



SHIRE OF MORAWA

ORDINARY COUNCIL MEETING

ATTACHMENTS

Thursday, 15 May 2025



WESTERN AUSTRALIA'S
WILDFLOWER COUNTRY

Agenda Attachments

Shire of Morawa

Ordinary Council Meeting

15 May 2025

List of Attachments

11.1 Chief Executive Officer

11.1.2 Request from Main Roads Western Australia to assess the suitability of numerous Shire roads to modify the Restricted Access Vehicle Network (RAV) rating (D25#402985) and (D25#409333)

Attachment 1 - (HVS) Application – Ballantyne

Attachment 2 - (HVS) Application – Jungle and Son

Attachment 3 - RAV Route Assessment – Bore Road

Attachment 4 - RAV Route Assessment – Fitzgerald Road

Attachment 5 - RAV Route Assessment – Jones Lake Road

Attachment 6 - RAV Route Assessment – Munkton Road

Attachment 7 - Restricted Access Vehicle Route Assessment Guidelines

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Attachment 3 – 11.2.1c List of Accounts Paid for the period ending 30 April 2025

Ordinary Council Meeting 15 May 2025

- Attachment 1- (HVS) Application – Ballantyne*
- Attachment 2 - (HVS) Application – Jungle and Son*
- Attachment 3 - RAV Route Assessment – Bore Road*
- Attachment 4 - RAV Route Assessment – Fitzgerald Road*
- Attachment 5 - RAV Route Assessment – Jones Lake Road*
- Attachment 6 - RAV Route Assessment – Munkton Road*
- Attachment 7- Restricted Access Vehicle Route Assessment*

- Item 11.1.2-* **Request from Main Roads Western Australia to assess the suitability of numerous Shire roads to modify the Restricted Access Vehicle Network (RAV) rating (D25#402985) and (D25#409333)**
-



Application to Add or Amend a Road on a Restricted Access Vehicle Network

This form is to be completed when applying to have road(s) assessed to be added to a RAV Network. All route assessment applications will be assessed in accordance with the *RAV Access Approval & Review Policy* and associated documents, available on the Access Requirements in WA page on our website.

Applicant Details

Operator Name

Contact Name

Email

Contact Number

RAV Category to be Assessed

Tandem Drive RAV Categories

Note: Refer to our website for the relevant Operating Conditions on the Orders page.

Tri Drive Categories 1-5

Note: Refer to our website for the relevant Operating Conditions on the Tri Drive page.

Tandem Drive PBS Categories

Note: Refer to our website for the WA PBS Scheme - Access Levels & Principles on the PBS page to determine your PBS Category.

Tri Drive PBS Categories

Accredited Containerised Freight Categories

Note: Refer to our website for the Accredited Containerised Freight Operating Conditions.

Road Trains with Long Trailers

Note: Refer to our website for the Road Train with Long Trailers Operating Conditions.

Oversize Road Train and B-Double Categories

Note: Refer to our website for the Oversize Road Train and B-Double Operating Conditions.

Platform Trailer Relocation

Note: Refer to our website for the Platform Trailer Relocation Operating Conditions.

Class 1 RAV - 8 Tyres Per Axle Low Loader Overmass

Note: Refer to our website for the Class 1 RAV - 8 Tyres Per Axle Low Loader Overmass Period Permit Operating Conditions.

Other

PBS Specific Access (e.g. Level 2, 31.5 metres)

MRWA

Concessional Mass Level to be Assessed

Level 1 Mass Networks are applied when a road is approved on the equivalent base Tandem Drive, Tri Drive or PBS Network(s) listed in the above section.

Note: Refer to our website for the relevant Operating Conditions on the Accredited Mass Management Scheme (AMMS) page.

Concessional Mass Levels

	Tandem Axle Group	Tri Axle Group	Quad Axle Group (PBS)
Level 1	17.0t	21.5t	24.0t
Level 2	17.0t	22.5t	27.0t
Level 3	17.5t	23.5t	28.5t

Requested Mass Level

Transport Task Details

Estimated Annual Tonnage (t)

Estimated Loaded Movements

Reason for RAV Access Application

List all roads for the intended route (for campaign haulage tasks only): Include start and end location and attach a map.

Roads to be Assessed

List required road(s) that are not currently approved for the required level of RAV Access.

Email completed form to: hvsrouteassessments@mainroads.wa.gov.au

Heavy Vehicle Services Main Roads WA

PO Box 374 | WELSHPOOL DC | WA 6986 | Telephone: 138 486

www.mainroads.wa.gov.au



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List required road(s) that are not currently approved for the required level of RAV Access.



Restricted Access Vehicle – Route Assessment

Bore Road SLK 0.00 to 8.05

Upgrade from RAV4 TO RAV7

Bore Rd is a gravel / natural material formed road. With a minimum width of 7 metres.

Bore Rd is currently a school bus route.



Figure 1: Looking West Bore Rd / Johnson Rd Intersection

Sightline to the West Approximately 110 m.



Figure 2: Looking East Bore Rd / Johnson Rd Intersection

Sightline to the South approximately 110 m



Figure 3: Looking North SLK 0.00



Figure 4 Looking South SLK 3.19



Figure 5: Looking North SLK 3.19



Figure 6: Looking South SLK 3.48



Figure 7: Looking North SLK 3.48



Figure 8: Looking East Bore Rd / Gutha East Rd Intersection

Sightline to the East approximatley 140m



Figure 9: Looking West Bore Rd / Gutha East Rd Intersection

Sightline to the West approximately 190m



Figure 10: Looking South SLK 8.05 Bore Rd / Gutha East Rd Intersection

Bore Rd is currently rated as a RAV 4 road with these conditions

- All operators must carry written support from the road manager acknowledging the operator's use of the road.
- Headlights to be switched on at all times
- No operation on unsealed road segment when visibly wet, without road owner's approval.
- Note: Low Volume (LV)
- Maximum speed 60 km/h
- When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover.
- Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40).

In Conclusion:

After completing the inspection of Bore Rd the recommendation is to not support the upgrade of Bore Rd to Rav 7 from RAV 4.

The Shire doesn't support the upgrade to Bore Rd between SLK 0.00 and 8.05 due to the sightline issues identified at both the intersections of Bore Rd / Johnson Rd and Bore Rd / Gutha East Rd

Bore Rd SLK 0.00 to 8.05 was inspected on the 05/05/2025 by Brett Atkinson MWS and report compiled on the 06/06/2025



Restricted Access Vehicle – Route Assessment

Fitzgerald Road SLK 0.00 to 5.14 (Taseff Rd Intersection) Upgrade from RAV4 TO RAV7

Fitzgerald Rd is a gravel / natural material formed road with a minimum width of 7 metres



Figure 1: Looking North Fitzgerald Rd / Morawa Yalgoo Rd Intersection

Sightline to the North Approximatley 260 m.



Figure 2: Looking South Fitzgerald Rd / Morawa Yalgoo Rd Intersection

Sightline to the South approximatley 200 m



Figure 3: Looking East SLK 0.00



Figure 4 Looking West SLK 5.14 Taseff Rd Intersection



Figure 5: Looking West SLK 5.14 Taseff Rd Intersection (drivers perspective if exiting Taseff Rd)

Fitzgerald Rd is currently rated as a RAV 4 road with these conditions

- All operators must carry written support from the road manager acknowledging the operator's use of the road.
- Headlights to be switched on at all times
- No operation on unsealed road segment when visibly wet, without road owner's approval.
- Note: Low Volume (LV)
- Maximum speed 40 km/h
- When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover.
- Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40).

In Conclusion:

After completing the inspection of Fitzgerald Rd the recommendation is to not support the upgrade of Fitzgerald Rd to Rav 7 from RAV 4.

The Shire doesn't support the upgrade to Fitzgerald Rd between SLK 0.00 and 5.14 due to the swept path issues identified in Figure 2. As can be seen by the wheel tracks in the image RAV 4 vehicles are currently having to enter the north bound lane of the Morawa Yalgoo Rd to make the turn South, this demonstrates that a RAV 7 vehicle will not be able to safely make the turn without performing the same manoeuvre. The other issue is Fitzgerald Rd approaching the Morawa Yalgoo Rd is on an incline, this increases the acceleration time required for a RAV 7 vehicle to make the exit out of Fitzgerald Rd onto the Morawa Yalgoo Rd thus making approaching vehicles on the Morawa Yalgoo Rd reduce speed to allow the RAV 7 vehicle to make the turn.

Fitzgerald Rd SLK 0.00 to 5.14 was inspected on the 05/05/2025 by Brett Atkinson MWS and report compiled on the 06/05/2025



Restricted Access Vehicle – Route Assessment

Jones Lake Rd SLK 0.00 to 12.06

Upgrade from RAV4 TO RAV7

Jones Lake Rd is a sealed road with two sections being graveled, formed from natural materials

From SLK 0.00 to 8.86 it is of a bitumen seal construction with a minimum width of 3.6 metres.

From SLK 8.86 to 10.36 it is of an natural material construction with a minimum width of 8m.

From SLK 10.36 to 10.75 it is of a bitumen seal construction with a minimum width of 3.6 metres.

From SLK 10.75 to 12.06 it is of an natural material construction with a minimum width of 8m.



Figure 1: Looking West Jones Lake Rd Rail Crossing and Jones Lake Rd/ Three Springs Morawa Rd and Wubin Mullewa Rd Intersection



Figure 2: Looking West Jones Lake Rd Intersection

Photo taken fro the Stop Line on the Wubin Mullewa Rd



Figure 3: Looking West from Centre of Rail Line

Jones Lake Rd is currently rated as a RAV 4 road with these conditions

Road

5110012

Road Name

Jones Lake Rd

Start SLK

0.05

End SLK

12.06

Network Type

Local Road

Local Government

Morawa

Network

Tandem Drive Network 4

From Intersection

Rubbish Tip Rd

To Intersection

Hoey Rd & Judge Rd

Conditions

- Headlights to be switched on at all times
- No operation on unsealed road segment when visibly wet, without road owner's approval.
- Note: Low Volume (LV)
- Maximum speed 60 km/h
- When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover.
- Direct radio contact must be maintained with other restricted access vehicles to establish their position on or near the road (suggested UHF channel 40).
- Combinations exceeding 22 metres in length, no access to or from Wubin-Mullewa Rd.

In Conclusion:

After completing the inspection of Jones Lake Rd the recommendation is to not support the upgrade of Jones Lake Rd to Rav 7 from RAV 4.

The Shire doesn't support the upgrade to Jones Lake Rd between SLK 0.00 and 12.06 due to the stacking issues at the rail crossing at SLK 0.30, trying to accommodate Heavy Vehicles upto 36 metres in length.

Currently Jones Lake Rd has no RAV rating between SLK 0.00 and SLK 0.05 due to the proximity of the rail crossing to the Stop Line on the Wubin Mullewa Rd intersection, there is currently a distance of 24.2 metres from the rail closest to the intersection and the Stop Line and currently combinations exceeding 22 metres are not permitted access to or from the Wubin Mullewa Rd

Jones Lake Rd SLK 0.00 to 12.06 was inspected on the 05/05/2025 by Brett Atkinson MWS and report compiled on the 05/05/2025



Restricted Access Vehicle – Route Assessment

Munckton Road SLK 0.00 to 14.26

Upgrade from RAV4 TO RAV7

Munckton Rd is a sealed road with a minimum width of 7 metres



Figure 1: Looking North Munckton Rd / Morawa Yalgoo Rd Intersection

Sightline to the North Approximatley 250 m.



Figure 2: Looking South Madden Rd / Morawa Yalgoo Rd Intersection

Sightline to the South approximatley 200 m



Figure 3: Looking East SLK 0.00

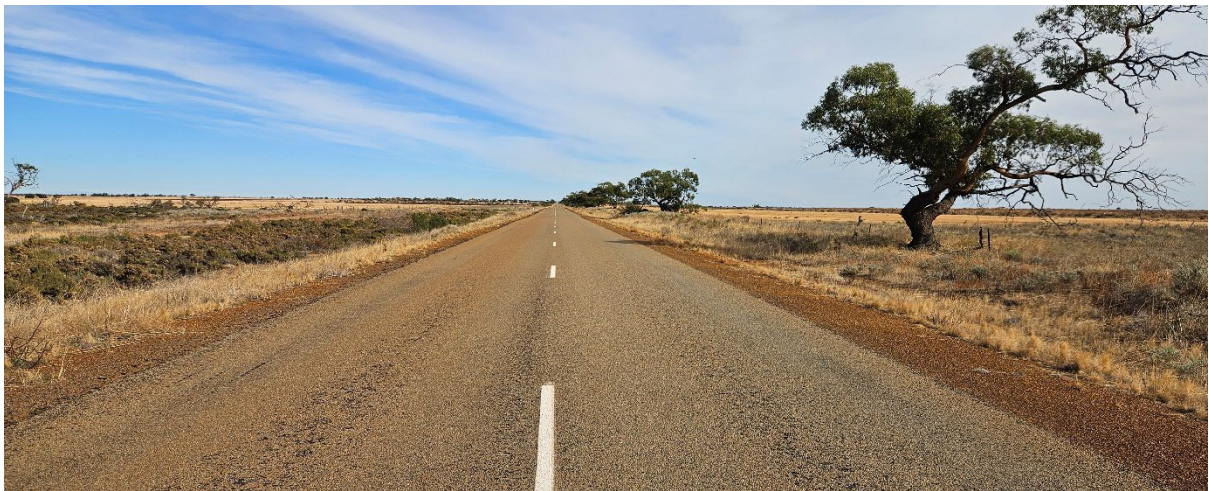


Figure 4 Looking West SLK 4.00



Figure 5: Looking East SLK 4.00



Figure 6: Looking South Munckton Rd / Fallon Rd intersection

Sightline to the south approximately 250m



Figure 7: Looking North Munckton Rd / Fallon Rd intersection

Sightline to the north approximately 120m

Munckton Rd is currently rated as a RAV 4 road with no conditions

In Conclusion:

After completing the inspection of Munckton Rd the recommendation is to support the upgrade of Munckton Rd to Rav 7 from RAV 4.

The Shire support the upgrade to Munckton Rd between SLK 0.00 and 14.26 with the following conditions

- All operators must carry written support from the road manager acknowledging the operator's use of the road.
- 10 km/h below posted speed limit

The officer would also like his concern noted that having this road rated to RAV 7 may encourage operators to access Fallon Rd at the Eastern end of Munckton Rd, which is currently only rated RAV 4 and operate RAV7 vehicles on our RAV 4 network. This will require monitoring and if it becomes an issue the Shire may apply to HVS to have Munckton Rd rated back to a RAV 4 road.

Munckton Rd SLK 0.00 to 14.26 was inspected on the 05/05/2025 by Brett Atkinson MWS and report compiled on the 06/05/2025



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Western Australia.*

Standard Restricted Access Vehicle Route Assessment Guidelines

Printed copies are uncontrolled unless marked otherwise.
Refer to Main Roads website for current version.

D14#493277
May 2022

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Document Control

Owner	Director Heavy Vehicle Services
Custodian	Manager Heavy Vehicle Road Network Access
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Issue Date	13 May 2022
Review Frequency	As required

Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	May 2016	Removed Appendix G 'Turning Radii' Removed Appendix K 'Assessment Form Template' Updated Appendix H 'Low Volume Condition 7' Updated Appendix D to include the wording 'with dedicated cycle lane'. Updated contact details.	Appendices & 1.5
2	July 2016	Updated to include revised minimum road widths for RAV Categories 2-7 and 9-10 & moved Type B traffic volume / road length table. Added Type B traffic volume / road length table.	Appendix C and 2.4.4
3	October 2016	Amended list of standard turning templates. Updated web location for turning templates. Amended low volume condition 1.	Appendix G & H, 2.92
4	March 2017	Remove section.	2.9.5
5	April 2017	Updated Main Roads website details.	1.4
6	May 2017	Amended low volume condition 6.	Appendix H
7	July 2017	Note added relating to private driveways.	1.2
8	December 2017	Amended stopping sight distances. Amended entering sight distances. Amended wording relating to road parking. Amended wording to include load/vehicle height being 4.6m.	Appendix E, F, D, 2.3
9	August 2018	Amended wording relating to provision for overtaking. Amended wording relating to turning at intersections. Amended wording and requirements for railway level crossing. Amended wording relating to off-road parking. Amended appendices, Appendix E, (Templates) & I removed. Added Figure 1 to 8. Incorporated concessional assessment requirements Amended section 2.4.1 Signage, 2.8.1 Acceleration Lanes, 2.9.1 Signage & 2.9.4 Rail Crossings.	2.6, 2.9, 2.10, 2.11, Appendix A, B, C, D, E 1.1, 2.21

10	September 2018	Amended wording relating to turning at intersections. Amended wording relating to provision of overtaking and removed Figure 1. Amended wording relating to Approach Sight Distance and Entering Sight Distance.	2.6, 2.8, 2.84, 2.85
11	November 2019	Amended introduction to clarify the intent of the guidelines.	Page 6
12	13 May 2022	Reviewed entire document and moved onto current branding (no technical changes).	All

REFERENCES AND RELATED DOCUMENTS

The following documents relate to these Guidelines and are available on the Access Requirements in WA page on the Main Roads website.

Document Number	Description
D16#198414	Guidelines for Approving RAV Access
D16#374056	Tri Drive Route Assessment Guidelines
N/A	RAV Route Assessment Form

DEFINITIONS

The following are definitions for terms used in these Guidelines.

Term	Definition
AADT	Annual Average Daily Traffic (AADT) the daily number of vehicles travelling on a road, averaged over one year. It is determined by the total yearly two-way traffic volume divided by 365, expressed as vehicles per day.
Approach Sight Distance (ASD)	The distance required for a driver of a RAV, travelling at a given speed, to observe the approaching intersection, and react or stop if necessary.
Bridge	A structure (with the exception of gantries) having a clear opening in any span of greater than 3 metres measured between the faces of piers and/or abutments or structures of a lesser span with a deck supported on timber stringers.
Carriageway Width	That portion of a road or structure devoted particularly to the use of vehicles that is between guide posts, kerbs or barriers where these are provided, inclusive of shoulders and auxiliary lanes.
Culvert	A structure under a road having only clear openings of less than or equal to 3 metres measured between the faces of piers and/or abutments or a pipe shaped structure of any diameter.
Entering Sight Distance (ESD)	The required sight distance for a RAV driver to see a sufficient gap in oncoming traffic that will allow a RAV, with greater length and lower acceleration capacity, to clear the intersection safely.
HVS	Main Roads Heavy Vehicle Services.
Main Roads website	www.mainroads.wa.gov.au
Passenger Car Equivalence	Passenger Car Equivalence (PCE) factors are a relative measure of the traffic flow impedance effects of different vehicle types. The PCE factor for a particular vehicle type is the equivalent number of passenger cars (AUSTROADS Vehicle Class 1) that would have the same impedance effect as a single vehicle of that type.
Order	An Order issued under the <i>Road Traffic (Vehicles) Act 2012</i> .
RAV	Restricted Access Vehicles (RAV) consists of all combinations of vehicles exceeding 19 metres in length or 42.5 tonnes gross mass including B-Doubles, road trains and truck-and-trailer combinations.

Term	Definition
Remote Road	A general term for a main arterial road carrying mostly long distance traffic.
Rural Road	All roads that provide a secondary network of National, State and local government roads connecting cities and towns.
Seal Width	Width between edges of sealed surface or between edge lines (where installed on undivided carriageways), whichever is less.
Structure	A bridge or culvert.
TPA	Tonnes per annum.
Urban and Town Site Road	All roads within a populated area of established dwellings, a central place of trade and recognised as a distinct place. Generally the area will act as a central hub of activity for the community.
VPD	Vehicles Per Day (VPD) is the number of vehicles observed passing a point on a road in both directions for 24 hours. It is a measure of daily traffic volume, often more relevant to low volume, local government roads, typically rural roads in these guidelines. VPD can differ from AADT in being a better measure of traffic volume during periods of more intensive RAV usage or seasonal tourist traffic.
Vehicle Regulations	The <i>Road Traffic (Vehicles) Regulations 2014</i> .

1 INTRODUCTION

1.1 Purpose

These guidelines have been prepared to provide guidance to a person conducting an onsite assessment, on an existing road, for the purpose of assisting Main Roads Heavy Vehicle Services (HVS) in making an informed decision as to whether a road is suitable for use by a particular category of Restricted Access Vehicle (RAV).

These guidelines are to be read in conjunction with the following documents, available on the Access Requirements in WA page on the Main Roads website:

- *Guidelines for Approving RAV Access*; and
- *Tri Drive Route Assessment Guidelines*;

The *RAV Route Assessment Form* is also available on the Main Roads website to further assist in ensuring the required information is captured during the onsite assessment.

These Guidelines form part of the overall RAV access assessment process, as outlined in [Appendix F](#), to enable HVS to make an informed decision on behalf of the Commissioner of Main Roads, in accordance with the Commissioner's authority to approve RAV access under provisions of the *Road Traffic (Vehicles) Act 2012*.

These guidelines are not road design standards. However, if a road is constructed to the appropriate road design standards for the particular category of RAV and approved by Main Roads, the road will pass the RAV access assessment process.

1.2 Application

For the purpose of these guidelines, "standard" RAVs are those vehicle combinations specified as Category 1 to 10 Approved Vehicle Combinations under the *Prime Mover, Trailers Combinations Order 2017* and *Truck, Trailer Combinations Order 2017*.

For the purpose of these guidelines, the standard RAV Categories have been grouped into four (4) assessment groups, as follows:

- Group 1 - RAVs Categories 2-4 (e.g., pocket road train, B-Double, and other RAVs with a maximum length of 27.5 m);
- Group 2 - RAVs Categories 5-6 (e.g., RAVs with a maximum length of 36.5 m and a maximum mass of 87.5T);
- Group 3 - RAVs Categories 7-8 (e.g., RAVs with a maximum length of 36.5 m and a maximum mass of 107.5T); and
- Group 4 - RAVs Categories 9-10 (e.g., RAVs with a maximum length of 53.5 m).

