant guidelines will consider the economic activity and social connections the airport enables in the surrounding region, the airport's contribution to emergency services and disaster preparedness, and strategic fit with state and territory government transport plans.	Reference to the \$40m RAP funding. Still a competitive grant program, which it appears will now have stipulations on meeting additional criteria
7 – Climate resilience	Disaster Relief Funding Arrangements WA (DRFWA) does not fund betterment. This needs to be addressed	Not addressed	
10 – Future workforce	An analysis of future skills and workforce needs help position the aviation industry to pre-emptively respond to emerging needs	The Transport and Logistics JSC has published an Initial Workforce Plan for operational personnel (including pilots, cabin crew and air traffic controllers) and the Manufacturing JSC, Manufacturing Industry Skills Alliance, will undertake planning for the aircraft maintenance workforce. These plans will identify aviation skills and set out training priorities, including support for decarbonisation and the rollout of new technologies. They will inform future work by the respective JSCs to align training courses with industry needs.	The Australian government is working with industry and education providers, and reviewing the intake qualifications of overseas workers.

Overall, assessment of the White Paper indicates that the concerns and recommendations put forward by the KRG were considered, however the document had to address many other issues and so could not be specific in the actions or timing needed to achieve the outcomes.

The key concerns from the KRG perspective would appear to be:

- Funding allocation: Regional Airport Program funding, although extended past the original \$100m over 5 years, appears to be targeting smaller projects in the future – with only \$40m over 3 years being allocated and the scope being increased to include net zero projects.
- Administrative requirements: rather than being reduced, it appears that grant applications and master planning will involve the need to address more criteria and that there is no planned support for this.

Members are to decide what, if any, action they would like to progress as a result of the White Paper Initiatives.

Link to Key Pillar/s and Strategies:		Budget Implications	
People Place Prosperity Performance	Advocate Partner Promote	Facilitate Fund Monitor	
Resolution/s		Action(s)	
That the KRG notes the initiatives in the Aviation White Paper.		Executive Officer to add the Aviation White Paper initiatives to the watching brief and to raise it in the Canberra Meetings on November 18 th and 19 th	
Moved:	Shire of Derby West Kimberley	Responsible:	Executive Team
Seconded:	Shire of Halls Creek	Due date:	As appropriate
Carried:	4/0		

11. Around the Grounds

Item for Discussion

Submitted by: Executive Team

Purpose

This session provides an opportunity for members to share information of a local or regional nature that may provide opportunities for collaboration or may serve the purposes of sharing a learning that could impact the region as a whole.

In summary

- Since the inception of this agenda item in February 2023, two events were deemed major enough to steer discussion: the floods and the Canberra visit.
- For this meeting, it has been left to each Shire to introduce a topic/s of their choice that they deem relevant for the group. It is the intention that each Shire can hold the floor for up to 5 minutes, after which the item can either be followed up out of session or raised as an agenda item for the next meeting.

Background

As above.

Risk

Operational and reputational: if key issues facing KRG members are not understood by the KRG.

Link to Key Pillar/s and Strategies:		Budget Implications
People Place Prosperity Performance	Advocate Partner Promote	Facilitate Fund Monitor
Resolution/s		Action(s)
For information only		

12. Election Strategy Update

Item for Noting

Submitted by: Executive Team

Purpose

To provide an update on the Kimberley Regional Group State and Federal government election strategy.

In summary

- The KRG endorsed an election strategy in November 2023 meeting with the aim of election commitments for investment in Kimberley infrastructure and services.
- Up to \$7,600 was allocated by the KRG towards this strategy.
- An Election Advocacy, Communications and Engagement Plan was endorsed in June 2024
- Meetings are being scheduled in Canberra with Federal members of Parliament on the 18th and 19th of November. An update will be provided at the meeting on progress of meetings.
- The KRG's stakeholder engagement approach and style for the election will be discussed at the KRG Workshop on the 11th October
- The State Election will be on the 8th March 2025. The Federal election date is not yet decided.

Background

- As above

Details

Collateral for the Election Strategy

A KRG folder was produced that includes a Kimberley statistical snapshot and includes:

- A summary document with KRG advocacy positions and investment projects
- 2024/25 Investment Prospectus
- Refreshed Policy Papers

This folder of documents has been distributed to members and is tabled at advocacy meetings.

The refreshed policy positions and 2024/25 Investment Prospectus are on the Kimberley Regional Group website at <https://kimberleyrg.com.au>

Advocacy, Communications and Engagement Plan

The KRG endorsed the following strategy. The is presented to enable the KRG to note progress.

