




MINUTES

CERTIFICATION OF CONFIRMATION OF COUNCIL MEETING MINUTES

23 OCTOBER 2014

I, Cr Alan Pilgrim, hereby certify that the minutes from the Council Meeting held on 23 October 2014 pages (1) to (136) were confirmed at a meeting of Council held on 4 December 2014.



Signature

Cr Alan Pilgrim
Person presiding at Meeting



MINUTES

Ordinary Meeting of Council

23 October 2014

ORDINARY MEETING OF COUNCIL

MINUTES

23 October 2014

(REF: D2014/11605)

An Ordinary Meeting of Council was held at the EMRC Administration Office, 1st Floor, 226 Great Eastern Highway, BELMONT WA 6104 on **Thursday, 23 October 2014**. The meeting commenced at **6:00pm**

TABLE OF CONTENTS

1	DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS	1
2	ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)	1
3	DISCLOSURE OF INTERESTS	2
4	ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION	2
	4.1 AVON DESCENT AWARD	2
	4.2 DELEGATION TO CANBERRA AUGUST 2014	2
5	RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE	2
6	PUBLIC QUESTION TIME	2
7	APPLICATIONS FOR LEAVE OF ABSENCE	2
8	PETITIONS, DEPUTATIONS AND PRESENTATIONS	2
	8.1 PRESENTATION BY CATALYSE ON THE OUTCOMES OF THE EMRC 2014 BIENNIAL STAKEHOLDER PERCEPTION SURVEY	2
9	CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS	3
	9.1 MINUTES OF ORDINARY MEETING OF COUNCIL HELD ON 18 SEPTEMBER 2014 (Ref: D2014/10146)	3
10	QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN	3
11	QUESTIONS BY MEMBERS WITHOUT NOTICE	3
12	ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETINGS MAY BE CLOSED TO THE PUBLIC	3
13	BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING	3
14	REPORTS OF EMPLOYEES	4
	14.1 LIST OF ACCOUNTS PAID DURING THE MONTH OF SEPTEMBER 2014 (Ref: D2014/11849)	5
	14.2 FINANCIAL REPORT FOR PERIOD ENDED 31 AUGUST 2014 (Ref: D2014/11829)	15
	14.3 AMENDED DISCOUNT RATE FOR COMMERCIAL WASTE (Ref: D2014/12696)	32
	14.4 ITEMS CONTAINED IN THE INFORMATION BULLETIN (Ref: D2014/12118)	36
15	REPORTS OF COMMITTEES	64
	15.1 CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD 7 OCTOBER 2014 (REFER TO MINUTES OF COMMITTEE – BLUE PAGES)	64
	15.2 TECHNICAL ADVISORY COMMITTEE MEETING HELD 9 OCTOBER 2014 (REFER TO MINUTES OF COMMITTEE – YELLOW PAGES)	114
16	REPORTS OF DELEGATES	136
17	MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN	136

TABLE OF CONTENTS *continued*

18	NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING	136
19	CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC	136
20	FUTURE MEETINGS OF COUNCIL	136
21	DECLARATION OF CLOSURE OF MEETING	136



1 DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Chairman opened the meeting at 6:00pm and welcomed Ms Lisa Lough, Managing Director of Catalyse to the meeting.

2 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

Councillor Attendance

Cr Alan Pilgrim (Chairman)	EMRC Member	Shire of Mundaring
Cr Janet Powell (Deputy Chairman)	EMRC Member	City of Belmont
Cr Jennie Carter	EMRC Member	Town of Bassendean
Cr Gerry Pule	EMRC Member	Town of Bassendean
Cr Mike Anderton	EMRC Member	City of Bayswater
Cr Alan Radford (Deputising for Cr Cornish)	EMRC Deputy Member	City of Bayswater
Cr Steve Wolff	EMRC Member	City of Belmont
Cr Dylan O'Connor	EMRC Member	Shire of Kalamunda
Cr Frank Lindsey	EMRC Member	Shire of Kalamunda
Cr Tony Cuccaro	EMRC Member	Shire of Mundaring
Cr David Färdig	EMRC Member	City of Swan
Cr Charlie Zannino	EMRC Member	City of Swan

Leave of Absence Previously Approved

Cr Cornish, (23/10/2014)

EMRC Officers

Mr Peter Schneider	Chief Executive Officer
Mr Hua Jer Liew	Director Corporate Services
Mr Steve Fitzpatrick	Director Waste Services
Mrs Marilyn Horgan	Director Regional Services
Mrs Prapti Mehta	Manager Human Resources
Ms Theresa Eckstein	Executive Assistant to Chief Executive Officer
Mrs Annie Hughes-d'Aeth	Personal Assistant to Director Corporate Services (Minutes)

EMRC Observers

Mr David Ameduri	Manager Financial Services
Ms Wendy Harris	Manager Regional Services

Observers

Cr Andrew Waddell	EMRC Deputy Member	Shire of Kalamunda
Mr Bob Jarvis	Chief Executive Officer	Town of Bassendean
Mr Ric Lutey	Director Technical Services	City of Belmont
Mr Charles Sullivan	Director Development & Infrastructure Services	Shire of Kalamunda
Mr James Riley	Manager Environmental Health Services	City of Bayswater

Guests

Ms Lisa Lough	Managing Director, Catalyse
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3 DISCLOSURE OF INTERESTS

Nil

4 ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION

4.1 AVON DESCENT AWARD

CIC Events recently presented the EMRC with a certificate on behalf of the Northam Avon Descent Association to acknowledge the ongoing support provided by the EMRC in making the Avon Descent an iconic event for Western Australia. The certificate was signed by the race winners Lance Kime, who completed the 142km solo paddle in a time of 9 hours and 7 minutes, and powerboat winners Tim Hodgkinson and Dennis Peach who completed in 2 hours and 33 minutes.

4.2 DELEGATION TO CANBERRA AUGUST 2014

The Chairman acknowledged the work entailed by the CEO, Director Regional Services and staff members in producing the programme for the delegation to Canberra that took place in August 2014. He commented on the high standard of the presentations and the great success of the trip. The Chairman also acknowledged the Member for Hasluck, Mr Ken Wyatt for his hospitality in allowing the delegates to work from his parliamentary office.

5 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

6 PUBLIC QUESTION TIME

Nil

7 APPLICATIONS FOR LEAVE OF ABSENCE

Nil

8 PETITIONS, DEPUTATIONS AND PRESENTATIONS

8.1 PRESENTATION BY CATALYSE ON THE OUTCOMES OF THE EMRC 2014 BIENNIAL STAKEHOLDER PERCEPTION SURVEY

The Chairman announced that the EMRC undertakes a Stakeholder Perception Survey biennially in order to gain an understanding of stakeholders' perception of the organisation.

The primary objective of the Stakeholder Perception Survey was to measure and track the EMRC's performance against a number of key strategic objectives and perception-based key result areas, as defined in the EMRC's Strategic Plan.

This year the EMRC appointed the independent market research consultancy Catalyse who had also conducted surveys on behalf of many of our member Councils, including Town of Bassendean, City of Bayswater, City of Belmont, Shire of Mundaring and the City of Swan.

The Chairman noted it was pleasing to see that the survey results showed some very positive outcomes for the EMRC, with 83% of stakeholders rating the EMRC's performance extremely high and 77% believing the EMRC was achieving its vision.



Item 8.1 continued

The Chairman welcomed Ms Lisa Lough from Catalyse to present the results of the EMRC Stakeholder Perception Survey to Council.

Ms Lisa Lough, Managing Director from Catalyse provided a presentation on the summary of findings from the EMRC's 2014 Biennial Stakeholder Perception Survey and discussion ensued.

The Managing Director of Catalyse, Lisa Lough, specifically noted how fantastic it was to see such positive and well-structured comments throughout the unprompted spontaneous mentions across all areas of the EMRC's services.

The Chairman thanked Ms Lough for the time and effort that went into the survey and for presenting the results.

Ms Lough departed the meeting at 6:25pm.

9 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

9.1 MINUTES OF ORDINARY MEETING OF COUNCIL HELD ON 18 SEPTEMBER 2014

That the minutes of the Ordinary Meeting of Council held on 18 September 2014 which have been distributed, be confirmed.

COUNCIL RESOLUTION

MOVED CR PULE

SECONDED CR POWELL

THAT THE MINUTES OF THE ORDINARY MEETING OF COUNCIL HELD ON 18 SEPTEMBER 2014 WHICH HAVE BEEN DISTRIBUTED, BE CONFIRMED.

CARRIED UNANIMOUSLY

10 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

11 QUESTIONS BY MEMBERS WITHOUT NOTICE

Cr Färdig advised that he would like to table a motion.

The Chairman advised that this matter would be dealt with under Item 18 of the meeting New Business Of An Urgent Nature Approved By The Chairman Or Presiding Member Or By Decision Of Meeting.

12 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETINGS MAY BE CLOSED TO THE PUBLIC

Nil

13 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

Nil



14 REPORTS OF EMPLOYEES

QUESTIONS

The Chairman invited questions from members on the reports of employees.

RECOMMENDATION(S)

That with the exception of items, which are to be withdrawn and dealt with separately, Council adopts the recommendations in the Reports of Employees (Section 14).

COUNCIL RESOLUTION(S)

MOVED CR PULE

SECONDED CR CARTER

THAT WITH THE EXCEPTION OF ITEM 14.3, WHICH IS TO BE WITHDRAWN AND DEALT WITH SEPARATELY, COUNCIL ADOPTS THE RECOMMENDATIONS IN THE REPORTS OF EMPLOYEES (SECTION 14).

CARRIED UNANIMOUSLY



14.1 LIST OF ACCOUNTS PAID DURING THE MONTH OF SEPTEMBER 2014

REFERENCE: D2014/11849

PURPOSE OF REPORT

The purpose of this report is to present to Council a list of accounts paid under the Chief Executive Officer's delegated authority during the month of September 2014 for noting.

KEY ISSUES AND RECOMMENDATION(S)

- As per the requirements of the Local Government (Financial Management) Regulations 1996 (Regulation 13(1)), the list of accounts paid during the month of September 2014 is provided for noting.

Recommendation(s)

That Council notes the CEO's list of accounts for September 2014 paid under delegated power in accordance with Regulation 13(1) of the Local Government (Financial Management) Regulations 1996, as attached to this report totalling \$7,590,058.65.

SOURCE OF REPORT

Director Corporate Services
 Manager Financial Services

BACKGROUND

Council has delegated to the Chief Executive Officer (CEO) the exercise of its power to make payments from the Municipal Fund and Trust Fund. In accordance with Regulation 13(1) of the Local Government (Financial Management) Regulations 1996, a list of accounts paid by the CEO is to be provided to Council, where such delegation is made.

REPORT

The table below summarises the payments drawn on the funds during the month of September 2014. A list detailing the payments made is appended as an attachment to this report.

Municipal Fund	EFT Payments:	EFT30941 – EFT31238	
	Cheque Payments:	219959 – 219965	
	Payroll EFT:	PAY 2015-6 & PAY 2015-7	
	DIRECT DEBITS		
	- Superannuation:	DD13703.1 – DD13703.18 & DD13704.1 – DD13704.17	
	- Bank Charges:	1*SEP14	
	- Other:	860 - 872	\$7,590,058.65
	LESS		
	Cancelled EFTs and Cheques	N/A	Nil
Trust Fund	Not Applicable		Nil
Total			\$7,590,058.65



Item 14.1 continued

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 4 – Good Governance

- 4.3 To provide responsible and accountable governance and management of the EMRC
- 4.4 To continue to improve financial and asset management practices

FINANCIAL IMPLICATIONS

As contained within the report.

SUSTAINABILITY IMPLICATIONS

Nil

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

CEO's Delegated Payments List for the month of September 2014 (Ref: D2014/12525)

VOTING REQUIREMENT

Simple Majority

RECOMMENDATION(S)

That Council notes the CEO's list of accounts for September 2014 paid under delegated power in accordance with Regulation 13(1) of the Local Government (Financial Management) Regulations 1996, as attached to this report totalling \$7,590,058.65.

COUNCIL RESOLUTION(S)

MOVED CR PULE

SECONDED CR CARTER

THAT COUNCIL NOTES THE CEO'S LIST OF ACCOUNTS FOR SEPTEMBER 2014 PAID UNDER DELEGATED POWER IN ACCORDANCE WITH REGULATION 13(1) OF THE LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996, AS ATTACHED TO THIS REPORT TOTALLING \$7,590,058.65.

CARRIED UNANIMOUSLY

Eastern Metropolitan Regional Council

**CEO's DELEGATED PAYMENTS LIST
FOR THE MONTH OF SEPTEMBER 2014**



Cheque /EFT No	Date	Payee	Amount
EFT30941	02/09/2014	ACCESS INDUSTRIAL TYRES PTY LTD	1,266.10
EFT30942	02/09/2014	AIRLITE CLEANING	3,959.34
EFT30943	02/09/2014	AIRWELL GROUP PTY LTD	2,524.35
EFT30944	02/09/2014	AUSTRACLEAR LIMITED (ASX)	117.77
EFT30945	02/09/2014	AUSTRALIA POST - ASCOT PLACE	0.49
EFT30946	02/09/2014	AUSTRALIA POST - RED HILL	274.60
EFT30947	02/09/2014	AUSTRALIAN HVAC SERVICES	550.00
EFT30948	02/09/2014	BALSHAWS FLORIST	75.00
EFT30949	02/09/2014	BATTERY WORLD	1,450.00
EFT30950	02/09/2014	BELMONT RETRAVISION	178.00
EFT30951	02/09/2014	BOC GASES	1,039.50
EFT30952	02/09/2014	CARRINGTONS TRAFFIC SERVICES	1,881.00
EFT30953	02/09/2014	CHAMBERLAIN AUTO ELECTRICS	491.64
EFT30954	02/09/2014	CHANDLER MACLEOD GROUP	1,679.76
EFT30955	02/09/2014	CJD EQUIPMENT PTY LTD	14,267.87
EFT30956	02/09/2014	DELRON CLEANING PTY LTD	3,204.05
EFT30957	02/09/2014	DEPARTMENT OF AGRICULTURE	735.00
EFT30958	02/09/2014	DUN & BRADSTREET PTY LTD	59.40
EFT30959	02/09/2014	E & MJ ROSHER	351.70
EFT30960	02/09/2014	EASTERN HILLS SAWS & MOWERS	77.75
EFT30961	02/09/2014	ELAN ENERGY MANAGEMENT (TYRE RECYCLERS)	418.70
EFT30962	02/09/2014	EURO DIESEL SERVICES PTY LTD	1,586.56
EFT30963	02/09/2014	FLICK ANTICIMEX PTY LTD	64.53
EFT30964	02/09/2014	FRESH BOOST PTY LTD ATF BANDITS TRUST	768.00
EFT30965	02/09/2014	FUJI XEROX AUSTRALIA PTY LTD	108.10
EFT30966	02/09/2014	HARVEY NORMAN ELECTRICS MIDLAND	80.00
EFT30967	02/09/2014	HIRE SOCIETY	153.00
EFT30968	02/09/2014	JO'S COFFEE LOUNGE	472.50
EFT30969	02/09/2014	JOHN HUGHES (ROHANNA PTY LTD)	531.95
EFT30970	02/09/2014	KLB SYSTEMS	10,637.00
EFT30971	02/09/2014	KOTT GUNNING LAWYERS	245.74
EFT30972	02/09/2014	LANDFILL GAS & POWER PTY LTD	25,441.04
EFT30973	02/09/2014	LIEBHERR AUSTRALIA PTY LTD	1,424.96
EFT30974	02/09/2014	MIDALIA STEEL (ONESTEEL)	703.41
EFT30975	02/09/2014	MIKE HAYWOOD'S SUSTAINABLE RESOURCE SOLUTIONS	3,364.15
EFT30976	02/09/2014	MURPHY'S TYRE POWER	378.00
EFT30977	02/09/2014	ONSITE RENTALS PTY LTD	520.44
EFT30978	02/09/2014	PAYG PAYMENTS	61,333.31
EFT30979	02/09/2014	PERTH SECURITY SERVICES - MCW CORPORATION PTY LTD	1,104.47
EFT30980	02/09/2014	PIRTEK MIDLAND (M & B HYDRAULICS PTY LTD)	2,013.39
EFT30981	02/09/2014	PRESTIGE PUMP RENTALS	5,940.00
EFT30982	02/09/2014	REWARD DISTRIBUTION T/A THE HOSPITALITY STORE	72.33
EFT30983	02/09/2014	SAFETY SIGNS SERVICE	818.73
EFT30984	02/09/2014	SAI GLOBAL LIMITED	512.60
EFT30985	02/09/2014	SONIC HEALTHPLUS PTY LTD	225.50
EFT30986	02/09/2014	STANTONS INTERNATIONAL	24,750.00
EFT30987	02/09/2014	STAPLES AUSTRALIA LTD	799.67
EFT30988	02/09/2014	SYNNOTT MULHOLLAND MANAGEMENT SERVICES P/L T/A CONSULTATION	2,145.00
EFT30989	02/09/2014	TIM DAVIES LANDSCAPING PTY LTD	937.20

Eastern Metropolitan Regional Council

CEO's DELEGATED PAYMENTS LIST
FOR THE MONTH OF SEPTEMBER 2014

Cheque /EFT No	Date	Payee	Amount
EFT30990	02/09/2014	TJ DEPIAZZI & SONS	1,933.25
EFT30991	02/09/2014	TOTALLY WORKWEAR MIDLAND	50.57
EFT30992	02/09/2014	UPPER REACH WINERY	612.00
EFT30993	02/09/2014	VISY RECYCLING	84.54
EFT30994	02/09/2014	VOLICH WASTE CONTRACTORS PTY LTD	44.00
EFT30995	02/09/2014	WA MACHINERY GLASS	231.00
EFT30996	02/09/2014	WORK CLOBBER	372.00
EFT30997	05/09/2014	ADT SECURITY	1,179.77
EFT30998	05/09/2014	AIR FILTER DRY CLEAN SYSTEMS WA PTY LTD ATF AFDCS TRADING TRUST	403.26
EFT30999	05/09/2014	AUSTRALIAN LABORATORY SERVICES PTY LTD (ALS)	1,029.60
EFT31000	05/09/2014	AUSTRALIAN LANDFILL OWNERS ASSOCIATION	550.00
EFT31001	05/09/2014	BLACKWOODS ATKINS	64.33
EFT31002	05/09/2014	BUDGET ELECTRICS	353.10
EFT31003	05/09/2014	CARDNO (WA) PTY LTD	1,954.76
EFT31004	05/09/2014	CHANDLER MACLEOD GROUP	1,679.76
EFT31005	05/09/2014	CHICA CATERING (VALLEY ROAD PTY LTD)	645.25
EFT31006	05/09/2014	CITY OF SWAN	136.50
EFT31007	05/09/2014	COMSYNC CONSULTING PTY LTD	2,752.75
EFT31008	05/09/2014	DVG MORLEY	17,894.76
EFT31009	05/09/2014	ECO ENVIRONMENTAL (BENFOSTER PTY LTD)	126.50
EFT31010	05/09/2014	JOHN PHILLIPS CONSULTING	3,025.00
EFT31011	05/09/2014	KLB SYSTEMS	3,267.00
EFT31012	05/09/2014	M2 TECHNOLOGY	275.00
EFT31013	05/09/2014	MOBILE PHONE INSTALLATIONS AUSTRALIA	242.00
EFT31014	05/09/2014	MS GROUNDWATER MANAGEMENT	16,678.75
EFT31015	05/09/2014	MUNDARING TYRE CENTRE	35.00
EFT31016	05/09/2014	NEVERFAIL SPRINGWATER	75.60
EFT31017	05/09/2014	NEVERFAIL SPRINGWATER LTD - HAZELMERE	46.75
EFT31018	05/09/2014	PRESTIGE PUMP RENTALS	1,969.00
EFT31019	05/09/2014	SCOTT PRINT	473.00
EFT31020	05/09/2014	STAPLES AUSTRALIA LTD	372.91
EFT31021	05/09/2014	STRATEGEN ENVIRONMENTAL CONSULTANTS PTY LTD	11,442.75
EFT31022	05/09/2014	SUCCESS WATERS PTY LTD T/A HAYDN ROBINSON	16,533.00
EFT31023	05/09/2014	TELSTRA	174.05
EFT31024	05/09/2014	TERRA GEOTECHNICAL PTY LTD	29,947.50
EFT31025	05/09/2014	TOTALLY WORKWEAR MIDLAND	62.95
EFT31026	05/09/2014	UNIQUE WASTE MANAGEMENT SERVICES	693.00
EFT31027	05/09/2014	WESTRAC EQUIPMENT PTY LTD	340.00
EFT31028	09/09/2014	BUDGET RENT A CAR	78.00
EFT31029	09/09/2014	CHICA CATERING (VALLEY ROAD PTY LTD)	532.00
EFT31030	09/09/2014	CRISALIS INTERNATIONAL PTY LTD	36,953.68
EFT31031	09/09/2014	KEWDALE CAD & DRAFTING SUPPLIES PTY LTD	319.00
EFT31032	09/09/2014	KLB SYSTEMS	192.50
EFT31033	09/09/2014	LEN FRENCH FENCING CONTRACTOR	230.00
EFT31034	09/09/2014	MCINERNEY FORD	80,253.72
EFT31035	09/09/2014	MUNDARING TYRE CENTRE	70.00
EFT31036	09/09/2014	NAMAMI YOGA (RAMI LEHMANN)	360.00
EFT31037	09/09/2014	NEVILLE REFRIGERATION	583.00
EFT31038	09/09/2014	PERTH SECURITY SERVICES - MCW CORPORATION PTY LTD	552.24
EFT31039	09/09/2014	PRESTIGE ALARMS	1,175.00