Note 1: *A road approved for one of the standard RAV Categories, is also approved and added to AMMS level one (1) for the equivalent RAV network.*

Note 2: *Where a RAV route assessment is for operations under a concessional loading scheme, such as the Accredited Mass Management Scheme (AMMS), the assessor must take into account the additional mass when requesting a structures assessment as per Section 2.2.*

Where quantitative limits are recommended, they are intended as a guide only and are no substitute for common sense and judgement based on experience. In certain cases, routes which do not meet the requirements outlined in this document can be accepted as RAV routes by imposing conditions, such as speed restrictions. Refer to the *Guidelines for Approving RAV Access*.

1.3 Assessment Requirements

Route assessments will only be accepted from a suitably qualified person. The assessor should have experience and knowledge of the following:

- The principles of heavy vehicle operations, including vehicle configurations, maximum dimensions and axle load limits;
- Heavy vehicle dynamic performance characteristics, including limitations on the ability of heavy vehicles to accelerate, brake, ascend grades and negotiate intersections;
- Heavy transport issues, legal requirements and permit systems; and
- Road safety concepts and principles.

When considering a potential RAV route, the assessor is advised to initially perform a desktop assessment using all available information. In some cases, this initial assessment will identify physical constraints, such as posted bridge load limits and road width deficiencies, which may render the route unacceptable, without the need for further onsite assessment.

If the applicant is willing to pursue upgrades to the road, then a full assessment is required to identify all deficiencies. This is to alleviate any problems with some upgrades being carried out and then the full assessment conducted, only to then identify additional deficiencies. The assessment will only identify the deficiencies and will not provide upgrade design requirements.

RAV use on a particular route may have some negative impacts on the environment, community and traffic. Assessors must first determine if the proposed route is the most appropriate route for the particular operation(s) and recommend variations to the initially proposed route to reduce such impacts. Consideration should also be given to the impact if RAV access is not approved, i.e. will the operation(s) occur regardless and then be carried out with increased heavy vehicle movements.

As part of any route assessment for a RAV, HVS does not assess any access for driveways adjoining a RAV network road. It remains the responsibility of the property owner to ensure safe ingress and egress to the property.

Before making a decision on an application for RAV access, HVS may deem it necessary to do any or all of the following:

- Perform a further assessment of the route;
- Assess the suitability of the road pavement;
- Assess the suitability of all structures on the proposed route to accommodate the specific vehicle;
- Specify conditions of access, such as speed limits restrictions;
- Obtain local government agreement for the proposed RAV access;
- Recommend road improvements as condition of approval;
- Conduct a Performance Based Standards (PBS) Scheme assessment to assess the proposed vehicle's safety performance.

When assessing a road, all connection points to existing RAV networks must be assessed for suitability and a holistic approach should be taken to ensure overall RAV network connectivity in the area.

1.4 Planning Evaluation

Assessment of a proposed RAV route should be checked against any future planning proposals to evaluate the potential impact of RAVs. The relevant road managers should be consulted as part of the assessment process.

1.5 Further Assistance

Additional information and guidance is available from HVS via telephone 138 486 or hvsrouteassessments@mainroads.wa.gov.au

2 ASSESSMENT CRITERIA

2.1 Traffic Data & Accident Statistics

2.1.1 Traffic Counts

In order to determine the suitability of a road for RAV access, it is essential to obtain current traffic counts for the particular road. The traffic counts must be considered when determining appropriate road widths, potential congestion issues and relevant operating conditions. If traffic data is not available, an estimate from the road manager should be obtained.

2.1.2 Accident Statistics

Consultation with the road manager is necessary to establish if there is an accident history on the particular road that needs to be considered during the assessment process. Consideration should be given to applying conditions to the proposed RAV access to mitigate the risks, such as speed restrictions or curfew conditions, which cannot be applied to general access heavy vehicles.

2.2 Structures

2.2.1 Load Capacity

All bridges and load restrictive culverts on the requested route will be assessed for the proposed RAV access by Main Roads Structures Engineering Branch, via HVS. When carrying out an assessment for Network 2, a separate Structures Engineering assessment must be carried out for the Short B-triple combination.

Any bridge restrictions for the Short B-triple combination must be specified in the access conditions for the relevant road.

Consultation with local governments is required to ensure all culverts on local government roads have been appropriately considered.

2.2.2 Structure Width Requirements

To ensure RAVs can safely pass oncoming vehicles when crossing structures, the minimum width between kerbs on a bridge or over a culvert must not be less than the width specified in Table 1.

Table 1: Minimum Width between Kerbs/Carriageway on a Structure

AADT	Minimum Width Between Kerbs/carriageway (m)	Quality of Approaches
Less than 75	3.5*	Structures with adequate Approach Sight Distance (ASD)**.
75 to 150	5.3	Structures with adequate ASD, clearly signed and road clearly marked.
	7.0	Structures that have inadequate ASD, inadequate signage or no road markings.
150 to 500	5.8	Structures with adequate ASD, clearly signed and road clearly marked.
	7.2	Structures that have inadequate ASD, inadequate signage or no road markings.
More than 500	7.2	All structures at this traffic volume

*Conditions apply; refer to 2.4.2 and [Appendix B](#);

**RAV ASD should be measured from a truck driver's eye height of 2.4 metres. Minimum requirements for ASD refer to [Appendix D](#).

2.3 Overhead Clearance

Standard RAVs are approved to travel with a height of up to 4.6 metres. RAV route assessments must confirm that adequate vertical clearances are available to safely accommodate a load/vehicle height of 4.6 metres. An adequate vertical clearance is considered to be 4.6 metres, plus the following overhead clearance:

- Overhead structures, such as bridges and gantry signs - 300 millimetres overhead clearance; and
- Power lines - the minimum overhead clearance required by telecommunications and electrical transmission cable providers.

Where telecommunications and/or electrical transmission cables cross the route, approval for a load/vehicle height of 4.6 metres must be obtained from the relevant controller(s) listed in the “Contact Details for Other Agency Approvals” located on the Oversize Over-mass Permits page of the Main Roads website.

Where the required load/vehicle height of 4.6 metres is not approved by the cable provider, the cable provider must specify the maximum approved load/vehicle height and the location of the restricting power line. RAV access may still be considered with appropriate height conditions.

2.4 Rural Road Widths

When the hauling unit of a RAV travels along a straight path over an uneven surface, the trailing units do not follow along the same path as the lead unit. This is defined as “off-tracking” and depends on several factors, including:

- The steering actions of the driver;
- Vehicle configuration and coupling arrangements between units;
- Misalignment of the axles;
- Suspension (geometry, bump and roll steer effects) and tyre characteristics;
- Vehicle length;
- External disturbances that include road roughness, cross-slope and side loading from wind-gusts; and
- Speed of travel.

The maximum deviation in tracking over a straight section of road, when added to the width of the RAV, and then a safety margin applied, determines how much road width is needed to safely accommodate the RAV.

To assess the widths of rural roads, tables of minimum carriageway widths and sealed widths to accommodate the RAV are listed at [Appendix A](#).

To be suitable for RAV access, a road should be sealed if AADT is over 150 and annual freight tonnage is over 300,000 tonnes per annum. The requirement for the road to be sealed is partly for safety reasons, but more so for road sustainability.

In the absence of any traffic data, the following parameters may enable a judgement as to whether a road needs to be sealed:

- If the road is unlikely to be used by more than 10 RAVs per day; or
- If the road is unlikely to be used by more than 60 RAVs per day over a seasonal two month period.

When considering whether a road has adequate width, an assessment should also be made in relation to any potential risks posed by:

- Crests;
- Pronounced cambers;
- Poor shoulder condition;
- Surface roughness; and
- Reduced sight distances.

Despite a road's width being above the specified minimum in [Appendix A](#), these factors may require additional width, application of specific RAV operating conditions, or in extreme cases, mean the route is unsuitable for RAV access.

Minor width deficiencies are acceptable, particularly if it is only for a small portion of the road. If width requirements are relaxed, consideration should be given to applying conditions to mitigate risk and to ensure safe operation.

Off-tracking of a vehicle combination is more severe at high speeds; therefore minimum seal width may be reduced where speeds are reduced to 60 km/h or less.

Minimum seal widths may also be reduced on roads where all other road users are familiar with the operation of heavy vehicles e.g., farm access roads, industrial areas and mine access roads.

2.4.1 Sight Distance Considerations at Curves and Tight Bends

When the hauling unit of a RAV travels around a curve or tight bend, the trailing units pull across the curve or tight bend and as such, require additional road width. This is defined as "swept width" and depends on several factors, including:

- Radius of the curve or tight bend;
- Length of vehicle combination;
- Number and type of articulation points; and
- Road surface and geometry.

In instances where it is identified the RAV would be required to utilise additional road width when travelling around a curve or tight bend, potentially encroaching into oncoming traffic, the assessor must ensure there is sufficient visibility on the approach to the curve or tight bend to observe oncoming vehicles, and react or stop if necessary. The table in [Appendix D](#) shows the required sight distance for RAVs, given the speed and the gradient of the road.

It will be necessary for the assessor to conduct swept path assessments on curves to determine if the RAV is likely to encroach into oncoming traffic.

Note: *Access should be declined if the RAV crosses a solid white line when traversing a curve or tight bend, unless there is sufficient sight distance.*

2.4.2 Low Volume Road Width

When assessing road width, where traffic volumes are less than 75 vehicles per day and the road width does not meet the requirements in [Appendix A](#), the width of the road may be assessed in accordance with the requirements in [Appendix B](#) and the relevant conditions in [Appendix E](#) should be applied.

A Type B low volume road should not exceed the maximum road length stipulated in Table 2.

Table 2: Maximum allowable road length for Type B suitability

Daily Traffic Volume	0 to 15 VPD	16 to 30 VPD	31 to 50 VPD	51 to 75 VPD
Max Road Length	5.0 km	2.0 km	1.5 km	1.0 km

2.4.3 Traffic Volume Consideration

It is important to use the most appropriate measure of traffic volume when determining if [Appendix A](#) or [Appendix B](#) should be applied.

AADT is an average daily traffic count for the year, while VPD is an actual measure of the daily traffic count, which is more appropriate for recording seasonal traffic.

[Appendix A](#) road widths should always be used, unless both the AADT and any increased seasonal traffic volumes (measured in VPD) are less than 75, in which case it is appropriate to use [Appendix B](#).

2.4.4 Assessing a Road in Sections

The road may be composed of a number of sections that vary in their standard and that would fall into different categories of RAV suitability, or require different operating conditions (e.g., for low volume roads). Width variation is a typical example of this principle. Where differing sections are reasonably long, it can be beneficial to separately assess each section as to its category of RAV access and any applicable operating conditions. Assessors should only consider applying this method of assessment where there is a likely benefit and a practical start and finish point, otherwise it is extremely difficult for drivers to comply with the changing conditions.

2.4.5 Short Sections of Reduced Width

There may be short narrow sections along the road due to narrow structures, roadside vegetation or short narrow sections of pavement. The entire length of the road does not need to meet the minimum road width requirements, provided the narrow sections comply with paragraphs (a) and (b) below.

(a) Traffic Volume Less than 75 Vehicles per Day

This paragraph only applies to low volume rural roads that do not meet the width requirement in [Appendix A](#), the road width has been assessed in accordance with [Appendix B](#) and the relevant conditions in [Appendix E](#) have been applied.

Where all narrow sections of the low volume rural road meet the following criteria, the narrow sections can be excluded from the overall road width assessment:

- Narrow sections must not be less than 3.5 metres wide;
- Each narrow section must not be more than 100 metres long;
- A combination of narrow points that are all within a single 100 metres length of road can be considered to be one single narrow section;
- Two adjacent narrow sections must not be within 150 metres of each other;
- The approach sight distance from both ends of the narrow section must comply with [Appendix D](#); and

If any narrow section fails to meet the 3.5 metres minimum width criteria, the route shall be considered unsuitable for RAV access.

Where all narrow sections meet the 3.5 metres minimum width criteria, but do not meet all the remaining criteria, the road shall be considered unsuitable for two-way RAV access. However, the

road may still be suitable for one-way RAV access only, provided relevant conditions as per [Appendix B](#) for a Type B road are applied. Type B roads suitability is also subject to traffic volume and road length requirements outlined in Table 2.

(b) Traffic Volume from 75 to 500 Vehicles per Day

This paragraph only applies to medium volume roads that is having the road width assessed in accordance with [Appendix A](#).

Where all narrow sections of a medium volume road meet the following criteria, the narrow sections can be excluded from the overall road width assessment: :

- Narrow sections should not have a carriageway width more than 1.3 metres below the requirements in [Appendix A](#);
- For a sealed road, narrow sections should not have a sealed width more than 0.2 metres below the requirements in [Appendix A](#);
- Each narrow section should not be more than 2 kilometres long; and
- The combined length of narrow sections should not be more than 15% of total road length.

2.5 Urban and Town Site Road Widths

There are a number of width requirements to be considered for RAVs travelling in urban and town site areas. As well as accommodating the additional swept width of RAVs, the width requirements for activities such as cycling and kerbside parking also need to be taken into account. The minimum road width requirements for town site areas are listed in [Appendix C](#).

2.6 Provision for Overtaking

RAVs tend to operate at lower average speeds than light vehicles. If the road does not have sufficient overtaking opportunities, drivers of light vehicles may experience delays behind slower moving RAVs and in some cases may form queues of vehicles waiting to overtake. This may cause driver frustration and thereby increase the risk of drivers attempting to overtake when it is not safe. Therefore, it is essential, from a road safety perspective, to have adequate overtaking opportunities on a RAV route.

It is recommended that AADT figures are used to assess overtaking opportunities, however the assessor should consider the impact of seasonal traffic during the assessment, as the AADT could be less than seasonal peak traffic volumes.

The volume of traffic and percentage of RAVs on the route affects the requirement for overtaking opportunities. To assess the suitability of overtaking opportunities, an AADT derived using the Passenger Car Equivalence (PCE) factors (refer to Table 3) shall be used. The derived AADT is calculated by multiplying the AADT for each of the Austroads vehicle classes by the PCE factor based on the road's terrain. This derived AADT is the figure to use to determine the maximum distance between overtaking opportunities in Table 4.

An example of calculating the derived AADT is listed below:

	Sum of AVG AADT	PCE Flat Terrain	AADT Flat Terrain
Austroads 1 & 2	3,180	1	3,180
Austroads 3, 4 & 5	1,893	2	3,786
Austroads 6, 7 8 & 9	285	2.5	713
Austroads 10 (RAV 2 - 4)	120	4	480
Austroads 11 (RAV 5 - 8)	117	4	468
Austroads 12 (RAV 9 -10)	2	9	14
		AADT derived	8,640

PCE factors represent the equivalent number of light vehicles for a particular type of RAV or general access heavy vehicle. The use of PCE factors provides a derived AADT value that can then be used to better assess overtaking opportunities.

Table 3: Passenger Car Equivalence Factors for RAVs

Vehicle Types	PCE Factors on Flat Terrain	PCE Factors on Rolling Terrain
Austroads Class 1	1	1.3
Austroads Class 2	1	1.3
Austroads Class 3 to 5	2	3.5
Austroads Class 6 to 9	2.5	5
Austroads Class 10 - RAVs Categories 2-4	4	10
Austroads Class 11 - RAVs Categories 5-8	4	10
Austroads Class 12 - RAVs Categories 9-10	9	22

The maximum distances between overtaking opportunities are shown in Table 4.

Table 4: Maximum Distances between Overtaking Opportunities

AADT (Derived using PCE Factors)	Maximum average distance between overtaking opportunities	Maximum distance between any two overtaking opportunities	Notes
500 or below	N/A	N/A	Provision of additional opportunities is usually not justified.
501 to 1000	15 km	30 km	
1001 to 1800	8 km	15 km	
1801 and above	5 km	10 km	At AADT > 2700, additional opportunities that exceed the criteria may be necessary.

For each overtaking opportunity, the portion of road available to complete the overtaking opportunity should meet the minimum length shown in Table 5.

Table 5: Minimum Length for Overtaking Opportunities

Road Section Operating Speed (km/h)	Assumed Truck Speed (km/h)	Length (m)		
		RAVs Categories 2-4	RAVs Categories 5-8	RAVs Categories 9-10
70	60	600	640	690
80	69	740	790	860
90	77	890	950	1040
100	86	1070	1130	1240
110	94	1290	1310	1440

Note: The above lengths are generally determined by measuring the length of the divided line where overtaking is permitted.

2.7 Steep Grades

2.7.1 RAVs Losing Speed on Grades

The speed of RAVs ascending long and steep grades can be reduced to the extent that the speed differential is hazardous for vehicles approaching from behind. If possible, steep ascending grades should have overtaking lanes.

In some cases where an overtaking lane is not provided, the drivers of faster following vehicles may become frustrated and attempt an overtaking manoeuvre when unsafe to do so. A RAV speed reduction to 40 km/h is considered the threshold point at which drivers will seek to overtake a slower vehicle, regardless of whether or not adequate sight distance is available.

Table 6 outlines the maximum distance required for a laden RAV travelling up a grade to slow down to 40 km/h. For roads with grades, or consecutive varying grades, exceeding these distances, it is recommended that the road should have an additional climbing lane for RAVs.

Table 6: Maximum distances (m) of uphill travel before RAV speeds are reduced to 40 km/h

Grade %	RAVs Categories 2-6		RAVs Categories 7-8		RAVs Categories 9-10	
	80 km/h Approach Speed	100 km/h Approach Speed	80 km/h Approach Speed	100 km/h Approach Speed	80 km/h Approach Speed	100 km/h Approach Speed
3	*	*	*	*	1080	1650
4	950	1410	900	1350	690	1110
5	640	980	610	960	520	840
6	480	760	470	750	410	680
7	390	630	380	620	340	570
8	330	530	320	530	290	490

* RAV can maintain a higher speed than 40 km/h on these grades.

2.7.2 Maximum Grade Requirements for RAVs

For a route to be suitable for RAV access there must be no steep grades that are in excess of the limits in Table 7.

Table 7: Grades Limits for RAVs

	Sealed Roads	Gravel Roads
RAVs Categories 2-6	8%	5%
RAVs Categories 7-8	6%	4%
RAVs Categories 9-10	5%	3%

2.8 Turning at Intersections

It is essential that intersections can be safely negotiated, with minimal or no interference to other traffic and minimal risk of damage to property.

2.8.1 Vehicle Speed While Negotiating the Turn

The vehicle turning radius is directly related to the maximum turning speed of the vehicle:

- For intersections where the vehicle must always stop before turning (e.g., at a Stop sign), a turning speed of 5-15 km/h is generally sufficient;
- For intersections where the vehicle rarely or never needs to stop before turning, a speed of 20 km/h to 30 km/h can be assumed; and
- A turning speed of 30 km/h or more can be used on roads with high posted speed limits with high traffic volumes, where the RAV is likely to turn at a higher speed.

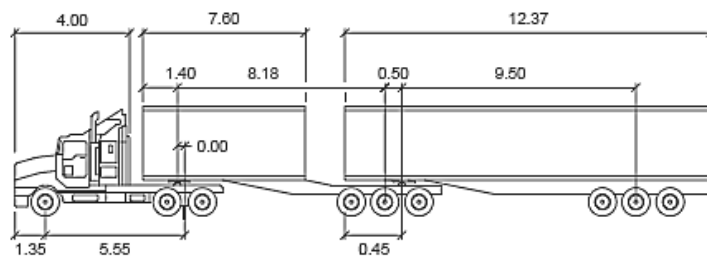
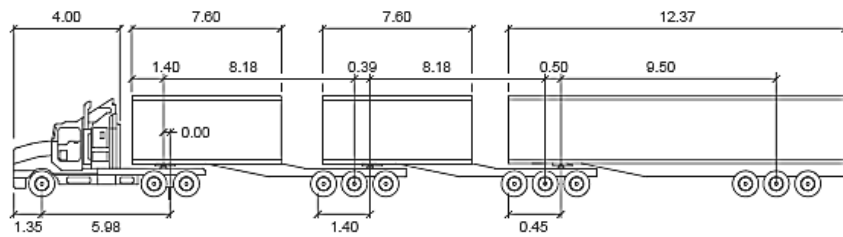
2.8.2 Turning Clearances

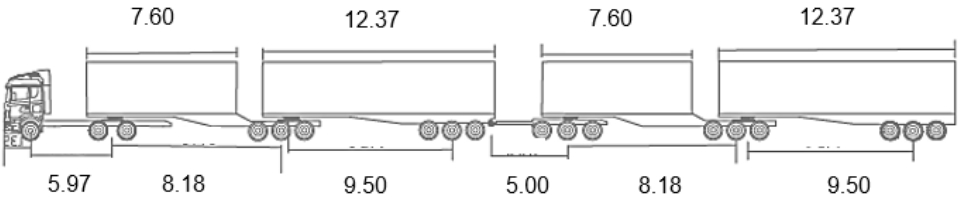
Where there is any possibility that the RAV may have insufficient clearance from kerbs or other nearby objects, standard turning templates shall be used to accurately check the swept path of the RAV.

Using a suitable vehicle swept path simulation software, the appropriate vehicle combination must be used to check all turning movements at all required intersections and any clearance problems should be noted on the *RAV Route Assessment Form*. As a rule:

- The wheel paths of the rear trailer of the RAV must not come any closer than 200 millimetres from the face of any kerb, unless the kerb is designed to be mounted, in which case the 200 millimetres clearance is not applied.
- If there is no kerb (such as a gravel road), the edge of the road formation can be taken as the kerb.
- The swept path must not come any closer than 200 millimetres to a nearby object.
- For a left or right turn, the wheel paths must not cross over the centreline of the road, unless the sight distances in all directions of the intersection are adequate according to [Appendix D](#).