Action	By When	Channel/ Tool	Status
Position papers onto website	7 June 2024	Linked in Post	Complete
Prospectus onto website	20 June 2024	Linked in Post	Complete
Formally Launch Prospectus	29 August 2024	Kimberley Economic Forum <ul style="list-style-type: none"> Overview by KRG Chair Media release Linked in Post 	Complete
Meet with key stakeholders in Canberra	August 2024	Meetings in Canberra at RAI National Summit and parliamentarians	Complete
Distribution of Prospectus and Position Papers to key stakeholders - Invite Prime Minister, LOOP & Premier and LOOP and invite them to visit Kimberley	Sept/ Oct 2024	Letter to key stakeholders with copy / link to documents	On track
		Information on Council social media	On track
		CEO emails to Council staff	On track
		Information in Council social media / comms	On track
Meet with key stakeholders in Perth	Ongoing	Executive officer / Members	On track
Opinion Piece for West Australian and The Australian	Oct/ Nov 2024	Opinion Piece under Chair's name	On track
Host journalist tour of Kimberley	Nov - Feb 2025		On track
Meetings in Canberra	Nov 2024	Meet with Federal parliamentarians	On track
Highlight projects on Linked-In	Oct – March 2024		On track
Host Election forum/s - Kimberley State Candidates & Federal Candidates (noting maybe additional cost)	Feb 2025	Shires to host forum	On track

Risk

- **Operational and Reputational:** without the execution of a pre-election strategy, opportunities to drive the KRG's policy and advocacy agenda may be missed.

Link to Key Pillar/s and Strategies:		Budget Implications	
<div> <div> People Place Prosperity Performance </div> <div> Advocate Partner Promote </div> <div> Facilitate Fund Monitor </div> </div>		Nil – implementation of the strategy is now covered under core Executive Team hours.	
Resolution/s		Action(s)	
<p>That the KRG notes the implementation of the 2024-25 election strategy</p> <p>That the KRG agrees to proceed with a print run of 50 election packs, with a total cost estimated to be \$1,300.</p>		Executive Team to have 50 election packs printed and distribute to members.	
Moved:	Shire of Derby West Kimberley	Responsible:	Executive Team
Seconded:	Shire of Halls Creek	Due date:	16 th of November 2024
Carried:	4/0		

13. Kimberley Housing Roundtable 2024 Update.

Item for Noting

Submitted by: Executive Team

Attachment 9: Kimberley Housing Pipeline for Immediate Progression

Purpose

To provide an update on the progress of outcomes from the Kimberley Housing Roundtable.

In summary

- The Kimberley Housing Roundtable was held in Broome on the 29th July 2024.
- An outcome of the meeting was that the KRG will work with Housing Australia and key stakeholders to prepare an overall pipeline of social and affordable development opportunities in the region, including potential phasing of immediate projects, and then projects over the next 2-5 years.
- The Roundtable Report was distributed to attendees, with copies sent to the Federal Ministers for Housing and Homelessness, for Northern Australia and for Infrastructure, Transport, Regional Development and Local Government, and the State Ministers for Planning, Lands, Housing and Homelessness, for Regional Development, and the Member for the Kimberley.
- Subsequent to the Roundtable there is a new Federal Minister for Housing and Homelessness and a new Chief Executive Officer for Housing Australia.
- Discussions with Housing Australia indicate that their internal priority has been to brief the new Minister and new CEO, and to finalise Round One Projects under the Australia Future Fund Facility (HAFFF) and National Housing Accord Facility (NHAF).
- Housing Australia announced on the 16th September that they had selected an initial pipeline of 185 projects to potentially deliver more than 13,700 social and affordable homes across the country under the first funding round of the Federal Government's Housing Australia Future Fund Facility (HAFFF) and National Housing Accord Facility (NHAF).
- It is our understanding that in Western Australia none of these new homes will be built north of Perth – it is not known if this is because applications were not submitted or if they were submitted and not deemed competitive.
- At short notice Housing Australia requested from the Executive Team a list of shovel ready Kimberley projects, and a sample of project business cases, that they could present to their Board, as part of their briefing on the Round Projects, to discuss the Kimberley Pipeline and to illustrate projects in rural and regional Australia, that may not be competitive with metropolitan areas from a cost-benefit perspective.
- A list of projects was developed with support from Shire CEOs – this is attached.
- The Executive Team will liaise with Housing Australia, and the WA Government's Housing Supply Unit and provide a verbal update at the meeting.

Background

- As above

Details

- As above.