Eastern Metropolitan Regional Council

CEO's DELEGATED PAYMENTS LIST
FOR THE MONTH OF SEPTEMBER 2014

Cheque /EFT No	Date	Payee	Amount
EFT31040	09/09/2014	SHIRE OF KALAMUNDA	94.00
EFT31041	09/09/2014	TELSTRA	482.28
EFT31042	09/09/2014	TOTALLY WORKWEAR MIDLAND	96.74
EFT31043	09/09/2014	WATERLOGIC AUSTRALIA PTY LTD	290.40
EFT31044	12/09/2014	ANALYTICAL REFERENCE LABORATORY (ARL)	146.85
EFT31045	12/09/2014	BEAUMONDE CATERING	2,268.86
EFT31046	12/09/2014	CABCHARGE	6.00
EFT31047	12/09/2014	CARPENTRY, HOUSE AND YARD MAINTENANCE	924.00
EFT31048	12/09/2014	CHICA CATERING (VALLEY ROAD PTY LTD)	400.00
EFT31049	12/09/2014	CHRIS KERSHAW PHOTOGRPHY	337.50
EFT31050	12/09/2014	CITY OF BELMONT	14,491.50
EFT31051	12/09/2014	DEERING AUTRONICS	1,205.06
EFT31052	12/09/2014	EDWIN DELL	47.12
EFT31053	12/09/2014	ELEMENT HYDROGRAPHIC SOLUTIONS	1,036.20
EFT31054	12/09/2014	FLEXI STAFF PTY LTD	2,709.30
EFT31055	12/09/2014	FRANCIS SUZANNAH LEE	2,500.00
EFT31056	12/09/2014	HILLS FRESH	146.36
EFT31057	12/09/2014	ID CONSULTING PTY LTD	4,510.00
EFT31058	12/09/2014	INTEWORK INC	592.90
EFT31059	12/09/2014	KERLIN, KAREN MICHELE T/A JAM PACKED COMMUNICATIONS	6,666.00
EFT31060	12/09/2014	MOTORCHARGE PTY LTD	3,893.32
EFT31061	12/09/2014	MUNDARING TYRE CENTRE	35.00
EFT31062	12/09/2014	MY SAFETY SUPPLY (STARWISE INVESTMENTS PTY LTD)	259.60
EFT31063	12/09/2014	NEVERFAIL SPRINGWATER	68.20
EFT31064	12/09/2014	PERTH SECURITY SERVICES - MCW CORPORATION PTY LTD	2,051.19
EFT31065	12/09/2014	PRESTIGE ALARMS	4,334.00
EFT31066	12/09/2014	PROTECTOR FIRE SERVICES	1,150.49
EFT31067	12/09/2014	SPUDS GARDENING SERVICES	10,722.00
EFT31068	12/09/2014	ST JOHN OF GOD PATHOLOGY	86.65
EFT31069	12/09/2014	STAPLES AUSTRALIA LTD	479.01
EFT31070	12/09/2014	SYNERGY	1,085.85
EFT31071	12/09/2014	TELSTRA	685.65
EFT31072	12/09/2014	TOTALLY WORKWEAR MIDLAND	208.75
EFT31073	12/09/2014	UNIQUE WASTE MANAGEMENT SERVICES	132.00
EFT31074	12/09/2014	WALGA - WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION	59,814.12
EFT31075	12/09/2014	WESTBOOKS	171.72
EFT31076	12/09/2014	WESTRAC EQUIPMENT PTY LTD	250.93
EFT31077	12/09/2014	WURTH AUSTRALIA PTY LTD	62.66
EFT31078	16/09/2014	ANYTHING TELEPHONE & DATA (ATD)	247.50
EFT31079	16/09/2014	AUSTRALIA POST - ASCOT PLACE	5.93
EFT31080	16/09/2014	AUSTRALIAN ENVIRONMENTAL AUDITORS PTY LTD	12,889.25
EFT31081	16/09/2014	AUSTRALIAN INSTITUTE OF MANAGEMENT - AIM	715.00
EFT31082	16/09/2014	BIN BATH AUSTRALIA PTY LTD	158.95
EFT31083	16/09/2014	BP GIDGEGANNUP	30.00
EFT31084	16/09/2014	CAPITAL TRANSPORT SERVICES (WA) PTY LTD	229.26
EFT31085	16/09/2014	CHANDLER MACLEOD GROUP	1,679.76
EFT31086	16/09/2014	CHICA CATERING (VALLEY ROAD PTY LTD)	138.00
EFT31087	16/09/2014	CIRRENA PTY LTD T/A UNISON INTERACTIVE PTY LTD	1,540.00
EFT31088	16/09/2014	COLONIAL PRINT & PROMOTIONS	45.10

Eastern Metropolitan Regional Council

CEO's DELEGATED PAYMENTS LIST
FOR THE MONTH OF SEPTEMBER 2014

Cheque /EFT No	Date	Payee	Amount
EFT31089	16/09/2014	COMPU-STOR	724.05
EFT31090	16/09/2014	IPING PTY LTD	1,128.80
EFT31091	16/09/2014	KEYNOTE CONFERENCES	17,700.00
EFT31092	16/09/2014	KOTT GUNNING LAWYERS	1,723.04
EFT31093	16/09/2014	LEN FRENCH FENCING CONTRACTOR	150.00
EFT31094	16/09/2014	LINFOX ARMAGUARD PTY LTD	291.87
EFT31095	16/09/2014	MAIL PLUS PERTH	323.40
EFT31096	16/09/2014	MJ & AR BAMFORD	4,455.05
EFT31097	16/09/2014	OPUS INTERNATIONAL CONSULTANTS (PCA) PTY LTD	1,584.00
EFT31098	16/09/2014	OTIS ELEVATOR COMPANY PTY LTD	1,568.90
EFT31099	16/09/2014	PAYG PAYMENTS	65,808.20
EFT31100	16/09/2014	PITNEY BOWES CREDIT AUSTRALIA LTD	333.63
EFT31101	16/09/2014	POSTER PASSION	441.10
EFT31102	16/09/2014	PRUDENTIAL INVESTMENT SERVICES CORP P/L	2,475.00
EFT31103	16/09/2014	RUDD INDUSTRIAL AND FARM SUPPLIES	274.89
EFT31104	16/09/2014	SOUTHSIDE MITSUBISHI VOLKSWAGEN	585.00
EFT31105	16/09/2014	STAPLES AUSTRALIA LTD	348.47
EFT31106	16/09/2014	TELSTRA	215.30
EFT31107	16/09/2014	TOTALLY WORKWEAR MIDLAND	625.66
EFT31108	16/09/2014	UNIQUE WASTE MANAGEMENT SERVICES	924.00
EFT31109	16/09/2014	WESTRAC EQUIPMENT PTY LTD	211.41
EFT31110	19/09/2014	ADCORP	2,656.72
EFT31111	19/09/2014	ADT SECURITY	154.00
EFT31112	19/09/2014	AIR-MET SCIENTIFIC PTY LTD	121.00
EFT31113	19/09/2014	AUSTRALIAN ENVIRONMENTAL AUDITORS PTY LTD	18,058.46
EFT31114	19/09/2014	AUSTRALIAN LABORATORY SERVICES PTY LTD (ALS)	11,706.20
EFT31115	19/09/2014	AUSTRALIAN TRAINING MANAGEMENT PTY LTD	1,000.00
EFT31116	19/09/2014	BP AUSTRALIA LIMITED	68,905.95
EFT31117	19/09/2014	BP AUSTRALIA LIMITED	3,788.40
EFT31118	19/09/2014	CBC AUSTRALIA PTY LTD (WA DIVISION)	49.50
EFT31119	19/09/2014	CHANDLER MACLEOD GROUP	1,679.76
EFT31120	19/09/2014	CHEMCENTRE	19,489.14
EFT31121	19/09/2014	CITY OF BELMONT	7,896.35
EFT31122	19/09/2014	CITY OF SWAN	8,462.30
EFT31123	19/09/2014	COLONIAL PRINT & PROMOTIONS	15.95
EFT31124	19/09/2014	COMSYNC CONSULTING PTY LTD	2,216.50
EFT31125	19/09/2014	DEPUTY COMMISSIONER OF TAXATION	184,164.00
EFT31126	19/09/2014	E & MJ ROSHER	655.60
EFT31127	19/09/2014	FLEXI STAFF PTY LTD	4,027.83
EFT31128	19/09/2014	HILLS FRESH	68.53
EFT31129	19/09/2014	JAYCOURT NOMINEES PTY LTD T/A BARFIELD MECHANICAL SERVICES	2,414.50
EFT31130	19/09/2014	KIDS AROUND PERTH	44.00
EFT31131	19/09/2014	LANDMARK OPERATIONS LIMITED	7.70
EFT31132	19/09/2014	MUNDARING ROOFING & PATIOS	4,290.00
EFT31133	19/09/2014	MUNDARING TYRE CENTRE	35.00
EFT31134	19/09/2014	NEVERFAIL SPRINGWATER	166.15
EFT31135	19/09/2014	NEVERFAIL SPRINGWATER LTD - HAZELMERE	124.60
EFT31136	19/09/2014	OPTUM HEALTH & TECHNOLOGY (AUSTRALIA) PTY LTD	511.50
EFT31137	19/09/2014	PERTH SECURITY SERVICES - MCW CORPORATION PTY LTD	4,751.21
EFT31138	19/09/2014	PROTECTOR FIRE SERVICES	264.00

Eastern Metropolitan Regional Council

**CEO's DELEGATED PAYMENTS LIST
FOR THE MONTH OF SEPTEMBER 2014**



Cheque /EFT No	Date	Payee	Amount
EFT31139	19/09/2014	REVEGETATION INDUSTRY ASSOCIATION OF WA INC	245.00
EFT31140	19/09/2014	SNAP BELMONT (BELSNAP PTY LTD)	1,352.15
EFT31141	19/09/2014	STAPLES AUSTRALIA LTD	186.06
EFT31142	19/09/2014	SWAN VALLEY CAFE	135.00
EFT31143	19/09/2014	TRANEN PTY LTD	78.50
EFT31144	19/09/2014	UNIQUE WASTE MANAGEMENT SERVICES	176.00
EFT31145	19/09/2014	WALGA - WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION	20,895.10
EFT31146	19/09/2014	WORKFORCE INTERNATIONAL	14,362.01
EFT31147	23/09/2014	AUSTRALIAN INSTITUTE OF MANAGEMENT - AIM	715.00
EFT31148	23/09/2014	AUSTRALIAN LABORATORY SERVICES PTY LTD (ALS)	491.70
EFT31149	23/09/2014	AUSTRALIAN TRAINING MANAGEMENT PTY LTD	300.00
EFT31150	23/09/2014	BUNNINGS BUILDING SUPPLIES PTY LTD	148.73
EFT31151	23/09/2014	C4 CONCEPTS PTY LTD	4,312.00
EFT31152	23/09/2014	CARDNO (WA) PTY LTD	1,775.20
EFT31153	23/09/2014	CITY OF BAYSWATER	7,896.35
EFT31154	23/09/2014	DEERING AUTRONICS	608.50
EFT31155	23/09/2014	ELAN ENERGY MANAGEMENT (TYRE RECYCLERS)	118.16
EFT31156	23/09/2014	HILLS FRESH	57.44
EFT31157	23/09/2014	KONICA MINOLTA BUSINESS SOLUTIONS AUSTRALIA P/L	647.53
EFT31158	23/09/2014	LEN FRENCH FENCING CONTRACTOR	150.00
EFT31159	23/09/2014	MCLERNONS EVERYTHING BUSINESS	189.00
EFT31160	23/09/2014	PERTH SECURITY SERVICES - MCW CORPORATION PTY LTD	2,431.82
EFT31161	23/09/2014	PORTNER PRESS PTY LTD	97.00
EFT31162	23/09/2014	SPUDS GARDENING SERVICES	1,000.00
EFT31163	23/09/2014	STAPLES AUSTRALIA LTD	576.80
EFT31164	23/09/2014	SYNERGY	25.30
EFT31165	23/09/2014	WALGA - WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION	14,643.01
EFT31166	23/09/2014	WORKFORCE INTERNATIONAL	4,724.99
EFT31167	26/09/2014	ADT SECURITY	77.00
EFT31168	26/09/2014	BCE SURVEYING PTY LTD	2,392.50
EFT31169	26/09/2014	BEV'S SAWS & MOWERS (STIHL SHOP MIDLAND)	64.00
EFT31170	26/09/2014	BUNNINGS BUILDING SUPPLIES PTY LTD	165.80
EFT31171	26/09/2014	CSE-COMSOURCE PTY LTD	583.00
EFT31172	26/09/2014	FLEXI STAFF PTY LTD	4,063.95
EFT31173	26/09/2014	GREENS HIAB SERVICES PTY LTD	300.00
EFT31174	26/09/2014	J & K HOPKINS	1,543.00
EFT31175	26/09/2014	KENNARDS HIRE	2,029.50
EFT31176	26/09/2014	MICHAEL PAGE INTERNATIONAL	4,766.13
EFT31177	26/09/2014	NEVERFAIL SPRINGWATER	130.90
EFT31178	26/09/2014	NEVILLE REFRIGERATION	1,045.00
EFT31179	26/09/2014	ODOUR CONTROL SYSTEMS INTERNATIONAL LTD	13,672.03
EFT31180	26/09/2014	RUDD INDUSTRIAL AND FARM SUPPLIES	76.07
EFT31181	26/09/2014	SHUGS ELECTRICAL	493.06
EFT31182	26/09/2014	SIGN SUPERMARKET	90.00
EFT31183	26/09/2014	SNAP BELMONT (BELSNAP PTY LTD)	1,195.50
EFT31184	26/09/2014	STAPLES AUSTRALIA LTD	459.28
EFT31185	26/09/2014	TELSTRA	5,626.46
EFT31186	26/09/2014	TELSTRA	155.55
EFT31187	26/09/2014	TELSTRA	17.81

Eastern Metropolitan Regional Council

CEO's DELEGATED PAYMENTS LIST
FOR THE MONTH OF SEPTEMBER 2014

Cheque /EFT No	Date	Payee	Amount
EFT31188	26/09/2014	TOLL FAST	92.70
EFT31189	26/09/2014	TOTALLY WORKWEAR MIDLAND	336.95
EFT31190	26/09/2014	TRANSLATION HOUSE	2,002.00
EFT31191	26/09/2014	TRANSPACIFIC CLEANAWAY LTD	146.14
EFT31192	26/09/2014	WORKFORCE INTERNATIONAL	2,152.30
EFT31193	30/09/2014	AUSTRALIAN ASSOCIATION FOR ENVIRONMENTAL EDUCATION	250.00
EFT31194	30/09/2014	ACCESS INDUSTRIAL TYRES PTY LTD	409.75
EFT31195	30/09/2014	ADT SECURITY	154.00
EFT31196	30/09/2014	ALCOLIZER PTY LTD	88.00
EFT31197	30/09/2014	ANALYTICAL REFERENCE LABORATORY (ARL)	1,247.12
EFT31198	30/09/2014	ARUP PTY LTD	4,950.00
EFT31199	30/09/2014	AUSTRACLEAR LIMITED (ASX)	32.51
EFT31200	30/09/2014	AUSTRALIAN HVAC SERVICES	550.00
EFT31201	30/09/2014	B&J CATALANO PTY LTD	184,547.74
EFT31202	30/09/2014	BRING COURIERS	878.16
EFT31203	30/09/2014	BUNNINGS BUILDING SUPPLIES PTY LTD	368.96
EFT31204	30/09/2014	CAPITAL TRANSPORT SERVICES (WA) PTY LTD	789.96
EFT31205	30/09/2014	CHANDLER MACLEOD GROUP	1,679.76
EFT31206	30/09/2014	CJD EQUIPMENT PTY LTD	16,102.41
EFT31207	30/09/2014	COVS PARTS PTY LTD	460.01
EFT31208	30/09/2014	CSE-COMSOURCE PTY LTD	401.72
EFT31209	30/09/2014	CURTIN UNIVERSITY OF TECHNOLOGY	895.00
EFT31210	30/09/2014	DELRON CLEANING PTY LTD	3,558.24
EFT31211	30/09/2014	FAIRFAX RADIO NETWORK PTY LTD	9,235.60
EFT31212	30/09/2014	FRESH BOOST PTY LTD ATF BANDITS TRUST	731.20
EFT31213	30/09/2014	HILLS FRESH	73.48
EFT31214	30/09/2014	LEN FRENCH FENCING CONTRACTOR	150.00
EFT31215	30/09/2014	LIEBHERR AUSTRALIA PTY LTD	5,464.36
EFT31216	30/09/2014	MARKETFORCE PRODUCTIONS	732.05
EFT31217	30/09/2014	MIDLAND CAMERA HOUSE	149.00
EFT31218	30/09/2014	MURPHY'S TYRE POWER	1,215.00
EFT31219	30/09/2014	OEM GROUP 2006 PTY LTD	102.52
EFT31220	30/09/2014	ONSITE RENTALS PTY LTD	412.50
EFT31221	30/09/2014	PARCHEM CONSTRUCTION SUPPLIES	364.25
EFT31222	30/09/2014	PAYG PAYMENTS	59,287.00
EFT31223	30/09/2014	PERTH SECURITY SERVICES - MCW CORPORATION PTY LTD	1,544.29
EFT31224	30/09/2014	PIRTEK MIDLAND (M & B HYDRAULICS PTY LTD)	2,135.89
EFT31225	30/09/2014	PROTECTOR FIRE SERVICES	181.50
EFT31226	30/09/2014	SAFETY SIGNS SERVICE	139.70
EFT31227	30/09/2014	SIGN SUPERMARKET	265.00
EFT31228	30/09/2014	SIGNS & LINES	404.26
EFT31229	30/09/2014	STRATEGEN ENVIRONMENTAL CONSULTANTS PTY LTD	18,729.36
EFT31230	30/09/2014	TIM DAVIES LANDSCAPING PTY LTD	2,027.30
EFT31231	30/09/2014	TUTT BRYANT EQUIPMENT (BT EQUIPMENT PTY LTD)	3,762.95
EFT31232	30/09/2014	UNIQUE WASTE MANAGEMENT SERVICES	902.00
EFT31233	30/09/2014	VISY RECYCLING	28.18
EFT31234	30/09/2014	VOLICH WASTE CONTRACTORS PTY LTD	44.00
EFT31235	30/09/2014	WESTERN TREE RECYCLERS	3,080.00
EFT31236	30/09/2014	WORK CLOBBER	590.85
EFT31237	30/09/2014	WORKFORCE INTERNATIONAL	1,892.56