Table 8: Vehicle combinations for completing swept path assessments

RAV Categories	Assessment Vehicle	Maximum Length (m)																
2-4	<div><div>B-double</div><div></div><div><div>B-Double HVS</div><div>meters</div><div><table><tr><td>Tractor Width</td><td>: 2.50</td><td>Lock to Lock Time</td><td>: 6.0</td></tr><tr><td>Trailer Width</td><td>: 2.50</td><td>Steering Angle</td><td>: 35.0</td></tr><tr><td>Tractor Track</td><td>: 2.50</td><td>Articulating Angle</td><td>: 70.0</td></tr><tr><td>Trailer Track</td><td>: 2.50</td><td></td><td></td></tr></table></div></div></div>	Tractor Width	: 2.50	Lock to Lock Time	: 6.0	Trailer Width	: 2.50	Steering Angle	: 35.0	Tractor Track	: 2.50	Articulating Angle	: 70.0	Trailer Track	: 2.50			27.5
Tractor Width	: 2.50	Lock to Lock Time	: 6.0															
Trailer Width	: 2.50	Steering Angle	: 35.0															
Tractor Track	: 2.50	Articulating Angle	: 70.0															
Trailer Track	: 2.50																	
5-7	<div><div>B-triple</div><div></div><div><div>B-Triple HVS</div><div>meters</div><div><table><tr><td>Tractor Width</td><td>: 2.50</td><td>Lock to Lock Time</td><td>: 6.0</td></tr><tr><td>Trailer Width</td><td>: 2.50</td><td>Steering Angle</td><td>: 35.0</td></tr><tr><td>Tractor Track</td><td>: 2.50</td><td>Articulating Angle</td><td>: 70.0</td></tr><tr><td>Trailer Track</td><td>: 2.50</td><td></td><td></td></tr></table></div></div></div>	Tractor Width	: 2.50	Lock to Lock Time	: 6.0	Trailer Width	: 2.50	Steering Angle	: 35.0	Tractor Track	: 2.50	Articulating Angle	: 70.0	Trailer Track	: 2.50			36.5
Tractor Width	: 2.50	Lock to Lock Time	: 6.0															
Trailer Width	: 2.50	Steering Angle	: 35.0															
Tractor Track	: 2.50	Articulating Angle	: 70.0															
Trailer Track	: 2.50																	

9-10	Double B Double  Double B-Double HVS Track Width 2.50m Trailer Width 2.50m Tractor Width 2.50m Trailer Track 2.50m Lock to Lock Time 6.0 Steering Angle 35.0 Articulating Angle 70.0	53.5
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2.8.3 Intersection Layout

To assist in ensuring network performance levels are maintained, the assessor needs to identify if acceleration lanes and turn pockets are present at intersections and the length of these treatments.

Capturing this information in the assessment will assist in determining if network improvements are necessary, in consultation with the road manager.

2.8.4 Approach Sight Distance

The route shall be rejected if the driver of a RAV approaching the intersection has insufficient visibility to observe the intersection, or advance intersection warning, and react or stop if necessary. The table in [Appendix D](#) shows the required sight distances for RAVs, given the vehicle type, speed and the gradient of the road. When measuring the available approach sight distance, the measurement must be taken from a truck driver's eye height of 2.4 metres.

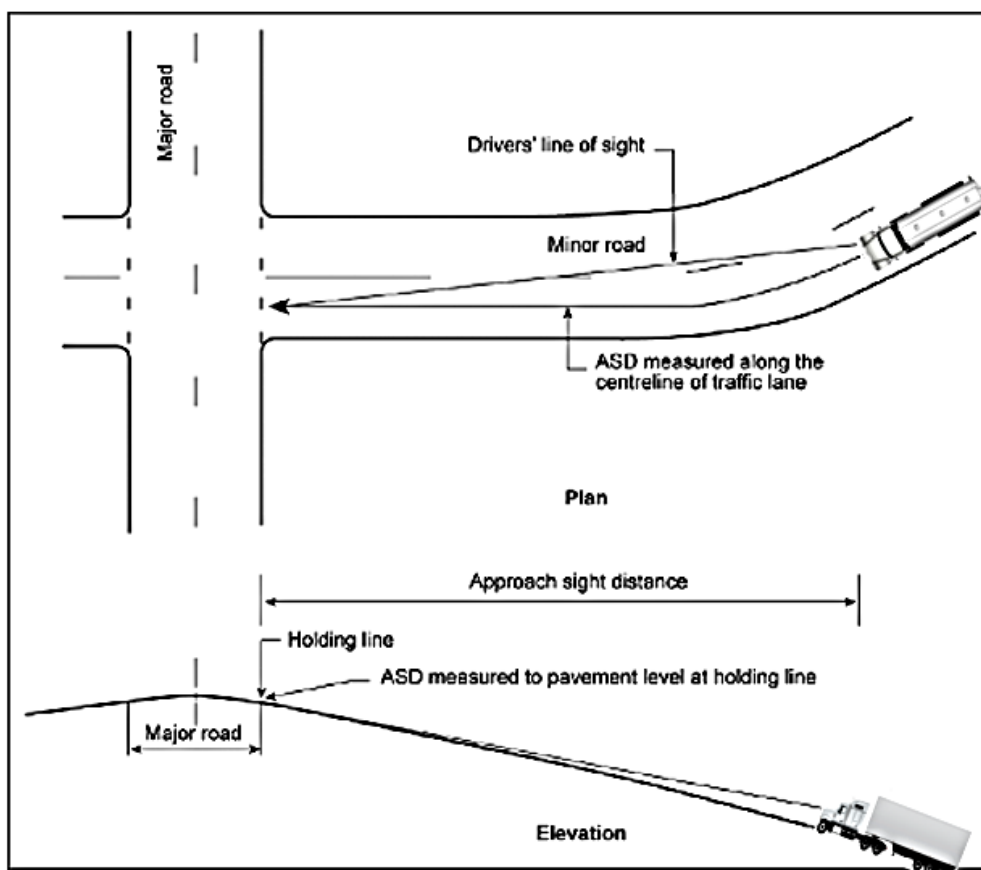


Figure 1: Example of Approach Sight Distance

2.8.5 Entering Sight Distance

The road shall be rejected if the driver of a RAV, entering a through road, does not have appropriate sight distance to see a sufficient gap in oncoming traffic that will allow a RAV, with greater length and lower acceleration capacity, to clear the intersection safely. The table in [Appendix D](#) shows the required sight distances for RAVs, given the vehicle type, speed and the gradient of the road. When measuring the available entering sight distance, the measurement must be taken from a truck driver's eye height of 2.4 metres to a height that considers all traffic.

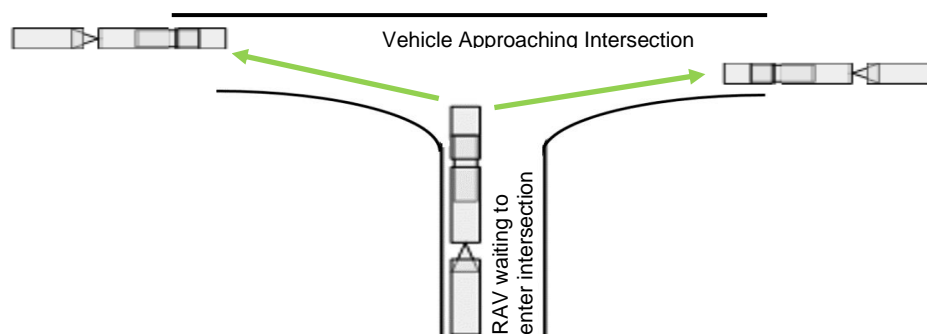


Figure 2: Example of Entering Sight Distance

The angle and gradient of the intersection should also be considered to determine if additional time is required for a RAV to manoeuvre the intersection, for instance a steep upgrade in the direction of travel will adversely affect the RAV's start up and acceleration when entering the through road.

Note: The entering sight distance requirement is only required for intersections that are not controlled by traffic signals, with the exception of a right turning movement with no right turn arrow.

2.9 Railway Level Crossings

The various operational requirements at railway crossings are described in the *Railway Crossing Control in Western Australia Policy and Guidelines* found on the Main Roads website.

The following points highlight the main considerations for RAVs at railway crossings for the various levels of protection.

2.9.1 Inadequate Approach Stacking Distance

Inadequate approach stacking distance occurs where the distance between the railway and a nearby intersection is insufficient to enable a vehicle to stop at the crossing without impeding the traffic flow at the intersection.

Approach stacking distance is measured from the vehicle stopping line at the railway crossing to the nearest shoulder edge of the crossroad. The vehicle stopping line at a railway crossing is normally indicated by a painted line or, in the absence of a marked line, it is assumed to be 3.5 metres back from the nearest rail.

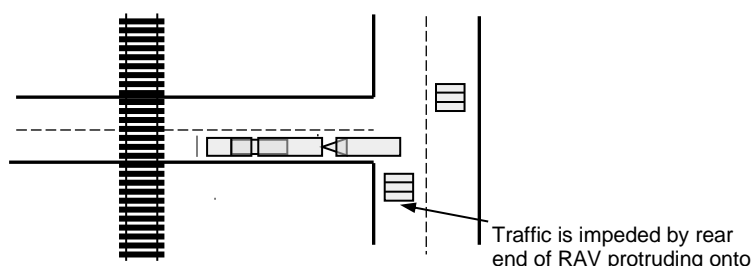


Figure 3: Examples of Inadequate Approach Stacking Distance

2.9.2 Inadequate Departure Stacking Distance

Inadequate departure stacking distance occurs when part of a vehicle would encroach within 3.5 metres of the railway track, while stopped to give way to traffic on the priority road of an adjacent intersection. An exception is in cases where the intersection is controlled by traffic signals that are coordinated with the railway crossing signals.

Departure Stacking Distance is measured from the vehicle stopping line at the intersection to within 3.5 metres of the nearest railway track. In the absence of marked lines, the measurement is to be taken from the edge of the through lane (if there are edge lines) or the edge of the seal.

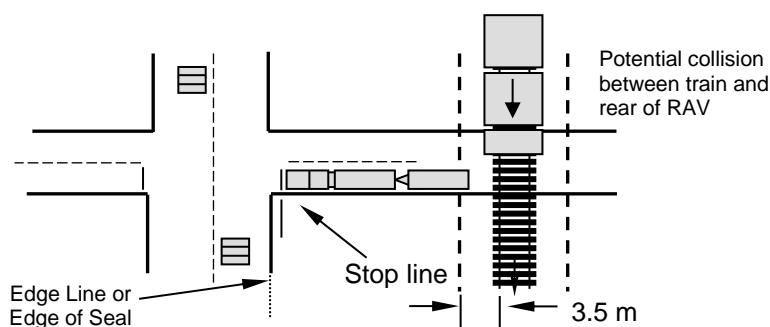


Figure 4: Examples of Inadequate Departure Stacking Distance

2.9.3 Adequate Stacking Distance

Figure 5 shows the methodology for measuring approach and departure stacking distances. Ideally, a clearance of 3.5 metres should be applied when assessing the available approach stacking distance. However, if the approach stacking distance is at least the length of the RAV and there is sufficient ESD for other vehicles departing the intersection, while there is a RAV stopped at the rail, a lesser clearance is acceptable.

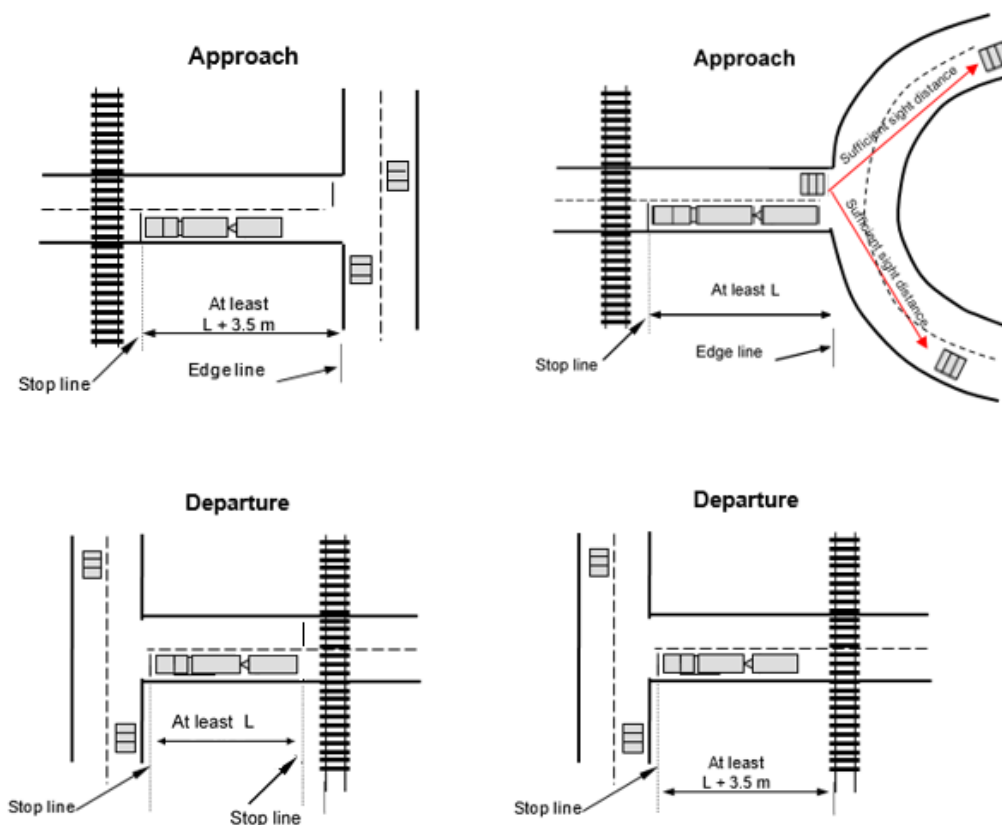


Figure 5: Examples of Adequate Stacking Distances

2.9.4 RAVs at Crossings Protected by Give Way or Stop Signs

The driver of a RAV approaching a railway crossing protected by a GIVE WAY or a STOP sign needs to be able to see the crossing from a sufficient distance to allow enough time to stop the RAV if required. The ASD to a railway crossing must meet [Appendix D](#).

There also needs to be sufficient sight distance for the driver of a RAV, after having stopped at a railway crossing with a GIVE WAY or STOP sign, to see an oncoming train and allow adequate time to safely cross. The required sight distances for RAVs at railway crossings must meet:

- The S3 formula for STOP signs of the Australian Standards AS1742.7-2016 – Manual of Uniform Traffic Control Devices – part 7: Railway Crossings.

The S3 formula determines the minimum distance required for the driver of a vehicle stopped at the railway crossing to be able to see an oncoming train in order to safely cross.

When measuring the available sight distance to all directions at rail crossings, a truck driver's eye height of 2.4 metres is recommended.

Where railway crossings with STOP signs are located along the proposed route, the assessor must record the information shown below in Figure 6 on the *RAV Route Assessment Form*. This information is then used to calculate the S3 formula.

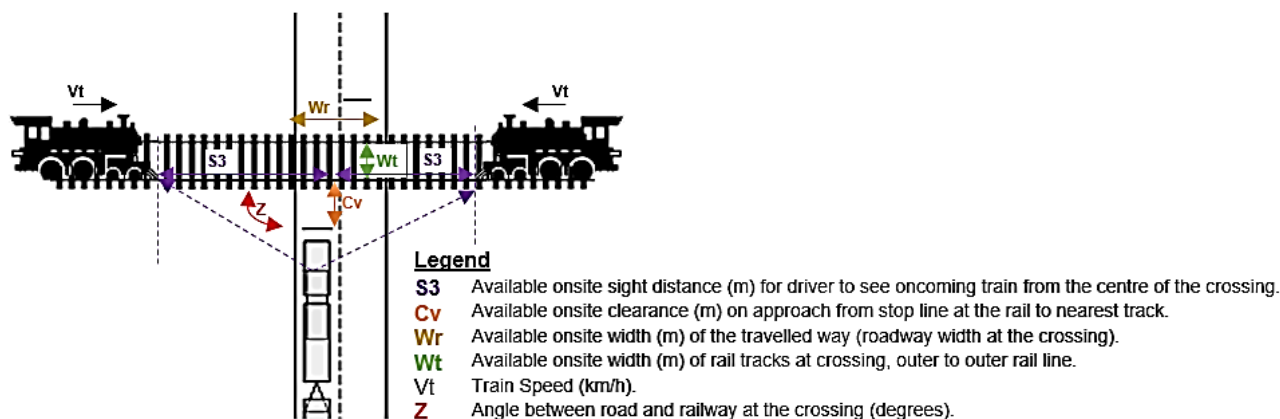


Figure 6: Required Information from Onsite Assessment for S3 Calculation

2.9.5 RAVs at Railway Crossings Protected by Flashing Lights

The visibility of the primary flashing lights and advance flashing yellow warning signs displayed on the approach to crossings, must be assessed so that the driver can safely stop if required. The sight distance to the flashing lights, or alternatively the advance flashing yellow warning signs must meet the minimum requirements in [Appendix D](#).

When measuring the available sight distance to all directions at rail crossings, a truck driver's eye height of 2.4 metres is recommended.

2.10 Off-road Parking

In rural and remote areas, the route should have adequate off-road truck parking facilities at sufficient spacing along the route.

In any one direction of travel, the maximum spacing for off-road parking facilities should be:

- Rural Area roads - 80 kilometres
- Remote Area roads - 120 kilometres

Adequate off-road parking facility is defined as any:

- Service station or roadhouse, (or other commercial establishment), with provision for public truck parking;
- Signed parking bay, truck bay, rest area; or
- Designated road train assembly area.

Which meets the following criteria:

- Minimum approach sight distance (measured from a truck driver's eye height of 2.4 metres) to the entry/exit point are in accordance with [Appendix D](#); and
- Minimum entering sight distance (measure from a truck driver's eye height of 2.4 metres to a height that considers all traffic.) from the entry/exit point in accordance with [Appendix D](#); and
- The full length of the RAV can be parked within the parking area, without encroachment onto the carriageway. The ideal minimum clearance between the parked RAV and the adjacent road is shown in Table 9 (as per the example in Figure 7).

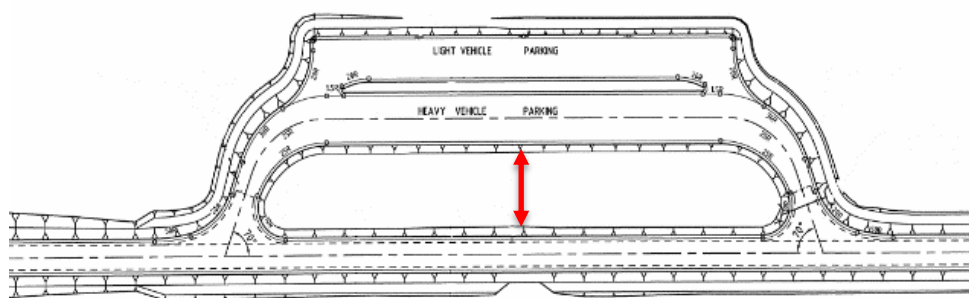


Figure 7: Minimum clearance between road pavement and parking bay

Table 9: Minimum safe clearance distance of parked RAV from road

Speed Limit (km/h)	Minimum Clearance from edge of pavement* (m)
60	5
70	5.7
80	6.2
90	7.6
100	8.8
110	11

2.11 Other Road Users

Consideration must be given to the risks a RAV may pose to more vulnerable road users, such as the following:

- Pedestrians;
- Cyclists;
- Tourists and recreational users (who may be unfamiliar with the conditions);
- School buses, where the buses are dropping children adjacent to the road in a non-dedicated bus stop.

3 COMMUNITY CONSIDERATIONS

HVS will consult with the relevant Local Government and/or Main Roads Region for input in relation to potential adverse impacts on the local community that may result from approving RAV access.

4 RAIL CONTESTABILITY

HVS will consult with the Department of Transport if they consider the proposed RAV access may be contestable with rail.

5 APPENDICES

Appendix	Title
Appendix A	Rural Road Minimum Widths
Appendix B	Low Volume Rural Road Minimum Widths
Appendix C	Townsite Road Minimum Widths
Appendix D	Required Sight Distance
Appendix F	Operating Conditions
Appendix F	RAV Access Assessment Process

Appendix A: Rural Road Minimum Width

	60 to 70 km/h		80 to 100 km/h	
	Carriageway Width (m)	Sealed Width (m)	Carriageway Width (m)	Sealed Width (m)

0 to 150 AADT / VPD***

RAVs Categories 2-4	7.6	3.3	7.9	3.4
RAVs Categories 5-7	7.7	3.4	8.0	3.5
RAVs Categories 8-10	8.2	3.8	8.6	3.9

150 to 500 AADT / VPD

RAVs Categories 2-4	7.6	5.6	7.9	5.9
RAVs Categories 5-7	7.7	5.7	8.0	6.0
RAVs Categories 8-10	8.2	6.1	8.6	6.4

500 to 1 000 AADT

RAVs Categories 2-4	7.9	6.1	8.2	6.4
RAVs Categories 5-7	8.0	6.2	8.3	6.5
RAVs Categories 8-10	8.6	6.6	9.0	6.9

More than 1 000 AADT

RAVs Categories 2-4	9.6	6.8	9.9	7.1
RAVs Categories 5-7	9.7	6.9	10.0	7.2
RAVs Categories 8-10	10.6	7.6	11.0	8.0

Notes:

- The carriageway widths given in the above table should be used for assessing usable width on gravel roads.
- A road should be sealed if the AADT is over 150 and the annual freight tonnage is over 300,000 TPA. In the absence of any traffic data, the following parameters may be a guide: the uniform annual loaded RAV traffic volume exceed 10 vehicles per day; or the loaded RAV traffic volume exceed 60 vehicles per day over a seasonal two month period.

Appendix B Low Volume Rural Road Minimum Widths

Type A Road (suitable for two-way RAV traffic)

	40 km/h	60 km/h
	Carriageway Width (m)	Carriageway Width (m)
RAVs Categories 2-7	5.8	6.1
RAVs Categories 9-10	5.9	6.3

Notes:

- This section is not to be used for assessing routes for RAV Category 8.
- For Type A low volume roads, [Appendix E](#) operating conditions 1, 2, 3, 4, 5, 7 and 8 may be applied as a condition;
- If a road is at least 1.0 metre wider than the widths specified for 60km/h, an 80km/h speed restriction should be considered. A speed restriction above 80km/h should only be considered if the road is sealed, has good sight distance and presents no significant safety concern.

Type B Road (unsuitable for two-way RAV traffic)

	40 km/h
	Carriageway Width (m)
RAVs Categories 2-7	3.5*
RAVs Categories 9-10	3.5*

Note:

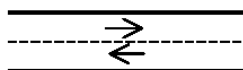
- For type B low volume roads, [Appendix E](#) operating conditions 1, 2, 3, 4, 5, 6, 7 and 8 may be applied as a condition.