Risk

- **Reputational:** if there are no outcomes from the Kimberley Housing Roundtable

Link to Key Pillar/s and Strategies:		Budget Implications	
<div> <div> People Place Prosperity Performance </div> <div> Advocate Partner Promote </div> <div> Facilitate Fund Monitor </div> </div>			
Resolution/s		Action(s)	
That the KRG notes the progress of the Housing Roundtable.		Executive Team to reach out and organise a meeting with the CEO of Housing Australia as part of the visit to Canberra.	
Moved:	Shire of Derby West Kimberley	Responsible:	Executive Team
Seconded:	Shire of Broome	Due date:	As appropriate
Carried:	4/0		

Attachment 9: Kimberley Housing Pipeline for Immediate Progression

Shire	Proponent	Project	Number of Homes	Tenure	Status	Funding sought	Funding needed for	Proponent contribution
Broome	Shire of Broome	Sanctuary Village Holiday Park and Key Worker Village	91	Key Worker Rentals	Shovel Ready – Development partner pending funding	\$22.6M	Construction of Key Worker Housing	\$7.6m in headworks and some siteworks In-kind project management support
Broome	Nyamba Buru Yawuru	Birragun Buru Estate – Stage 2B - Key worker housing – Aboriginal employees	12	Affordable rentals + home purchase	Shovel ready – DA Approval 30 September 2024	\$7M	Construction of Housing	Land
Broome	Shire of Broome	Various sites - Key worker housing – stage 2	14	Affordable rentals	Shovel Ready - Standard housing construction	\$8.6M	Construction of Local Regional Officer Housing	\$3.46M cash + \$135k in Kind support
Derby	Shire of Derby West Kimberley	Key worker, youth & apprentices	30	Affordable rentals	Business case in development	\$27M	Construction	Brokering WA Government land
Halls Creek	Shire of Halls Creek	Bridge St and Welman Rd - Key worker housing	9	Affordable rentals	Business Case complete	\$8.5M	Construction	Shire Land
Halls Creek	Kimberley Language Resource Centre	Kininvan Street Aboriginal employee housing	2	Affordable rentals	Business Case complete	\$1.5M	Construction	KLRC Land
Halls Creek	Kimberley Language Resource Centre	Roberta Ave - Aboriginal employee housing	3	Affordable rentals	Business Case complete	\$2.1M	Land purchase Construction	
Wyndham East Kimberley	Shire of Wyndham East Kimberley	Waterlily Place - Key Worker Housing	16	Affordable rentals	Business Case complete	\$8M	Construction	Shire Land
TOTAL			177			\$85.3M		

14. Kimberley Regional Group Priority Action List

Item for Noting

Submitted by: Executive Team

Attachment 9: Status Report, KRG Prioritised Action List

Purpose

To provide a status update on the progression of action items.

In summary

- The Priority Action List for 2023/24 was developed in November 2022 and is a standing item on the agenda
- It must be noted that the Priority Actions do not preclude other activities from occurring, in particular seizing opportunities as they arise.
- The Priority Action List is scheduled to be reviewed at the October 2024 KRG workshop.

Background

As above

Details

As above

Risk

Operational: Without agreement on the priority work to be progressed by KRG members and the Executive Team opportunities may be missed

Link to Key Pillar/s and Strategies:		Budget Implications	
<div> <div> People Place Prosperity Performance </div> <div> Advocate Partner Promote </div> <div> Facilitate Fund Monitor </div> </div>		Additional consultancy money to progress some actions to be considered after a scope of works has been presented for endorsement	
Resolution/s		Action(s)	
That the KRG notes progress of the priority action items and that this list will be reviewed at the KRG planning workshop in October 2024.		Executive Officer to work with the KRG Chair, Secretariat and the CEO of the Shire of Broome to prepare a paper to take to Canberra regarding the impact of increasing the FBT exemptions around remote area housing and childcare.	
Moved:	Shire of Broome	Responsible:	Executive Officer, Chair, Secretariat & Shire of Broome CEO
Seconded:	Shire of Derby West Kimberley	Due date:	As appropriate
Carried:	4/0		