Eastern Metropolitan Regional Council

CEO's DELEGATED PAYMENTS LIST
FOR THE MONTH OF SEPTEMBER 2014

Cheque /EFT			
No	Date	Payee	Amount
EFT31238	30/09/2014	YEOMAN PTY LTD ATF THE RJ ROHRLACH FAMILY TRUST	3,080.00
219959	02/09/2014	DEPARTMENT OF MINES AND PETROLEUM	192.00
219960	02/09/2014	EMRC PETTY CASH - BELMONT	657.40
219961	05/09/2014	EMRC PETTY CASH - COPPIN ROAD	15.30
219962	05/09/2014	EMRC PETTY CASH - MATHIESON ROAD	27.50
219963	05/09/2014	EMRC PETTY CASH - REDHILL	67.85
219964	08/09/2014	KATHRYN HAMILTON	193.27
219965	19/09/2014	EMRC PETTY CASH - REDHILL	224.30
PAY 2015-6	09/09/2014	PAYROLL FE 9/9/14	204,223.38
PAY 2015-7	23/09/2014	PAYROLL FE 23/9/14	191,301.17
DD13703.1	23/09/2014	WALGS PLAN	33,649.92
DD13703.2	23/09/2014	COLONIAL FIRST STATE FIRSTCHOICE	243.68
DD13703.3	23/09/2014	RETAIL EMPLOYEES SUPERANNUATION TRUST	573.78
DD13703.4	23/09/2014	UNISUPER	66.08
DD13703.5	23/09/2014	KINETIC SUPERANNUATION	146.15
DD13703.6	23/09/2014	NORTH PERSONAL SUPERANNUATION	657.48
DD13703.7	23/09/2014	BT LIFETIME SUPER - EMPLOYER PLAN	231.94
DD13703.8	23/09/2014	NORWICH UNION SUPERANNUATION TRUST	288.36
DD13703.9	23/09/2014	CBUS INDUSTRY SUPER	266.25
DD13703.10	23/09/2014	MTAA SUPERANNUATION FUND	203.66
DD13703.11	23/09/2014	BT BUSINESS SUPER	474.11
DD13703.12	23/09/2014	ZURICH MASTER SUPERANNUATION FUND	213.31
DD13703.13	23/09/2014	AUSTRALIAN SUPER	1,516.40
DD13703.14	23/09/2014	AMP FLEXIBLE LIFETIME SUPER	884.38
DD13703.15	23/09/2014	AMP SUPER LEADER	119.48
DD13703.16	23/09/2014	ONEPATH MASTERFUND	229.70
DD13703.17	23/09/2014	TELSTRA SUPERANNUATION SCHEME	168.88
DD13703.18	23/09/2014	VIRGIN SUPERANNUATION	75.20
DD13704.1	09/09/2014	WALGS PLAN	33,886.91
DD13704.2	09/09/2014	RETAIL EMPLOYEES SUPERANNUATION TRUST	578.23
DD13704.3	09/09/2014	UNISUPER	72.09
DD13704.4	09/09/2014	KINETIC SUPERANNUATION	146.15
DD13704.5	09/09/2014	NORTH PERSONAL SUPERANNUATION	677.89
DD13704.6	09/09/2014	BT LIFETIME SUPER - EMPLOYER PLAN	230.40
DD13704.7	09/09/2014	NORWICH UNION SUPERANNUATION TRUST	288.37
DD13704.8	09/09/2014	CBUS INDUSTRY SUPER	249.09
DD13704.9	09/09/2014	MTAA SUPERANNUATION FUND	203.59
DD13704.10	09/09/2014	BT BUSINESS SUPER	525.63
DD13704.11	09/09/2014	ZURICH MASTER SUPERANNUATION FUND	270.49
DD13704.12	09/09/2014	AUSTRALIAN SUPER	1,454.11
DD13704.13	09/09/2014	AMP FLEXIBLE LIFETIME SUPER	884.38
DD13704.14	09/09/2014	AMP SUPER LEADER	914.03
DD13704.15	09/09/2014	ONEPATH MASTERFUND	229.70
DD13704.16	09/09/2014	TELSTRA SUPERANNUATION SCHEME	168.88
DD13704.17	09/09/2014	COLONIAL FIRST STATE FIRSTCHOICE	243.68
1*SEP14	01/09/2014	BANK CHARGES 1580 - 1584	1,627.15
860	03/09/2014	ENERTECH LTD	5,532.27
861	03/09/2014	HAAS HOLZZERKLEINERUNGS - UND FORDERTECHNIK	6,716.53
862	15/09/2014	ANZ BANKING GROUP	2,000,000.00
863	15/09/2014	ANZ BANKING GROUP	2,000,000.00
864	23/09/2014	WESTPAC BANKING CORPORATION	1,500,000.00

Eastern Metropolitan Regional Council

CEO's DELEGATED PAYMENTS LIST
FOR THE MONTH OF SEPTEMBER 2014

Cheque /EFT

No	Date	Payee	Amount
865	29/09/2014	WBC - CORPORATE MASTER CARD - D AMEDURI	43.74
866	29/09/2014	WBC - CORPORATE MASTER CARD - D CANHAM	7,590.95
867	29/09/2014	WBC - CORPORATE MASTER CARD - MARILYNN HORGAN	1,359.43
868	29/09/2014	WBC - CORPORATE MASTER CARD - S FITZPATRICK	1,700.10
869	29/09/2014	WBC - CORPORATE MASTERCARD - H LIEW	449.41
870	29/09/2014	WBC - CORPORATE MASTERCARD - P SCHNEIDER	361.12
871	30/09/2014	HAAS HOLZZERKLEINERUNGS - UND FORDERTECHNIK	107,658.00
872	30/09/2014	HAAS HOLZZERKLEINERUNGS - UND FORDERTECHNIK	10,461.00
SUB TOTAL			<u>7,590,058.65</u>
LESS CANCELLED CHEQUES & EFTs			<u>Nil</u>
TOTAL			<u><u>7,590,058.65</u></u>

REPORT TOTALS

Bank Code	Bank Name	TOTAL
1	EMRC - Municipal Fund	7,590,058.65
TOTAL		7,590,058.65



14.2 FINANCIAL REPORT FOR PERIOD ENDED 31 AUGUST 2014

REFERENCE: D2014/11829

PURPOSE OF REPORT

The purpose of this report is to provide Council with an overview of the Eastern Metropolitan Regional Council's (EMRC's) financial performance for the period ended 31 August 2014.

KEY ISSUES AND RECOMMENDATION(S)

- Significant year to date budget variances greater than 10% or \$10,000, whichever is the greater, within each nature and type category on the Statement of Financial Activity as at 31 August 2014 have been identified and are reported on in the body of the report.

Recommendation(s)

That Council receives the Statement of Comprehensive Income, Capital Expenditure Statement, Statement of Financial Position, Statement of Cash and Investments and the Investment Report for the period ended 31 August 2014.

SOURCE OF REPORT

Director Corporate Services
Manager Financial Services

BACKGROUND

It is a requirement of the Local Government (Financial Management) Regulations 1996 (Clause 34) that a Local Government is to prepare and present to Council financial reports in such a form as the Local Government considers to be appropriate.

The 2014/2015 Budget was presented in a format that separated operating income and expenditure from other revenue and expenses to provide improved disclosure of Council's underlying operating result.

The financial summaries attached to this report provide an overview of year to date budget performance for operating activities and capital works.

A Statement of Financial Position is also provided with year to date actual balances compared with budget provisions and end of year forecasts for all balance sheet items.

REPORT

Outlined below are financial statements for the period ended 31 August 2014. Where possible the year to date monthly budget allocations have been reviewed in order to match the appropriate timing for the various projects budgeted to be undertaken. This will provide a better comparison between the year to date actual and year to date budget figures.



Item 14.2 continued

Statement of Comprehensive Income - Nature and Type (refer Attachment 1)

The year to date operating result from normal activities as at 31 August 2014 is an unfavourable variance of \$15,589 (7.46%) against budget. The following information is provided on key aspects of Council's end of year financial performance:

<u>Operating Income</u>	<i>Year to Date</i>	An unfavourable variance of \$1,434,606 (23.22%).
	<i>End of Year Forecast</i>	As per budget - currently under review.

Operating Income variances previously reported to Council:

1. Year to date User Charges of \$4,140,810 is \$1,412,756 (25.44%) below the budget of \$5,553,566. This is due to the lower than budget tonnages received from two major Commercial operators (15,547 tonnes received compared to a budget of 25,614 tonnes). One has changed its business model and is taking waste directly to its own landfill and the other has negotiated a lower gate fee with another landfill operator. As a consequence, strategies to secure extra volumes (inclusive of a gate fee review) and a reforecasting of operational expenditure to match revised tonnage estimates is currently being undertaken.

Operating Income variances not previously reported to Council:

1. Year to date Interest on Municipal Cash Investments is \$25,395 (88.96%) above the budget of \$28,548. This is attributable to the higher level of funds available as at 30 June 2014 compared to budget together with a higher average interest rate received (3.75%) compared to the budgeted rate (3.28%).
2. Year to date Other income of \$261,919 is \$43,323 (14.19%) below the budget of \$305,242. This is due to the lower than budgeted sale of greenwaste products totalling \$25,214 compared to a year to date budget of \$78,332. The year to date variance is attributable to timing and the full year budget for the sale of greenwaste products is expected to be achieved.

There were no further significant Operating Income variances as at 31 August 2014.

<u>Operating Expenditure</u>	<i>Year to Date</i>	A favourable variance of \$1,419,017 (23.77%).
	<i>End of Year Forecast</i>	As per budget - currently under review.

Operating Expenditure variances previously reported to Council:

1. Year to date Salary Expenses of \$1,233,597 is \$239,392 (16.25%) lower than the budget of \$1,472,989. The variance is attributable to vacant positions and budgeted new positions yet to be filled.
2. Year to date Contract Expenses of \$536,435 is \$485,169 (47.49%) below the budget of \$1,021,604 due to the timing of various projects from the business units. Major variances from the Waste Services directorate include:
 - Remove and crush laterite caprock - \$83,332;
 - Manage Greenwaste mulching - \$73,037;
 - Monitor Environmental Impacts - Red Hill and Hazelmere Sites - \$53,784;
 - Rehabilitate Class III Cells - Red Hill Landfill Facility - \$52,933;



Item 14.2 continued

- Support Forum of Regional Councils - \$20,000;
- Rehabilitate Class IV Cells - Red Hill Landfill Facility - \$16,666; and
- Undertake Geotechnical Investigations - Red Hill Landfill Facility - \$16,666.

Other projects where the year to date expenditures are lower than budget for various directorates/business units include: Corporate Services (\$51,267), Environmental Services (\$55,210) and Regional Development projects (\$57,792).

3. Year to date Material Expenses of \$80,231 is \$105,415 (56.78%) below the budget of \$185,646. The variances relate to various Corporate Services activities (\$11,419), Regional Development projects (\$3,173) and Environmental Services projects (\$8,644). Other projects from Waste Services activities contribute a further \$81,796 to the variance.

Operating Expenditure variances not previously reported to Council:

1. Year to date Fuel Expenses of \$129,329 is \$17,959 (12.19%) below the budget of \$147,288. The 2014/2015 Budget provided for a 10% increase in fuel prices. Consequently, the variance relates to the price of distillate which has remained relatively constant since the start of the 2014/2015 financial year as well as the lower utilisation of plant due to reduced commercial tonnages received.
2. Year to date Insurance Expenses of \$93,810 is \$26,352 (39.06%) above the budget of \$67,458. The variance relates to expenditure to date associated with the Hazelmere woodwaste grinder repairs. This expenditure will be recoupable through insurance.
3. Year to date Depreciation Expenses of \$622,505 is \$125,655 (16.80%) below the budget of \$748,160. The variance is attributable to the lower level of commercial tonnages received to date resulting in lower Class III cell air space consumption (\$222,209 compared to a year to date budget of \$274,928).

Another contributing factor to the variance is the depreciation of the Ascot Place Building which was budgeted at approximately \$16,000 per month. Following the revaluation undertaken for the 2013/2014 financial year end in accordance with the accounting standards, the Ascot Place building was revalued based on its market value. As the building is described as an asset of not having a limited useful life, it no longer is required to be depreciated. Any change in market value is reflected in the accounts when a revaluation is undertaken. The Ascot Place building will be revalued every three years and the next revaluation will be undertaken in 2016/2017.

4. Year to date Miscellaneous Expenses of \$1,848,912 is \$467,744 (20.19%) below the budget of \$2,316,656. This variance is attributable to a lower than budgeted landfill levy payable (\$420,734) as a result of the reduced tonnages from commercial operators.

There were no further significant Operating Expenditure variances as at 31 August 2014.

<u>*Other Revenues and Expenses (Net)</u>	<i>Year to Date</i>	A favourable variance of \$199,805 (25.31%).
	<i>End of Year Forecast</i>	As per budget - currently under review.

Other Revenues and Expenses variances previously reported to Council:

1. Year to date Interest on Restricted Cash Investments is \$129,386 (53.53%) above the budget of \$241,720. This is attributable to the higher level of funds available as at 30 June 2014 compared to budget together with a higher average interest rate received (3.75%) compared to the budgeted rate (3.28%).
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Item 14.2 continued

2. Year to date Salary Expenses is \$31,013 (51.92%) below the budget of \$59,738. The variance is attributable to positions yet to be filled as at 31 August.
3. Year to date Contract Expenses is \$92,375 (55.31%) below the budget of \$167,020. The variance is due to the timing of the Resource Recovery Project and the associated consultancy expenditure.

Other Revenues and Expenses variances not previously reported to Council:

4. Year to date Miscellaneous Expenses of \$5,454 is \$14,748 (73.00%) below the budget of \$20,202. The variance relates to the timing of the Resource Recovery Project activities.

There were no further significant Other Revenues and Expenses variances as at 31 August 2014.

Capital Expenditure Statement (refer Attachment 2)

<u>Capital Expenditure</u>	<i>Year to Date</i>	A favourable variance of \$82,677.
	<i>End of Year Forecast</i>	As per budget - currently under review.

Capital Expenditure variances:

A favourable variance of \$82,677 exists as at 31 August 2014 when compared to the year to date budget of \$217,256. The year to date budget provisions are used as a guide only as expenditure of a capital nature is undertaken as and when required.

Major capital expenditures to 31 August 2014 include:

- Purchase Vehicles - Red Hill Facility - \$72,458;
- Purchase Information Technology & Communication Equipment - \$22,590;
- Construct Class III Stage 15 Cell - Red Hill Facility - \$20,067; and
- Purchase Vehicles - Ascot Place - \$15,988.

Statement of Financial Position (refer Attachment 3)

The Statement of Financial Position shows the overall impact of actual balances compared with budget provisions and end of year forecasts for operating and capital works activities.

As end of year forecasts are yet to be reviewed, the forecast balance as at 31 August 2014 is as per the budget estimates.

Statement of Cash and Investments (refer Attachment 4)

The level of cash and investments in the Municipal Fund as at 31 August 2014 is \$17,620,933 and Restricted Assets amount to \$51,880,727.

The net movement for the month is an increase of \$1,954,047.

During August 2014 advice was received that a bankruptcy credit event occurred on the remaining two CDO's held by the EMRC, resulting in a full capital loss. The total value of the CDO's had previously been written down to a zero value as an unrealised loss. The loss has now been realised and the CDO's have been written out of the EMRC's balance sheet.



Item 14.2 continued

Investment Report (refer Attachment 5)

Term deposits valued at \$8,500,000 which matured in the month of August 2014 were reinvested into further term deposits.

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 4 - Good Governance

- 4.3 To provide responsible and accountable governance and management of the EMRC
- 4.4 To continue to improve financial and asset management practices

FINANCIAL IMPLICATIONS

As outlined within the report and attachments.

SUSTAINABILITY IMPLICATIONS

Nil

ATTACHMENT(S)

1. Statement of Comprehensive Income by Nature and Type (Ref: D2014/12049)
2. Capital Expenditure Statement (Ref: D2014/12050)
3. Statement of Financial Position (Ref: D2014/12051)
4. Statement of Cash and Investments (Ref: D2014/12052)
5. Investment Report (Ref: D2014/12053)

VOTING REQUIREMENT

Simple Majority

RECOMMENDATION(S)

That Council receives the Statement of Comprehensive Income, Capital Expenditure Statement, Statement of Financial Position, Statement of Cash and Investments and the Investment Report for the period ended 31 August 2014.

COUNCIL RESOLUTION(S)

MOVED CR PULE

SECONDED CR CARTER

THAT COUNCIL RECEIVES THE STATEMENT OF COMPREHENSIVE INCOME, CAPITAL EXPENDITURE STATEMENT, STATEMENT OF FINANCIAL POSITION, STATEMENT OF CASH AND INVESTMENTS AND THE INVESTMENT REPORT FOR THE PERIOD ENDED 31 AUGUST 2014.

CARRIED UNANIMOUSLY



STATEMENT OF COMPREHENSIVE INCOME

Nature and Type

Year to Date

AUGUST 2014

Full Year

Year to Date			Full Year					
Actual	Budget	Variance		Forecast	Budget	Variance		
Operating Income								
\$4,140,810	\$5,553,566	(\$1,412,756)	(U)	User Charges	\$36,459,392	\$36,459,392	\$0	(F)
\$71,417	\$69,693	\$1,724	(F)	Special Charges	\$441,134	\$441,134	\$0	(F)
\$113,318	\$108,946	\$4,372	(F)	Contributions	\$660,878	\$660,878	\$0	(F)
\$0	\$0	\$0	(F)	Operating Grants	\$1,031,920	\$1,031,920	\$0	(F)
\$53,943	\$28,548	\$25,395	(F)	Interest Municipal Cash Investments	\$171,300	\$171,300	\$0	(F)
\$102,988	\$113,006	(\$10,018)	(U)	Reimbursements	\$789,589	\$789,589	\$0	(F)
\$261,919	\$305,242	(\$43,323)	(U)	Other	\$1,951,500	\$1,951,500	\$0	(F)
\$4,744,395	\$6,179,001	(\$1,434,606)	(U)	Total Operating Income	\$41,505,713	\$41,505,713	\$0	(F)
Operating Expenditure								
\$1,233,597	\$1,472,989	\$239,392	(F)	Salary Expenses	\$9,471,357	\$9,471,357	\$0	(F)
\$536,435	\$1,021,604	\$485,169	(F)	Contract Expenses	\$6,217,698	\$6,217,698	\$0	(F)
\$80,231	\$185,646	\$105,415	(F)	Material Expenses	\$1,115,211	\$1,115,211	\$0	(F)
\$51,392	\$52,283	\$891	(F)	Utility Expenses	\$313,801	\$313,801	\$0	(F)
\$129,329	\$147,288	\$17,959	(F)	Fuel Expenses	\$883,840	\$883,840	\$0	(F)
\$3,538	\$3,550	\$12	(F)	Finance Fees and Interest Expenses	\$21,317	\$21,317	\$0	(F)
\$93,810	\$67,458	(\$26,352)	(U)	Insurance Expenses	\$340,079	\$340,079	\$0	(F)
\$622,505	\$748,160	\$125,655	(F)	Depreciation Expenses	\$6,974,147	\$6,974,147	\$0	(F)
\$1,848,912	\$2,316,656	\$467,744	(F)	Miscellaneous Expenses	\$14,052,170	\$14,052,170	\$0	(F)
\$0	\$0	\$0	(F)	Provision Expenses	\$86,804	\$86,804	\$0	(F)
(\$48,802)	(\$45,670)	\$3,132	(F)	Costs Allocated	(\$271,844)	(\$271,844)	\$0	(F)
\$4,550,947	\$5,969,964	\$1,419,017	(F)	Total Operating Expenditure	\$39,204,580	\$39,204,580	\$0	(F)
\$193,448	\$209,037	(\$15,589)	(U)	OPERATING RESULT FROM NORMAL ACTIVITIES	\$2,301,133	\$2,301,133	\$0	(F)
Surplus	Surplus				Surplus	Surplus		

Notes:

1. User Charges - include member Councils and casual users pertaining to waste, risk management and environmental services fees and charges;
2. Special Charges - Waste Education Levy;
3. Contributions - member Councils' contributions to projects and services;
4. Operating Grants - grant income predominantly from government agencies; and
5. Miscellaneous Expenses - includes the Landfill Levy expense of \$1,365,244 as at 31 August 2014.

Operating Income and Expenditure relates to the ordinary operations of the organisation.

Other Revenues and Expenses relates to the Resource Recovery Project, interest from cash reserves and disposal of assets.