Appendix C: Town Site Road Minimum Widths

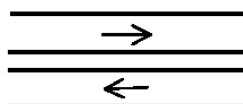
Feature	RAVs Categories 2-4		RAVs Categories 5-8		RAVs Categories 9-10	
	60 - 70 km/h	80-100 km/h	60 - 70 km/h	80-100 km/h	60 - 70 km/h	80-100 km/h
(Undivided carriageway – 2 Way) Width between sealed edge and road centre (m)						
Basic / unmarked	3.2	3.5	3.3	3.7	3.6	4.1
with marked separation line	3.5	3.8	3.6	4.0	3.9	4.4
with dedicated cycle lane	4.7	5.5	4.8	5.7	5.1	6.1
with dedicated or regular parallel parking	5.7	NA	5.8	NA	6.1	NA
with dedicated angle (45°) parking	9.2	NA	9.3	NA	9.6	NA
(Divided carriageway – single lane) Width between sealed edge and edge of median or traffic island (m)						
Basic / unmarked	3.5	3.8	3.6	4.0	3.9	4.4
with dedicated cycle lane	5.0	5.8	5.1	6.0	5.4	6.4
with dedicated or regular parallel parking	6.0	NA	6.1	NA	6.4	NA
with dedicated angle (45°) parking	9.5	NA	9.6	NA	9.9	NA
(Undivided carriageway – 2 lanes) Width between sealed edge and road centre (m)						
Basic / unmarked	6.6	7.0	6.7	7.1	7.0	7.5
with dedicated cycle lane	8.1	9.0	8.2	9.1	8.5	9.5
with dedicated or regular parallel parking	9.1	NA	9.2	NA	9.5	NA
(Divided carriageway – 2 lanes) Width between sealed edge and edge of median or traffic island (m)						
Basic / unmarked	6.6	7.0	6.7	7.1	7.0	7.5
with dedicated cycle lane	8.1	9.0	8.2	9.1	8.5	9.5
with dedicated or regular parallel parking	9.1	NA	9.2	NA	9.5	NA
(Multiple Lane Carriageways – 3 or more lanes) Width of additional through lane (m)						
basic	3.2	3.4	3.3	3.5	3.4	3.6

Note: An explanation of road type descriptors is as follows:

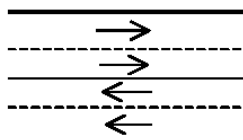
Undivided Carriageway - 2 Way



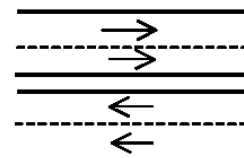
Divided Carriageway - Single Lane



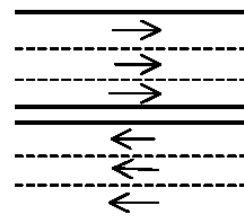
Undivided Carriageway - 2 Lanes



Divided Carriageway - 2 Lanes



Multiway Carriageway - 3 or more lanes



Appendix D: Required Sight Distances

Posted Speed km/h	Downhill				Level	Uphill			
	-8%	-6%	-4%	-2%		2%	4%	6%	8%
40	74	72	70	68	66	65	64	62	61
50	102	98	95	92	89	87	85	84	82
60	134	128	123	119	116	112	110	107	105
70	170	162	155	149	144	140	136	133	130
80	209	198	190	182	176	170	165	161	157
90	252	239	228	218	210	203	197	191	186
100	308	290	275	263	252	242	234	227	220

The above values have been derived using the formula given in Austroads Guidelines with following factors:

Reaction Time	4.0 s
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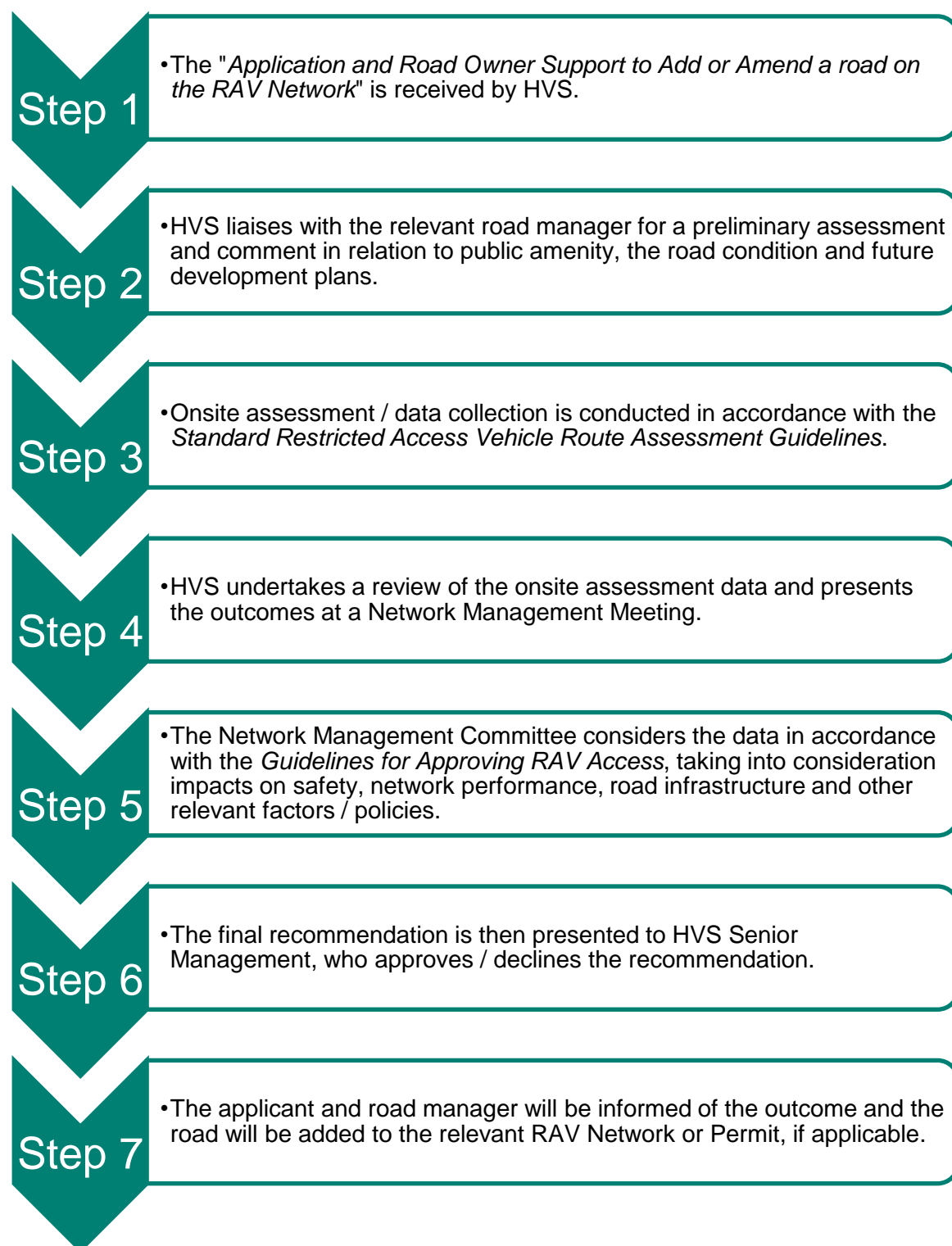
(Deceleration rate of 0.29g up to 90 km/h, 0.28g at 100 km/h.)

Appendix E: Operating Conditions

These and other similar operating conditions may be applied to the assessment of low volume roads.

1. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover.
2. No operation on unsealed road segment when visibly wet, without road owner's approval.
3. Headlights must be switched on at all times.
4. Speed restrictions of 40 km/h or 60 km/h as determined from [Appendix B](#).
5. Direct radio contact must be maintained with other RAVs to establish their position on or near the road (suggested UHF Ch 40).
6. For a single lane road, the road must not be entered until the driver has established via radio contact that there is no other RAV on the road travelling in the oncoming direction.
7. Operation is not permitted while the school bus is operating on the road. Operators must contact the relevant schools directly and obtain school bus timetables; or where direct contact can be made with the school bus driver, operation is permitted once the school bus driver confirms all school drop-offs/ pick-ups have been completed on the road.
8. Current written support from the road asset owner, endorsing use of the road, must be obtained, carried in the vehicle and produced upon request.

Appendix F: RAV Access Assessment Process



Ordinary Council Meeting 15 May 2025

Attachment 1- 11.2.1a Monthly Financial Report as at 30 April 2025

Attachment 2- 11.2.1b Bank Reconciliation for the period ending 30 April 2025

Attachment 3- 11.2.1c List of Accounts Paid for the period ending 30 April 2025

Item 11.2.1- Monthly Financial Report – April 2025

SHIRE OF MORAWA

MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the Period Ended 30 April 2025

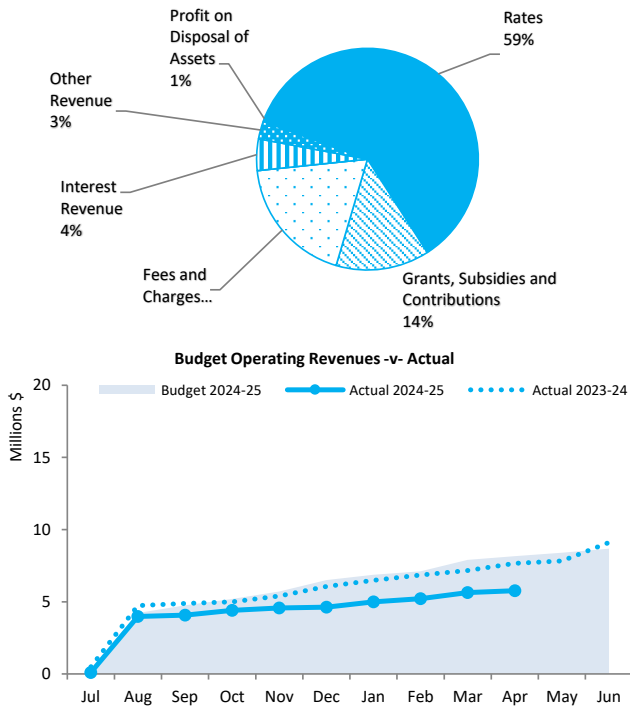
LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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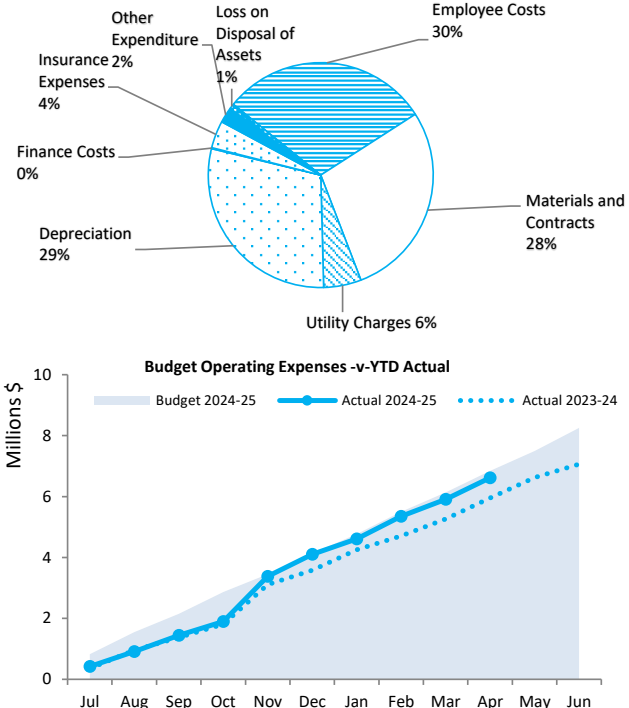
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OPERATING ACTIVITIES

OPERATING REVENUE

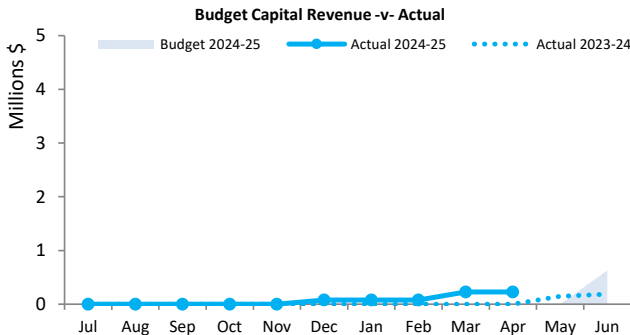


OPERATING EXPENSES

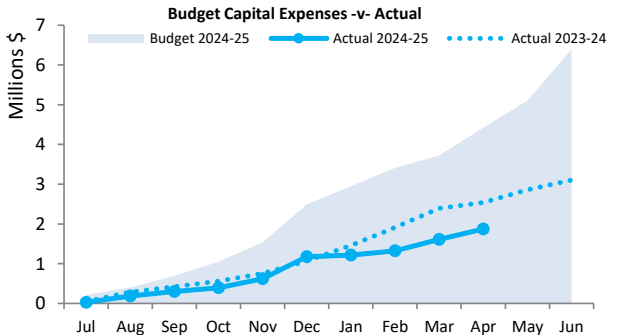


INVESTING ACTIVITIES

CAPITAL REVENUE

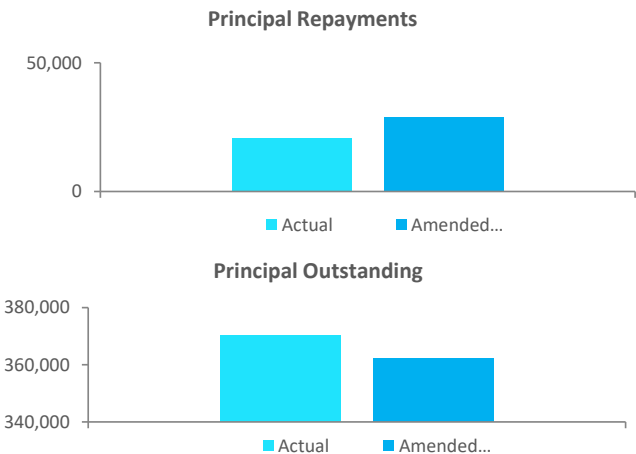


CAPITAL EXPENSES

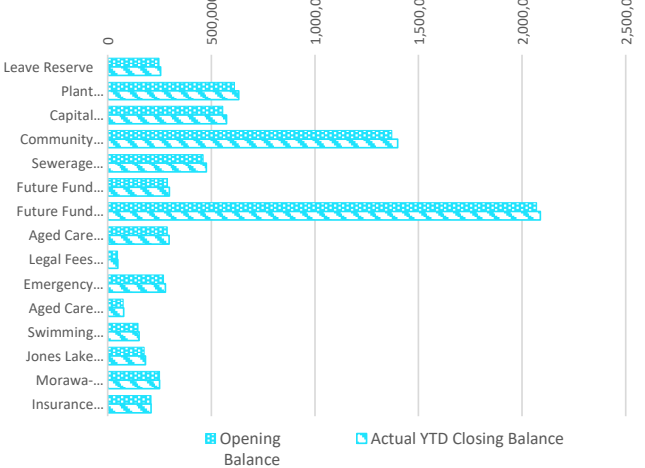


FINANCING ACTIVITIES

BORROWINGS



RESERVES



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

Funding surplus / (deficit) Components

Funding surplus / (deficit)				
	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
Opening	\$3.00 M	\$3.00 M	\$3.00 M	\$0.00 M
Closing	(\$0.00 M)	\$1.84 M	\$2.27 M	\$0.43 M
Refer to Statement of Financial Activity				

Cash and cash equivalents		
	\$10.07 M	% of total
Unrestricted Cash	\$2.85 M	28.3%
Restricted Cash	\$7.22 M	71.7%
Refer to Note 2 - Cash and Financial Assets		

Payables		
	\$0.35 M	% Outstanding
Trade Payables	\$0.15 M	
0 to 30 Days		92.3%
30 to 90 Days		0.0%
Over 90 Days		7.7%
Refer to Note 5 - Payables		

Receivables		
	\$0.75 M	% Collected
Rates Receivable	\$0.72 M	82.9%
Trade Receivable	\$0.03 M	% Outstanding
30 to 90 Days		543.9%
Over 90 Days		582.6%
Refer to Note 3 - Receivables		

Key Operating Activities

Amount attributable to operating activities			
Amended Budget	YTD Budget (a)		Var. \$ (b)-(a)
(\$0.02 M)	\$0.63 M	\$0.50 M	(\$0.13 M)
Refer to Statement of Financial Activity			

Rates Revenue		
YTD Actual	\$3.07 M	% Variance
YTD Budget	\$3.07 M	(0.2%)
Refer to Note 6 - Rate Revenue		

Grants and Contributions		
YTD Actual	\$0.71 M	% Variance
YTD Budget	\$1.05 M	(32.4%)
Refer to Note 13 - Operating Grants and Contributions		

Fees and Charges		
YTD Actual	\$0.98 M	% Variance
YTD Budget	\$1.01 M	(3.3%)
Refer to Statement of Financial Activity		

Key Investing Activities

Amount attributable to investing activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$5.69 M)	(\$4.28 M)	(\$1.87 M)	\$2.41 M
Refer to Statement of Financial Activity			

Proceeds on sale		
YTD Actual	\$0.23 M	%
Amended Budget	\$0.21 M	6.6%
Refer to Note 7 - Disposal of Assets		

Asset Acquisition		
YTD Actual	\$1.87 M	% Spent
Amended Budget	\$5.69 M	0.0%
Refer to Note 8 - Capital Acquisitions		

Capital Grants		
YTD Actual	\$0.60 M	% Received
Amended Budget	\$2.78 M	(78.6%)
Refer to Note 8 - Capital Acquisitions		

Key Financing Activities

Amount attributable to financing activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$0.29 M)	(\$0.14 M)	(\$0.17 M)	(\$0.03 M)
Refer to Statement of Financial Activity			

Borrowings	
Principal repayments	\$0.02 M
Interest expense	\$0.01 M
Principal due	\$0.37 M
Refer to Note 9 - Borrowings	

Reserves		
Reserves balance	\$7.22 M	
Interest earned	\$0.15 M	0.0%
Refer to Note 11 - Cash Reserves		

Lease Liability	
Principal repayments	\$0.00 M
Interest expense	\$0.00 M
Principal due	\$0.00 M
Refer to Note 10 - Lease Liabilities	

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

KEY TERMS AND DESCRIPTIONS
FOR THE PERIOD ENDED 30 APRIL 2025

STATUTORY PROGRAMS

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

PROGRAM NAME AND OBJECTIVES	ACTIVITIES
GOVERNANCE To manage Councils' Elected Members	Includes Members of Council, Civic Functions and Public Relations, Council Elections, Training/Education of members.
GENERAL PURPOSE FUNDING To manage Council's finances	Includes Rates, Loans, Investments & Grants.
LAW, ORDER, PUBLIC SAFETY To provide, develop & manage services in response to community needs.	Includes Emergency Services, Fire Services and Animal Control
HEALTH To provide, develop & manage services in response to community needs.	Includes Environmental Health, Medical and Health facilities and providers
EDUCATION AND WELFARE To provide, develop & manage services in response to community needs.	Includes Education, Welfare & Children's Services, Youth Development
HOUSING To ensure quality housing and appropriate infrastructure is maintained.	Includes Staff and other housing, including aged care units and Dreghorn Street units.
COMMUNITY AMENITIES To provide, develop & manage services in response to community needs.	Includes Refuse Collection, Sewerage, Cemetery, Building Control and Town Planning.
RECREATION AND CULTURE To ensure the recreational & cultural needs of the community are met.	Includes the Swimming Pool, Halls, Library, Oval, Parks and Gardens and Recreational Facilities.
TRANSPORT To effectively manage transport infrastructure within the shire.	Includes Roads, Footpaths, Private Works, Plant Operating Costs, Outside Crew wages and maintenance of the Airstrip.
ECONOMIC SERVICES To foster economic development, tourism & rural services in the district.	Includes Tourism, Rural Services, Economic Development & Caravan Park.
OTHER PROPERTY AND SERVICES To provide control accounts and reporting facilities for all other operations.	Includes Private Works, Public Works Overheads, Plant Recovery Costs, Administration Overheads and Unclassified Items

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2025**

BY PROGRAM

	Ref Note	Adopted Annual Budget (a) \$	Amended Annual Budget (d) \$	YTD Budget (b) \$	YTD Actual (c) \$	Variance \$ (c)-(b)	Variance % (c)-(b)/(b)	Var. ▲▼
OPERATING ACTIVITIES								
Revenue from operating activities								
Governance		2,100	1,750	1,580	1,571	(9)	(0.56%)	
General purpose funding - general rates	6	3,084,535	3,088,535	3,088,535	3,079,987	(8,548)	(0.28%)	
General purpose funding - other		725,548	698,998	557,847	469,632	(88,215)	(15.81%)	▼
Law, order and public safety		29,040	25,040	24,575	29,824	5,249	21.36%	
Health		14,850	14,500	11,500	11,774	274	2.38%	
Education and welfare		12,500	34,500	23,070	28,725	5,655	24.51%	
Housing		93,500	93,500	77,870	66,168	(11,702)	(15.03%)	▼
Community amenities		857,487	857,887	820,085	633,781	(186,304)	(22.72%)	▼
Recreation and culture		100,000	100,281	89,419	58,760	(30,660)	(34.29%)	▼
Transport		991,720	636,652	533,582	487,798	(45,784)	(8.58%)	
Economic services		232,000	232,000	193,240	196,048	2,808	1.45%	
Other property and services		88,500	109,959	91,859	105,832	13,973	15.21%	▲
		6,231,780	5,893,602	5,513,162	5,169,901	(343,261)		
Expenditure from operating activities								
Governance		(514,631)	(509,131)	(430,949)	(428,372)	2,577	0.60%	
General purpose funding		(363,417)	(346,417)	(282,830)	(281,949)	881	0.31%	
Law, order and public safety		(157,230)	(153,071)	(122,927)	(119,540)	3,387	2.76%	
Health		(184,501)	(191,641)	(159,992)	(145,063)	14,929	9.33%	
Education and welfare		(256,465)	(247,393)	(209,431)	(189,468)	19,963	9.53%	
Housing		(268,780)	(280,064)	(236,502)	(201,384)	35,118	14.85%	▲
Community amenities		(943,429)	(909,629)	(655,023)	(447,192)	207,831	31.73%	▲
Recreation and culture		(1,797,391)	(1,858,071)	(1,569,705)	(1,682,575)	(112,870)	(7.19%)	
Transport		(3,248,821)	(2,797,131)	(2,309,712)	(2,307,073)	2,639	0.11%	
Economic services		(816,524)	(804,869)	(680,107)	(643,647)	36,460	5.36%	
Other property and services		(202,753)	(155,453)	(186,913)	(170,043)	16,870	9.03%	
		(8,753,942)	(8,252,870)	(6,844,091)	(6,616,306)	227,785		
Non-cash amounts excluded from operating activities	1(a)	2,341,624	2,341,624	1,957,699	1,943,677	(14,022)	(0.72%)	
Amount attributable to operating activities		(180,538)	(17,644)	626,770	497,272	(129,498)		
INVESTING ACTIVITIES								
Inflows from investing activities								
Proceeds from Capital grants, subsidies and contributions	14	2,784,819	2,784,819	2,637,100	596,694	(2,040,406)	(77.37%)	▼
Proceeds from disposal of assets	7	214,000	214,000	0	228,045	228,045	0.00%	▲
		2,998,819	2,998,819	2,637,100	824,740	0		
Outflows from investing activities								
Payments for Infrastructure	9	(3,126,319)	(3,268,757)	(2,642,533)	(1,121,844)	1,520,689	57.55%	▲
Payments for property, plant and equipment	8	(1,763,900)	(2,420,594)	(1,637,288)	(750,803)	886,485	54.14%	▲
		(4,890,219)	(5,689,351)	(4,279,821)	(1,872,648)	2,407,173		
Amount attributable to investing activities		(1,891,400)	(2,690,532)	(1,642,721)	(1,047,908)	594,813		
FINANCING ACTIVITIES								
Inflows from financing activities								
Transfer from reserves	11	415,000	415,000	0	0	0	0.00%	
		415,000	415,000	0	0	0		
Outflows from financing activities								
Repayment of debentures	9	(28,985)	(28,985)	(24,140)	(20,856)	3,284	13.60%	
Transfer to reserves	11	(674,512)	(674,512)	(112,540)	(150,812)	(38,272)	(34.01%)	▼
		(703,497)	(703,496)	(136,680)	(171,669)	(34,989)		
Amount attributable to financing activities		(288,497)	(288,496)	(136,680)	(171,669)	(34,989)		
MOVEMENT IN SURPLUS OR DEFICIT								
Surplus or deficit at the start of the financial year	1(c)	2,360,434	2,996,671	2,996,671	2,996,671	0	0.00%	
Amount attributable to operating activities		(180,538)	(17,644)	626,770	497,272			
Amount attributable to investing activities		(1,891,400)	(2,690,532)	(1,642,721)	(1,047,908)			
Amount attributable to financing activities		(288,497)	(288,496)	(136,680)	(171,669)			
Surplus or deficit after imposition of general rates	1(c)	0	(1)	1,844,040	2,274,367			

KEY INFORMATION

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

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

The material variance adopted by Council for the 2024-25 year is \$10,000 or 10.00% whichever is the greater.