Attachment 10: KRG Prioritised Action List Status October 2024

Legend

Ongoing		Complete	On track	Pending	Behind
Type of Activity	Actions		Within contract scope	Status Update	
Facilitate and partner	<ul style="list-style-type: none"> Develop a collective Kimberley Housing Investment Strategy 		No	<ul style="list-style-type: none"> Housing Advocacy Strategy endorsed at November 2023 meeting. Agreement with Housing Australia to develop of a 5-year Kimberley Housing Pipeline 	
Advocate	<ul style="list-style-type: none"> Housing Maintenance Advocacy Strategy 		Yes	<ul style="list-style-type: none"> Strategy to be developed for KRG endorsement 	
Advocate	<ul style="list-style-type: none"> Review KRG land policy and strategy Advocate for policy changes to the transfer of Crown land to freehold for the provision of housing, with savings allocated for headworks or other activities to facilitate development. 		Yes	<ul style="list-style-type: none"> Adopted paper to be updated 	
Partner	<ul style="list-style-type: none"> Develop a joint project to quantify shire expenditure on vandalism/property crime. Develop a Local Government community safety package for investment i.e., Street lighting (LED), CCTV, infrastructure, policing, preventative services. 		No	<ul style="list-style-type: none"> Scope of works endorsed at November 2023 meeting. RFQ released by SWEK NAJA engaged and project progressing 	
Improve performance	<ul style="list-style-type: none"> Improving performance by learning from others (Benchmarking Project) 		No	<ul style="list-style-type: none"> Benchmarking project endorsed November 2023 meeting. Templates provided to Councils for input 	
Monitor and Advocate	<ul style="list-style-type: none"> Research on the Financial Assistance Grants (FA Grants) methodology with recommendations for changes to the funding allocation. 		No	<ul style="list-style-type: none"> Scope of works endorsed at November 2023 meeting. RFQ released by SWEK NAJA engaged and project progressing 	
Advocate	<ul style="list-style-type: none"> Undertake Pre-election advocacy 		Yes (unless Canberra)	<ul style="list-style-type: none"> Election strategy being executed 	
Performance	<ul style="list-style-type: none"> Explore Shared Services Opportunities 		No	<ul style="list-style-type: none"> CEOs met 30th July Clarity needed on role of Executive to support this 	
Advocate	<ul style="list-style-type: none"> Expansion of mental health services. Expansion of family and domestic violence services. Expansion of aged care services. 		Yes	<ul style="list-style-type: none"> Data needed – an opportunity to lead joint advocacy with NGOs 	

	<ul style="list-style-type: none"> Health facilities that are fit for purpose in Aboriginal communities. 		
Advocate	<ul style="list-style-type: none"> Advocate for whole of family approach and wrap around services to be located in the Kimberley. 	Yes	<ul style="list-style-type: none"> Roll into pre-election strategy. Benchmarking exercise to assist with this.
Advocate	<ul style="list-style-type: none"> Develop a stakeholder engagement, communications and advocacy strategy in line with the Policy Papers 	Yes	Roll into pre-election strategy.
Advocate	<ul style="list-style-type: none"> Develop advocacy strategies to encourage economic diversification including mining; tourism; agriculture; defence; creative Industries; small business; Indigenous business growth 	Yes	<ul style="list-style-type: none"> Ongoing advocacy and engagement
Advocate	<ul style="list-style-type: none"> Advocate for MOG initiatives around better place based regional service delivery to be progressed. 	Yes	<ul style="list-style-type: none"> Ongoing advocacy and engagement.
Advocate	<ul style="list-style-type: none"> Submission to the Federal Inquiry into Local Government Sustainability. 	Yes	<ul style="list-style-type: none"> Submission Framework on the April 2024 agenda for discussion and input. Submission lodged 30th May 2024 Attended public hearing August 2024.
Advocate Facilitate	<ul style="list-style-type: none"> Gather government election priorities 	Yes	<ul style="list-style-type: none"> Review government commitments
Advocate Facilitate	<ul style="list-style-type: none"> Create Investment Prospectus 2023 		<ul style="list-style-type: none"> Complete
Advocate Facilitate	<ul style="list-style-type: none"> Create Investment Prospectus 2024 	No	<ul style="list-style-type: none"> Funding allocated by KRG. Information obtained from Councils. Item of April 2024 agenda. for endorsement
Advocate	<ul style="list-style-type: none"> Develop pre-election summary document 	No	<ul style="list-style-type: none"> Complete
Advocate Facilitate	<ul style="list-style-type: none"> Develop communication and advocacy plan 	Yes	<ul style="list-style-type: none"> Key messages / key stakeholders
Advocate	<ul style="list-style-type: none"> Develop White Paper with clear positions 	Yes	Complete – Instead of White Paper Position Papers Developed- <ul style="list-style-type: none"> Prosperous and Diverse Economy Housing Management of Alcohol and Other Drugs Juvenile Justice Community Safety and Crime Prevention Provision of Government Services Emergency Management