(F) denotes Favourable variance and (U) denotes Unfavourable variance



STATEMENT OF COMPREHENSIVE INCOME

Nature and Type

AUGUST 2014

Year to Date			Full Year				
Actual	Budget	Variance		Forecast	Budget	Variance	
Other Revenues							
\$758,243	\$825,129	(\$66,886)	(U)	Secondary Waste Charge	\$5,147,437	\$5,147,437	\$0 (F)
\$0	\$0	\$0	(F)	Operating Grants	\$0	\$0	\$0 (F)
\$371,106	\$241,720	\$129,386	(F)	Interest Restricted Cash Investments	\$1,450,386	\$1,450,386	\$0 (F)
\$0	\$360	(\$360)	(U)	Reimbursements	\$2,169	\$2,169	\$0 (F)
\$19,636	\$20,000	(\$364)	(U)	Proceeds from Sale of Assets	\$344,450	\$344,450	\$0 (F)
\$1,148,985	\$1,087,209	\$61,776	(F)	Total Other Revenues	\$6,944,442	\$6,944,442	\$0 (F)
Other Expenses							
\$28,725	\$59,738	\$31,013	(F)	Salary Expenses	\$461,501	\$461,501	\$0 (F)
\$74,645	\$167,020	\$92,375	(F)	Contract Expenses	\$1,022,311	\$1,022,311	\$0 (F)
\$797	\$2,178	\$1,381	(F)	Material Expenses	\$13,150	\$13,150	\$0 (F)
\$386	\$1,248	\$862	(F)	Utility Expenses	\$7,500	\$7,500	\$0 (F)
\$1,086	\$1,258	\$172	(F)	Insurance Expenses	\$7,559	\$7,559	\$0 (F)
\$323	\$644	\$321	(F)	Depreciation Expenses	\$39,954	\$39,954	\$0 (F)
\$5,454	\$20,202	\$14,748	(F)	Miscellaneous Expenses	\$121,374	\$121,374	\$0 (F)
\$0	\$0	\$0	(F)	Carrying Amount of Assets Disposed Of	\$306,908	\$306,908	\$0 (F)
\$48,367	\$45,524	(\$2,843)	(U)	Costs Allocated	\$271,844	\$271,844	\$0 (F)
\$159,783	\$297,812	\$138,029	(F)	Total Other Expenses	\$2,252,101	\$2,252,101	\$0 (F)
Realised/Unrealised (Gain)/Loss From Change in Fair Value of Investments							
\$0	\$0	\$0	(F)	Unrealised (Gain)/Loss	\$0	\$0	\$0 (F)
\$0	\$0	\$0	(F)	Realised (Gain)/Loss	\$0	\$0	\$0 (F)
\$0	\$0	\$0	(F)	Total (Gain)/Loss from change in Fair Value of Investments	\$0	\$0	\$0 (F)
Revaluation of Assets							
\$0	\$0	\$0	(F)	Revaluation of Assets	\$0	\$0	\$0 (F)
\$0	\$0	\$0	(F)	Total Revaluation of Assets	\$0	\$0	\$0 (F)
\$989,202	\$789,397	\$199,805	(F)	OPERATING RESULT FROM OTHER ACTIVITIES	\$4,692,341	\$4,692,341	\$0 (F)
Surplus	Surplus				Surplus	Surplus	
\$1,182,650	\$998,434	\$184,216	(F)	CHANGE IN NET ASSETS FROM OPERATIONS	\$6,993,474	\$6,993,474	\$0 (F)
Surplus	Surplus				Surplus	Surplus	



CAPITAL EXPENDITURE STATEMENT

AUGUST 2014

Year to Date						Full Year		
Actual	Budget	Variance		On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance
Governance and Corporate Services								
\$15,988	\$16,000	\$12 (F)	\$28,249	Purchase Vehicles - Ascot Place (24440/00)		\$233,978	\$233,978	\$0 (F)
\$0	\$5,624	\$5,624 (F)	\$0	Purchase Furniture Fittings & Equipment - Corporate Services (24510/01)		\$33,750	\$33,750	\$0 (F)
\$22,590	\$31,255	\$8,665 (F)	\$2,221	Purchase Information Technology & Communication Equipment (24550/00)		\$719,650	\$719,650	\$0 (F)
\$0	\$6,666	\$6,666 (F)	\$0	Purchase Art Works (24620/00)		\$40,000	\$40,000	\$0 (F)
\$0	\$43,332	\$43,332 (F)	\$0	Capital Improvement Administration Building - Ascot Place (25240/01)		\$260,000	\$260,000	\$0 (F)
\$0	\$608	\$608 (F)	\$0	Upgrade Security Equipment - Ascot Place (25530/01)		\$3,650	\$3,650	\$0 (F)
\$38,578	\$103,485	\$64,907 (F)	\$30,470			\$1,291,028	\$1,291,028	\$0 (F)



CAPITAL EXPENDITURE STATEMENT

AUGUST 2014

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance
Environmental Services							
\$0	\$200	\$200 (F)	\$0	Purchase Office Equipment - Environmental Services (24510/05)	\$1,200	\$1,200	\$0 (F)
\$0	\$250	\$250 (F)	\$0	Purchase Office Furniture and Fittings - Environmental Services (24610/05)	\$1,500	\$1,500	\$0 (F)
\$0	\$450	\$450 (F)	\$0		\$2,700	\$2,700	\$0 (F)
Regional Development							
\$0	\$166	\$166 (F)	\$0	Purchase Office Equipment - Regional Development (24510/04)	\$1,000	\$1,000	\$0 (F)
\$0	\$166	\$166 (F)	\$0	Purchase Office Furniture and Fittings - Regional Development (24610/04)	\$1,000	\$1,000	\$0 (F)
\$0	\$332	\$332 (F)	\$0		\$2,000	\$2,000	\$0 (F)
Risk Management							
\$0	\$82	\$82 (F)	\$0	Purchase Office Equipment - Risk Management (24510/06)	\$500	\$500	\$0 (F)
\$0	\$82	\$82 (F)	\$0	Purchase Office Furniture and Fittings - Risk Management (24610/06)	\$500	\$500	\$0 (F)
\$0	\$164	\$164 (F)	\$0		\$1,000	\$1,000	\$0 (F)
Resource Recovery							
\$0	\$0	\$0 (F)	\$0	Resource Recovery Park - Land (24150/05)	\$1,000,000	\$1,000,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct and Commission Resource Recovery Park - C & I Building (24259/04)	\$1,550,000	\$1,550,000	\$0 (F)



CAPITAL EXPENDITURE STATEMENT

AUGUST 2014

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance
Resource Recovery							
\$0	\$0	\$0 (F)	\$0	Construct and Commission Resource Recovery Park - Wood Waste to Energy Building (24259/05)	\$625,000	\$625,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct and Commission Resource Recovery Park - Community Transfer Station (24259/06)	\$10,000	\$10,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct and Commission Resource Recovery Park - MRF Building - Hazelmere (24259/09)	\$50,000	\$50,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct and Commission Resource Recovery Park - Weighbridges (x2) (24392/02)	\$150,000	\$150,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct and Commission Resource Recovery Park - Site Infrastructure (24399/01)	\$1,190,000	\$1,190,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Resource Recovery Park - Wood Waste to Energy Plant & Equipment (24410/03)	\$6,135,000	\$6,135,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Resource Recovery Park C & I Building - Plant & Equipment (24410/04)	\$1,700,000	\$1,700,000	\$0 (F)
\$0	\$500	\$500 (F)	\$0	Purchase Office Equipment - Resource Recovery (24510/07)	\$1,000	\$1,000	\$0 (F)
\$0	\$1,000	\$1,000 (F)	\$0	Purchase Other Equipment - Resource Recovery (24590/07)	\$1,000	\$1,000	\$0 (F)
\$0	\$500	\$500 (F)	\$0	Purchase Office Furniture and Fittings - Resource Recovery (24610/07)	\$1,000	\$1,000	\$0 (F)
\$0	\$2,000	\$2,000 (F)	\$0		\$12,413,000	\$12,413,000	\$0 (F)



CAPITAL EXPENDITURE STATEMENT

AUGUST 2014

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance

Waste Management

\$0	\$0	\$0 (F)	\$0	Construct Storage Shed for Mattresses - Hazelmere (24250/05)	\$63,000	\$63,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Class III Cell Stage 14 - Red Hill Landfill Facility (24310/12)	\$960,000	\$960,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Class III Landfill Cell Farm Stage 3 - Red Hill Landfill Facility (24310/13)	\$1,100,000	\$1,100,000	\$0 (F)
\$20,067	\$1,567	(\$18,500) (U)	\$3,164	Construct Class III Cell Stage 15 - Red Hill Landfill Facility (24310/16)	\$5,010,000	\$5,010,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Leachate Project - Red Hill Landfill Facility (24320/02)	\$1,000,000	\$1,000,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Design and Construct Class IV Cell Stage 2 - Red Hill Landfill Facility (24330/04)	\$400,000	\$400,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Siltation Ponds - Red Hill Landfill Facility (24350/00)	\$200,000	\$200,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Stormwater Control Pond - Red Hill Farm Stage I (24350/01)	\$100,000	\$100,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Nutrient Stripping Pond - Red Hill Landfill Facility (24360/00)	\$286,000	\$286,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Roads / Carparks - Red Hill Landfill Facility (24370/00)	\$500,000	\$500,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Perimeter Fencing - Red Hill Landfill Facility (24394/00)	\$100,000	\$100,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Hardstand and Road - Hazelmere (24395/01)	\$224,000	\$224,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Relocate Greenwaste Processing area - Red Hill Landfill Facility (24395/04)	\$820,000	\$820,000	\$0 (F)



CAPITAL EXPENDITURE STATEMENT

AUGUST 2014

Year to Date			On (F) = Favourable variation Order (U) = Unfavourable variation	Full Year			
Actual	Budget	Variance		Forecast	Budget	Variance	
Waste Management							
\$0	\$0	\$0 (F)	\$0	Construct Monitoring Bores - Red Hill Landfill Facility (24396/00)	\$32,782	\$32,782	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Washdown bay Upgrade - Red Hill Landfill Facility (24399/04)	\$70,000	\$70,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Truck Washdown Bay for Member Councils - Red Hill Landfill Facility (24399/05)	\$30,000	\$30,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Plant Washdown Bay - Hazelmere (24399/08)	\$80,000	\$80,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Plant - Red Hill Landfill Facility (24410/00)	\$2,103,000	\$2,103,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Plant - Hazelmere (24410/01)	\$2,850,000	\$2,850,000	\$0 (F)
\$2,158	\$2,158	\$0 (F)	\$0	Purchase / Replace Minor Plant and Equipment-Red Hill Landfill Facility (24420/00)	\$165,000	\$165,000	\$0 (F)
\$1,318	\$12,000	\$10,682 (F)	\$0	Purchase / Replace Minor Plant and Equipment - Hazelmere (24420/02)	\$12,000	\$12,000	\$0 (F)
\$72,458	\$79,100	\$6,642 (F)	\$0	Purchase / Replace Vehicles - Red Hill Landfill Facility (24430/00)	\$117,869	\$117,869	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Office Equipment - Engineering / Waste Management (24510/02)	\$550	\$550	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Office Equipment - Red Hill Landfill Facility (24510/08)	\$24,000	\$24,000	\$0 (F)
\$0	\$10,000	\$10,000 (F)	\$0	Purchase Fire Fighting System/Equipment - Hazelmere (24520/07)	\$10,000	\$10,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Fire Fighting Equipment - Red Hill Landfill Facility (24520/08)	\$1,000	\$1,000	\$0 (F)



CAPITAL EXPENDITURE STATEMENT

AUGUST 2014

Year to Date						Full Year		
Actual	Budget	Variance		On (F) = Favourable variation Order (U) = Unfavourable variation	Forecast	Budget	Variance	
Waste Management								
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Security System - Red Hill Waste Management Facility (24530/08)	\$54,000	\$54,000	\$0 (F)	
\$0	\$6,000	\$6,000 (F)	\$0	Purchase / Replace Security System - Hazelmere (24530/10)	\$6,000	\$6,000	\$0 (F)	
\$0	\$0	\$0 (F)	\$1,801	Purchase / Replace Other Equipment - Red Hill Landfill Facility (24590/00)	\$266,000	\$266,000	\$0 (F)	
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Miscellaneous Equipment - Hazelmere (24590/02)	\$2,500	\$2,500	\$0 (F)	
\$0	\$0	\$0 (F)	\$0	Purchase/Replace Other Equipment - Engineering and Waste Management (24590/03)	\$3,000	\$3,000	\$0 (F)	
\$0	\$0	\$0 (F)	\$0	Purchase Office Furniture and Fittings-Engineering and Waste Management (24610/03)	\$1,000	\$1,000	\$0 (F)	
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Office Furniture and Fittings - Red Hill Landfill Facility (24610/08)	\$3,000	\$3,000	\$0 (F)	
\$0	\$0	\$0 (F)	\$0	Purchase Office Furniture and Fittings-Hazelmere (24610/10)	\$1,500	\$1,500	\$0 (F)	
\$0	\$0	\$0 (F)	\$0	Purchase Miscellaneous Furniture and Fittings - Red Hill Education Programme (24690/01)	\$1,000	\$1,000	\$0 (F)	
\$0	\$0	\$0 (F)	\$0	Refurbish Environmental Education Centre - Redhill Landfill Facility (25253/00)	\$4,000	\$4,000	\$0 (F)	
\$0	\$0	\$0 (F)	\$0	Refurbish Waste Transfer Station Building - Red Hill Landfill Facility (25259/01)	\$80,000	\$80,000	\$0 (F)	
\$0	\$0	\$0 (F)	\$0	Refurbish Plant - Red Hill Landfill Facility (25410/00)	\$20,000	\$20,000	\$0 (F)	
\$96,002	\$110,825	\$14,823 (F)	\$4,965		\$16,701,201	\$16,701,201	\$0 (F)	



CAPITAL EXPENDITURE STATEMENT

AUGUST 2014

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance
\$134,579	\$217,256	\$82,677 (F)	\$35,435		\$30,410,929	\$30,410,929	\$0 (F)
TOTAL CAPITAL EXPENDITURE							



STATEMENT OF FINANCIAL POSITION

AUGUST 2014

Actual June 2014	Actual Year to Date	(F) = Favourable variation (U) = Unfavourable variation	Full Year		
			Forecast	Budget	Variance
Current Assets					
\$2,022,468	\$4,207,877	Cash and Cash Equivalents	\$1,578,569	\$1,578,569	\$0 (F)
\$67,266,510	\$65,293,782	Investments	\$51,727,546	\$51,727,546	\$0 (F)
\$2,974,194	\$2,973,919	Trade and Other Receivables	\$2,974,194	\$2,974,194	\$0 (F)
\$78,895	\$79,101	Inventories	\$78,895	\$78,895	\$0 (F)
\$60,664	\$263,956	Other Assets	\$60,664	\$60,664	\$0 (F)
\$72,402,731	\$72,818,635	Total Current Assets	\$56,419,868	\$56,419,868	\$0 (F)
Current Liabilities					
\$4,067,102	\$2,537,708	Trade and Other Payables	\$4,067,102	\$4,067,102	\$0 (F)
\$1,305,240	\$1,305,240	Provisions	\$1,332,019	\$1,332,019	\$0 (F)
\$5,372,342	\$3,842,948	Total Current Liabilities	\$5,399,121	\$5,399,121	\$0 (F)
\$67,030,389	\$68,975,687	Net Current Assets	\$51,020,747	\$51,020,747	\$0 (F)
Non Current Assets					
\$47,327,000	\$47,327,000	Land	\$48,327,000	\$48,327,000	\$0 (F)
\$5,751,122	\$5,750,893	Buildings	\$8,112,335	\$8,112,335	\$0 (F)
\$11,708,471	\$11,434,586	Structures	\$21,786,396	\$21,786,396	\$0 (F)
\$6,471,181	\$6,165,772	Plant	\$15,292,591	\$15,292,591	\$0 (F)
\$643,141	\$612,798	Equipment	\$1,428,967	\$1,428,967	\$0 (F)
\$147,818	\$145,871	Furniture and Fittings	\$191,364	\$191,364	\$0 (F)
\$783,353	\$906,920	Work in Progress	\$783,353	\$783,353	\$0 (F)
\$72,832,086	\$72,343,840	Total Non Current Assets	\$95,922,006	\$95,922,006	\$0 (F)
Non Current Liabilities					
\$6,799,725	\$7,074,127	Provisions	\$6,886,529	\$6,886,529	\$0 (F)
\$6,799,725	\$7,074,127	Total Non Current Liabilities	\$6,886,529	\$6,886,529	\$0 (F)
\$133,062,750	\$134,245,400	Net Assets	\$140,056,224	\$140,056,224	\$0 (F)
Equity					
\$48,612,233	\$48,612,233	Accumulated Surplus/Deficit	\$48,612,233	\$48,612,233	\$0 (F)
\$51,139,296	\$51,139,296	Cash Backed Reserves	\$51,139,296	\$51,139,296	\$0 (F)
\$33,311,221	\$33,311,221	Asset Revaluation Reserve	\$33,311,221	\$33,311,221	\$0 (F)
\$0	\$1,182,650	Net change in assets from operations	\$6,993,474	\$6,993,474	\$0 (F)
\$133,062,750	\$134,245,400	Total Equity	\$140,056,224	\$140,056,224	\$0 (F)



CASH AND INVESTMENTS

AUGUST 2014

Actual June 2014	Actual Year to Date	(F) = Favourable variation (U) = Unfavourable variation	Full Year		
			Forecast	Budget	Variance
Municipal Cash and Investments					
2,019,118	4,204,427	Cash at Bank - Municipal Fund 01001/00	1,575,219	1,575,219	0 (F)
1,250	1,250	Cash on Hand - Ascot Place 01019/00	1,250	1,250	0 (F)
300	400	Cash on Hand - Walliston/Mathieson & Coppin Road Transfer Stations 01019/01	300	300	0 (F)
1,800	1,800	Cash on Hand - Red Hill / Hazelmere 01019/02	1,800	1,800	0 (F)
16,496,934	13,413,056	Investments - Municipal Fund 02021/00	9,756,578	9,756,578	0 (F)
18,519,402	17,620,933	Total Municipal Cash	11,335,147	11,335,147	0 (F)
Restricted Cash and Investments					
3,061,316	3,103,334	Restricted Investments - Plant and Equipment 02022/01	248,590	248,590	0 (F)
1,717,656	1,741,232	Restricted Investments - Post Closure Site Rehabilitation Red Hill 02022/02	1,778,670	1,778,670	0 (F)
242,215	245,540	Restricted Investments - Future Development 02022/03	3,706,098	3,706,098	0 (F)
568,262	576,061	Restricted Investments - Environmental Monitoring Red Hill 02022/04	588,351	588,351	0 (F)
133,486	135,319	Restricted Investments - Environmental Insurance Red Hill 02022/05	88,089	88,089	0 (F)
13,023	13,202	Restricted Investments - Risk Management 02022/06	13,460	13,460	0 (F)
111,812	113,347	Restricted Investments - Class IV Cells Red Hill 02022/07	(241,925)	(241,925)	0 (F)
14,747	14,950	Restricted Investments - Regional Development 02022/08	(239,658)	(239,658)	0 (F)
43,581,696	44,179,873	Restricted Investments - Secondary Waste Processing 02022/09	35,568,402	35,568,402	0 (F)
914,509	927,061	Restricted Investments - Class III Cells 02022/10	3,776	3,776	0 (F)
65,756	66,658	Restricted Investments - Building Refurbishment (Ascot Place) 02022/11	67,961	67,961	0 (F)
231,764	39,522	Restricted Investments - Accrued Interest 02022/19	231,764	231,764	0 (F)
(601,485)	0	Restricted Investments - Unrealised Loss/Gain on Investments 02022/20	(601,485)	(601,485)	0 (F)
714,817	724,628	Restricted Investments - Long Service Leave 02022/90	758,873	758,873	0 (F)
50,769,576	51,880,727	Total Restricted Cash	41,970,968	41,970,968	0 (F)
69,288,978	69,501,660	TOTAL CASH AND INVESTMENTS	53,306,115	53,306,115	0 (F)

The Cash at Bank - Municipal Fund represents the balance on the last day of the relevant month. Any portion of the balance available for investment is transferred into the Investment - Municipal Fund account in the following period. Funds held in the Cash at Bank - Municipal Fund continue to accrue interest as per the Westpac commercial rates.

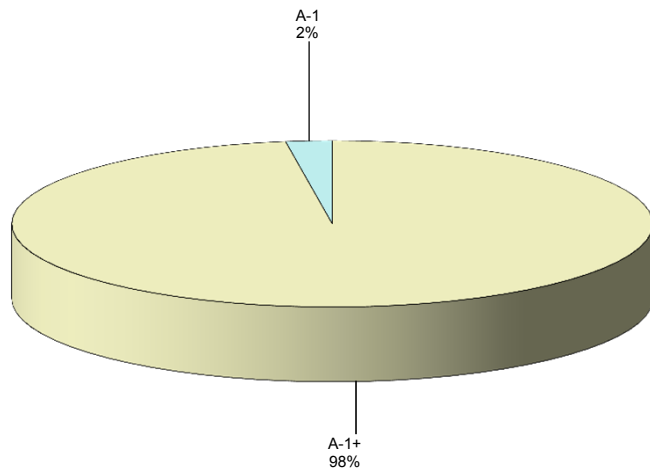
EMRC Investment Report

August 2014

I. Overall Portfolio Limits

S&P Long Term Rating	S&P Short Term Rating	% Portfolio	Investment Maximum %
AAA	A-1+	97.67%	100%
AA	A-1	2.33%	100%
		100.00%	

Investment by S&P Rating



II. Single Entity Exposure

	% Portfolio
ANZ Banking Group	39.53%
Bankwest	0.00%
Macquarie Bank	2.33%
NAB	36.43%
Westpac / St. George Bank	21.71%
100.00%	

III. Term to Maturity Framework

Maturity Profile	Investment Policy Guidelines		
	% Portfolio	% Min	% Max
Less Than 1 Year	100.00%	40.00%	100.00%
Greater Than 1 Year	0.00%	0.00%	0.00%
		100.00%	

NB: This report is consistent with the reporting requirements of the Policy 3.3 - Management of Investments Policy



14.3 AMENDED DISCOUNT RATES FOR COMMERCIAL WASTE

REFERENCE: D2014/12696

PURPOSE OF REPORT

To advise Council of an amended schedule of discount rates for commercial waste and contaminated soil received at Red Hill Waste Management Facility.