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

KEY TERMS AND DESCRIPTIONS FOR THE PERIOD ENDED 30 APRIL 2025

REVENUE

RATES

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

GRANTS, SUBSIDIES AND CONTRIBUTIONS

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

CAPITAL GRANTS, SUBSIDIES AND CONTRIBUTIONS

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

REVENUE FROM CONTRACTS WITH CUSTOMERS

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

FEES AND CHARGES

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

SERVICE CHARGES

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

INTEREST REVENUE

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

OTHER REVENUE / INCOME

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

PROFIT ON ASSET DISPOSAL

Excess of assets received over the net book value for assets on their disposal.

NATURE DESCRIPTIONS

EXPENSES

EMPLOYEE COSTS

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

MATERIALS AND CONTRACTS

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

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)

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

INSURANCE

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

LOSS ON ASSET DISPOSAL

Shortfall between the value of assets received over the net book value for assets on their disposal.

DEPRECIATION

Depreciation expense raised on all classes of assets.

FINANCE COSTS

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

OTHER EXPENDITURE

Statutory fees, taxes, allowance for impairment of assets, member's fees or State taxes. Donations and subsidies made to community groups.

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2025**

BY NATURE

	Ref Note	Adopted Annual Budget (a) \$	Amended Annual Budget (d) \$	YTD Budget (b) \$	YTD Actual (c) \$	Variance \$ (c)-(b)	Variance % (c)-(b)/(b)	Var. ▲▼
OPERATING ACTIVITIES								
Revenue from operating activities								
General rates	6	3,084,535	3,088,535	3,088,535	3,079,987	(8,548)	(0.28%)	
Rates excluding general rates	6	9,165	(19,335)	(14,335)	(12,616)	1,719	(11.99%)	
Grants, subsidies and contributions	13	1,593,982	1,241,195	1,048,331	708,910	(339,421)	(32.38%)	▼
Fees and charges		1,084,577	1,082,427	1,009,242	976,130	(33,112)	(3.28%)	
Interest revenue		326,001	327,201	275,090	238,594	(36,496)	(13.27%)	▼
Other revenue		98,000	138,059	106,299	134,849	28,550	26.86%	▲
Profit on disposal of assets	7	35,520	35,520	0	44,045	44,045	0.00%	▲
Gain on FV Adjustment of Financial Asstes through P&L		0	0	0	0	0	0.00%	
		6,231,780	5,893,602	5,513,162	5,169,901	(343,261)		
Expenditure from operating activities								
Employee costs		(2,422,079)	(2,357,196)	(1,983,089)	(1,989,405)	(6,316)	(0.32%)	
Materials and contracts		(3,064,951)	(2,618,712)	(2,111,317)	(1,871,385)	239,932	11.36%	▲
Utility charges		(399,264)	(404,664)	(336,800)	(357,674)	(20,874)	(6.20%)	
Depreciation		(2,340,527)	(2,340,527)	(1,950,330)	(1,931,356)	18,974	0.97%	
Finance costs		(12,025)	(12,025)	(10,010)	(9,698)	312	3.12%	
Insurance expenses		(306,423)	(306,423)	(303,265)	(259,677)	43,588	14.37%	▲
Other expenditure		(179,424)	(184,074)	(149,280)	(148,737)	543	0.36%	
Loss on disposal of assets	7	(29,248)	(29,248)	0	(48,374)	(48,374)	0.00%	▼
		(8,753,941)	(8,252,869)	(6,844,091)	(6,616,306)	227,785		
Non-cash amounts excluded from operating activities	1(a)	2,341,624	2,341,624	1,957,699	1,943,677	(14,022)	(0.72%)	
Amount attributable to operating activities		(180,537)	(17,643)	626,770	497,272	(129,498)		
INVESTING ACTIVITIES								
Inflows from investing activities								
Proceeds from capital grants, subsidies and contributions	14	2,784,819	2,784,819	2,637,100	596,694	(2,040,406)	(77.37%)	▼
Proceeds from disposal of assets	7	214,000	214,000	0	228,045	228,045	0.00%	▲
		2,998,819	2,998,819	2,637,100	824,740	(1,812,360)		
Outflows from investing activities								
Payments for infrastructure	8	(3,126,319)	(3,268,757)	(2,642,533)	(1,121,844)	1,520,689	(57.55%)	
Payments for property, plant and equipment	8	(1,763,900)	(2,420,594)	(1,637,288)	(750,803)	886,485	(54.14%)	▲
		(4,890,219)	(5,689,351)	(4,279,821)	(1,872,648)	(1,217,547)		
Amount attributable to investing activities		(1,891,400)	(2,690,532)	(1,642,721)	(1,047,908)	594,813		
FINANCING ACTIVITIES								
Inflows from financing activities								
Transfer from reserves	11	415,000	415,000	0	0	0	0.00%	
		415,000	415,000	0	0	0		
Outflows from financing activities								
Repayment of borrowings	9	(28,985)	(28,985)	(24,140)	(20,856)	3,284	13.60%	
Transfer to reserves	11	(674,512)	(674,512)	(112,540)	(150,812)	(38,272)	(34.01%)	▼
		(703,497)	(703,496)	(136,680)	(171,669)	(34,989)		
Amount attributable to financing activities		(288,497)	(288,496)	(136,680)	(171,669)	(34,989)		
MOVEMENT IN SURPLUS OR DEFICIT								
Surplus or deficit at the start of the financial year	1(c)	2,360,434	2,996,671	2,996,671	2,996,671	0	0.00%	
Amount attributable to operating activities		(180,537)	(17,643)	626,770	497,272	(129,498)	(20.66%)	
Amount attributable to investing activities		(1,891,400)	(2,690,532)	(1,642,721)	(1,047,908)	594,813	(36.21%)	
Amount attributable to financing activities		(288,497)	(288,496)	(136,680)	(171,669)	(34,989)	25.60%	
Surplus or deficit after imposition of general rates	1(c)	0	(1)	1,844,040	2,274,367			

KEY INFORMATION

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

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

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

**STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 30 APRIL 2025**

	30 June 2024	30 Apr 2025
	\$	\$
CURRENT ASSETS		
Cash and cash equivalents	10,795,616	10,067,472
Trade and other receivables	551,095	732,807
Inventories	16,779	16,779
Contract assets	78,033	78,033
Other assets	88,960	(29,252)
TOTAL CURRENT ASSETS	11,530,483	10,865,839
NON-CURRENT ASSETS		
Trade and other receivables	15,890	15,890
Other financial assets	62,378	62,378
Property, plant and equipment	29,998,507	29,939,637
Infrastructure	62,707,932	62,475,720
TOTAL NON-CURRENT ASSETS	92,784,707	92,493,625
TOTAL ASSETS	104,315,190	103,359,464
CURRENT LIABILITIES		
Trade and other payables	408,651	353,138
Other liabilities	1,070,215	1,040,570
Borrowings	28,985	8,129
Employee related provisions	235,119	235,119
TOTAL CURRENT LIABILITIES	1,742,970	1,636,955
NON-CURRENT LIABILITIES		
Borrowings	362,088	362,088
Employee related provisions	44,813	44,813
TOTAL NON-CURRENT LIABILITIES	406,901	406,901
TOTAL LIABILITIES	2,149,871	2,043,856
NET ASSETS	102,165,319	101,315,607
EQUITY		
Retained surplus	38,801,873	37,801,350
Reserve accounts	7,067,167	7,217,979
Revaluation surplus	56,296,279	56,296,279
TOTAL EQUITY	102,165,319	101,315,607

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

BASIS OF PREPARATION

The financial report has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government Act 1995* and accompanying Regulations take precedence over Australian Accounting Standards where they are inconsistent.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost. All right-of-use assets (other than vested improvements) under zero cost concessionary leases are measured at zero cost rather than at fair value. The exception is vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the Shire to measure any vested improvements at zero cost.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the Shire controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between funds) have been eliminated.

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies appears at Note 15 to these financial statements.

SIGNIFICANT ACCOUNTING POLICES

CRITICAL ACCOUNTING ESTIMATES

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

GOODS AND SERVICES TAX

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

ROUNDING OFF FIGURES

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

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 30 April 2025

(a) Non-cash items excluded from operating activities

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

	Notes	Adopted Budget	Amended Budget	YTD Budget (a)	YTD Actual (b)
Non-cash items excluded from operating activities					
		\$	\$	\$	\$
Adjustments to operating activities					
Less: Profit on asset disposals	7	(35,520)	(35,520)	0	(44,045)
Less: Movement in liabilities associated with restricted cash		7,369	7,369	7,369	7,993
Add: Loss on asset disposals	7	29,248	29,248	0	48,374
Add: Depreciation on assets		2,340,527	2,340,527	1,950,330	1,931,356
Total non-cash items excluded from operating activities		2,341,624	2,341,624	1,957,699	1,943,677

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

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation 32*.

		Last Year Closing	This Time Last Year	Year to Date
		30 June 2024	30 Apr 2024	30 Apr 2025
Adjustments to net current assets				
Less: Reserves - restricted cash	11	(7,067,167)	(6,858,857)	(7,217,979)
Less: Adjustment for Trust Transactions Within Muni		0	0	0
Add Back: Component of Leave Liability not Required to be Fun	12	247,340	244,934	255,333
Add: Borrowings	9	28,985	7,971	8,129
Total adjustments to net current assets		(6,790,841)	(6,605,952)	(6,954,517)

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

Current assets				
Cash and cash equivalents	2	10,794,091	9,504,252	10,065,946
Rates receivables	3	473,300	562,244	704,657
Receivables	3	77,795	106,912	28,150
Other current assets	4	183,772	8,639	65,560
Less: Current liabilities				
Payables	5	(407,126)	(128,203)	(351,613)
Borrowings	9	(28,985)	(7,971)	(8,129)
Contract liabilities	12	(1,070,215)	0	(1,040,570)
Provisions	12	(235,119)	(313,930)	(235,119)
Less: Total adjustments to net current assets	1(b)	(6,790,841)	(6,605,952)	(6,954,517)
Closing funding surplus / (deficit)		* 2,996,671	3,125,990	2,274,367

CURRENT AND NON-CURRENT CLASSIFICATION

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

Liabilities under transfers to acquire or construct non-financial assets to be controlled by the entity

* The 30 June 2024 closing surplus differs from the budgeted amounts shown in the SFA due to incompleting and unaudited financials. The above figure may change in future statements up to adoption of the financial statements

Description	Classification	Unrestricted \$	Restricted \$	Total Cash \$	Trust \$	Institution	Interest Rate	Maturity Date
Cash on hand								
Cash On Hand	Cash and cash equivalents	400		400			NIL	On Hand
At Call Deposits								
Municipal Cash at Bank	Cash and cash equivalents	(2,614)		(2,614)		Bankwest	2.50%	At Call
Muni Trading - NAB	Cash and cash equivalents	1,713,612		1,713,612		NAB	0.00%	At Call
Muni Professional Fund - NAB	Cash and cash equivalents	1,136,569		1,136,569		NAB	4.10%	At Call
CAB - Future Fund Grant (Interest) Reserve	Cash and cash equivalents	0	297,716	297,716		NAB	4.10%	At Call
CAB - Leave Reserve Account	Cash and cash equivalents	0	255,333	255,333		NAB	4.10%	At Call
CAB - Swimming Pool Reserve	Cash and cash equivalents	0	151,216	151,216		NAB	4.10%	At Call
CAB - Plant Replacement Reserve	Cash and cash equivalents	0	632,444	632,444		NAB	4.10%	At Call
CAB - Capital Works Reserve	Cash and cash equivalents	0	573,206	573,206		NAB	4.10%	At Call
CAB - Sewerage Reserve	Cash and cash equivalents	0	476,102	476,102		NAB	4.10%	At Call
CAB - Community & Economic Development Reserve	Cash and cash equivalents	0	899,991	899,991		NAB	4.10%	At Call
CAB - Future Funds (Principal) Reserve	Cash and cash equivalents	0	488,642	488,642		NAB	4.10%	At Call
CAB - Legal Reserve	Cash and cash equivalents	0	49,331	49,331		NAB	4.10%	At Call
CAB - Emergency Response Reserve	Cash and cash equivalents	0	278,864	278,864		NAB	4.10%	At Call
CAB - Aged Care Units 1-4 (JVA) Reserve	Cash and cash equivalents	0	76,710	76,710		NAB	4.10%	At Call
CAB - Aged Care Units (Excl. 1-4) Reserve	Cash and cash equivalents	0	296,555	296,555		NAB	4.10%	At Call
CAB - Jones Lake Road Rehab Reserve	Cash and cash equivalents	0	182,246	182,246		NAB	4.10%	At Call
CAB - Morawa-Yalgoo Road Maintenance Reserve	Cash and cash equivalents	0	249,964	249,964		NAB	4.10%	At Call
CAB - Insurance Works Reserve	Cash and cash equivalents	0	209,660	209,660		NAB	4.10%	At Call
Term Deposits		0						
TD: ... 5010 (Future Funds 1)	Cash and cash equivalents	0	800,000	800,000		NAB	4.80%	2/09/2025
TD: ... 8706 (Future Funds 2)	Cash and cash equivalents	0	800,000	800,000		NAB	4.80%	2/09/2025
TD: ... 4783 (Community Development Fund)	Cash and cash equivalents	0	500,000	500,000		NAB	4.80%	2/09/2025
Trust Deposits								
Trust Bank	Cash and cash equivalents				1,525	NAB	0.00%	At Call
Total		2,847,968	7,217,979	10,065,946	1,525			
Comprising								
Cash and cash equivalents		2,847,968	7,217,979	10,065,946	1,525			
		2,847,968	7,217,979	10,065,946	1,525			

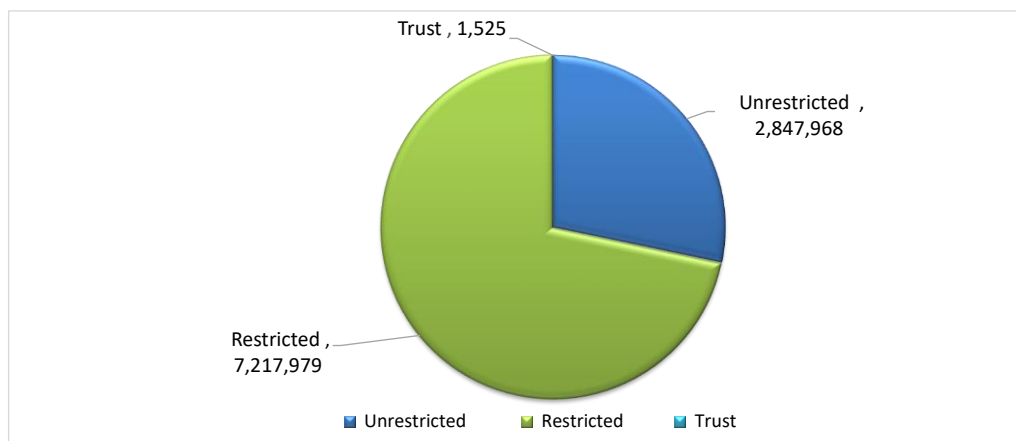
KEY INFORMATION

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

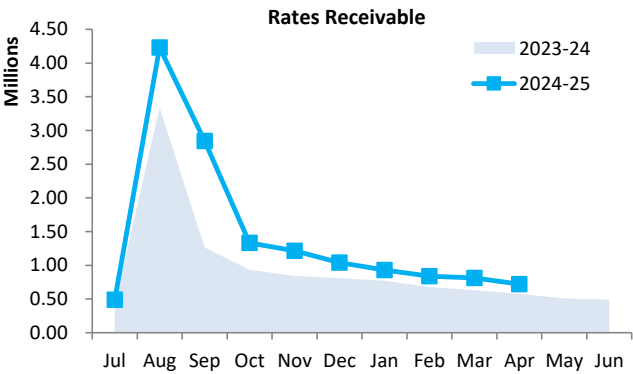
The local government classifies financial assets at amortised cost if both of the following criteria are met:

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

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



Rates receivable	30 June 2024	30 Apr 2025
	\$	\$
Opening arrears previous years	457,888	489,189
Levied this year	3,442,156	3,732,802
Less - collections to date	(3,410,854)	(3,501,444)
Equals current outstanding	489,189	720,547
Net rates collectable	489,189	720,547
% Collected	87.5%	82.9%

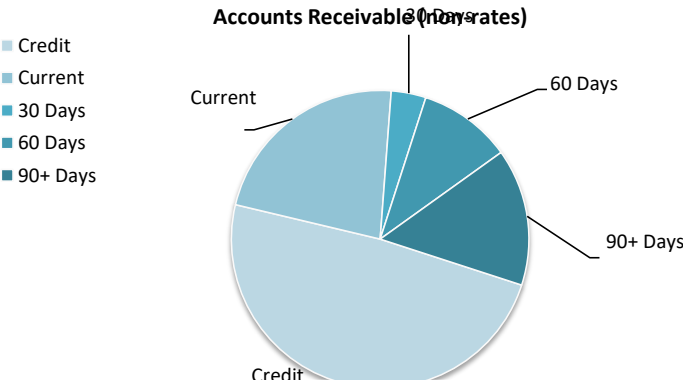


Receivables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Receivables - general	(15,868)	7,318	1,230	3,300	4,852	833
Percentage	(1905.2%)	878.7%	147.7%	396.2%	582.6%	
Balance per trial balance						
Sundry receivable						833
GST receivable						47,520
Increase in Allowance for impairment of receivables from contracts with customers						(25,012)
Total receivables general outstanding						28,150

Amounts shown above include GST (where applicable)

KEY INFORMATION

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



	Opening Balance 1 July 2024	Asset Increase	Asset Reduction	Closing Balance 30 Apr 2025
Other current assets	\$	\$	\$	\$
Inventory				
Fuel, Oils and Materials on Hand	16,779	0	0	16,779
Other current assets				
Accrued income	88,960	0	(118,212)	(29,252)
Total other current assets	183,772	0	(118,212)	65,560
Amounts shown above include GST (where applicable)				

KEY INFORMATION

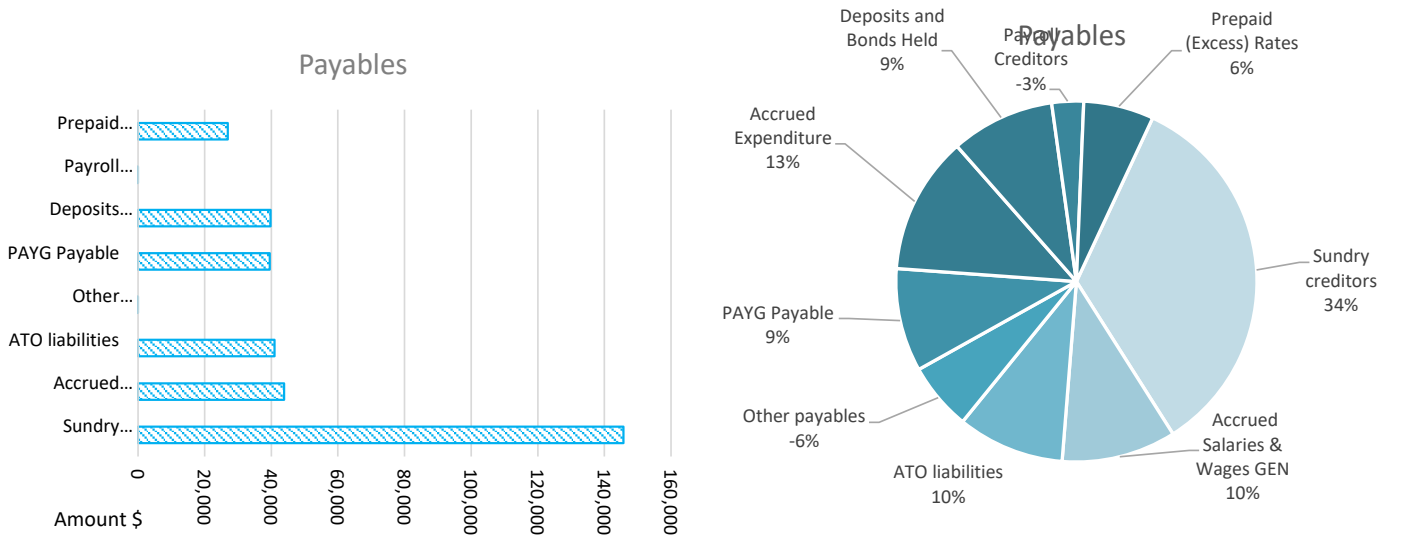
Inventory

Inventories are measured at the lower of cost and net realisable value.
Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