Advocate	<ul style="list-style-type: none"> • Increase support for mitigation measures, infrastructure replacement to be more resilient. • Removal of the distinction between ordinary and additional costs in NDR payments. • Streamlined contracting and procurement processes, surety to payments, and immediate access to NDR funds. 	Yes	<ul style="list-style-type: none"> • Independent Review of Commonwealth Disaster Funding Submission endorsed and submitted. • Senate Inquiry submission submitted. • EM Policy Paper submitted. These points included in submissions and EM Policy Paper.
Facilitate and Partner	<ul style="list-style-type: none"> • Develop strong relationships with NHFIC (National Housing Finance Investment Corporation), Development WA and the Department of Communities – invite CEOs to KRG meeting to discuss partnership opportunities. 	Yes	<ul style="list-style-type: none"> • NHFIC, now Housing Australia, attended November 2023 meeting. Will be engaged through Housing Advocacy Strategy.
Advocate	<p>Develop a stakeholder engagement and communications plan, and advocacy strategy, to drive the actions identified in the Housing Policy Position, i.e.:</p> <ul style="list-style-type: none"> • State and federal social and affordable housing investment programs target the Kimberley • Community housing partnerships. • The DPLH support Shires to review housing needs in each town. • Changes to Government Regional Officer Housing and Home Ownership Subsidy Scheme policies • Government incentives for new supply • Changes to finance lending practices for home purchase 	Yes	Endorsed November 2023 meeting
Advocate	Submission to Aviation Green Paper	Yes	<ul style="list-style-type: none"> • Submission endorsed at November 2023 meeting and submitted
Performance	Review KRG Governance Documents	Yes	<ul style="list-style-type: none"> • Governance documents endorsed at November 2023 meeting.
Advocate	Submission to National Housing and Homelessness Plan	Yes	<ul style="list-style-type: none"> • Submission lodged based on Housing Policy Position
Advocate	<ul style="list-style-type: none"> • First Port of Entry Status 	Yes	<ul style="list-style-type: none"> • Letters sent to State and Federal Government Ministers – continued to be raised in meetings with government. • Expanded FPOE status being progressed for Broome
Advocate	<ul style="list-style-type: none"> • Defense and Border Security 		<ul style="list-style-type: none"> • Letters to Ministers • Support for North West Defence Alliance
Advocate	<ul style="list-style-type: none"> • Alcohol Management – Letters and submissions on the Banned Drinkers Register 	Yes	<ul style="list-style-type: none"> • Submissions made on proposed changes to the Banned Drinkers Register

Advocate	<ul style="list-style-type: none"> Potential summit with Regional Australia Institute, 14-15 August, Canberra 	Yes	<ul style="list-style-type: none"> NAJA negotiated reduced conference package and opportunities KRG sponsor of National Summit recognised through branding and dedicated session.
Facilitate and Partner	<ul style="list-style-type: none"> Host a Kimberley Housing Roundtable 	No	<ul style="list-style-type: none"> Held in Broome July 2024.
Advocate	<ul style="list-style-type: none"> Launch Pre-election document 	Yes	<ul style="list-style-type: none"> Formal launch at August 2024 Kimberley Economic Forum.
Advocate	<ul style="list-style-type: none"> Tanami Activation Strategy 	No	<ul style="list-style-type: none"> KDC leading this work - application lodged for precinct funding Activation strategy is included in the Investment Prospectus and Election Strategy

15. Financial Assistance Grants Review Project

Item for Noting

Submitted by: Executive Team

Purpose

To provide an update on the progress of KRGs Financial Assistance Grant (FA Grant) Review for the Kimberley local government areas.

In summary

- A RFQ was issued by the Shire of Wyndham East Kimberley on behalf of the KRG to undertake this piece of work, which was awarded to NAJA Business Consulting.
- The project will seek to identify recommendations for both the Australian government and the State Grants Commission to consider, with the goal of making the allocation of funds more equitable.

Background

- Whilst the roles and responsibilities of local government have grown significantly over time, its revenue base has not. A number of councils, particularly in the Perth Metro region, have the means to recover sufficient revenue from their communities to cover their expenses without relying on grants. However, like a number of other remote areas in Western Australia, the Kimberley councils have limited revenue-raising capacity to maintain or upgrade infrastructure or provide the level of services required and therefore remain dependent on grant funding.
- The current methodology delivers funding results that end to favour higher population centres with a greater ability to raise funds as opposed to regional areas with limited ability to raise funds.

Details

The first draft of the report has been completed and is currently undergoing internal review by the Executive Officer.

The next step will involve gathering feedback from the KRG, which will be crucial in determining the KRG's position on the options presented.

The report outlines the Financial Assistance Grant methodology in relation to Kimberley local governments, exploring various scenarios and potential changes in the methodology that could benefit KRG member shires through adjustments in calculations or selection criteria.

The KRG's feedback, including prioritisation of recommendations, will shape the final report and will guide a submission to the Grants Commission. Additionally, the recommendations may influence any relevant election commitments from the KRG.

Risk

- **Financial:** Without an increase in FAGs it will become increasingly difficult for Councils to undertake core operational functions
- **Reputational:** A review of FAGs may make State Governments consider other ways to deliver operational and service delivery efficiencies of local government.

Link to Key Pillar/s and Strategies:		Budget Implications	
<div> <div> People Place Prosperity Performance </div> <div> Advocate Partner Promote Monitor </div> <div> Facilitate Fund Monitor </div> </div>		\$32,250 plus GST has been allocated by the KRG for this project	
Resolution/s		Action(s)	
That the KRG notes the progress of the Financial Assistance Grant Review Project.			
Moved:	Shire of Derby West Kimberley	Responsible:	-
Seconded:	Shire of Halls Creek	Due date:	-
Carried:	4/0		

16. Community Safety and Crime Prevention Investment Project

Item for Noting

Submitted by: Executive Team

Attachment 11: First cut Stakeholder Engagement List

Purpose

To provide an update on the KRGs Kimberley local government community safety and crime prevention investment project.