KEY ISSUES AND RECOMMENDATION(S)

- Tonnages of commercial waste received at Red Hill Waste Management Facility have declined significantly this financial year due to competition in the market place.
- Discussions have taken place with some commercial customers with a view to addressing this issue.
- The existing fees and charges allow for a reduction of \$5.00/tonne and \$10.00/tonne respectively for cumulative commercial and contaminated soils tonnages disposed in excess of 15,000 tonnes and 25,000 tonnes respectively within the financial year.
- It is proposed to introduce an amended schedule of discounts for commercial waste and contaminated soils in order to attract additional volumes of waste at the Red Hill Waste Management Facility.

Recommendation(s)

That Council by absolute majority in accordance with sections 6.16(3)(b) of the Local Government Act 1995 adopts the amended schedule of discount rates for commercial waste and contaminated soils as detailed below effective for the 2014/2015 financial year.

Discount Applicable Once Threshold is reached		
Threshold (per financial year)	Discount (per tonne incl. GST)	Discount Rate Applied To The Following Tonnages
20,000 tonnes	\$ 9.00	From 1 up to 24,999 tonnes
25,000 tonnes	\$11.00	From 20,001 up to 29,999 tonnes
30,000 tonnes	\$13.00	From 25,001 up to 34,999 tonnes
35,000 tonnes	\$16.00	Above 30,001 tonnes

SOURCE OF REPORT

Director Waste Services

BACKGROUND

The 22 May 2014 meeting of Council resolved (Ref: D2014/05714):

“THAT THE DRAFT SCHEDULE OF FEES AND CHARGES, FORMING THE ATTACHMENT TO THIS REPORT, BE USED IN DEVELOPING THE 2014/2015 DRAFT BUDGET.”

Following the repeal of the carbon tax by the Federal Government, the 21 August 2014 (Ref: D2014/09886) meeting of Council agreed to remove the carbon price component of the fees and charges by resolving:



Item 14.3 continued

“THAT COUNCIL BY ABSOLUTE MAJORITY, IN ACCORDANCE WITH SECTION 6.16(3)(B) OF THE LOCAL GOVERNMENT ACT 1995, ADOPTS THE AMENDED FEES AND CHARGES FOR 2014/2015 FORMING AN ATTACHMENT TO THIS REPORT.”

REPORT

Commercial waste tonnages received at Red Hill Waste Management Facility so far this financial year have been down by approximately 39% on the budgeted volumes. This is attributable to the loss of tonnage from two major customers, one has changed its business model and is taking waste directly to its own landfill and the other has found a lower cost location to dispose of their waste.

Some metropolitan landfills are offering gate fees for commercial and industrial waste lower than those recently adopted by the EMRC and with more competitive discounts for customers disposing of large quantities of waste.

Discussions were held with some of the EMRC’s larger commercial customers and as a result of that feedback it is proposed to leave the commercial gate fee as is, however a change to the discount rate for customers disposing of large quantities of commercial waste or contaminated soil is recommended as follows:

Discount Applicable Once Threshold is reached		
Threshold (per financial year)	Discount (per tonne incl. GST)	Discount Rate Applied To The Following Tonnages
20,000 tonnes	\$ 9.00	From 1 up to 24,999 tonnes
25,000 tonnes	\$11.00	From 20,001 up to 29,999 tonnes
30,000 tonnes	\$13.00	From 25,001 up to 34,999 tonnes
35,000 tonnes	\$16.00	Above 30,001 tonnes

Furthermore, it is proposed that the discount rate applied to customers delivering quantities of commercial waste or contaminated soil receive the discount in the form of a rebate once they have reached the upper limit of the relevant waste tonnage band. For example, a customer who delivered 20,000 tonnes of commercial and industrial waste or contaminated soil would receive a rebate of \$9.00/tonne for those tonnages ie. \$180,000 at the point when they have delivered the 20,000 tonnes. Conversely if they only delivered 19,000 tonnes for the financial year then no discount would be applicable. If that same customer then delivered another 5,000 tonnes within the same financial year, a rebate of \$11.00/tonne would apply for those additional tonnes between 20,001 and 25,000 and so on. However if they only delivered a further 2,500 tonnes for instance, they would only receive the \$9.00 discount per tonne.



Item 14.3 continued

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 1 – Environmental Sustainability

- 1.1 To provide sustainable waste disposal operations
- 1.2 To improve regional waste management
- 1.3 To provide resource recovery and recycling solutions in partnership with member Councils
- 1.4 To investigate leading edge waste management practices

Key Result Area 4 – Good Governance

- 4.3 To provide responsible and accountable governance and management of the EMRC

FINANCIAL IMPLICATIONS

Fees and Charges are set to ensure the costs of providing waste management services are recouped whilst minimising costs to member Councils.

SUSTAINABILITY IMPLICATIONS

Fees and Charges are set to ensure services offered are sustainable in the long term.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

Nil

VOTING REQUIREMENT

Absolute Majority.



Item 14.3 continued

RECOMMENDATION(S)

That Council by absolute majority in accordance with sections 6.16(3)(b) of the Local Government Act 1995 adopts the amended schedule of discount rates for commercial waste and contaminated soils as detailed below effective for the 2014/2015 financial year.

Discount Applicable Once Threshold is reached		
Threshold (per financial year)	Discount (per tonne incl. GST)	Discount Rate Applied To The Following Tonnages
20,000 tonnes	\$ 9.00	From 1 up to 24,999 tonnes
25,000 tonnes	\$11.00	From 20,001 up to 29,999 tonnes
30,000 tonnes	\$13.00	From 25,001 up to 34,999 tonnes
35,000 tonnes	\$16.00	Above 30,001 tonnes

COUNCIL RESOLUTION(S)

MOVED CR ZANNINO

SECONDED CR FÄRDIG

THAT COUNCIL BY ABSOLUTE MAJORITY IN ACCORDANCE WITH SECTIONS 6.16(3)(B) OF THE LOCAL GOVERNMENT ACT 1995 ADOPTS THE AMENDED SCHEDULE OF DISCOUNT RATES FOR COMMERCIAL WASTE AND CONTAMINATED SOILS AS DETAILED BELOW EFFECTIVE FOR THE 2014/2015 FINANCIAL YEAR.

Discount Applicable Once Threshold is reached		
Threshold (per financial year)	Discount (per tonne incl. GST)	Discount Rate Applied To The Following Tonnages
20,000 tonnes	\$ 9.00	From 1 up to 24,999 tonnes
25,000 tonnes	\$11.00	From 20,001 up to 29,999 tonnes
30,000 tonnes	\$13.00	From 25,001 up to 34,999 tonnes
35,000 tonnes	\$16.00	Above 30,001 tonnes

CARRIED BY AN ABSOLUTE MAJORITY 12/0



14.4 ITEMS CONTAINED IN THE INFORMATION BULLETIN

REFERENCE: D2014/12118

The following items are included in the Information Bulletin, which accompanies the Agenda.

1 REGIONAL SERVICES

- 1.1 REGIONAL DEVELOPMENT ACTIVITY REPORT JULY – SEPTEMBER 2014
(Ref:-D2014/12119)
- 1.2 ENVIRONMENTAL SERVICES ACTIVITY REPORT JULY – SEPTEMBER 2014
(Ref: D2014/12120)
- 1.3 EMRC DELEGATION TO CANBERRA AUGUST 2014 (Ref: D2014/12121)

2 WASTE MANAGEMENT SERVICES

- 2.1 COUNCIL TONNAGE COMPARISONS AS AT 30 SEPTEMBER 2014 (Ref: D2014/12247)

RECOMMENDATION(S)

That Council notes the items contained in the Information Bulletin.

COUNCIL RESOLUTION(S)

MOVED CR PULE

SECONDED CR CARTER

THAT COUNCIL NOTES THE ITEMS CONTAINED IN THE INFORMATION BULLETIN.

CARRIED UNANIMOUSLY



INFORMATION BULLETIN

Accompanying the
Ordinary Meeting of Council Agenda

23 October 2014

COUNCIL INFORMATION BULLETIN**23 October 2014****(REF: D2014/12118)****TABLE OF CONTENTS**

1 REGIONAL SERVICES	1
1.1 REGIONAL DEVELOPMENT ACTIVITY REPORT JULY TO SEPTEMBER 2014 (Ref: D2014/12119)	1
1.2 ENVIRONMENTAL SERVICES ACTIVITY REPORT JULY TO SEPTEMBER 2014 (Ref: D2014/12120)	7
1.3 EMRC DELEGATION TO CANBERRA AUGUST 2014 (Ref: D2014/12121)	17
2 WASTE SERVICES	21
2.1 COUNCIL TONNAGE COMPARISONS AS AT 30 SEPTEMBER 2014 (Ref: D2014/12247)	21



1 REGIONAL SERVICES

1.1 REGIONAL DEVELOPMENT ACTIVITY REPORT JULY TO SEPTEMBER 2014

REFERENCE: D2014/11604 (CEOAC) – D2014/12119

PURPOSE OF REPORT

To provide a progress report on the activities undertaken by the Regional Development Business Unit for the period 1 July 2014 to 30 September 2014.

KEY ISSUES

Achievements highlighted for the period 1 July 2014 to 30 September 2014 include:

- Phase Two of the Curtin University research partnership 'Integrating Future Land Use to Proposed Public Transport Infrastructure' is underway with the final workshop to be held on 30 September 2014. Following the forums, Curtin University will be preparing a final report with the first draft due by the end of December 2014.
- The Lotterywest funding application for the 2015 Perth's Autumn Festival has been completed and submitted. The application involves the Cities of Bayswater, Belmont and Swan.
- The regional marketing campaign was completed for the Avon Descent Family Fun Days held on the first weekend of August. A debrief meeting was held after the event and an initial planning meeting with Lotterywest and the race organisers about future planning and grant provisions has been undertaken.
- The perthtourism.com.au website continues to be monitored and managed.
- The draft Regional Integrated Transport Strategy 2014-2016 has been finalised in conjunction with the RITS IAG and is presented at the October 2014 Council meeting for endorsement.
- The Digital Exemplar videos on business utilisation of technology have been completed and a launch of the videos is planned for 10 October 2014 at the EMRC Administration Offices.
- A pilot QR code project has been developed and signs displaying Quick Response (QR) codes will be installed at various trails, parks and attractions in the region. Progress will be monitored to gauge the level of interest.
- The Business Case for Coworking Spaces in Perth's Eastern Region was endorsed by the EDOG members on 10 July 2014.
- The third tour in the "Advancing Perth's Eastern Region" series will be held in the City of Swan on 6 November 2014.

SOURCE OF REPORT

Director Regional Services
 Manager Regional Development



Item 1.1 continued

BACKGROUND

The Regional Development Business Unit partners with member Councils and key stakeholders to facilitate strategies, projects and activities, for the benefit and sustainability of Perth's Eastern Region. Regular progress reports are provided to advisory groups, committees and councils to ensure ongoing and effective communication.

Two advisory groups; the Economic Development Officers Group (EDOG) and the Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG) meet regularly to consider regional economic development matters and assist in guiding EMRC strategies. Representation from each participating member council and the EMRC constitute each group's membership.

REPORT

The Regional Development Activity Report aligns the *Business Unit Action Plan* actions and the objectives and strategies of the *EMRC 2022 – 10 Year Strategic Plan*. Activities of the Regional Development Business Unit focus on member council priorities, key strategies and regional projects including the following:

- Regional Transport Planning;
- Regional Economic Development;
- Regional Digital Strategy;
- Regional Events; and
- Regional Advocacy.

Strategy: 2.1.1 Promote Perth's Eastern Region as a tourism destination

Action: Manage PerthTourism.com.au regional tourism website

The Perth Tourism website <<http://www.perthtourism.com.au>> is managed by the EMRC to promote events, trails and experiences in Perth's Eastern Region to visitors and residents. The site is available in English, Japanese and simplified Mandarin.

The website provides information on the region and directs visitors to member Councils' website information and to the Mundaring, Perth Hills and Swan Valley Visitor Centres. From July 2014 to August 2014 the perthtourism.com.au website achieved a 27% increase in visitation when compared to the same period last year. The Japanese site visitation increased 244% when compared to the same period last year.

Strategy: 2.1.2 Develop and promote regional events

Action: Coordinate the Avon Descent Family Fun Days

The EMRC coordinated a regional marketing campaign advertising the five family fun days and Bassendean's vantage viewing locations throughout July 2014. The marketing campaign cost \$90,000 (utilising Lotterywest funding) and delivered over \$254,000 in advertising value.

The EMRC also developed partnerships with local businesses to provide prizes associated with the marketing campaign and promote local experiences. Prizes were secured from Assured Ascot Quays Hotel and Apartments, Paintball Skirmish (Swan Valley), Margaret River Chocolate Factory (Swan Valley) and the Kalamunda Historical Society. In addition to obtaining prizes for the campaign there was a further value-add through the EMRC connecting and building relations with businesses in the region.



Item 1.1 continued

The prizes incentivised community members to complete a survey which provided valuable data on the success of various advertising mediums. The EMRC will use this information, along with survey data compiled by the councils to guide future event advertising.

The events were particularly successful in 2014, partly due to high water levels and good weather. A debrief meeting was held with participating councils, Lotterywest, the Northam Avon Descent Association and CIC Events. A pre-planning meeting has also been held with Lotterywest to discuss the future of the grant. The 2014 grant acquittal will be submitted in early October.

Action: Coordinate the Perth's Autumn Festival

The Perth's Autumn Festival links events nominated by member Councils under a single brand to increase marketing impact of events and the region as a whole. The EMRC met with member Councils and based on their feedback has reduced the administrative requirements for participating councils by utilising existing council planning documents. The Clean and Green program was also accepted as common practice among the event organisers and has been removed from the program.

The EMRC has submitted an application to Lotterywest seeking \$20,000 (ex GST) to support the staging cost of three events: the Cities of Belmont and Bayswater's 'Autumn River Festival' and the City of Swan's 'Bike in the Valley'.

Sponsorship will be sought to increase the overall marketing of the events in 2015 and the program will be expanded to include 'fringe' events such as local markets, exhibitions and community events while maintaining the focus on the 'core' council events. A planning meeting will be held in early October 2014.

Strategy: 3.1.1 Facilitate implementation of the Regional Integrated Transport Strategy 2010-2013

Action: Review and update Priority Roads Projects to align with Main Roads Western Australia and member Council priorities

The Priority Roads List has been developed and reviewed in consultation with the RITS IAG comprising member Council technical staff and key stakeholders including Main Roads WA, the Public Transport Authority, Department of Planning and Department of Transport. Meetings have been held with member Councils to discuss priority projects that require advocacy by the EMRC and these identified priorities and associated timeframes have been included in the RITS 2014-2016 and approved by the RITS IAG members.

Action: Develop and implement a Regional Walking Strategy for Perth's Eastern Region and facilitate training and promotion of the Walking Audit Tool in partnership with the Department of Transport and member Councils

The RITS IAG agreed that developing a regional walking strategy for Perth's Eastern Region should be undertaken in 2014-2015. The budget will be used to update the current Regional Cycle Network Masterplan and develop it into a Regional Active Transport Strategy. The Strategy will incorporate walking, cycling and TravelSmart and will be used as an advocacy document.

Action: Engage with Curtin University to produce research that highlights the needs and benefits of public transport infrastructure investment in Perth's Eastern Region – Phase Two

Curtin University has commenced Phase Two of the Integrating Future Land Use to Proposed Public Transport Infrastructure research. GIS data was collated in Phase One and used in Phase Two as a tool to assist in gathering community and stakeholder consultation around the vision for potential development of land either side of the following Rapid Transit Corridors of: Ellenbrook; Midland to Mundaring; and Airport to Forrestfield link.



Item 1.1 continued

The project was presented at the CEOAC meeting 19 November 2013 and at a workshop with RITS IAG members and relevant stakeholders held on 20 January 2014 where additional information from technical directors and strategic planners was used to update the Phase I report.

Phase Two of the research comprised community engagement and consultation processes with information and comments gathered from stalls held at major shopping centres in the region. A series of forums including separate developer/key stakeholders, community and council/government forums have also been held. A draft report from Phase Two is scheduled for completion at the end of 2014.

Action: Regional Integrated Transport Strategy Redevelopment

Council at its May 2013 meeting endorsed the development of the Regional Integrated Transport Strategy Action Plan 2014-2016 and as a result the draft Regional Integrated Transport Strategy 2014-2016 to support the identified actions has been developed.

External consultants facilitated the development of a draft Regional Integrated Transport Strategy 2014-2016 based on outcomes obtained from a workshop in April 2014 with member Council representatives and external stakeholders. The workshop information resulted in a report summarising the key transport advocacy priorities in Perth's Eastern Region and this information has been included in the draft 2014-2016 strategy.

The final draft of the Regional Integrated Transport Strategy 2014-2016 has been finalised in conjunction with the RITS IAG and is presented at the October 2014 Council meeting for endorsement to proceed to design, printing and dissemination phases.

The EMRC is utilising a collaborative community engagement tool to identify transport issues in Perth's Eastern Region and will be operational from the end of September to the end of October 2014. The result of this consultation will be a report compiled by the EMRC for each member Council outlining the findings of the exercise and providing access to the live maps for use in transport planning.

Action: Conduct Travel Demand Management educational forums to encourage businesses to develop programs such as Employee TravelSmart Plans

The TravelSmart Workplace program assists workplaces to promote active, sustainable travel to employees, clients and visitors. Helping more people walk, cycle, use public transport or carpool to the workplace can improve access and a sense of community, boost healthy activity and reduce traffic and pollution.

A Travel Plan and Workplace Access Guide has been completed and delivered to the Town of Bassendean. Travel Plans and Workplace Access Guides are being developed for the Shire of Kalamunda and Maylands Activity Centre and these will be sent to the Shire and stakeholders respectively for approval once completed.

Action: Develop innovations in the promotion of travel alternatives such as walking, cycling and public transport

In June 2014, portable bicycle parking rails were purchased by the EMRC for use at events throughout the region. The availability of the bicycle parking rails will assist member Councils promote cycling to community events, in particular the Avon Descent Family Fun Days and Perth's Autumn Festival events.

The EMRC's TravelSmart Officer in conjunction with the City of Swan and the Department of Transport assisted in the updating of the City of Swan's TravelSmart Map. The TravelSmart Officer conducted an audit of the existing facilities in the City of Swan, in particular bicycle lanes, shared paths and bicycle parking locations. This audit was provided to the Department of Transport so the GIS map layers can be updated and the development of the map can be completed.



Item 1.1 continued

Strategy: 3.3.4 Market Perth's Eastern Region as an attractive investment destination

The Perth's Eastern Region Investment and Opportunity booklet was published by the EMRC in late 2013 and has been widely distributed since that time. The publication has proved a valuable tool for use in advocacy campaigns and promoting awareness of the region as an attractive and viable investment destination. The document will undergo a revision during 2014-2015 to ensure it remains relevant and up to date and any future revisions will include electronic versions of the publication in addition to hard copies.

Strategy: 3.3.5 Implement Regional Economic Development Strategy

Action: Implement actions from the Regional Digital Strategy

The latest actions from the Regional Digital Strategy include completion of the Digital Exemplar Videos, a pilot Quick Response (QR) Code project and the Business Case for Coworking Spaces in Perth's Eastern Region.

A pilot project to develop and test innovative means of engaging the community with trails, parks and attractions in the region is being undertaken. Signs displaying QR codes will be installed at various sites. Sites with a range of interests have been selected for the pilot project to ensure that the information provided is extensive and appeals to a broad section of the community. The twelve sites across the region have been chosen for their environmental, heritage, recreational values or a mixture of these attributes. Development of a pseudo recreation officer "Eric" is part of the campaign, linking the sites, creating human engagement and providing an identifiable brand. The project launch date is scheduled for later in 2014 in line with the summer school holidays, providing an opportunity for families to get out and enjoy the warmer weather and find out more about their region. More information can be found on the Perth Tourism website <perthtourism.com.au>.

The Digital Exemplar Video series has been completed. These comprise of a short combined testimonial clip from the local organisations/businesses in the region that are leading the way with their use of digital technologies and individual 3 minute videos of the five businesses used in the series. The project advocates opportunities arising from utilising digital technologies to the broader business community, elicited from their peers. EDOG members were consulted and suggested candidates who utilise digital technology in innovative ways in each municipality. One organisation from each of the five participating member Councils was selected for the video producers to interview and film. The project has been completed and a launch of the exemplar videos is scheduled for 10 October 2014.