Payables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Payables - general	0	134,459	0	0	11,242	145,701
Percentage	0%	92.3%	0%	0%	7.7%	
Balance per trial balance						
Sundry creditors						145,701
Accrued Salaries & Wages GEN						43,873
ATO liabilities						41,003
Other payables						(25,863)
PAYG Payable						39,564
Accrued Expenditure						52,800
Deposits and Bonds Held						39,800
Payroll Creditors						(12,183)
Prepaid (Excess) Rates						26,919
Total payables general outstanding						351,614
Amounts shown above include GST (where applicable)						

KEY INFORMATION

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



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2025

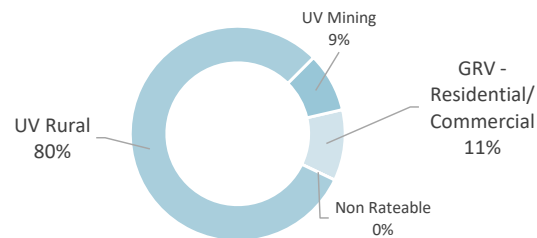
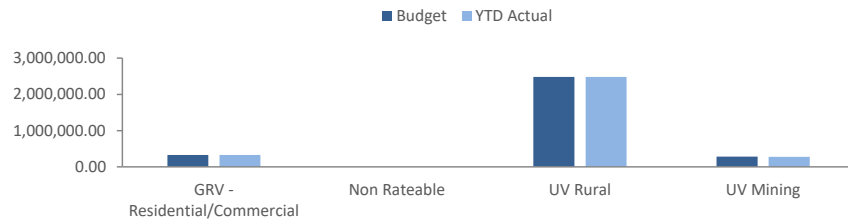
OPERATING ACTIVITIES
NOTE 6
RATE REVENUE

General rate revenue

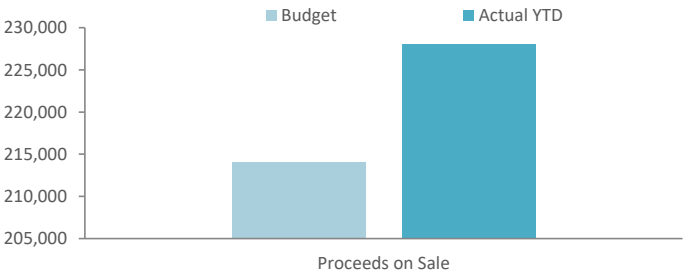
RATE TYPE	Budget					YTD Actual			
	Rate in \$ (cents)	Number of Properties	Rateable Value	Rate Revenue	Total Revenue	Rate Revenue	Interim Rates	Back Rates	Total Revenue
				\$	\$	\$	\$	\$	\$
General Rate									
Gross rental valuations									
GRV - Residential/Commercial	0.088342	267	3,722,566.00	328,858.93	328,859.00	328,858.84	1,119	(26)	329,951.74
Non Rateable	0.000000	140	488,354.00	0.00	0.00	0.00	0	0	0.00
Unimproved value									
UV Rural	0.018932	202	130,942,500.00	2,479,003.41	2,479,003.00	2,479,003.35	374	30	2,479,407.27
UV Mining	0.301974	31	944,681.00	285,269.10	285,269.00	285,269.09	(10,463)	0	274,805.93
Sub-Total		640	136,098,101.00	3,093,131.44	3,093,131.00	3,093,131.28	(8,970)	4	3,084,164.94
Minimum payment	Minimum \$								
Gross rental valuations									
GRV - Residential/Commercial	355	45	27,185	15,620	15,620	15,975	0	0	15,975
Unimproved value				0	0				
UV Rural	355	11	112,300	3,905	3,905	3,905	0	0	3,905
UV Mining	683	13	14,972	8,879	8,879	8,879	0	0	8,879
Sub-total		69	154,457	28,404	28,404	28,759	0	0	28,759
		709	136,252,558	3,121,535	3,121,535	3,121,890	(8,970)	4	3,112,924
Discount					(33,000)				(32,936)
Amount from general rates					3,088,535				3,079,987
Rates Written Off					(30,000)				(12,616)
Ex-gratia rates		0	0	0	10,665				0
Total general rates					3,069,200				3,067,372

KEY INFORMATION

Prepaid rates are, until the taxable event for the rates has occurred, refundable at the request of the ratepayer. Rates received in advance give rise to a financial liability. On 1 July 2023 the prepaid rates were recognised as a financial asset and a related amount was recognised as a financial liability and no income was recognised. When the taxable event occurs the financial liability is extinguished and income recognised for the prepaid rates that have not been refunded.



Asset Ref.	Asset description	Updated Budget				YTD Actual			
		Value	Proceeds	Profit	(Loss)	Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
Land									
534	LAND - Lot 347 (11) Broad Avenue	0	0	0	0	10,000	0	0	(10,000)
Buildings									
159	BLDG - Lot 347 (11) Broad Avenue	0	0	0	0	96,618	80,000	0	(16,618)
Plant and equipment									
Transport									
574	P&E - P243 Nissan Navara RX (4x4) Man Double C/Chas DT4 Diesel MO503	12,000	14,000	2,000	0	12,000	16,000	4,000	0
260	P&E - Ford Ranger Double Cab	20,136	20,000	0	(136)	17,500	20,000	2,500	0
50	P&E - P149 Mitsubishi Canter (Handyman)	1,500	10,000	8,500	0	1,500	4,545	3,045	0
48	P&E - P135 Mitsubishi T/Top	1,000	10,000	9,000	0	1,000	4,000	3,000	0
253	P&E - P253 - Isuzu D-Max - MO 3739	12,818	15,000	2,182	0	10,000	26,000	16,000	0
622	P&E - P622 - Ford Everest SUV Trend 2021 - CEO - MO0	42,849	30,000	0	(12,849)	0	0	0	0
51	P&E - P150 Case CX80 Tractor	4,000	15,000	11,000	0	4,000	10,500	6,500	0
430	P&E - P219 Truck Sweeper VS500 Series	76,263	60,000	0	(16,263)	71,756	50,000	0	(21,756)
457	P&E - P228 Nissan 2012 Patrol - Gardner	8,242	10,000	1,758	0	8,000	17,000	9,000	0
252	P&E - P252 Toyota Prado DSL WGN A/T GXL 1GTZ485 - TL Roads	28,920	30,000	1,080	0	0	0	0	0
		207,728	214,000	35,520	(29,248)	232,374	228,045	44,045	(48,374)



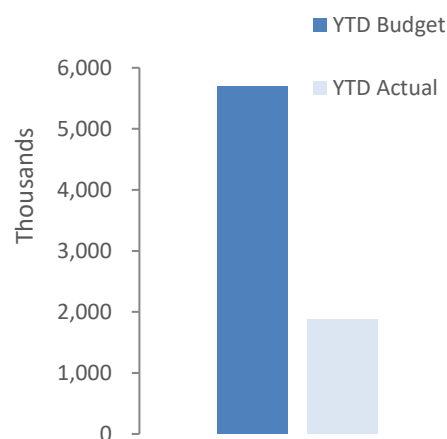
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2025**

**INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS**

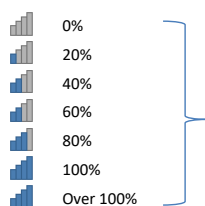
	Adopted Budget	Amended Budget	YTD Budget	YTD Actual	YTD Actual Variance
Capital acquisitions					
		\$	\$	\$	\$
Land and Buildings	900,000	1,532,421	921,895	193,354	(728,541)
Plant and equipment	863,900	888,173	715,393	557,449	(157,944)
Infrastructure - roads	2,134,000	2,269,260	1,828,349	866,387	(961,962)
Infrastructure - Footpaths	125,000	125,000	104,160	0	(104,160)
Infrastructure - Drainage	405,850	405,850	335,806	10,570	(325,236)
Infrastructure - Parks & Ovals	406,469	392,969	328,540	196,731	(131,809)
Infrastructure - Other	55,000	75,678	45,678	47,802	2,124
Payments for Capital Acquisitions	4,890,219	5,689,351	4,279,821	1,872,648	(2,407,173)
Capital Acquisitions Funded By:					
		\$	\$	\$	\$
Capital grants and contributions	2,784,819	2,784,819	2,637,100	596,694	(2,040,406)
Other (disposals & C/Fwd)	214,000	214,000	0	228,045	228,045
Cash backed reserves					
Plant Replacement Reserve	200,000	200,000	0	0	0
Future Fund Grants (Interest) Reserve	40,000	40,000	0	0	0
Insurance Works Reserve	175,000	175,000	0	0	0
Contribution - operations	1,476,400	2,275,532	1,642,721	1,047,908	(594,813)
Capital funding total	4,890,219	5,689,351	4,279,821	1,872,648	(2,407,173)

SIGNIFICANT ACCOUNTING POLICIES

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



Capital expenditure total
Level of completion indicators



Percentage Year to Date Actual to Annual Budget expenditure where the expenditure over budget highlighted in red.

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

		Adopted	Amended		
Account/Job Description		Budget	Budget	YTD Budget	Variance (Under)/ Over
Buildings					
	Purchase Land & Buildings	(200,000)	(200,000)	(166,650)	62,625
	Recreation Centre - Renewals	(700,000)	(700,000)	(544,439)	495,754
	Admin Office Upgrade/Renewal	0	(282,421)	(94,140)	93,086
		(900,000)	(1,532,421)	(921,895)	728,541
Plant & Equipment					
	Purchase Plant & Equipment - Swimming Areas	0	(24,273)	(24,273)	0
	Purchase Plant & Equipment - Road Plant Purchases	(863,900)	(863,900)	(691,120)	157,944
		(863,900)	(863,900)	(715,393)	157,944
Furniture & Equipment					
		0	0	0	0
Infrastructure Other					
	Infrastructure Other	(30,000)	(30,000)	0	0
	Infrastructure Other - Other Health	(25,000)	(41,700)	(41,700)	42
	Street Lights - Townsite Roads	0	(3,978)	(3,978)	(0)
		(55,000)	(75,678)	(45,678)	(2,124)
Infrastructure Sewerage					
		0	0	0	0
Infrastructure Parks & Ovals					
	Tennis Club - Renewals	0	0	0	(500)
	Fence Behind Ablutions on Main Street	0	(6,500)	(6,500)	1,975
	Solomon Terrace Redevelopment	(386,469)	(386,469)	(322,040)	130,334
	Purchase Infrastructure parks & Gardens	(20,000)	0	0	0
		(406,469)	(392,969)	(328,540)	131,809
Infrastructure Roads					
	Black Spot Evaside Rd Expenditure	(550,000)	(250,000)	(550,000)	543,530
	State Freight Network	(64,000)	(64,000)	(53,330)	8,749
	Norton Road	(150,000)	(450,000)	(149,995)	67,576
	Collins Road	(150,000)	(150,000)	(124,990)	(21,441)
	Koolanooka South Road	(100,000)	(100,000)	(79,992)	19,680
	White Road - Gravel Resheeting	(100,000)	(100,000)	(99,995)	92,554
	White Avenue	0	0	0	0
	Morawa Yalgoo Road	(450,000)	(458,844)	(458,840)	7,611
	Nanekine Road	(450,000)	(554,985)	(190,888)	150,404
	Stephens Road	0	(21,431)	(21,431)	(1,519)
	Sign Renewals	(20,000)	(20,000)	(16,660)	12,591
	Townsite Roads	(50,000)	(50,000)	(40,578)	40,578
	Kerbing Construction - Townsite Roads	(50,000)	(50,000)	(41,650)	41,650
		(2,134,000)	(2,269,260)	(1,828,349)	961,962
Infrastructure Footpaths					
	Broad Ave Dual Use Path	(62,500)	(62,500)	(52,080)	52,080
	Gill Street Dual Use Path	(62,500)	(62,500)	(52,080)	52,080
		(125,000)	(125,000)	(104,160)	104,160
Infrastructure Drainage					
	Drainage Construction	(405,850)	(405,850)	(335,806)	325,236
		(405,850)	(405,850)	(335,806)	325,236
		(4,890,219)	(5,677,215)	(4,279,821)	2,407,173

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2025**

FINANCING ACTIVITIES

NOTE 9

BORROWINGS

Repayments - borrowings

Information on borrowings			New Loans			Principal Repayments			Principal Outstanding			Interest Repayments		
Particulars	Loan No.	1 July 2024	Actual	Amended Budget	Adopted Budget	Actual	Amended Budget	Adopted Budget	Actual	Amended Budget	Adopted Budget	Actual	Amended Budget	Adopted Budget
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Housing														
24 Harley Street - Staff Housing	136	233,496	0	0	0	8,288	16,416	16,416	225,209	217,081	217,081	6,110	9,017	9,017
Recreation and culture														
Netball Courts Redevelopment	139	157,577	0	0	0	12,569	12,569	12,569	145,008	145,008	145,008	3,588	3,009	3,009
Total		391,073	0	0	0	20,856	28,985	28,985	370,217	362,089	362,089	9,698	12,025	12,025
Current borrowings		28,985							8,129					
Non-current borrowings		362,088							362,088					
		391,073							370,217					

All debenture repayments were financed by general purpose revenue.

KEY INFORMATION

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

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2025**

**FINANCING ACTIVITIES
NOTE 10
LEASE LIABILITIES**

The Shire has no lease liabilities to report as at 30 April 2025

KEY INFORMATION

At inception of a contract, the Shire assesses if the contract contains or is a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. At the commencement date, a right of use asset is recognised at cost and lease liability at the present value of the lease payments that are not paid at that date. The lease payments are discounted using that date. The lease payments are discounted using the interest rate implicit in the lease, if that rate can be readily determined. If that rate cannot be readily determined, the Shire uses its incremental borrowing rate.

All contracts classified as short-term leases (i.e. a lease with a remaining term of 12 months or less) and leases of low value assets are recognised as an operating expense on a straight-line basis over the term of the lease.

Cash backed reserve

Reserve name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Leave Reserve	247,340	7,369	7,993	0	0	0	0	254,709	255,333
Plant Replacement Reserve	612,646	18,251	19,799	200,000	0	(200,000)	0	630,897	632,444
Capital Works Reserve	555,262	15,052	17,944	100,000	0	0	0	670,314	573,206
Community & Economic Development Reserve	1,370,630	42,965	29,361	0	0	0	0	1,413,595	1,399,991
Sewerage Reserve	461,197	11,952	14,904	60,000	0	0	0	533,149	476,102
Future Fund Grants (Interest) Reserve	288,396	58,117	9,320	0	0	(40,000)	0	306,513	297,716
Future Fund (Principal) Reserve	2,069,549	22,728	19,094	0	0	0	0	2,092,277	2,088,642
Aged Care Units (Excl. 1-4) Reserve	287,271	8,260	9,284	10,000	0	0	0	305,531	296,555
Legal Fees Reserve	47,786	1,125	1,544	10,000	0	0	0	58,911	49,331
Emergency Response Reserve	270,134	8,047	8,730	50,000	0	0	0	328,181	278,864
Aged Care Units 1-4 (JVA) Reserve	74,308	2,214	2,401	0	0	0	0	76,522	76,710
Swimming Pool Reserve	146,483	3,768	4,734	20,000	0	0	0	170,251	151,216
Jones Lake Road Rehab Reserve	176,541	4,664	5,705	20,000	0	0	0	201,205	182,246
Morawa-Yalgoo Road Maintenance Reserve	249,964	0	0	0	0	0	0	249,964	249,964
Insurance Works Reserve	209,660	0	0	0	0	(175,000)	0	34,660	209,660
	7,067,167	204,512	150,812	470,000	0	(415,000)	0	7,326,678	7,217,979

Other Current Liabilities	Note	Opening Balance 1 Jul 2024	Liability Increase	Liability Reduction	Closing Balance 30 Apr 2025
		\$	\$	\$	\$
Other liabilities					
- Contract liabilities	12	200,000	68,991	(30,725)	238,266
- Capital grant/contribution liabilities	13	870,215	528,783	(596,694)	802,304
Total other liabilities		1,070,215	597,774	(627,419)	1,040,570
Provisions					
Annual leave		132,972	0	0	132,972
Long service leave		102,147	0	0	102,147
Total Provisions		235,119	0	0	235,119
Total Other Current Liabilities					1,275,688
Amounts shown above include GST (where applicable)					

KEY INFORMATION

PROVISIONS

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

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

EMPLOYEE BENEFIT PROVISIONS

Short-term employee benefits

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

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

Other long-term employee benefits

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

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

CONTRACT LIABILITIES

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer.

CAPITAL GRANT/CONTRIBUTION LIABILITIES

Grants to acquire or construct recognisable non-financial assets to identified specifications be constructed to be controlled by the Shire are recognised as a liability until such time as the Shire satisfies its obligations under the agreement.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2025

NOTE 13
GRANTS, SUBSIDIES AND CONTRIBUTIONS

Provider	Unspent Grant, Subsidies and Contributions Liability				Grants, Subsidies and Contributions Revenue			
	Liability 1 Jul 2024	Increase in Liability	Liability Reduction (As revenue)	Current Liability 30 Apr 2025	Adopted Budget Revenue	Amended Annual Budget	Amended YTD Budget	YTD Actual Revenue
	\$	\$	\$	\$	\$	\$	\$	\$
Grants and Subsidies								
General purpose funding								
Grants- FAGS WALGGC - General	0	0	0	0	228,731	228,731	171,546	162,135
Grants- FAGS WALGGC - Local Roads	0	0	0	0	121,411	121,411	91,056	52,016
Law, order, public safety								
DFES Operating Grant - Bush Fire Brigade	0	0	0	0	21,590	21,590	21,588	22,748
Education and welfare								
COTA WA Seniors Week Grant Income	0	779	(779)	0	1,000	1,000	1,000	779
Bike Week/Transport-WestCycle Grant Income	0	666	(666)	0	1,000	1,000	1,000	666
Morawa Youth Skills Clinics Grant Income	0	14,280	(14,280)	0	2,500	2,500	2,500	14,280
Dept of Communities Youth Week WA Grant Income	0	3,000	0	3,000	3,000	3,000	3,000	0
WAPF Safe Street Morawa Grant Income	0	10,430	0	10,430	2,500	2,500	2,500	0
Community amenities								
DFES Community Benefit Fund Grant - Cyclone Seroja Demolition	200,000	0	0	200,000	200,000	200,000	166,680	0
Recreation and culture								
DLGSC RETB Grant Income - Gallery Upgrade	0	24,836	0	24,836	0	0	0	0
NIAA NAIDOC Week Grant	0	0	0	0	5,000	5,000	0	0
NADC Australia Day Grant	0	15,000	(15,000)	0	5,000	7,281	6,060	18,000
Transport								
Direct Grant (MRWA)	0	0	0	0	179,000	217,932	217,932	217,932
Flood Damage Reimbursements	0	0	0	0	500,000	106,000	106,000	106,057
	200,000.00	68,991	(30,725)	238,266	1,270,732	917,945	790,862	594,613
Contributions								
Education and welfare								
Other Income	0	0	0	0	500	500	410	0
Community amenities								
Drummuster Contribution	0	0	0	0	250	250	0	0
Community Benefit Contribution	0	0	0	0	20,000	20,000	20,000	5,000
Recreation and culture								
Music, Arts Fest Income	0	0	0	0	40,000	40,000	39,999	0
Event Income - Other Culture	0	0	0	0	1,800	1,800	1,500	0
Transport								
Street Lighting Subsidy (MRWA)	0	0	0	0	105,200	105,200	78,900	5,274
Maintenance Contribution - Silverlake - Morawa Yalgoo Road	0	0	0	0	100,000	100,000	75,000	64,430
Road Maintenance Contribution	0	0	0	0	55,000	55,000	41,250	38,434
Other property and services								
Income related to Unclassified	0	0	0	0	500	500	410	0
ATC Work Smart Admin Trainee Contribution	0	0	0	0	0	0	0	1,159
	0	0	0	0	323,250	323,250	257,469	114,297
TOTALS	200,000	68,991	(30,725)	238,266	1,593,982	1,241,195	1,048,331	708,910

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2025

NOTE 14
CAPITAL GRANTS, SUBSIDIES AND CONTRIBUTIONS

Provider	Unspent Non Operating Grants, Subsidies and Contributions Liability				Non Operating Grants, Subsidies and Contributions Revenue			
	Liability 1 Jul 2024	Increase in Liability	Liability Reduction (As revenue)	Current Liability 30 Apr 2025	Adopted Budget Revenue	Amended Annual Budget	Amended YTD Budget	YTD Actual Revenue
	\$	\$	\$	\$	\$	\$	\$	\$
Capital Grants and Subsidies								
Recreation and culture								
LRCIP 4 Grant - Solomon Terrace	226,899	78,033	(191,706)	113,226	386,469	386,469	322,070	191,706
Transport								
MRWA Grant - RRG - Morawa Yalgoo Road - Widen & Seal 23/24 allocation	0	300,000	(300,000)	0	300,000	300,000	300,000	300,000
MRWA Grant - RRG - Nanekine Road - Widen & Seal	0	120,000	(40,484)	79,516	300,000	300,000	300,000	40,484
RTR Grant - Koolanooka South Road - Gravel Resheeting	0	0	0	0	100,000	100,000	100,000	0
RTR Grant - White Road - Gravel Resheeting	0	0	0	0	100,000	100,000	100,000	0
RTR Grant - Norton Road - Gravel Resheeting	0	0	0	0	150,000	150,000	150,000	0
RTR Grant - Collins Road - Gravel Resheeting	0	0	0	0	150,000	150,000	150,000	0
RTR Grant - Winfield Street Drainage	0	0	0	0	175,740	175,740	175,740	0
MRWA Black Spot Grant - Evaside Road	5,250	0	(5,250)	0	330,000	330,000	330,000	5,250
WA Bicycle Network Grant - Broad Street Footpath	0	15,375	0	15,375	31,250	31,250	31,250	0
WA Bicycle Network Grant - Gill Street Footpath	0	15,375	0	15,375	31,250	31,250	31,250	0
Grant LRCIP 4 Income - Winfield Street Drainage	138,066	0	(10,570)	127,496	230,110	230,110	230,110	10,570
	370,215	528,783	(548,010)	350,988	2,284,819	2,284,819	2,220,420	548,010
Capital Contributions								
Recreation and culture								
DFES Grant - Replace Roof at Recreation Centre	500,000	0	(48,685)	451,315	500,000	500,000	416,680	48,685
	500,000	0	(48,685)	451,315	500,000	500,000	416,680	48,685
Total Non-operating grants, subsidies and contributions	870,215	528,783	(596,694)	802,304	2,784,819	2,784,819	2,637,100	596,694

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2025**

**NOTE 15
TRUST FUND**

Funds held at balance date which are required by legislation to be credited to the trust fund and which are not included in the financial statements are as follows:

Description	Opening Balance 1 July 2024	Amount Received	Amount Paid	Closing Balance 30 Apr 2025
	\$	\$	\$	\$
Drug Action Group	660	0	0	660
Youth Fund Raising	865	0	0	865
	1,525	0	0	1,525

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD ENDED 30 APRIL 2025

EXPLANATION OF MATERIAL VARIANCES

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

The material variance adopted by Council for the 2024-25 year is \$10,000 or 10.00% whichever is the greater.