In summary

- A RFQ was issued by the Shire of Wyndham East Kimberley on behalf of the KRG to undertake this project which was awarded to NAJA Business Consulting.
- The project will deliver a Kimberley Community Safety and Crime Prevention Strategy
- Desktop research has commenced
- The first cut stakeholder engagement list has been developed – as engagement occurs this list will be updated accordingly
- Interview sheets to guide discussion with external stakeholders has been developed and meetings being progressed
- A brief online survey for has been developed for Kimberley Shires to complete – this is being sense checked by the KRG secretariat prior to distribution.
- Work has commenced on identifying data sources to inform this project.

Background

- The Kimberley region has seen a rise in crime over the past few years, which has resulted in a surge in expenditure for local governments. In response to this, many local authorities have implemented crime prevention strategies and replace stolen or damaged assets and infrastructure, placing pressure on already stretched budgets.
- The project will research the role of local government in community safety and crime prevention and effective initiatives being progressed, and wanting to be progressed, by Kimberley Councils and their cost and funding sources. It will analyse community safety and crime prevention data and identify major government and non-government community safety and crime prevention strategies. The outcome will be prioritised recommendations and costs for community safety and crime prevention initiatives.

Details:

- As above

Risk

- **Reputational:** Ongoing damage caused by vandalism/property crime, impact on the reputation of Shires and communities as safe and attractive places to live, work and invest
- **Financial:** Without additional funding, Shires will continue to be out of pocket for crime prevention strategies.

Link to Key Pillar/s and Strategies:		Budget Implications	
People Place Prosperity Performance	Advocate Partner Promote	Facilitate Fund Monitor	Funding allocated for this project
Resolution/s		Action(s)	
That the KRG notes the progress of the Community Safety and Crime Prevention Project.			
Moved:	Shire of Halls Creek	Responsible:	-
Seconded:	Shire of Derby West Kimberley	Due date:	-
Carried:	4/0		

Attachment 11: First cut Stakeholder Engagement List

Community Safety and Crime Prevention Project - Stakeholder list				
Organisation	Name	Position	Location	Relationship to Report
Horizon Power				
Stakeholder engagement team	Alana Trew	Stakeholder engagement	Kununurra	Bright lights program, Transition to LED lighting
Kimberley Development Commission				
Kimberley Community Action Fund	Michele Pucci	Director Regional Development	Kununurra	KCAF is part Government's \$40.4 projects for the Kimberley, did Shires miss out - are there other rounds, what other funding available for LG / government initiatives
Regional Development Australia Kimberley	Janine Hatch	Director	Broome	Federal initiatives
WAPOL				
Community Engagement Unit			Perth	Crime data, Government initiatives - ie
Kimberley Police Stations	Steve Thompson	Kimberley District Police Spt	Broome	Regional Shield / Police Numbers, What they need , Funding for initiatives, State
	Simon Womersley	OIC Halls Creek	Halls Creek	CCTV Strategy - Coordination of CCTV
	Vince Vandervin	OIC Balgo	Balgo	resources and systems, Useful local
	Sarah Norman	OIC Warmun	Warmun	government initiatives
	Simon Barnett	OIC Wyndham	Wyndham	
	Steve Fairley	OIC Kununurra	Kununurra	
	Brian Welch	OIC Kalumburu	Kalumburu	
	Sarah Clarke	OIC Derby	Derby	
	Mark House	OIC Fitzroy Crossing	Fitzroy Crossing	
	Courtney Solly	OIC Broome	Broome	
	Darren Connor	OIC Dampier Peninsula	Dampier Peninsula	
	Michael Sedgman	OIC Bidadanga	Bidadanga	
Department of Justice				
Kimberley Juvenile Justice Collaborative Working Group – Department of Justice	Amy Jarvie	Principal Policy Officer, Kimberley Juvenile Justice Strategy	Perth	Kimberley Youth Justice Strategy and Juvenile Justice funded projects
Dept of Communities	Renee Gioffre	Regional Executive Director - Kimberley	Broome	At Risk Youth Strategy, FDV, Child Protection, Funding and initiatives, District Leadership Group
Target 120 Orgs				
Kimberley Aboriginal Law and Cultural Centre	TBA		Fitzroy Crossing	
Wunan	TBA		Halls Creek	Youth at risk
Emana Ngandu	Ben Burton	CEO	Derby	Youth at risk
Broome Youth and Families Hub	Craig Burgess		Broome	Youth at risk
MG Corporation	TBA		Kununurra	Youth at risk
Mental Health Commission Kimberley Aboriginal Youth Wellbeing Steering Committee - Ministers, DG, CEOs meet	Sarah Tobias	Senior Policy Officer (ARGG)	Broome	Juvenile Justice initiatives and issues
Minister for Police; Corrective Services; Defence Industry; Veterans Issues	Paul Papalia MLA		Perth	
WALGA Local Government Community Safety Network	Rebecca Hicks	WALGA	Perth	Local government's role in community safety, Funded initiative, Advocacy positions , Case studies, Costs
Local Member	Divina D'Anna MLA	Member for the Kimberley	Broome	Government's Kimberley priorities
Department of Liquor Racing and Gaming	TBA			Liquor Control Act 1988, Banned Drinkers Register
Minister for Energy & Environment	Reece Whitby MLA		Perth	LED Lighting transition
Federal Police			Broome	
Business Community				
Broome CCI	Sharni Foulkes	CEO	Broome	Business surveys, View of LG role, what's needed
East Kimberley CCI	Keda Bond	CEO	Kununurra	Business surveys, View of LG role, what's needed
Derby CCI	Stewart Milne	President	Derby	Business surveys, View of LG role, what's needed
NGOs working in CSCP				
Regional	TBA			
Broome	TBA			
Derby	TBA			
Fitzroy Crossing	TBA			
Halls Creek	TBA			
Kununurra	TBA			
Wyndham	TBA			