The Perth's Eastern Region coworking spaces business case and issues paper was endorsed by the EDOG at its meeting of 10 July 2014. The final report was disseminated to participating Council's through the EDOG members for use by the Councils where appropriate.

Action: Coordinate Mini-Showcase Series (formerly Industrial Tours)

The second showcase tour in the "Advancing Perth's Eastern Region" series was held on 31 July 2014 and showcased major developments and key infrastructure within the City of Belmont, including The Springs, Rivervale; Gateway WA; and Perth Airport. The tour was very informative and successful with well-informed commentary provided throughout the tour. The tours align with the state government's *Directions 2031 and Beyond* framework and afford councils the opportunity to showcase development and infrastructure in their municipality.

The third tour in the "Advancing Perth's Eastern Region" series will be held in the City of Swan on 6 November 2014. Given the City of Swan's geographical spread it was decided to undertake the Swan tour in two parts. The first tour in November will travel through parts of Midland, Hazelmere and Guildford with a second tour planned for 2015 which will cover Ellenbrook, Malaga and Swan.



Item 1.1 continued

Action: Provide regional profile tools to EMRC and member Councils

The EMRC continues to coordinate the REMPLAN, Profile.id and Atlas.id subscriptions to enable these tools to be utilised by member Councils and the EMRC to obtain regional economic and social-demographic profiling data. The data obtained is utilised when preparing industry and council profiles, completing detailed data analysis and prepare grant applications and funding submissions. Training was carried out at the EMRC by REMPLAN and Profile.id training providers for member Councils and EMRC staff in 2014 to ensure users are kept up to date with the software technology and program content.

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 2 – Social Opportunities

- 2.1 To facilitate regional cultural and recreational activities

Key Result Area 3 – Economic Development

- 3.1 To facilitate increased investment in regional infrastructure
 3.2 To facilitate regional economic development activities

Key Result Area 4 – Good Governance

- 4.1 To provide advice and advocacy on issues affecting Perth's Eastern Region

FINANCIAL IMPLICATIONS

The funding to facilitate Regional Development projects and activities is developed and agreed with member Councils as part of the annual budget and review process and included in the 2014-2015 EMRC operating budget.

SUSTAINABILITY IMPLICATIONS

The Regional Development Business Unit operates to pursue economic and social growth outcomes for Perth's Eastern Region. In pursuit of these objectives, environmental considerations are also integrated wherever possible in all activities undertaken by the Unit.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Ongoing member council officer time is required to provide advice and information to the EMRC, through EDOG and RITS IAG to ensure projects are being delivered in accordance with member Council expectations.
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

Nil



1.2 ENVIRONMENTAL SERVICES ACTIVITY REPORT JULY TO SEPTEMBER 2014

REFERENCE: D2014/11602 (CEOAC) – D2014/12120

PURPOSE OF REPORT

To provide a quarterly progress report on the strategies and activities being undertaken by the Environmental Services Business Unit for the period 1 July 2014 to 30 September 2014.

KEY ISSUE(S)

Achievements highlighted for the period 1 July 2014 to 30 September 2014 include:

- EMRC participated as a stallholder at the 2014 City of Belmont Business Environmental Awards promoting the Water and Energy Auditing services for local business.
- A range of Community Sustainability Workshops have been scheduled from mid-October to December for the City of Bayswater under the Sustainability and Environmental Education Program.
- An application to be a Project Sponsor for the Federal Government Green Army program was successful. An announcement event was hosted by Ken Wyatt MP, Federal Member for Hasluck on 12 September at Anderson Road Reserve, Kalamunda.
- A presentation was delivered at the State NRM Tipping Point Conference on the “The value of volunteering”.
- Promotional activities were conducted at the Avon Descent family fun day at Belmont and the Men of the Trees open day in Hazelmere.
- Submissions were made on the Green Army Program, National Landcare Program, 20 Million Trees Program and Planning for Bushfire Risk Management Guidelines.
- The Cooperative Research Centre for Water Sensitive Cities with the EMRC co-hosted a ‘Planning to Reduce Urban Heat Training Workshop’.
- The Community Energy Efficiency Program independent financial audit was submitted and accepted by the Department of Industry.
- A review process of the Local Climate Change Adaptation Action Plan’s for member Councils commenced.
- The final Swan and Helena Rivers Management Framework review report was approved by Council for distribution for comment from key stakeholders.

SOURCE OF REPORT

Director Regional Services
 Manager Environmental Services

BACKGROUND

The EMRC Environmental Services Business Unit reports on key strategies and activities on an ongoing basis. The EMRC 2022-10 Year Strategic Plan provides the framework for reporting under the objectives “to contribute towards improved regional air, water and land quality and regional biodiversity conservation” and “to address climate change issues within the region”.



Item 1.2 continued

The projects relevant to Environmental Services primary activities include:

- Eastern Hills Catchment Management Program (EHCMP);
- Water Campaign™;
- Community Energy Efficiency Program (CEEP);
- Achieving Carbon Emissions Reduction Program (ACER);
- Future Proofing Project (Regional Climate Change Adaptation Action Plan);
- Swan and Helena Rivers Management Framework;
- Sustainability and Environmental Education Program;
- Provide environmental consultancy services; and
- Regional environmental advice and advocacy.

REPORT

Activities of the Environmental Services Business Unit focus on a number of key strategies and projects that are agreed as regional priorities by member Councils as part of the annual consultation and budget development processes.

All of the Environmental Services strategies emanate from the EMRC's *10 Year Strategic Plan* and all activities and projects are listed in the *Regional Environment Strategy 2011-2016* and annual Business Unit Plan which becomes the source document for guiding the work of the Business Unit throughout the year.

Strategy: 1.5.1 Implement Regional Environmental Strategy 2011-2016
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Action: Implement Regional Environmental Strategy

The Regional Environmental Strategy continues to be implemented following completion of a minor review. Presentations from the Department of Water, Alleasing and the Regional Development team on the Quick Response Code pilot project were provided at the July 2014 Regional Environmental Advisory Group meeting.

Action: Provide an Energy Auditing Service

No energy audits were undertaken during this reporting period. The EMRC participated as a stallholder at the 2014 City of Belmont Business Environmental Awards promoting the Energy Auditing services to local businesses.

Action: Provide Water Auditing Service

Quotations have been prepared and provided for the City of Melville, City of Swan, and Westfield Carousel for an audit of a recreational facility, aquatic centre and shopping centre facilities respectively. The EMRC participated as a stallholder at the 2014 City of Belmont Business Environmental Awards promoting the Water Auditing services to local businesses.

Action: Develop and Implement the Sustainability and Environmental Education Program to Member Councils

Opportunities for local government involvement with the Australian Sustainable Schools Initiative are being investigated and documented in a proposal for discussion at a meeting with the Department of Education in September.



Item 1.2 continued

A range of Community Sustainability Workshops have been scheduled from mid-October to December for the City of Bayswater. The workshops will be promoted through the distribution of flyers, promotion on the City of Bayswater website, in the Council's Civic Centre and a newspaper advertisement in the Eastern Suburbs Reporter. An internal staff sustainability program for the City of Bayswater is being developed focusing on energy management practices recommended in energy audits conducted on council facilities. An internal staff survey has been developed to benchmark sustainability at the Shire of Mundaring prior to implementing an internal sustainability program.

Strategy: 1.5.2 Continue to Implement the Eastern Hills Catchment Management Program

Action: Co-ordinating Activities for Helping the Helena

The draft Helping the Helena water and sediment quality report has been completed and is with the Department of Water and the Swan River Trust for review.

Action: Co-ordinate and Implement Eastern Hills Catchment Management Program (EHCMP)

A grant was submitted for the Shire of Mundaring to the State NRM Office for post fire recovery of Parkerville/Stoneville and Mount Helena. The Eastern Catchment Management Plan final draft is complete and will be available to the public in September. The end of year volunteer event preparation has been completed and the Bush Skills for the Hills workshops are being formulated for 2015. Green Army support has been secured for the Shire's of Kalamunda and Mundaring, Cities of Bayswater, Belmont and Swan.

Representation was made at the Perth Region NRM Swan Region Strategy consultation session, Swan Alcoa Land Program assessment panel and National Landcare Information session. Submissions were made on the Green Army Program - Draft Statement of Requirements Consultation Process, National Landcare Program, 20 Million Trees Program and Planning for Bushfire Risk Management Guidelines.

Bush Skills workshops conducted included:

- Remote camera trapping for wildlife;
- Botanical drawing;
- Aboriginal cultural heritage;
- Water quality sampling; and
- Introduction to native grasses.

Action: Co-ordinate Activities for Marri Canker Research Project

The "Marri App" has 128 recorded users and 290 records. Research continues and treatment trials are planned for the new year.

Action: Co-ordinate and Implement Community Led Project (Swan River Trust)

Community groups were assisted in development and implementation of grant applications. Environmental information and development of environmental projects is facilitated through attendance at bi-monthly meetings for Jane Brook, Helena River and Blackadder Woodbridge Catchment Groups and the Lower Helena Association and Friends of Piesse Brook.



Item 1.2 continued

Action: Undertake Eastern Hills Catchment Management Program (EHCMP) marketing and promotional activities

A presentation was delivered at the State NRM Tipping Point Conference on the “The value of volunteering”. Articles were written on the Marri App, the Tipping Point Conference and the visit by the Minister for Agriculture to a Helping the Helena project site. These articles were published in the Greenpage Newsletter, Chidlow Chatters, Department of Parks and Wildlife Eco News and published in the Perth Region NRM and EMRC e-newsletters.

The successful application for the Green Army Program in Perth’s Eastern Region was promoted via a media release, an article in the WALGA Eco News, Western Council Publication, Perth Region NRM and Chidlow Chatters.

Promotional activities were conducted at the Avon Descent family fun day at Belmont and the Men of the Trees open day in Hazelmere.

Action: Develop and Implement Youth Programs (NRM)

The Youth Program grant application is being amended and resubmitted to Lotterywest. Further discussions were held with potential participants including the Coalition of Schools in Midland regarding improving the delivery of the proposed project.

Action: Implement the Dam Restoration Project

Two grant applications have been submitted to the State NRM Community grants program in partnership with Murdoch University. Successful grant recipients will be notified in October 2014.

Action: Co-ordinate activities for the Green Army Program

The Green Army Project Sponsor application was successful for three projects involving sites in the Shire’s of Kalamunda and Mundaring, the Cities of Bayswater, Belmont and Swan. Projects will commence in January 2015. An announcement event was hosted by Ken Wyatt MP, Federal Member for Hasluck on 12 September at Anderson Road Reserve, Forrestfield.

Strategy: 1.5.3 Implement the Water Campaign

Action: Co-ordinate and Implement Water Campaign for City of Bayswater

The City of Bayswater is continuing to work through and compile evidence against the criteria for Waterwise Councils Program endorsement. Separate meetings have been held with the Parks Manager, Projects and Construction Supervisor and Environmental Coordinator to discuss the formalising of the City’s irrigation schedules and water budget for Public Open Space.

Water Corporation advised of a water leak detected at the Bayswater Waves Aquatic Centre through a data logger. This information was passed on to City of Bayswater Buildings and Waves staff, who are working with a Hydraulic Systems Contractor to investigate the source of the leak.

Following the cancellation of the Water Campaign recognition breakfast, a photo opportunity for the completion of Milestone 4 with the City of Bayswater and the Water Campaign Australia Manager was arranged for 10 September 2014. This will be used to promote the City’s achievement to the community.



Item 1.2 continued

Action: Co-ordinate and Implement Water Campaign for Town of Bassendean

Water Campaign progress and future directions were discussed at a meeting in July 2014. The meeting also included a review of the new water goals and targets, as well as a review of the Project Plan. Minor amendments to the Project Plan were incorporated and finalised. Continued assistance was provided to the Town with obtaining the Waterwise Council status.

Action: Co-ordinate and Implement Water Campaign for City of Belmont

The Post Milestone 5 Report Card has been finalised, identifying the next facility to be audited. The Project Plan was reviewed and signed. Assistance with water consumption data analysis was provided upon request.

Action: Co-ordinate and Implement Water Campaign for Town of Victoria Park

A meeting was held with the Town of Victoria Park to discuss how assistance could be provided to help document actions from the Water Action Plan to complete Milestone 4. The Town of Victoria Park signed the Project Plan for the Water Campaign 2014-2015.

Action: Co-ordinate and Implement Water Campaign for the City of Swan

Water Campaign progress and future directions were discussed at a meeting in August 2014. The meeting also included a review of the Project Plan. Minor amendments were incorporated and the Project Plan was signed. Recent water consumption data was obtained from the Water Corporation and community data analysed to assist with identifying the high water using category within the non-residential sector to be targeted in future water conservation actions. Recording of the actions implemented as part of Milestone 4 is underway. This information will also assist with the Waterwise Councils criteria.

Action: Co-ordinate and Implement Water Campaign for the Shire of Mundaring

Water Campaign progress and future directions were discussed at a meeting in August 2014. The meeting also included a review of the Project Plan. Minor amendments were incorporated and signed. The Shire received correspondence from the Water Corporation presenting an opportunity for free retrofit of fixtures at four high water using community facilities at the Shire. This opportunity was followed up registering Shire's interest with the organisation nominated to undertake the work.

Action: Participation in the Cooperative Research Centre (CRC) for Water Sensitive Cities

The quarterly Regional Advisory Panel meeting for the Cooperative Research Centre (CRC) for Water Sensitive Cities meeting was attended in September 2014. A Western Region roadshow was hosted in mid-September with the CEO of the CRC travelling to Western Australia to update members on current projects and outcomes. A function for local government CEO's and Mayors was attended by the EMRC's CEO where the CRC's CEO, Tony Wong provided an overview of the achievements of the CRC to date.

Strategy: 1.5.4 Identify, Investigate and Develop New Environmental and Sustainability Opportunities

Action: Co-ordinate EMRC's Community Energy Efficiency Program (CEEP)

Documentation for the independent financial audit was prepared and submitted to the external auditors in August 2014. Following the receipt of the Independent Auditors Report and submission to the Department of Industry, the Financial Audit for 2013/14 was accepted on 21 August 2014.

A meeting was held with Shire of Mundaring staff about the promotion and launch event to be held at the Bilgoman Aquatic Centre following the completion of works. Signage for the Bilgoman Aquatic Centre promoting the energy efficiency works has been delivered to the Shire.



Item 1.2 continued

A community launch event to celebrate the completion of energy efficiency retrofits at the Bayswater Waves Aquatic Centre was held on 6 August 2014. Chris Ferreira of the Forever Project spoke about how energy savings could be achieved at home to cut power bills and increase efficiency. The event concluded with a tour of Bayswater Waves led by City of Bayswater's Senior Building Projects Officer, Peter Hodgson.

Action: Seek Funding and Business Opportunities Relating to Water Quality and Water Conservation

Water Corporation's "Free Non-Residential Waterwise Retrofit Program" has commenced offering free retrofit of fixtures at high water using community council-owned facilities. The program involves Water Corporation identifying high water using facilities and contacting councils presenting them with the opportunity. Two member Councils have been contacted and have taken up the opportunity. Besides the Water Corporation's funded water fixtures retrofit opportunity, no other relevant funding has been identified.

Strategy: 1.6.2 Implement Achieving Carbon Emissions Reduction (ACER) Program
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Action: Co-ordinate and Implement the ACER Program for the City of Belmont

Implementation of the City's Environment Plan, Climate Change Chapter has continued. Information regarding the application of battery storage for solar PV was supplied. Implementation of the City's WALGA (Greensense) Emissions Reporting Platform has continued. Automatic upload of electricity data for the quarter concluding June 2014 has occurred and data for emissions from gas and fuel use was entered manually. A background report is being prepared outlining the achievements of the City under the Cities for Climate Protection and ACER programs. This report will incorporate current emissions data from the City's WALGA Emissions Reporting Platform to enable appropriate target and objectives setting for carbon emissions reduction to be undertaken.

Action: Co-ordinate and Implement the ACER Program for the EMRC

Implementation of the Emissions Reporting Platform continued. Data is being sourced for Ascot Place fuel use and air travel. Emissions for these sources will be offset through Carbon Neutral.

Action: Co-ordinate and Implement the ACER Program for the Town of Bassendean

Implementation of the Town's Emissions Reporting Platform continued with a full emissions profile developed for 2011/12. Automatic data upload has occurred for the quarter concluding June 2014. Gas and fuel use information has been located and uploaded to the Emissions Reporting Platform. An Emissions Report Card has been developed. The ACER Achievements Report, a background report outlining the achievements of the Town under the Cities for Climate Protection and ACER programs, has been finalised. This report incorporates the full emissions profile to date and the current target and objective set by the Town's Energy Team.

Action: Co-ordinate and Implement the ACER Program for the City of Bayswater

The City's Carbon Reduction Strategy has been finalised and is awaiting Council endorsement. Implementation has continued of the City's WALGA (Greensense) Emissions Reporting Platform. Progress towards a full emissions profile (carbon footprint) is ongoing with time spent on collecting and manipulating data. Automatic data upload has occurred for the quarter concluding June 2014. Data Management Guidelines are being prepared to support data collection for the Platform. A background report is being prepared outlining the achievements of the City under the Cities for Climate Protection and ACER programs. This report will incorporate the full emissions profile when available to enable appropriate target and objective setting to be undertaken under the Carbon Reduction Strategy. The Community Energy Efficiency checklist and Community Solar PV checklist are being finalised.



Item 1.2 continued

Action: Co-ordinate and Implement the ACER Program for the Shire of Mundaring

The Shire's Carbon Reduction Strategy is undergoing revision and final endorsement. Automatic upload of electricity data to the Shire's WALGA (Greensense) Emissions Reporting and Platform has occurred for the quarter concluding June 2014. Progress towards a full emissions profile (carbon footprint) is ongoing. Data Management Guidelines are being prepared to support data collection for the Platform. A Carbon Emissions Report Card has been developed. A background report outlining the achievements of the Shire under the Cities for Climate Protection and ACER programs is being prepared. This report will incorporate the full emissions profile when available to enable appropriate target and objective setting to be undertaken under the Carbon Reduction Strategy.

Action: Promote ACER Program to Small Businesses, Member Councils, Client Councils and External Organisations

WALGA hosted a Marginal Abatement Cost Curve tool launch and demonstration on 7 August 2014. Greensense Consulting in partnership with WALGA have developed a tool to assist local government to undertake a cost benefit analysis of energy efficiency and emissions abatement actions. The tool is now available on the WALGA Climate Change Toolkit website. The Emissions Reporting Platform Steering Committee meeting hosted by WALGA was attended in September.

Action: Co-ordinate and Implement the Carbon Reduction Strategy Review Project for Shire of Kalamunda

Feedback was incorporated into the Carbon Reduction Strategy and it is understood this will proceed to Council for endorsement in the next quarter. A Carbon Emissions Report Card has been developed. Actions for the Carbon Action Plan have been drafted for inclusion into the Action Plan. The Shire's Energy Team will be consulted before the Action Plan can proceed.

Strategy: 1.6.3 Implement the Regional Climate Change Adaptation Action Plan 2013-2016

Action: Implement the Regional Climate Change Adaptation Action Plan 2013-2016

End of Year Report

The Regional Climate Change Adaptation Action Plan (RCCAAP) states that an annual progress bulletin will be provided to Council outlining achievements for the previous financial year. A Key Achievements Report 2013/2014 was presented Council on 21 August 2014. A copy of the report has also been forwarded to the Regional Environmental Advisory Group.

Climate Change Risk Awareness Seminar Series

The third seminar in the Climate Change Risk Awareness Seminar Series was held on 3 July 2014 and was hosted in conjunction with the City of Bayswater and the Cooperative Research Centre for Water Sensitive Cities. The third seminar, *Planning to Reduce Urban Heat*, was the most popular of the seminars to date, with presentations from universities, state and local government and private consultants. The seminar covered the importance of trees within the urban setting and how development and planning can impact canopy coverage. The fourth seminar of the series is under development.

Perth Region NRM

Perth Region NRM is in the process of delivering a *Planning for Climate Change* project which involves updating their regional strategies to include climate change adaptation and mitigation. This will include the development of priority maps that may assist with future strategy development. The EMRC has provided information and advice from a local government perspective into the project and is also advocating for priority mapping that the region requires to complete actions within the RCCAAP and member Council Local Climate Change Adaptation Action Plan's (LCCAAPs).



Item 1.2 continued

Action: Assist with the Implementation of the Local Climate Change Adaptation Action Plan for the City of Bayswater

A review of the City of Bayswater's LCCAAP is underway with a meeting held on 29 August 2014. Post review, work will commence on the development of a report outlining completed, progressing and incomplete actions. This will assist with identifying local and regional actions for the future.