Reporting Program	Var. \$	Var. %	Explanation of negative variances	
			Timing	Permanent
	\$	%		
Revenue from operating activities				
Grants, subsidies and contributions	(339,421)	(32.38%)	▼ Flood damage funds that are budgeted have yet to be received.	Street lighting subsidy budget higher than it should have been.
Interest revenue	(36,496)	(13.27%)	▼ Interest earnings on funds running a little behind budget.	
Other revenue	28,550	26.86%	▲	Insurance claim for storm damage and Leave Liabilities from Other Shires received that was not budgeted for.
Profit on disposal of assets	44,045	0.00%	▲ Phasing of budget on Profit on disposal not in line with Actuals	
Expenditure from operating activities				
Materials and contracts	239,932	11.36%	▲ Positive variance due to Material & Contract currently lower than budgeted.	
Insurance expenses	43,588	14.37%	▲ Insurance Premiums for Plant & Works currently tracking lower than budgeted.	
Loss on disposal of assets	(48,374)	0.00%	▼	Disposal of Lot 347 (11) Broad Avenue was not budgeted for.
Investing activities				
Proceeds from Capital grants, subsidies and contributions	(2,040,406)	(77.37%)	▼ Capital Grants Income tracking lower than budgeted.	
Proceeds from disposal of assets	228,045	0.00%	▲	Disposal of Lot 347 (11) Broad Avenue was not budgeted for.
Payments for Infrastructure	1,520,689	57.55%	▲ Capital Works currently below budgeted figure see Note 8 for project details.	
Payments for property, plant and equipment	886,485	54.14%	▲ Capital Works currently below budgeted figure see Note 8 for project details.	
Financing activities				
Transfer to reserves	(38,272)	(34.01%)	▼ This is Reserve interest earned which is higher than expected	

Shire of Morawa

SCHEDULE 02 - GENERAL FUND SUMMARY Financial Statement for Period Ended 30 April 2025

	2024-25 Adopted Budget		2024-25 YTD Actuals		2024-25 Variance	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
OPERATING						
General Purpose Funding	3,810,083	363,417	3,549,620	281,949	\$260,463	\$81,468
Governance	2,100	514,631	1,571	428,372	\$529	\$86,259
Law, Order, Public Safety	29,040	157,230	29,824	119,540	\$784	\$37,690
Health	14,850	184,501	11,774	145,063	\$3,076	\$39,438
Education & Welfare	12,500	256,465	28,725	189,468	\$16,225	\$66,997
Housing	93,500	268,780	66,168	201,384	\$27,332	\$67,396
Community Amenities	857,487	943,429	633,781	447,192	\$223,706	\$496,237
Recreation & Culture	986,469	1,797,391	299,150	1,682,575	\$687,319	\$114,816
Transport	2,890,070	3,248,821	844,102	2,307,073	\$2,045,968	\$941,748
Economic Services	232,000	816,524	196,048	643,647	\$35,952	\$172,877
Other Property & Services	88,500	202,753	105,832	170,043	\$17,332	\$32,710
TOTAL - OPERATING	9,016,599	8,753,941	5,766,595	6,616,306	\$3,250,004	\$2,137,635
CAPITAL						
General Purpose Funding	0	11,125	0	1,544	\$0	\$9,581
Governance	0	0	0	0	\$0	\$0
Law, Order, Public Safety	0	30,000	0	0	\$0	\$30,000
Health	0	25,000	0	41,658	\$0	-\$16,658
Education & Welfare	0	0	0	0	\$0	\$0
Housing	0	236,890	0	123,998	\$0	\$112,892
Community Amenities	0	96,616	0	22,775	\$0	\$73,841
Recreation & Culture	0	1,142,806	0	286,991	\$0	\$855,815
Transport	200,000	3,805,048	0	1,482,585	\$200,000	\$2,322,463
Economic Services	40,000	123,810	0	57,774	\$40,000	\$66,036
Other Property & Services	175,000	122,421	0	26,992	\$175,000	\$95,429
					\$0	\$0
TOTAL - CAPITAL	415,000	5,593,716	0	2,044,316	\$415,000	\$3,549,399
	9,431,599	14,347,657	5,766,595	8,660,623	(3,665,004)	5,687,034
Less Depreciation Written Back		(2,340,527)		(1,931,356)	\$0	-\$409,171
Less Profit/Loss Written Back	(35,520)	(29,248)	(44,045)	(48,374)	\$8,525	\$19,126
Less Movement in Leave Reserve		(7,369)		(7,993)	\$0	\$624
Plus Proceeds from Sale of Assets	214,000		228,045		\$14,045	\$0
TOTAL REVENUE & EXPENDITURE	9,610,079	11,970,513	5,950,595	6,672,900	-\$3,659,484	5,297,613
Surplus/Deficit July 1st B/Fwd	2,360,434		2,996,671		\$636,237	\$0
	11,970,513	11,970,513	8,947,266	6,672,900	(3,023,247)	5,297,613
Surplus/Deficit C/Fwd		0		2,274,367	\$0	-\$2,274,366
	11,970,513	11,970,513	8,947,266	8,947,266	(3,023,247)	3,023,247

Shire of Morawa
SCHEDULE 03 - GENERAL PURPOSE FUNDING
Financial Statement for Period Ended
30 April 2025

PROGRAMME SUMMARY	2024-25 Adopted Budget		2024-25 YTD Budget		2024-25 YTD Actuals		2024-25 Variance	
	Income	Expense	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>								
Rates		276,159		210,120		208,870	\$0	-\$67,289
Other General Purpose Funding		87,258		72,710		73,080	\$0	-\$14,179
							\$0	\$0
<u>OPERATING REVENUE</u>								
Rates	3,163,240		3,136,540		3,125,880		\$37,360	\$0
Other General Purpose Funding	646,843		509,842		423,739		\$223,104	\$0
SUB-TOTAL	3,810,083	363,417	3,646,382	282,830	3,549,620	281,949	(260,463)	(81,468)
<u>CAPITAL EXPENDITURE</u>								
Rates		0		0		0	\$0	\$0
Other General Purpose Funding		11,125		0		1,544	\$0	-\$9,581
<u>CAPITAL REVENUE</u>								
Rates	0		0		0		\$0	\$0
Other General Purpose Funding	0		0		0		\$0	\$0
SUB-TOTAL	0	11,125	0	0	0	1,544	0	(9,581)
TOTAL -	3,810,083	374,542	3,646,382	282,830	3,549,620	283,494	(260,463)	(91,048)

Shire of Morawa
SCHEDULE 04 - GOVERNANCE
Financial Statement for Period Ended
30 April 2025

PROGRAMME SUMMARY									
	2024-25 Adopted Budget		2024-25 YTD Budget		2024-25 YTD Actuals		2024-25 Variance		
	Income	Expense	Income	Expense	Income	Expense	Income	Expense	
	\$	\$	\$	\$	\$	\$	\$	\$	
<u>OPERATING EXPENDITURE</u>									
Members of Council		443,131		371,459		370,888	\$0	\$72,243	
Governance General		71,500		59,490		57,484	\$0	\$14,016	
<u>OPERATING REVENUE</u>									
Members of Council	100		750		763				
Governance General	2,000		830		808				
SUB-TOTAL									
	2,100	514,631	1,580	430,949	1,571	428,372	0	86,259	
<u>CAPITAL EXPENDITURE</u>									
Members of Council		0		0		0	\$0	\$0	
Governance General		0		0		0	\$0	\$0	
<u>CAPITAL REVENUE</u>									
Members of Council	0		0		0		\$0	\$0	
Governance General	0		0		0		\$0	\$0	
SUB-TOTAL									
	0	0	0	0	0	0	0	0	
TOTAL - PROGRAMME SUMMARY									
	2,100	514,631	1,580	430,949	1,571	428,372	0	86,259	

Shire of Morawa
SCHEDULE 05 - LAW, ORDER & PUBLIC SAFETY
Financial Statement for Period Ended
30 April 2025

PROGRAMME SUMMARY	2024-25 Adopted Budget		2024-25 Amended Budget		2024-25 YTD Budget		2024-25 YTD Actuals		2024-25 Variance	
	Income	Expense	Income	Expense	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>										
Fire Prevention		76,742		79,142		66,374		74,401	\$0	\$2,341
Animal Control		76,254		67,195		50,943		38,065	\$0	\$38,189
Other Law, Order & Public Safety		4,234		6,734		5,610		7,075	\$0	-\$2,841
<u>OPERATING REVENUE</u>										
Fire Prevention	25,590		21,590		21,588		27,228		\$1,638	\$0
Animal Control	3,450		3,450		2,987		2,596		\$854	\$0
Other Law, Order & Public Safety	0		0		0		0		\$0	\$0
SUB-TOTAL	29,040	157,230	25,040	153,071	24,575	122,927	29,824	119,540	784	37,690
<u>CAPITAL EXPENDITURE</u>										
Fire Prevention		0		0		0		0	\$0	\$0
Animal Control		0		0		0		0	\$0	\$0
Other Law, Order & Public Safety		30,000		30,000		0		0	\$0	\$30,000
<u>CAPITAL REVENUE</u>										
Fire Prevention	0		0		0		0		\$0	\$0
Animal Control	0		0		0		0		\$0	\$0
Other Law, Order & Public Safety	0		0		0		0		\$0	\$0
SUB-TOTAL	0	30,000	0	30,000	0	0	0	0	0	30,000
TOTAL - PROGRAMME SUMMARY	29,040	187,230	25,040	183,071	24,575	122,927	29,824	119,540	784	67,690

Shire of Morawa
SCHEDULE 07 - HEALTH
Financial Statement for Period Ended
30 April 2025

PROGRAMME SUMMARY	2024-25 Adopted Budget		2024-25 YTD Budget		2024-25 YTD Actuals		2024-25 Variance	
	Income	Expense	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$	\$	\$
OPERATING EXPENDITURE								
Preventative Services - Meat Inspection		350		290		0	\$0	\$350
Preventative Services - Inspections & Admin		41,936		34,930		26,617	\$0	\$15,319
Preventative Services - Pest Control		6,461		5,370		4,879	\$0	\$1,582
Other Health		135,754		119,402		113,567	\$0	\$22,187
OPERATING REVENUE								
Preventative Services - Meat Inspection	350		0		0		\$350	\$0
Preventative Services - Inspections & Admin	2,500		2,500		2,509		\$9	\$0
Preventative Services - Pest Control	0		0		0		\$0	\$0
Other Health	12,000		9,000		9,265		\$2,735	\$0
SUB-TOTAL	14,850	184,501	11,500	159,992	11,774	145,063	(3,076)	39,438
CAPITAL EXPENDITURE								
Preventative Services - Meat Inspection		0		0		0	\$0	\$0
Preventative Services - Inspections & Admin		0		0		0	\$0	\$0
Preventative Services - Pest Control		0		0		0	\$0	\$0
Other Health		25,000		41,700		41,658	\$0	-\$16,658
CAPITAL REVENUE								
Preventative Services - Meat Inspection	0		0		0		\$0	\$0
Preventative Services - Inspections & Admin	0		0		0		\$0	\$0
Preventative Services - Pest Control	0		0		0		\$0	\$0
Other Health	0		0		0		\$0	\$0
SUB-TOTAL	0	25,000	0	41,700	0	41,658	0	(16,658)
TOTAL - PROGRAMME SUMMARY	14,850	209,501	11,500	201,692	11,774	186,721	(3,076)	22,780

Shire of Morawa
SCHEDULE 08 - EDUCATION & WELFARE
Financial Statement for Period Ended
30 April 2025

PROGRAMME SUMMARY	2024-25 Adopted Budget		2024-25 YTD Budget		2024-25 YTD Actuals		2024-25 Variance	
	Income	Expense	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>								
Other Education		6,737		5,939		5,267	\$0	\$1,470
Care of Families & Children		70,127		50,040		47,585	\$0	\$22,542
Other Welfare		179,601		153,452		136,616	\$0	\$42,985
<u>OPERATING REVENUE</u>								
Other Education	0		0		0		\$0	\$0
Care of Families & Children	2,000		1,660		2,000		\$0	\$0
Other Welfare	10,500		21,410		26,725		\$16,225	\$0
SUB-TOTAL	12,500	256,465	23,070	209,431	28,725	189,468	16,225	66,997
<u>CAPITAL EXPENDITURE</u>								
Other Education		0		0		0	\$0	\$0
Care of Families & Children		0		0		0	\$0	\$0
Other Welfare		0		0		0	\$0	\$0
<u>CAPITAL REVENUE</u>								
Other Education	0		0		0		\$0	\$0
Care of Families & Children	0		0		0		\$0	\$0
Other Welfare	0		0		0		\$0	\$0
SUB-TOTAL	0	0	0	0	0	0	0	0
TOTAL - PROGRAMME SUMMARY	12,500	256,465	23,070	209,431	28,725	189,468	16,225	66,997

Shire of Morawa
SCHEDULE 09 - HOUSING
Financial Statement for Period Ended
30 April 2025

PROGRAMME SUMMARY								
	2024-25 Adopted Budget		2024-25 YTD Budget		2024-25 YTD Actuals		2024-25 Variance	
	Income	Expense	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>								
Staff Housing		106,641		96,767		111,011	\$0	-\$4,371
Other Housing		76,588		68,206		48,296	\$0	\$28,292
Aged Housing		85,551		71,529		42,076	\$0	\$43,475
<u>OPERATING REVENUE</u>								
Staff Housing	21,500		17,910		25,796		\$4,296	\$0
Other Housing	16,000		13,330		12,581		\$3,419	\$0
Aged Housing	56,000		46,630		27,791		\$28,209	\$0
SUB-TOTAL	93,500	268,780	77,870	236,502	66,168	201,384	(27,332)	67,396
<u>CAPITAL EXPENDITURE</u>								
Staff Housing		216,416		180,320		112,313	\$0	\$104,103
Other Housing		0		0		0	\$0	\$0
Aged Housing		20,474		0		11,685	\$0	\$8,789
<u>CAPITAL REVENUE</u>								
Staff Housing	0		0		0		\$0	\$0
Other Housing	0		0		0		\$0	\$0
Aged Housing	0		0		0		\$0	\$0
SUB-TOTAL	0	236,890	0	180,320	0	123,998	0	112,892
TOTAL - PROGRAMME SUMMARY	93,500	505,669	77,870	416,822	66,168	325,381	(27,332)	180,288

Shire of Morawa
SCHEDULE 10 - COMMUNITY AMENITIES
Financial Statement for Period Ended
30 April 2025

PROGRAMME SUMMARY	2024-25 Adopted Budget		2024-25 YTD Budget		2024-25 YTD Actuals		2024-25 Variance	
	Income	Expense	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$	\$	\$
OPERATING EXPENDITURE								
Sanitation - Household Refuse		272,566		227,080		173,108	\$0	\$99,458
Sanitation - Other		295,604		128,830		45,191	\$0	\$250,413
Sewerage		137,547		116,417		97,088	\$0	\$40,459
Urban Stormwater Drainage		9,000		7,490		0	\$0	\$9,000
Town Planning & Regional Development		69,514		57,920		45,664	\$0	\$23,850
Other Community Amenities		159,198		117,286		86,140	\$0	\$73,058
OPERATING REVENUE								
Sanitation - Household Refuse	149,130		148,870		147,594		\$1,536	\$0
Sanitation - Other	303,110		269,140		100,467		\$202,643	\$0
Sewerage	374,345		372,755		372,345		\$2,000	\$0
Urban Stormwater Drainage	0		0		0		\$0	\$0
Town Planning & Regional Development	4,000		3,330		4,118		\$118	\$0
Other Community Amenities	26,902		25,990		9,258		\$17,644	\$0
SUB-TOTAL	857,487	943,429	820,085	655,023	633,781	447,192	(223,706)	496,237
CAPITAL EXPENDITURE								
Sanitation - Household Refuse		24,664		0		5,705	\$0	\$18,959
Sanitation - Other		0		0		0	\$0	\$0
Sewerage		71,952		0		14,904	\$0	\$57,048
Urban Stormwater Drainage		0		0		0	\$0	\$0
Other Community Amenities		0		0		2,166	\$0	-\$2,166
CAPITAL REVENUE								
SUB-TOTAL	0	96,616	0	0	0	22,775	0	73,841
TOTAL - PROGRAMME SUMMARY	857,487	1,040,045	820,085	655,023	633,781	469,967	(223,706)	570,078

Shire of Morawa
SCHEDULE 11 - RECREATION & CULTURE
Financial Statement for Period Ended
30 April 2025

PROGRAMME SUMMARY	2024-25 Adopted Budget		2024-25 YTD Budget		2024-25 YTD Actuals		2024-25 Variance	
	Income	Expense	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>								
Public Halls and Civic Centres		172,187		146,926		159,614	\$0	\$12,573
Swimming Areas & Beaches		361,773		308,890		308,063	\$0	\$53,710
Other Recreation and Sport		1,086,249		940,807		1,033,067	\$0	\$53,182
TV and Radio Re-broadcasting		2,000		1,660		1,145	\$0	\$855
Libraries		27,521		25,590		24,615	\$0	\$2,906
Other Culture		147,661		145,832		156,071	\$0	-\$8,410
<u>OPERATING REVENUE</u>								
Public Halls and Civic Centres	1,700		1,410		107		\$1,593	\$0
Swimming Areas & Beaches	21,000		20,830		15,033		\$5,967	\$0
Other Recreation and Sport	911,969		758,370		257,372		\$654,597	\$0
TV and Radio Re-broadcasting	0		0		0		\$0	\$0
Libraries	0		0		0		\$0	\$0
Other Culture	51,800		47,559		26,638		\$25,162	\$0
SUB-TOTAL	986,469	1,797,391	828,169	1,569,705	299,150	1,682,575	(687,319)	114,816
<u>CAPITAL EXPENDITURE</u>								
Public Halls and Civic Centres		0		0		0	\$0	\$0
Swimming Areas & Beaches		23,768		24,273		29,007	\$0	-\$5,239
Other Recreation and Sport		1,119,038		883,449		257,984	\$0	\$861,054
TV and Radio Re-broadcasting		0		0		0	\$0	\$0
Libraries		0		0		0	\$0	\$0
Other Culture		0		0		0	\$0	\$0
<u>CAPITAL REVENUE</u>								
Public Halls and Civic Centres	0		0		0		\$0	\$0
Swimming Areas & Beaches	0		0		0		\$0	\$0
Other Recreation and Sport	0		0		0		\$0	\$0
TV and Radio Re-broadcasting	0		0		0		\$0	\$0
Libraries	0		0		0		\$0	\$0
Other Culture	0		0		0		\$0	\$0
SUB-TOTAL	0	1,142,806	0	907,722	0	286,991	0	855,815
TOTAL - PROGRAMME SUMMARY	986,469	2,940,197	828,169	2,477,427	299,150	1,969,565	(687,319)	970,631

Shire of Morawa
SCHEDULE 12 - TRANSPORT
Financial Statement for Period Ended
30 April 2025

PROGRAMME SUMMARY	2024-25 Adopted Budget		2024-25 YTD Budget		2024-25 YTD Actuals		2024-25 Variance	
	Income	Expense	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>								
Construction Roads, Bridges and Depots		0		0		0	\$0	\$0
Maintenance Roads, Bridges and Depots		2,994,115		2,124,484		2,120,456	\$0	\$873,659
Plant Purchases		41,660		6,170		27,965	\$0	\$13,695
Transport Licensing		81,753		68,460		66,806	\$0	\$14,947
Aerodromes		131,293		110,598		91,847	\$0	\$39,446
<u>OPERATING REVENUE</u>								
Construction Roads, Bridges and Depots	1,898,350		1,898,350		356,304		\$1,542,046	\$0
Maintenance Roads, Bridges and Depots	939,200		519,082		432,127		\$507,073	\$0
Plant Purchases	35,520		0		44,045		\$8,525	\$0
Transport Licensing	17,000		14,500		11,626		\$5,374	\$0
Aerodromes	0		0		0		\$0	\$0
SUB-TOTAL	2,890,070	3,248,821	2,431,932	2,309,712	844,102	2,307,073	(2,045,968)	941,748
<u>CAPITAL EXPENDITURE</u>								
Construction Roads, Bridges and Depots		2,672,897		2,388,959		929,255	\$0	\$1,743,642
Maintenance Roads, Bridges and Depots		50,000		0		0	\$0	\$50,000
Plant Purchases		1,082,151		691,120		552,975	\$0	\$529,176
Aerodromes		0		0		355	\$0	-\$355
<u>CAPITAL REVENUE</u>								
Construction Roads, Bridges and Depots	0		0		0		\$0	\$0
Maintenance Roads, Bridges and Depots	0		0		0		\$0	\$0
Plant Purchases	200,000		0		0		\$200,000	\$0
Aerodromes	0		0		0		\$0	\$0
SUB-TOTAL	200,000	3,805,048	0	3,080,079	0	1,482,585	(200,000)	2,322,463
TOTAL - PROGRAMME SUMMARY	3,090,070	7,053,869	2,431,932	5,389,791	844,102	3,789,658	(2,245,968)	3,264,211