17. Executive Officer Report

Item for Noting

Submitted by: Executive Officer

Attachment 12: EO Report September 2024

Purpose

To update the KRG on the Executive Officer services provided for the period September 2024 inclusive.

Background

The attached report provides information about the services provided, activities undertaken and time allocation over the past two months.

Details

As in included attachment.

Risk

Nil

Link to Key Pillar/s and Strategies:		Budget Implications	
People Place Prosperity Performance	Advocate Partner Promote	Facilitate Fund Monitor	
Resolution/s		Action(s)	
That the Executive Officers Report be received and endorsed		As per Outstanding Actions	
Moved:	Shire of Broome	Responsible:	-
Seconded:	Shire of Derby West Kimberley	Due date:	-
Carried:	4/0		

Attachment 12: EO Report – September 2024

Project Work / Activity

Refer to business arising and KRG action lists for all activities the Executive is working on.

Project / Activity	Status	Item
Administrative Matters and Meetings	Ongoing	-
Website and social media	LinkedIn posts continuing	-
State and Federal Government Election Strategy	Implementing Strategy	11
Strategic Planning	Implementation of the KRG Prioritised Action List and Strategic Workshop	13
Advocacy Strategy Management of Social Housing	Pending	-
Kimberley Housing Roundtable Outcomes	Kimberley Pipeline being progressed	12
General Stakeholder Engagement	Ongoing – see Stakeholder list	16
KRG Planning Workshop 2024	Development of workshop agenda and PowerPoint Pack	-

Stakeholders

Stakeholders	Purpose
KRG CEO's	Shared Services, action list, Community Safety and Crime Prevention Project and Financial Assistance Grants project. Seeking examples of shovel read housing projects and business cases. Seeking copies of submissions to the WA Freight Strategy. Request to share KRG social media.
KRG members	Investment Prospectus, Housing Australia Meeting, Regional Precinct Funding, RAI Summit.
KRG Secretariat	Agenda items, advocacy discussions, finance administrative matters, Service Level Agreement Feedback on the Community Safety and Crime Prevention Local Government survey.
Shane Love MLA, Leader of the Opposition and Leader of The National WA	KRG Matters
Senator the Hon Malarndirri McCarthy, Minister for Indigenous Australians	KRG Meeting

Time Allocation September 2022 – August 2024

Total 2-Yearly Contract: 1,728 Hours: Monthly from 8th of the month to 7th of the next month

Paul Rosair			Michelle Mackenzie		Jane Lewis		Support	
	Contract	Actual	Contract	Actual	Contract	Actual	Contract	Actual
Sep 22	32	34	20	18	23	29	4	2
Oct 22	32	22	20	8	23	24	4	1
Nov 22	32	40	20	36	23	28	4	0
Dec 22	15	12.5	10	26.25	10	1.5	2	0
Jan 23	15	19	10	11	10	36	2	0
Feb 23	32	15.5	20	9	23	25.5	4	0
Mar 23	32	34	20	9.25	23	14.5	4	0
Apr 23	32	19	20	9.5	23	24	4	0
May 23	32	35	20	23.5	23	18.5	4	0
June 23	32	37.5	20	21.25	23	27	4	0
July 23	32	46	20	14.25	23	45	4	0
Aug 23	32	54.5	20	35	23	58	4	6
Sep 23	29	34.5	22	21.25	26	13	4	0
Oct 23	29	30	22	27.5	26	25	4	8
Nov 23	29	26	22	14.75	26	41.5	4	4
Dec 23	15	18	11	12.50	14	6.5	2	10
Jan 24	15	12	11	12	14	5	2	13.5
Feb 24	29	35.5	22	22.75	26	17	4	11.5
29 Feb 24	-	-29	-	-1	-	-31	-	8
Mar 24	29	28	22	22.25	26	9	4	12
Apr 24	29	24	22	24.50	26	6	4	7
May 24	29	38	22	24	26	15	4	8
June 24	29	29	22	9	26	39.5	4	15
July 24	29	18	22	11	26	16.5	4	15
Aug 24	29	30.5	22	20.50	26	5	4	10
TOTALS	670	663.5	462	441.25	564	499	92	131
OVERALL CONTRACT: 1758 ACTUALS: 1734.75								

Note: A one off payment was made by the KRG to reconcile outstanding hours to the 29th of February 2024.