Action: Assist with the Implementation of the Local Climate Change Adaptation Action Plan for the Shire of Mundaring

A review of the Shire of Mundaring's LCCAAP is underway with a meeting held on 12 August 2014. Post review, work will commence on the development of a report outlining completed, progressing and incomplete actions. This will assist with identifying local and regional actions for the years to come.

Action: Assist with the Implementation of the Local Climate Change Adaptation Action Plan for the City of Belmont

A review of the City of Belmont's LCCAAP is underway with a meeting held on 15 August 2014. Post review, work will commence on the development of a report outlining completed, progressing and incomplete actions. This will assist with identifying local and regional actions for the years to come.

Action: Assist with the Implementation of the Local Climate Change Adaptation Action Plan for the Town of Bassendean

A review of the Town of Bassendean's LCCAAP is underway with a meeting held on 8 August 2014. Post review, work will commence on the development of a report outlining completed, progressing and incomplete actions. This will assist with identifying local and regional actions for the years to come.

Action: Assist with the Implementation of the Local Climate Change Adaptation Action Plan for the Shire of Kalamunda

A review of the Shire of Kalamunda's LCCAAP is underway with a meeting held on 8 August 2014. Post review, work will commence on the development of a report outlining completed, progressing and incomplete actions. This will assist with identifying local and regional actions for the years to come.

Action: Assist the City of South Perth with their Climate Change Program

The Climate Change Adaptation Project Contract (May – September 2014) has been successfully completed. The City of South Perth may consider implementing a second contract once a formal announcement has been made in relation to the Local Government Reform. The Project Brief for the Vulnerability Assessment is in draft form awaiting internal review by the City of South Perth. The Project Plan for the Risk Assessment and Adaptation Plan is in draft form awaiting internal review by the City of South Perth. Limited work for the Education Program has been undertaken. This is the result of this activity being a low priority and the other two activities taking priority.



Item 1.2 continued

Strategy: 2.1.2 Implement the Swan and Helena Rivers Framework

Action: Implement Swan and Helena Rivers Regional Recreational Path Development Plan

The Swan and Helena Rivers Management Framework Review report was received by the EMRC Council at the 21 August 2014 meeting. The report has been distributed to stakeholders for comment. The main findings of the report are that:

- Overall implementation progress is satisfactory;
- There is some weakness in the SHRMF implementation mechanism;
- Stakeholder priorities have been identified through stakeholder consultation;
- Moving forward the EMRC should focus on resource mobilisation;
- EMRC should also focus on enhanced collaboration and co-ordination; and
- A new implementation mechanism should be established.

The Swan River Trust reconvened the Swan Canning Riverpark Master Trails Project Steering Group. Updates were provided on the endorsement of the Trust's Trails Master Plan; the development of virtual trail guides and the Marli Riverpark Interpretation Plan. The information from the meeting was disseminated to the Town of Bassendean, City of Bayswater and City of Belmont. City of Swan representatives attended the meeting.

Action: Identify and respond to funding and advocacy opportunities relating to the Swan and Helena Rivers Management Framework

A funding application has been developed for the Natural Disaster Resilience Programme in collaboration with the Department of Water to undertake research into the effects of climate change on flood events in the Swan and Helena Rivers. No regional funding has been sourced during this period for the Swan and Helena Rivers Management Framework project area for other works. Feedback has been provided to the Department of Planning on draft State Planning Policy 3.7 Planning for Bushfire Risk Management and draft Planning for Bushfire Risk Management Guidelines.

Action: Identify and respond to emerging issues relating to the Swan and Helena Rivers Management Framework

The Swan and Helena Rivers Management Framework Review report was received by the EMRC council the 21 August 2014 meeting. The report has been distributed to stakeholders for comment.

Strategy: 4.2.2 Continue to Foster and Enhance Relationships with Stakeholders Including Government Agencies and Business Groups

Action: Develop new and strengthen existing Stakeholder Relationships e.g. Corporate Sponsorship

No opportunities have been identified for this reporting period.



Item 1.2 continued

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 1 – Environmental Sustainability

- 1.5 To contribute towards improved regional air, water and land quality and regional biodiversity conservation
- 1.6 To address climate change issues within the region

Key Result Area 2 – Social Opportunities

- 2.1 To facilitate regional, cultural and recreational activities

Key Result Area 4: Good Governance

- 4.2 To manage partnerships and relationships with stakeholders


FINANCIAL IMPLICATIONS

The funding to facilitate Environmental Services projects and activities is developed and agreed with member Councils as part of the annual budget and review process.

SUSTAINABILITY IMPLICATIONS

The environmental management activities support sustainability principles and contribute towards the environmental, social, and economic benefits through water and energy savings, conservation and management of biodiversity and natural areas and community education and engagement.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean City of Bayswater City of Belmont Shire of Kalamunda Shire of Mundaring City of Swan	 <p>Ongoing officer time is required to provide advice and information to the EMRC to ensure projects are being delivered in accordance with member Council expectations.</p>

ATTACHMENT(S)

Nil



1.3 EMRC DELEGATION TO CANBERRA AUGUST 2014

REFERENCE: D2014/11484 (CEOAC) – D2014/12121

PURPOSE OF REPORT

To provide information on the EMRC delegation to Canberra 25-27 August 2014.

KEY ISSUE(S)

- EMRC has undertaken a program of regional advocacy since 2008.
- The Regional Advocacy Strategy 2013-2016 outlines the key components that will be used to develop advocacy campaigns and identifies three priority areas for actions:
 - Environmental sustainability;
 - Economic growth and diversity; and
 - Strong communities.
- At its meeting of 20 March 2014, Council approved a delegation comprising the Chairman, the Chief Executive Officer and the Director Regional Services to travel to Canberra in August 2014 to discuss key regional issues with Federal Members of Parliament.
- Strategic regional issues discussed in Canberra were compiled in consultation with the Chief Executive Officers Advisory Committee and endorsed by Council.
- The delegation was undertaken from 25 to 27 August 2014 with meetings held at Parliament House.
- The discussions were productive and provided a valuable insight into the policy directions of the political parties. Information from the meetings will be used to follow-up with specific actions to benefit the region and meet the EMRC strategic direction.

SOURCE OF REPORT

Director Regional Services

BACKGROUND

At its meeting held 23 May 2013, Council adopted the revised Regional Advocacy Strategy 2013-2016. (Ref: DMDOC/177073) The strategy outlines the key components that will be used to develop advocacy campaigns and identifies three areas of focus with related actions to address advocacy priorities. The priority areas are:

1. Environmental sustainability;
2. Economic growth and diversity; and
3. Strong communities.

At its 20 March 2014 meeting, Council approved a delegation comprising the Chairman, the Chief Executive Officer and the Director Regional Services to travel to Canberra in August 2014 to raise awareness of Perth's Eastern Region and discuss key strategic issues. (Ref: D2014/02932)

The focus for advocacy centred on a range of regional issues raised by member Councils and presented through the Chief Executive Officers Advisory Committee as well as the EMRC strategies such as the Regional Integrated Transport Strategy, the Regional Economic Development Strategy, the Regional Digital Strategy, the Regional Environment Strategy and the Regional Climate Change Adaptation Action Plan.



Item 1.3 continued

REPORT

The EMRC undertook a delegation comprising of the Chairman, Cr Alan Pilgrim, the Chief Executive Officer and Director Regional Services to Canberra on 25 to 27 August 2014 and was hosted by Mr Ken Wyatt, Federal Member for Hasluck. Meetings were held at Parliament House with the following federal members:

The Hon Warren Truss	Deputy Prime Minister, Minister for Infrastructure and Regional Development
The Hon Jamie Briggs	Assistant Minister for Infrastructure and Regional Development
The Hon Anthony Albanese	Shadow Minister for Infrastructure and Transport Shadow Minister for Tourism
The Hon Julie Collins The Hon Alannah MacTiernan	Shadow Minister for Regional Development and Local Government Shadow Parliamentary Secretary for Regional Development and Infrastructure, Shadow Parliamentary Secretary for Western Australia
The Hon Greg Hunt	Minister for the Environment
The Hon Mark Butler	Shadow Minister for the Environment, Climate Change and Water
The Hon Paul Fletcher	Parliamentary Secretary to the Minister for Communications
The Hon Jason Clare Ms Michelle Rowland	Shadow Minister for Communications Shadow Assistant Minister for Communications
Mr Ken Wyatt	Member for Hasluck
The Hon Christian Porter	Member for Pearce

The following points were raised throughout the visit:

Waste to Energy

- Awareness of the work undertaken by the EMRC in regards to waste treatment and disposal, landfill gas capture and recycling as key activities for reducing Australia's greenhouse gas emissions;
- Funding support for the proposed waste to energy or anaerobic digestion technology at the Resource Recovery Facility at Red Hill; and
- Information on the Emission Reduction Fund implications for the waste sector.

Environment

- Awareness of the work undertaken by the EMRC in emissions reduction, regional biodiversity conservation, water conservation, energy efficiency and addressing climate change issues;
- Awareness of the Green Army Projects to be undertaken from January 2015;
- Funding to support local government to continue to address energy efficiency, emissions reduction, renewable energy, water security and climate change issues through the Cleaner Environment Plan;
- Resources to improve the health of the Swan Canning Catchment through the Cleaner Environment Plan - Swan and Canning River Recovery Programme;
- Funding from the 20 Million Trees Programme to re-establish urban forests and generate green corridors to address the urban heat island effect; and
- Funding from the regional and national streams of the National Landcare Programme for coordination of volunteer landcare networks in Perth's Eastern Region.



Item 1.3 continued

Transport

- Inclusion of road safety improvements for Great Eastern Highway Mundaring in federal government funding programs;
- Awareness of the issues of traffic congestion and safety on Toodyay Road from Roe Highway to the top of the escarpment (Perth Adelaide - Highway Stage 2 A) and the need for this section to progress to detailed design work to enable funding through federal government programs; and
- The Commonwealth to partner with State Government to upgrade Reid Highway to a four lane dual carriageway between West Swan Road and Beechboro Road North.

Regional Development

- Provision of funding for metropolitan projects under the National Stronger Regions Fund; and
- Awareness of the EMRC role with RDA (Perth).

Actions Arising from the Delegation

Letters to express the thanks of the EMRC and to confirm key discussion points have been provided to all politicians. Specific follow up actions are summarised below.

The Hon Warren Truss, Deputy Prime Minister, Minister for Infrastructure and Regional Development and the Hon Jamie Briggs, Assistant Minister for Infrastructure and Regional Development

Discussions regarding the upgrades required on Great Eastern Highway between Mann Street Mundaring and Bilgoman Road Greenmount to address significant and growing safety issues will be progressed with the Member for Pearce, the Hon Christian Porter and the Western Australian Minister for Transport and Finance, the Hon Dean Nalder.

Discussions confirmed that the National Stronger Regions Fund will be available for the metropolitan area to improve local facilities, create local jobs and build needed infrastructure with the priority for funding being lower socio economic areas with a higher unemployment rate. The guidelines will be released shortly. Mr Truss stated that he wanted to make announcements of projects to be funded from the 1 July 2015 in the first quarter of 2015.

The Hon Greg Hunt, Minister for Environment

Discussions on waste management and the opportunities under the Emission Reduction Fund for waste to energy activities were beneficial. The EMRC will keep the Minister informed on the progress of funding support for the Red Hill Resource Recovery Facility and the progress of the Hazelmere wood waste to energy project.

The EMRC will also keep Minister Hunt informed of the arrangements for the launch of the three Green Army projects awarded to the EMRC across the federal electorates of Pearce, Swan, Perth and Hasluck. These projects will commence in January 2015.

The Hon Mark Butler, Shadow Minister for Environment, Climate Change and Water

The EMRC will keep Mr Butler informed of the arrangements for the launch of the Green Army projects and the progress of the Hazelmere wood waste to energy project in relation to the funding from the Clean Energy Innovation Fund.

The Hon Julie Collins, Shadow Minister for Regional Development and Local Government and the Hon Alannah MacTiernan, Shadow Parliamentary Secretary for Regional Development and Infrastructure, Shadow Parliamentary Secretary for Western Australia

Discussions were undertaken regarding the National Stronger Regions Fund and the applicability of this program for the metropolitan area as well as in relation to the Regional Digital Strategy. EMRC will provide information on the launch of the QR coding project for regional recreational activities and the digital exemplar videos as well as the progress of the Hazelmere wood waste to energy project and in particular in relation to any implications for the funding from the Clean Energy Innovation Fund.



Item 1.3 continued

The Hon Jason Clare, Shadow Minister for Communications and Ms Michelle Rowland, Shadow Assistant Minister for Communications

Discussions in relation to the Regional Digital Strategy work to prepare the region to enhance its digital capability were extremely beneficial and the EMRC will provide information on the launch of the QR coding project for regional recreational activities and the digital exemplar videos.

The meetings were productive and provided a valuable insight into the policy directions of the political parties. It was agreed that it was important that the profile and issues for Perth's Eastern Region be actively raised with local federal members and senior ministers and shadow ministers. Information from the meetings will be used to follow-up with specific actions to benefit the region and meet the EMRC strategic direction.

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 3 – Economic Development

3.1 To facilitate increased investment in regional infrastructure

Key Result Area 4 – Good Governance

4.1 To provide advice and advocacy on issues affecting Perth's Eastern Region

This report aligns to the Regional Advocacy Strategy 2013-2016 and the EMRC Policy 1.8 Lobbying and Advocacy Policy.

FINANCIAL IMPLICATIONS

The costs of advocacy activities are covered in the 2014/2015 budget.

SUSTAINABILITY IMPLICATIONS

The future sustainability of Perth's Eastern Region will be dependent on the strength and ability of the region to pool its resources to compete for and attract government funding into the region. An effective ongoing advocacy and leveraging strategy, supported by strategic and robust campaigns, is an essential tool for enhancing the region's ability to attract funding and investment

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Awareness raising and advocacy of the Region and the six member Councils.
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

Nil



2 WASTE SERVICES

2.1 COUNCIL TONNAGE COMPARISONS AS AT 30 SEPTEMBER 2014

REFERENCE: D2014/11679 (TAC) – D2014/12247

PURPOSE OF REPORT

To provide Council with year to date tonnages and quantities at the Red Hill Waste Management Facility and Hazelmere Resource Recovery Park for the period 1 July 2014 to 30 September 2014.

REPORT

Attachment 1 to this report indicates that member Council tonnages totaling 34,579.20 tonnes, were received during the period 1 July 2014 to 30 September 2014 compared to 32,464.78 tonnes received during the same period in 2013/2014.

Attachment 2 outlines "other" waste that was received being 24,417.18 tonnes. The combined tonnages for the period totaled 58,996.38 tonnes. The 2013/2014 tonnages of 48,771.73 and 81,236.51 respectively for the same period are also provided for comparison purposes.

Attachment 3 outlines the tonnages of various materials that have been exported from the site during the reporting period.

Attachment 4 outlines the tonnages and quantities of waste timber, wood chip/fines and mattresses, received and sold, at the Hazelmere Resource Recovery Park. For the period 1 July 2014 to 30 September 2014 incoming Waste Timber totaled 3,888.90 tonnes compared to 5,090.14 for the same period 2013/2014. The sale of woodchip/fines totaled 5,974.89 tonnes compared to 5,849.70 for the same period 2013/2014. Mattresses recycled totaled 2,020 compared to 2,008 for the same period 2013/2014.

ATTACHMENT(S)

1. Council Tonnages - 1 July 2014 to 30 September 2014 (Ref: D2014/12250)
2. Other Tonnages - 1 July 2014 to 30 September 2014 (Ref: D2014/12251)
3. Tonnages Exported from Red Hill - 1 July 2014 to 30 September 2014 (Ref: D2014/12252)
4. Tonnages and quantities at Hazelmere Resource Recovery Park 1 July 2014 to 30 September 2014 (Ref: D2014/12253)

EASTERN METROPOLITAN REGIONAL COUNCIL

Page 1 of 1

2014/2015 YTD COUNCIL TONNAGES DISPOSED OF AT RED HILL WASTE MANAGEMENT FACILITY

Week Ending	Bayswater			Belmont		Bassendean		Swan		Kalamunda		Mundaring		Total
	Waste	Greenwaste	Uncont G/W	Waste	Uncont G/W	Waste	Uncont G/W	Waste	Uncont G/W	Waste	Uncont G/W	Waste	Greenwaste	
08-Jul-14	402.46	77.88	0.00	280.06	0.00	127.20	0.00	886.56	0.00	571.88	62.32	277.28	0.00	2,685.64
15-Jul-14	331.46	90.76	0.00	247.58	0.00	105.40	0.00	801.22	0.00	452.08	44.48	249.06	0.00	2,322.04
22-Jul-14	347.56	78.38	0.00	266.64	0.00	112.30	0.00	802.78	1.32	513.20	91.80	262.50	0.00	2,476.48
31-Jul-14	469.88	133.54	0.00	347.22	0.00	151.12	0.00	1150.56	0.00	670.56	119.88	332.08	0.00	3,374.84
5-Aug-14	212.26	53.16	0.00	157.90	0.00	76.12	0.00	495.88	0.00	329.22	38.28	175.64	0.00	1,538.46
12-Aug-14	342.74	130.34	0.00	268.08	0.00	123.30	0.00	868.50	0.00	515.06	91.08	302.86	33.16	2,675.12
19-Aug-14	403.96	102.14	0.00	259.34	0.00	124.54	0.00	831.16	0.00	520.64	102.06	386.66	135.18	2,865.68
26-Aug-14	200.60	66.28	0.00	217.08	0.00	92.34	0.00	862.00	0.00	550.14	100.40	425.54	123.40	2,637.78
31-Aug-14	253.16	110.88	0.00	148.30	0.00	77.14	0.00	486.68	0.00	289.06	85.94	250.22	23.36	1,724.74
9-Sep-14	510.72	150.22	0.00	363.54	0.00	172.92	0.00	1198.20	0.00	786.44	124.30	504.92	95.30	3,906.56
16-Sep-14	361.94	102.52	0.00	265.42	0.00	129.16	0.00	878.42	69.72	510.00	129.72	365.32	37.92	2,850.14
23-Sep-14	363.12	146.12	0.00	285.16	0.00	119.60	0.00	902.48	69.52	519.86	173.38	341.12	32.14	2,952.50
30-Sep-14	349.08	98.22	0.00	261.96	0.00	113.24	0.00	817.84	138.84	503.28	47.78	238.98	0.00	2,569.22
7-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
14-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
21-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
28-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
31-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
4-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
11-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
18-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
25-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
30-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
9-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
16-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
23-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
31-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
Year to Date	4,548.94	1,340.44	-	3,368.28	-	1,524.38	-	10,982.28	279.40	6,731.42	1,211.42	4,112.18	480.46	34,579.20
30-Sep-14		5,889.38		3,368.28		1,524.38		11,261.68		7,942.84		4,592.64		34,579.20
Year to date	4,607.18	1,276.12	0.00	3,356.58	95.92	1,492.62	0.00	10,596.98	1,591.36	5,487.98	346.14	3,613.90	0.00	32,464.78
as at 30-Sep-13		5,883.30		3,452.50		1,492.62		12,188.34		5,834.12		3,613.90		32,464.78

Attachment 1 TAC/Council 9-23 October 2014 Item 2.1

EASTERN METROPOLITAN REGIONAL COUNCIL

2014/2015 YTD OTHER TONNAGES DISPOSED AT RED HILL WASTE MANAGEMENT FACILITY

Week Ending	Transfer Station	Class III Contaminated	Class IV Contaminated	Uncontaminated Greenwaste Transfer St	Uncontaminated Greenwaste Commercial	Other Commercials	Non Member Council Waste	Total Other	Total Tonnages (Council & Other)
08-Jul-14	138.60	505.48	0.00	14.16	26.70	2130.46	46.62	2862.02	5,547.66
15-Jul-14	157.56	238.04	0.00	15.56	24.66	1597.45	108.00	2141.27	4,463.31
22-Jul-14	130.88	128.78	0.00	17.82	23.80	1645.04	23.26	1969.58	4,446.06
31-Jul-14	201.26	677.19	0.00	25.52	34.24	2051.74	0.00	2989.95	6,364.79
05-Aug-14	107.30	87.12	0.00	13.12	22.18	897.18	0.00	1126.90	2,665.36
12-Aug-14	157.26	14.74	0.00	21.82	6.80	1288.08	42.10	1530.80	4,205.92
19-Aug-14	137.18	270.38	0.00	11.10	22.64	1357.82	67.00	1866.12	4,731.80
26-Aug-14	127.08	384.56	0.00	11.62	29.06	1281.50	0.00	1833.82	4,471.60
31-Aug-14	105.08	214.18	0.00	9.44	6.96	776.92	34.62	1147.20	2,871.94
09-Sep-14	183.58	54.82	0.00	12.80	27.90	1774.68	111.98	2165.76	6,072.32
16-Sep-14	164.26	28.40	0.00	20.82	17.34	1239.72	40.82	1511.36	4,361.50
23-Sep-14	137.56	43.98	0.00	18.72	23.26	1543.78	0.00	1767.30	4,719.80
30-Sep-14	157.92	53.02	0.00	19.20	11.60	1263.36	0.00	1505.10	4,074.32
07-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
04-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
09-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Year to date 30-Sep-14	1,905.52	2,700.69	0.00	211.70	277.14	18,847.73	474.40	24,417.18	58,996.38
Year to date as at 30-Sep-13	2,133.62	4,556.34	0.00	219.66	253.52	31,055.80	10,552.79	48,771.73	81,236.51