Shire of Morawa
SCHEDULE 13 - ECONOMIC SERVICES
Financial Statement for Period Ended
30 April 2025

PROGRAMME SUMMARY								
	2024-25 Adopted Budget		2024-25 YTD Budget		2024-25 YTD Actuals		2024-25 Variance	
	Income	Expense	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>								
Rural Services		20,294		16,850		9,879	\$0	\$10,415
Tourism & Area Promotion		341,637		276,596		264,547	\$0	\$77,090
Building Control		50,790		42,320		41,759	\$0	\$9,031
Other Economic Services		78,804		65,650		69,139	\$0	\$9,665
Economic Development		324,999		278,691		258,323	\$0	\$66,676
<u>OPERATING REVENUE</u>								
Tourism & Area Promotion	164,900		137,380		147,601		\$17,299	\$0
Building Control	6,300		5,240		9,682		\$3,382	\$0
Other Economic Services	30,000		25,000		9,885		\$20,115	\$0
Economic Development	30,800		25,620		28,880		\$1,920	\$0
SUB-TOTAL	232,000	816,524	193,240	680,107	196,048	643,647	(35,952)	172,877
<u>CAPITAL EXPENDITURE</u>								
Tourism & Area Promotion		0		0		0	\$0	\$0
Economic Development		123,810		0		57,774	\$0	\$66,036
<u>CAPITAL REVENUE</u>								
Economic Development	40,000		0		0		\$40,000	\$0
SUB-TOTAL	40,000	123,810	0	0	0	57,774	(40,000)	66,036
TOTAL - PROGRAMME SUMMARY	272,000	940,334	193,240	680,107	196,048	701,421	(75,952)	238,913

Shire of Morawa
SCHEDULE 14 - OTHER PROPERTY & SERVICES
Financial Statement for Period Ended
30 April 2025

PROGRAMME SUMMARY	2024-25 Adopted Budget		2024-25 YTD Budget		2024-25 YTD Actuals		2024-25 Variance	
	Income	Expense	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>								
Private Works		27,753		23,110		14,706	\$0	\$13,047
Public Works Overheads		0		(36,794)		258,814	\$0	-\$258,814
Plant Operation Costs		0		6,980		(122,973)	\$0	\$122,973
Stock, Fuels and Oils		0		0		2,946	\$0	-\$2,946
Administration		0		18,617		1,341	\$0	-\$1,341
Unclassified		175,000		175,000		15,208	\$0	\$159,792
<u>OPERATING REVENUE</u>								
Private Works	37,500		31,250		9,101		\$28,399	\$0
Public Works Overheads	1,000		1,000		11,096		\$10,096	\$0
Plant Operation Costs	42,000		31,500		0		\$42,000	\$0
Stock, Fuels and Oils	1,500		1,250		2,103		\$603	\$0
Administration	6,000		7,446		64,529		\$58,529	\$0
Unclassified	500		19,413		19,003		\$18,503	\$0
SUB-TOTAL	88,500	202,753	91,859	186,913	105,832	170,043	17,332	32,710
<u>CAPITAL EXPENDITURE</u>								
Administration		122,421		206,680		26,992	\$0	\$95,429
<u>CAPITAL REVENUE</u>								
Administration	0		0		0		\$0	\$0
Unclassified	175,000		0		0		\$175,000	\$0
SUB-TOTAL	175,000	122,421	0	206,680	0	26,992	(175,000)	95,429
TOTAL - PROGRAMME SUMMARY	263,500	325,174	91,859	393,593	105,832	197,034	(157,668)	128,140

Shire of Morawa
Bank Reconciliation Report
For Period Ending 30 April 2025

	Municipal Account	Municipal Online Saver	Trust Account	Reserve Account	Term Deposits - Reserves
Balance as per Bank Statement	1,727,828.86	1,136,569.44	1,525.11	5,117,978.88	2,100,000.00
Balance as per General Ledger	1,713,563.88	1,136,569.44	1,525.11	5,117,978.88	2,100,000.00
Outstanding Deposits					
Unallocated Bank Deposits	(\$14,264.98)				
Outstanding Deposits					
Difference	1,713,563.88 0.00	1,136,569.44 0.00	1,525.11 0.00	5,117,978.88 0.00	2,100,000.00 0.00

Shire of Morawa
List of Payments Report
For Period Ending 30 April 2025

Chq/EFT	Date	Name	Description	Amount	Bank
EFT19038	10/04/2025	Australian Services Union	Payroll Deductions/Contributions	26.50	6
EFT19039	10/04/2025	Geraldton Elders Real Estate WA Pty Ltd -	Payroll Deductions/Contributions	225.40	6
EFT19040	14/04/2025	North Midlands Electrical	Replacement Aircon - Gutha Unit	1569.00	6
EFT19041	14/04/2025	Canine Control	Ranger Services - 27/03/2025	1090.32	6
EFT19042	14/04/2025	Stewart & Heaton Clothing Co Pty Ltd	Trousers - Brigades	2010.82	6
EFT19043	14/04/2025	Geraldton Lock and Key	3x Restricted Key Cut	107.80	6
EFT19044	14/04/2025	Greenfield Technical Services	Engineering Services - Nanekine Rd	7865.00	6
EFT19045	14/04/2025	Coates Hire	Message Board Hire	3980.33	6
EFT19046	14/04/2025	Seton Australia	Door Signs for Chambers	360.62	6
EFT19047	14/04/2025	Blackwoods Geraldton	Terminal Kit Insulated	440.88	6
EFT19048	14/04/2025	Officeworks	Various Stationary	1004.01	6
EFT19049	14/04/2025	SafeRoads WA	5 Days Patching	32092.50	6
EFT19050	14/04/2025	RJ & LJ King	Ute Tyre Repair	60.50	6
EFT19051	14/04/2025	Corsign WA Pty Ltd	STD Notice Sign and Office Sign	141.90	6
EFT19052	14/04/2025	Kmart	Various items- Youth Centre	191.20	6
EFT19053	14/04/2025	Cleanpak Total Solutions	Vacuum Cleaner and Washroom Cleaner	1260.70	6
EFT19054	14/04/2025	Wallace Plumbing and Gas	Tap Spout Fix in Public Toilet	756.00	6
EFT19055	14/04/2025	Australia Post	Aus Postage Services Dec 2024 & Jan 2025	507.80	6
EFT19056	14/04/2025	CB Traffic Solutions Pty Ltd	Traffic Control	2311.57	6
EFT19057	14/04/2025	Patience Sandland Pty Ltd	Supply & Delivery of Sand	3464.40	6
EFT19058	16/04/2025	North Midlands Electrical	Pintharuka Unit Light	427.63	6
EFT19059	16/04/2025	Morawa Traders	Refreshments for admin and chambers	329.85	6
EFT19060	16/04/2025	Nutrien Ag Solutions	Fertiliser	5048.56	6
EFT19061	16/04/2025	WesTrac Equipment Pty Ltd	265-4034 hose	106.96	6
EFT19062	16/04/2025	Landgate	Rural UV'S Chargeable - 20/01/2024 - 16/08/2024	571.90	6
EFT19063	16/04/2025	Refuel Australia	Bulk Fuel Purchase 11000L @ \$1.7553 & Fuel Card Purchases	21549.80	6
EFT19064	16/04/2025	Think Water Geraldton	Joiners	422.25	6
EFT19065	16/04/2025	Canine Control	Ranger Services - March 19	1090.32	6
EFT19066	16/04/2025	GH Country Courier	Freight Charges	36.96	6
EFT19067	16/04/2025	Sigma Telford Group	Pool Chlorine	5526.40	6
EFT19068	16/04/2025	Winchester Industries	Supply & Delivery of Aggregate	5270.76	6
EFT19069	16/04/2025	Morawa District High School Parents &	Sinosteel Recipient - Yarning Circle	4983.43	6
EFT19070	16/04/2025	Geraldton Mower & Repairs Specialists	Multiple services of equipment	2201.10	6
EFT19071	16/04/2025	Truckline	Hub Cap	136.88	6

Shire of Morawa
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For Period Ending 30 April 2025

Chq/EFT	Date	Name	Description	Amount	Bank
EFT19072	16/04/2025	Northstar Asset Pty Ltd	Christmas Movie Screening	165.00	6
EFT19073	16/04/2025	Blackwoods Geraldton	Work Lamp LED	1921.33	6
EFT19074	16/04/2025	Morawa IGA	Various IGA expenses for February including Australia Day 2025	4989.73	6
EFT19075	16/04/2025	St John Ambulance Western Australia Ltd	First Aid Training	2354.00	6
EFT19076	16/04/2025	RJ & LJ King	Repair x2 tyre	308.00	6
EFT19077	16/04/2025	Great Southern Fuel Supplies	Fuel Card Purchases - March 2025	2535.94	6
EFT19078	16/04/2025	Infinitum Technologies Pty Ltd	Monthly IT Charges	16486.89	6
EFT19079	16/04/2025	Avon Waste	Waste Collection Services - February 2025	7318.08	6
EFT19080	16/04/2025	Major Motors Pty Ltd	Truck Socket Assy	595.72	6
EFT19081	16/04/2025	Team Global Express	Freight Charges	38.98	6
EFT19082	16/04/2025	OakStar Asset Pty Ltd	Road Grading	12375.00	6
EFT19083	16/04/2025	Bob Waddell Consultant	Assistance with monthly financials	22264.00	6
EFT19084	16/04/2025	Cohesis Pty Ltd	AgendisRequest - Annual Licence	4950.00	6
EFT19085	16/04/2025	Cleanpak Total Solutions	Various Caravan Park consumables	821.15	6
EFT19086	16/04/2025	Midmech Pty Ltd	30k Service MO44	591.40	6
EFT19087	16/04/2025	Cloud Collections Pty Ltd	Legal Fees	2753.41	6
EFT19088	16/04/2025	Wallace Plumbing and Gas	Hot Water Unit & Leak Repair	4478.59	6
EFT19089	16/04/2025	ATC Work Smart	Admin Trainee	281.75	6
EFT19090	16/04/2025	Daimler Trucks Perth	New Plant Purchase - FUSO Canter Truck 4 x 2	163254.80	6
EFT19091	16/04/2025	Australia Post	Postage Fee's for March 2025	330.34	6
EFT19092	16/04/2025	Ashton Hargreaves-Tieland	Reimburse items for pool	74.90	6
EFT19093	16/04/2025	Midwest Safety & Training Pty Ltd	Depot Staff Training	5148.45	6
EFT19094	16/04/2025	CAREY RIGHT TRACK FOUNDATION LTD	Basketball Clinics - Jan & April	21780.00	6
EFT19095	16/04/2025	Brodie Bates	Water Corp Trainer	669.80	6
EFT19096	16/04/2025	Instant Transportable Offices Pty Ltd	Depot Modular Toilets	25795.00	6
EFT19097	16/04/2025	Dallcon	Supply & Delivery of products - Nanekine Rd	16137.00	6
EFT19098	16/04/2025	Morawa Pharmacy	Sunscreen for Pool	119.96	6
EFT19099	16/04/2025	North Midlands Electrical	Electrical Maintenace - Various Areas/Jobs	1678.72	6
EFT19100	16/04/2025	Nutrien Ag Solutions	Pressure Pump	440.00	6
EFT19101	16/04/2025	GH Country Courier	Freight Charges	36.96	6
EFT19102	16/04/2025	Stewart & Heaton Clothing Co Pty Ltd	Trousers - Brigades	923.65	6
EFT19103	16/04/2025	Geraldton Trophy Centre and Engraving	Jarrah Honour board & plates	2000.73	6
EFT19104	16/04/2025	Total Toilets	Hire of Port. Toilet 01.03 - 31.03.25	2605.91	6

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Chq/EFT	Date	Name	Description	Amount	Bank
EFT19105	16/04/2025	Herrings Coastal Plumbing & Gas	Provision of Sewer Jetter and Operator - 11.03.25	1397.00	6
EFT19106	16/04/2025	RJ & LJ King	Supply & Fit 2 New tyres - P294	684.20	6
EFT19107	16/04/2025	Avon Waste	General Waste Services - March	7827.60	6
EFT19108	16/04/2025	Mitchell and Brown Communications	Quarterly Monitoring Fee - Medical Centre	161.08	6
EFT19109	16/04/2025	Coral Coast Homes And Construction	Rec Centre Roof - Progress Claim One	9109.01	6
EFT19110	16/04/2025	Weelaway Stone	Yellow sand delivery	4336.20	6
EFT19111	16/04/2025	Bookeasy Australia Pty Ltd	Room Manager monthly fee - March 2025	134.31	6
EFT19112	16/04/2025	Daphne's Timeless Treats	Catering for 8 different occasions of functions/training Feb & March 2025	2628.00	6
EFT19113	16/04/2025	LG Best Practices Pty Ltd	End of month rates service processing	4444.00	6
EFT19114	16/04/2025	Cloud Collections Pty Ltd	Legal Fees - A103, A82, A138	1245.50	6
EFT19115	16/04/2025	Brooks Hire	Hire of PF Roller	4505.84	6
EFT19116	16/04/2025	Southern Cross Broadband Pty Ltd	Monthly Charge - Wireless @ Gym - April 2025	357.00	6
EFT19117	16/04/2025	Jodi Louise Reilly	Corporate Wellness Event & Mentoring	8411.76	6
EFT19118	16/04/2025	Winc	Photocopier Usage Charges	1414.01	6
EFT19119	16/04/2025	Incite Security	Monitoring Service fees 01.03.25 - 31.05.25	126.00	6
EFT19120	16/04/2025	Seek	Classic Ad - EMCSS	423.50	6
EFT19121	24/04/2025	Australian Services Union	Payroll Deductions/Contributions	26.50	6
EFT19122	24/04/2025	Geraldton Elders Real Estate WA Pty Ltd -	Payroll Deductions/Contributions	208.40	6
Total EFT Payments				480,835.15	
DD10397.1	10/04/2025	Beam Super	Superannuation payment for payrun 120	13643.47	6
DD10398.1	02/04/2025	Synergy	Electricity Supply & Usage Charges 25 Jan 2025 - 24 Feb 2025	4034.51	6
DD10404.1	15/04/2025	Beam Super	Superannuation for special payrun 123	53.30	6
DD10414.1	30/04/2025	Beam Super	Superannuation batch for payrun 124	11569.88	6
DD10418.1	22/04/2025	Water Corporation	Water Supply & Usage Charges - 6 Feb 2025 - 3 April 2025	3751.84	6
DD10418.2	22/04/2025	Telstra Corporation Limited	Telephone Services & Equipment Rental, Doctors Residence, 02 April -	34.95	6
DD10418.3	22/04/2025	Synergy	Electricity Supply & Usage Charges - 25 Feb 2025 - 24 March 2025 -	3644.06	6
DD10422.1	29/04/2025	Water Corporation	Water Supply & Usage Charges - 10 Feb 2025 - 7 Apr 2025	24401.06	6
DD10423.1	28/04/2025	Water Corporation	Water Supply & Usage Charges - 6 Feb 2025 - 3 Apr 2025	12713.97	6
DD10425.1	01/04/2025	Exetel Pty Ltd	Monthly Corporate Internet Charge - April 2025	975.00	6
DD10425.2	03/04/2025	Synergy	Electricity Supply & Usage Charges 18 Dec 24 to 19 Feb 25	1036.24	6
DD10425.3	04/04/2025	Synergy	Electricity Supply & Usage Charges 25 Feb 25 to 14 March 25	325.40	6
DD10425.4	08/04/2025	Synergy	Electricity Supply & Usage Charges 18 Feb 25 to 17 March 25	359.56	6

Shire of Morawa
List of Payments Report
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Chq/EFT	Date	Name	Description	Amount	Bank
DD10425.5	09/04/2025	Synergy	Electricity Supply & Usage Charges 24 Dec 2024 to 25 Feb 25	3025.29	6
DD10427.1	16/04/2025	Telstra Corporation Limited	Monthly Charges March 2025 - Mobile usage, Dongles & Data SIM	1224.36	6
DD10427.2	24/04/2025	Water Corporation	Water use & service charges 10 Feb 2025 to 7 April 2025	3127.32	6
DD10427.3	24/04/2025	Telstra Corporation Limited	Monthly Landline & Internet Charges - Medical Centre - March 2025	385.28	6
DD10427.4	23/04/2025	Water Corporation	Water Use & Service Charge 10 Feb 25 to 04 April 25	346.15	6
DD10427.5	24/04/2025	Synergy	Electricity Supply & Usage Charges 20 Feb 25 to 19 March 25	1447.50	6
Total Direct Debit Payments				86,099.14	
120	9/04/2025	Shire of Morawa	Payroll 120 Deductions	430.00	6
PAYRUN 120	10/04/2025	Shire of Morawa	Net Payroll Journal Payrun 120	74,474.76	6
PAYRUN 123	15/04/2025	Shire of Morawa	Net Payroll Journal Payrun 123	564.52	6
124	23/04/2025	Shire of Morawa	Payroll 124 Deductions	630.00	6
PAYRUN 124	24/04/2025	Shire of Morawa	Net Payroll Journal Payrun 124	66085.35	6
2425-10.08	3/04/2025	Water Corp	BPAY payments to Water Corp - 1 accounts	233.37	6
2425-10.09	30/04/2025	NAB	Bank fees - Merchant, BPAY, Connect, Account	396.91	6
	30/04/2025	Shire of Morawa	Gymnasium Toggle Refunds	90.00	6
2425-10.06	30/04/2025	DOT	Transport Direct Debit Payment - April 2025	45,478.55	6
	30/04/2025	Centrelink	Centrepay Fee's	13.86	6
	31/03/2025	Shire of Morawa	Caravan Park Refunds/Cancellations	528.00	6
Total Bank Transfers/ Payments				188,925.32	
Included in	Fuel Card - 93926029 - MO 0 - P622				
EFT19063	16/04/2025	Refuel - Starcard	Fuel Card Purchases - March	915.49	6
	16/04/2025	Refuel - Starcard	Fuel Card Purchases - Feb	740.24	6
	16/04/2025	Refuel - Starcard	Fuel Card Purchases - Jan	108.29	6
EFT19077	16/04/2025	Great Southern Fuel Supplies	Fuel Card Purchases - March	50.97	6
Included in	Fuel Card - 94937892 - 0 MO - EMCCS - P293				
EFT19063	16/04/2025	Refuel - Starcard	Fuel Card Purchases - Jan	310.45	6
	16/04/2025	Refuel - Starcard	Fuel Card Purchases - Feb	167.03	6
EFT19077	16/04/2025	Great Southern Fuel Supplies	Fuel Card Purchases - March	759.24	6
	16/04/2025	Great Southern Fuel Supplies	Fuel Card Purchases - Dec	574.68	6
	16/04/2025	Great Southern Fuel Supplies	Fuel Card Purchases - Jan	333.05	6
	16/04/2025	Great Southern Fuel Supplies	Fuel Card Purchases - Feb	132.62	6
Included in	Fuel Card - Depot - P999				

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For Period Ending 30 April 2025

Chq/EFT	Date	Name	Description	Amount	Bank
EFT19077	16/04/2025	Great Southern Fuel Supplies	Fuel Card Purchases - March	112.97	6
	16/04/2025	Great Southern Fuel Supplies	Fuel Card Purchases - Dec	95.11	6
	16/04/2025	Great Southern Fuel Supplies	Fuel Card Purchases - Jan	53.79	6
	16/04/2025	Great Southern Fuel Supplies	Fuel Card Purchases - Feb	423.51	6
TOTAL Fuel Card				4,777.44	
2425-10.10		NAB	Corporate card purchases in March 2025		
		Coroprate Credit Card - EA			
	10/03/2025	EZI *VisiMax*	Infringement Notice Bush Fires Act	72.29	6
	13/03/2025	Local Government Mana	ESP Network Professional Development Afternoon	150.00	6
	17/03/2025	Budget 4 Wheel Drive	Car Rental for Trainer - Water Corp	303.33	6
	17/03/2025	Local Government Mana	Credit for ESP Network Afternoon	-30.00	6
	19/03/2025	Control Equipment	Hire of Gas Detector for Training (Outside)	165.00	6
	24/03/2025	Officeworks	Starlink Standard Kit	549.00	6
	26/03/2025	Kinatico Ltd	CV Check - Pre Employment Expense	77.70	6
	26/03/2025	Starlink Internet	Residential Internet - Setup March 2025	139.00	6
	28/03/2025	NAB	Card Fee	8.00	6
Sub Total				1,434.32	

Shire of Morawa
List of Payments Report
For Period Ending 30 April 2025

Chq/EFT	Date	Name	Description	Amount	Bank
		Coroprate Credit Card - CEO			
	10/03/2025	Global Road Safety	Road Safety Course - Outside Training	550.00	6
	19/03/2025	Post Morawa	Traffic Infringement Notice (to be refunded)	200.00	6
	21/03/2025	Starlink Internet	Residential Internet - CEO	13.73	6
	26/03/2025	Happytel Retail Group	Replace broken screen on CEO phone	486.12	6
	27/03/2025	Starlink Internet	Residential Internet - CEO	139.00	6
	28/03/2025	IGA Morawa	Water for Chambers	16.98	6
	28/03/2025	NAB	Card Fee	8.00	6
		Sub Total		1,413.83	
		Coroprate Credit Card - MCSP			
	28/03/2025	NAB	Card Fee	8.00	6
		Sub Total		8.00	
		Coroprate Credit Card - EMCCS			
	28/03/2025	NAB	Card Fee	8.00	6
	26/03/2025	Starlink Internet	Internet - Medical Centre	139.00	6
	26/03/2025	Starlink Internet	Internet - Depot	139.00	6
		Sub Total		286.00	
		TOTAL Corporate Credit Card Payment		3,142.15	
		TOTAL PAYMENTS FOR COUNCIL APPROVAL		759,001.76	