18. General Business

Item	Responsible	Comments /Actions Arising
Meeting with the Hon. Don Punch MLA	Executive Officer	<p>The EO is meeting with Minister Punch on Tuesday, October 22nd, at 3:30pm-4pm. Please let the Executive Team know by Friday October 18th if you would like to attend.</p> <p>Note that Zoom will not be available for this meeting.</p>
Northern Australia Action Plan Released	Executive Team	Executive Team will review and provide an overview for KRG
Benchmarking	Executive Team	Spreadsheets have been sent out with the deadline of Monday, 30 th September. Report to be tabled at the December meeting subject to information being returned by Councils to the Executive Team.
Annual Report	Executive Officer	<p>Members to decide if they would like an annual report to be tabled by the Executive Team as part of their core hours.</p> <p>The Secretariat and Executive Team to work on preparing the KRG Annual Report, aiming for completion by December. The draft report will be circulated to members out of session.</p>
Draft Regional Education Strategy – Shire of Broome Response	Cr. Mitchell Sam Mastrolembo	<p>See attachment 13</p> <p>Executive Officer to circulate the Shire of Derby West Kimberley's submission with the October minutes.</p>
Canberra Trip	Executive Officer	<p>Meetings are in the process of being organised in Canberra with key stakeholders on the 18th & 19th of November.</p> <p>Members to forward their priority meeting requests to the Executive Team as soon as possible.</p>
WALGA Conference – insights, feedback and actions	Executive Officer & Members	
2025 Meetings	Members	Council meeting dates and any significant dates to be sent through to the Executive Team

Attachment 13: Draft Regional Education Strategy – Shire of Broome Response

Our Ref: EPCM : I240815-248569

18 September, 2024

Minister for Education, Hon Dr Tony Buti MLA
5th Floor Dumas House 2 Havelock Street
WEST PERTH WA 6005
Ph: (08) 6552 6400

By email: regional.education.feedback@education.wa.edu.au



ABN 94 526 654 007

27 Weld Street
PO Box 44, Broome
Western Australia 6725
(08) 9191 3456
shire@broome.wa.gov.au
broome.wa.gov.au

Dear Minister,

RE: DRAFT REGIONAL EDUCATION STRATEGY – SHIRE OF BROOME RESPONSE

The Shire of Broome acknowledges the Department of Education for developing a dedicated Regional Education Strategy. It is encouraging to see a focused approach to addressing the unique educational challenges faced by regional and remote communities.

However, despite this positive step, the Shire of Broome is disappointed that the critical issue of school attendance has been completely overlooked in the strategy. Nowhere in the document is the word "attendance" mentioned, nor are any of the pillars focused on improving attendance rates.

This omission is particularly concerning given the recent ABC report on September 6, 2024, titled Fewer than half of students in WA's Kimberley attend secondary school, which highlighted the alarming statistics for 2023. According to the report, secondary school attendance in the Kimberley stood at a mere 41.6%, while primary school attendance was just 62%. These figures represent a significant decline and underscore the severity of the attendance crisis in the region.

The Kimberley region's education leadership has conceded that school attendance is "an ongoing challenge." It is essential that any strategy aimed at improving educational outcomes in regional areas, particularly in the Kimberley, prioritizes addressing this issue. Improving attendance is fundamental to achieving progress in all other educational areas, as students cannot benefit from the system if they are not regularly attending school. We also would like to better understand the impact the Kimberley Schools Initiative (introduced in 2018) has had on attendance rates.

We strongly urge the Department to reconsider the strategy and include specific, targeted initiatives aimed at increasing school attendance. Without a focused effort on this front, any attempts to improve educational outcomes will be undermined by the low attendance rates currently being experienced.

We look forward to seeing amendments to the strategy that acknowledge the critical importance of school attendance and introduce effective measures to address this issue.

Kind Regards,



CR CHRIS MITCHELL
SHIRE PRESIDENT

Attachment 14: 2024 Meeting dates

November	Kimberley Zone	15/11/24	1-3.30pm	Zoom	
December	State Council meeting	4/12/24	-	WALGA	

Meeting Closure: 12:22pm