EASTERN METROPOLITAN REGIONAL COUNCIL

Page 1 of 1

2014/2015 YTD TONNAGES EXPORTED FROM RED HILL WASTE MANAGEMENT FACILITY

Week Ending	Clay	Ferricrete	Laterite Rock	Recycled Material from Transfer Stn	Mulch	Soil Improver	Lime Amended BioClay	Total
08-Jul-14	0.00	522.82	0.00	22.06	33.20	30.78	0.00	608.86
15-Jul-14	0.00	302.38	0.00	11.22	53.98	30.10	0.00	397.68
22-Jul-14	36.78	91.58	0.00	11.40	61.16	22.56	0.00	223.48
31-Jul-14	231.58	609.40	0.00	20.46	92.40	10.00	0.00	963.84
05-Aug-14	0.00	173.02	0.00	5.24	24.12	27.32	0.00	229.70
12-Aug-14	0.00	230.90	0.00	6.92	98.12	21.90	0.00	357.84
19-Aug-14	0.00	497.68	0.00	22.88	86.04	35.90	0.00	642.50
26-Aug-14	0.00	1083.84	0.00	24.18	144.82	0.00	0.00	1252.84
31-Aug-14	0.00	344.14	0.00	10.18	164.60	14.74	0.00	533.66
09-Sep-14	0.00	3705.68	0.00	21.14	84.20	36.78	0.00	3847.80
16-Sep-14	0.00	2204.34	0.00	4.34	116.68	14.46	0.00	2339.82
23-Sep-14	0.00	1489.40	0.00	15.38	65.74	12.14	0.00	1582.66
30-Sep-14	0.00	1292.06	0.00	15.40	127.60	19.06	0.00	1454.12
07-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31-Oct-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
04-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30-Nov-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
09-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31-Dec-14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Year to date 30-Sep-14	268.36	12,547.24	0.00	190.80	1,152.66	275.74	0.00	14,434.80
Year to date as at 30-Sep-13	151.44	2,878.04	0.00	189.75	1,333.01	254.70	1,397.84	6,204.78

2013/2014 YTD COUNCIL TONNAGES DISPOSED OF AT HAZELMERE RECYCLING CENTRE

Month	Timber Recycling		Mattress Recycling				
	Incoming Waste Timber	Sale of wood chip / fines	Mattresses and Bases Received	Mattresses Recycled			
	Tonne	Tonne	Number	Number			
Jul-2014	1,370.57	1670.22	613	1,153			
Aug-2014	1,220.63	2685.44	558	662			
Sep-2014	1,297.69	1619.22	288	205			
Oct-2014	0.00	0.00					
Nov-2014	0.00	0.00					
Dec-2014	0.00	0.00					
Jan-2015	0.00	0.00					
Feb-2015	0.00	0.00					
Mar-2015	0.00	0.00					
Apr-2015	0.00	0.00					
May-2015	0.00	0.00					
Jun-2015	0.00	0.00					
Year to Date 30-Sep-14	3,888.90	5,974.89	1,459	2,020			
Year to date 30-Sep-13	5,090.14	5,849.70	5,154	2,008			



15 REPORTS OF COMMITTEES

15.1 CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD 7 OCTOBER 2014 (REFER TO MINUTES OF COMMITTEE – BLUE PAGES) REFERENCE: D2014/09553 (CEOAC) – D2014/12522

The minutes of the Chief Executive Officers Advisory Committee meeting held on **7 October 2014** accompany and form part of this agenda – (refer to blue section of ‘Minutes of Committees’ for Council accompanying this Agenda).

QUESTIONS

The Chairman invited general questions from members on the minutes of the Chief Executive Officers Advisory Committee.

RECOMMENDATION(S)

That with the exception of items, which are to be withdrawn and dealt with separately, Council adopts the recommendations in the Chief Executive Officers Advisory Committee report (Section 15.1).

COUNCIL RESOLUTION(S)

MOVED CR RADFORD SECONDED CR ZANNINO

THAT COUNCIL ADOPTS THE RECOMMENDATIONS IN THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE REPORTS (SECTION 15.1).

CARRIED UNANIMOUSLY

CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

MINUTES

7 October 2014

(REF: D2014/09553 (CEOAC) – D2014/12522)

A meeting of the Chief Executive Officers Advisory Committee was held at the EMRC Administration Office, 1st Floor, 226 Great Eastern Highway, BELMONT WA 6104 on **Tuesday, 7 October 2014**. The meeting commenced at **12:30pm**.

TABLE OF CONTENTS

1	DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS	1
2	ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)	1
3	DISCLOSURE OF INTERESTS	1
4	ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION	1
5	PETITIONS, DEPUTATIONS AND PRESENTATIONS	1
	5.1 SWAN RIVER FLOOD DAMAGE ASSESSMENT STUDY AND NATURAL DISASTER RESILIENCE PROGRAM	1
6	CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS	2
	6.1 MINUTES OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD ON 5 AUGUST 2014 (Ref: D2014/05066)	2
7	QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN	2
8	QUESTIONS BY MEMBERS WITHOUT NOTICE	2
9	ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETINGS MAY BE CLOSED TO THE PUBLIC	2
10	BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING	2
11	REPORTS OF EMPLOYEES	3
	11.1 REGIONAL INTEGRATED TRANSPORT STRATEGY 2014-2016 (Ref: D2014/12528)	3
	11.2 ITEMS CONTAINED IN THE INFORMATION BULLETIN (Ref: D2014/12118)	47
12	REPORTS OF DELEGATES	48
13	NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING	48
14	GENERAL BUSINESS	48
	14.1 EVENTS IN THE REGION	48
	14.2 OTHER GENERAL BUSINESS	48
15	CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC	48
16	FUTURE MEETINGS OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE	48
17	DECLARATION OF CLOSURE OF MEETING	48



1 DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Chairman opened the meeting at 12:30pm and welcomed Mr Simon Rodgers - Supervising Engineer, Floodplain Management, Department of Water to the meeting.

2 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

Committee Members

Mr Bob Jarvis (Chairman)	Chief Executive Officer	Town of Bassendean
Mr Stuart Cole (Deputy Chairman)	Chief Executive Officer	City of Belmont
Mr Doug Pearson (Deputising for Ms Francesca Lefante)	Director Technical Services	City of Bayswater
Ms Rhonda Hardy	Chief Executive Officer	Shire of Kalamunda
Mr Shane Purdy (Deputising for Mr Jonathan Throssell)	Acting Chief Executive Officer	Shire of Mundaring
Mr Mike Foley	Chief Executive Officer	City of Swan
Mr Peter Schneider	Chief Executive Officer	EMRC

Apologies

Ms Francesca Lefante	Chief Executive Officer	City of Bayswater
Mr Jonathan Throssell	Chief Executive Officer	Shire of Mundaring

EMRC Officers

Mrs Marilyn Horgan	Director Regional Services
Ms Naomi Rakela	Manager Environmental Services
Ms Theresa Eckstein	Executive Assistant to Chief Executive Officer (Minutes)

Visitors

Mr Simon Rodgers	Supervising Engineer, Floodplain Management, Department of Water
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3 DISCLOSURE OF INTERESTS

Nil

4 ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION

Nil

5 PETITIONS, DEPUTATIONS AND PRESENTATIONS

A presentation was provided by Mr Simon Rodgers - Supervising Engineer, Floodplain Management, the Department of Water gave a presentation on the Swan River Flood Damage Assessment Study and Natural Disaster Resilience Program funding application in partnership with EMRC - Understanding and Managing Flood Risk in Perth's Eastern Region.

The presentation covered an investigation of the potential impact of climate induced sea level rise on water levels and flooding in the Swan River and an assessment of the vulnerability of existing infrastructure to potential flooding along the Swan River between Fremantle and Walyunga National Park. It is expected this work will assist emergency response, climate adaptation planning and community awareness programs.



Item 5 continued

Mr Rodgers briefly discussed the Natural Disaster Resilience Program funding application that was recently lodged by EMRC in partnership with Department of Water, City of Bayswater, Town of Bassendean, City of Belmont and City of Swan "Understanding and Managing Flood Risk in Perth's Eastern Region". The first stage of the project involves a catchment hydrology assessment of the study area to determine design flow estimates for the Swan and Helena Rivers at key locations, the potential impact of climate change on rainfall and flow estimates and the estimation of the probable maximum flood. The Department of Water will provide in-kind support for this project if funding is successful.

The Manager Environmental Services and Mr Rodgers departed the meeting at 12:51pm.

6 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

6.1 MINUTES OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD ON 5 AUGUST 2014

That the minutes of the Chief Executive Officers Advisory Committee meeting held on 5 August 2014, which have been distributed, be confirmed.

CEOAC RESOLUTION(S)

MOVED MR FOLEY

SECONDED MR COLE

THAT THE MINUTES OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD ON 5 AUGUST 2014 WHICH HAVE BEEN DISTRIBUTED, BE CONFIRMED.

CARRIED UNANIMOUSLY

7 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

8 QUESTIONS BY MEMBERS WITHOUT NOTICE

Nil

9 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETINGS MAY BE CLOSED TO THE PUBLIC

Nil

10 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

Nil



11 REPORTS OF EMPLOYEES

11.1 REGIONAL INTEGRATED TRANSPORT STRATEGY 2014-2016

REFERENCE: D2014/11629 (CEOAC) – D2014/12528

PURPOSE OF REPORT

To seek Council endorsement of the Regional Integrated Transport Strategy 2014-2016.

KEY ISSUES AND RECOMMENDATION(S)

- The EMRC and member Councils are committed to working with government and commercial partners to create an integrated, safe, efficient, accessible and sustainable transport network in Perth's Eastern Region.
- The Regional Integrated Transport Strategy 2014-2016 has been developed following consultation with the Regional Integrated Transport Strategy Implementation Advisory Group comprising member council technical officers and agency representatives from the Department of Transport, Department of Planning, Main Roads WA, the Public Transport Authority and Perth Airport Pty Ltd.
- The Regional Integrated Transport Strategy 2014-2016 includes a priority road projects list and a regional cycling priorities list. It sets out the strategic framework for developing an integrated transport network in Perth's Eastern Region and identifies five key focus areas:
 - Integrated Planning
 - TravelSmart
 - Public Transport
 - Active Transport
 - Infrastructure
- The Regional Integrated Transport Strategy 2014-2016 provides regionally identified and prioritised infrastructure requirements to assist when seeking funding or support from the state and federal government.

Recommendation(s)

That Council endorse the Regional Integrated Transport Strategy 2014-2016.

SOURCE OF REPORT

Director Regional Services
 Manager Regional Development

BACKGROUND

The EMRC and member Councils are committed to working with government and commercial partners to create an integrated, safe, efficient, accessible and sustainable transport network in Perth's Eastern Region which is a major air, rail and road transport hub servicing both passenger and freight demands of the state and the nation.

Council approved the Regional Integrated Transport Strategy (RITS) Action Plan 2010-2013 on 18 February 2010 (Ref: DMDOC/125909). A minor review of this plan was undertaken in March 2012 and changes to the Action Plan were noted by Council on 21 June 2012 (Ref: DMDOC/164668).



Item 11.1 continued

A major review of the RITS Action Plan 2010-2013 was undertaken in 2013 and this focused on updating actions and a review of the progress towards the Strategy's goals. The review recommended that:

- The RITS be redeveloped for a new timeframe of 2013-2016;
- The layout of the RITS be restructured;
- The membership of the Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG) be reviewed; and
- The key focus actions contained within the strategy be redeveloped to provide stronger objectives.

At its meeting held on 23 May 2013 Council endorsed the development of the RITS Action Plan 2013-2016 (Ref: DMDOC/176755). Due to the consultation period and the Plan being developed in 2014 it was considered appropriate to alter the timeframe to 2014-2016.

REPORT

Following the major review and a desktop based study, external consultants were engaged to assist with the development of the new RITS in October 2013. The consultants facilitated the development of the draft strategy based on outcomes obtained from the 20 January 2014 and 17 April 2014 workshops with the Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG). This group comprises member council technical officers and agency representatives from the Department of Transport, Department of Planning, Main Roads WA, the Public Transport Authority and Perth Airport Pty Ltd.

A final workshop was held to gain consensus on the key actions, priorities and timeframes with the RITS IAG on 25 July 2014 and the agreed outcomes were endorsed by group members. The Priority Roads List was developed and reviewed in consultation with the RITS IAG members. The identified priorities and associated timeframes have been incorporated in the RITS 2014-2016. The draft of the RITS was circulated to RITS IAG in August 2014 with minor amendments being included in the final draft.

The RITS 2014-2016 (as attached) sets out the strategic framework for developing an integrated transport network in Perth's Eastern Region. It builds on the previous RITS Action Plan 2010-2013 and identifies and advocates for all modes of transport in a collaborative approach that can be used in developing a transport network that is integrated, safe, efficient, accessible and sustainable and meets the needs of transport user groups and member Councils.

The RITS 2014-2016 identifies five key focus areas:

- Integrated Planning
- TravelSmart
- Public Transport
- Active Transport
- Infrastructure

Each key focus area has a series of identified actions with timeframes and priorities. In addition, there is an agreed priority road (infrastructure) projects list and the regional cycling priorities list. The final section of the RITS 2014-2016 includes four appendices that outline the existing transport networks, road network list, road safety statistics, travel pattern details and black spot funding details.

The RITS 2014-2016 aligns with transport network strategies associated with member Councils, metropolitan Perth and the state of Western Australia and provides a framework to guide regional integrated transport. The RITS also aligns and is consistent with the EMRC 2022, 10 Year Strategic Plan and the EMRC Corporate Business Plan.



Item 11.1 continued

The timeframe for the RITS 2014-2016 will allow for a major review to be undertaken in 2016. This provides sufficient time for a major review to be completed and the potential for the strategy to be redeveloped and used as an advocacy document prior to the 2017 state elections.

The RITS 2014-2016 will afford member Councils the opportunity to leverage off regionally identified and prioritised infrastructure requirements when seeking funding or support from state and federal government and will also enable the EMRC to advocate on behalf of its member Councils on all transport matters included in the strategy.

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 2 – Social Opportunities

2.1 To facilitate regional cultural and recreational activities.

Key Result Area 3 – Economic Development

3.1 To facilitate increased investment in regional infrastructure.

3.2 To facilitate regional economic development activities.

Key Results Area 4 -Good Governance

4.1 To provide advice and advocacy on issues affecting Perth's Eastern Region.

4.2 To manage partnerships and relationships with stakeholders.

FINANCIAL IMPLICATIONS

Funding for the development, design, printing and distribution of the RITS 2014-2016 is included in the 2014/2015 operating budget.

SUSTAINABILITY IMPLICATION

The pursuit of environmental considerations, economic and social growth outcomes for Perth's Eastern Region are integrated wherever possible in all EMRC activities.

MEMBER COUNCIL IMPLICATIONS

Member Council

Town of Bassendean
 City of Bayswater
 City of Belmont
 Shire of Mundaring
 City of Swan
 Shire of Kalamunda

Implication Details

Member Council officer time is required from time to time to provide technical advice and information to the EMRC, through EDOG and RITS IAG to ensure projects are being delivered in accordance with member Council expectations.

Nil as the Shire of Kalamunda is not participating in this project

ATTACHMENT(S)

Regional Integrated Transport Strategy 2014-2016 (Ref: D2014/12529)



Item 11.1 continued

VOTING REQUIREMENT

Simple Majority

RECOMMENDATION(S)

That Council endorse the Regional Integrated Transport Strategy 2014-2016.

The Director Regional Services provided a brief overview of the report and discussion ensued. The Regional Integrated Transport Strategy 2014-2016 was endorsed by the CEOs with minor changes requested.

CEOAC RECOMMENDATION(S)

MOVED MR COLE

SECONDED MR PEARSON

That Council endorse the Regional Integrated Transport Strategy 2014-2016.

CARRIED UNANIMOUSLY

COUNCIL RESOLUTION(S)

MOVED CR RADFORD

SECONDED CR ZANNINO

THAT COUNCIL ENDORSE THE REGIONAL INTEGRATED TRANSPORT STRATEGY 2014-2016.

CARRIED UNANIMOUSLY

Regional Integrated Transport Strategy 2014-2016

Contents

Executive Summary	3
Perth's Eastern Region	4
The Local Government Areas	5
Existing Transport Network	7
Road Network.....	7
Road Safety	7
Public Transport Network	7
Active Transport Network	8
Existing Travel Patterns.....	8
Strategic Context	9
Transport Vision	10
Objectives	10
Key Performance Indicators	10
Priority Projects in Perth's Eastern Region.....	11
Priority Cycling Project in Perth's Eastern Region	11
Priority Public Transport Projects in Perth's Eastern Region.....	12
Priority Infrastructure Projects in Perth's Eastern Region	14
Key Focus Actions	15
Integrated Planning	16
TravelSmart.....	18
Public Transport.....	20
Active Transport	22
Infrastructure	24
Implementation	26
Monitoring	26
Review	26
Projects	26
Priority Road (Infrastructure) Projects	27
Regional Cycling Priorities	28
Appendix 1 - Existing Transport Network	29
Road Network List	29
Appendix 2 - Existing Transport Network	31
Road Safety	31
Appendix 3 - Existing Transport Network	37
Existing Travel Patterns.....	37
Local Black Spot Infrastructure	39
Black Spot Programme 2013/2014	39
Black Spot Programme 2014/2015 Applications	40

Executive Summary

The Regional Integrated Transport Strategy (RITS) 2014-2016 sets out the strategic plan for developing an integrated transport network in Perth's Eastern Region. The strategy highlights and advocates for all modes of transport and will ensure that a collaborative approach is used in developing an integrated, safe, efficient, accessible and sustainable transport network.

Why an Integrated Transport Strategy?

Perth's Eastern Region is a major air, rail and road transport hub servicing both passenger and freight demands of the state.

The Region hosts Perth's international and domestic airport terminals, several major highways (including the Graham Farmer Freeway; the Great Eastern, Great Northern, Leach, Reid and Roe Highways), the Midland Rail Line and is home to important strategic commercial, industrial and residential centres.

With strong population growth, significant infrastructure and strategic centres, a strategic direction is required in order to develop a fully integrated transport network in Perth's Eastern Region (the Region).

The vision for the Regional Integrated Transport Strategy is:

"To advocate and support the development of a transport network that integrates all transport modes and assists in making Perth's Eastern Region a great place to live, work, play and do business".

To achieve the vision for an integrated transport network, the strategy sets out actions in five key focus areas:

Integrated Planning

TravelSmart

Public Transport

Active Transport

Infrastructure

The Eastern Metropolitan Regional Council (EMRC) and member Councils are committed to working with government and commercial partners to create a transport network in Perth's Eastern Region that is integrated, safe, efficient, accessible and sustainable.

Perth's Eastern Region

Perth's Eastern Region stretches from the edge of the Perth CBD, along the scenic Swan River, through urban, residential, commercial and industrial areas. The Region is home to approximately 338,180¹ people from diverse cultural backgrounds and constitutes around one third of the metropolitan area. Perth's Eastern Region is a vibrant, fast growing region encompassing about 2,100 square kilometres.

The Region is home to significant movement infrastructure along with major industrial, commercial and retail locations. These locations are high trip generators and as such access to these locations is important for the efficient movement of people, goods, services and freight. The Region is home to arguably one of Western Australia's most important pieces of infrastructure, the Perth Airport, located within its 2105ha estate. The Airport is the premier international, domestic and regional gateway to Western Australia² and has experienced significant growth in passenger movements in the past decade, increasing to 13.6 million passengers in 2012/2013³.

The Region is also home to the Kewdale Intermodal Terminal. The Terminal is an important component of the freight network in Western Australia due to its accessibility by road and rail, and its proximity to industrial areas. This enables the transport and distribution of goods to local, intrastate, interstate and international destinations.

The Region has a major industrial presence, with the areas of Malaga, Welshpool, Kewdale, Hazelmere, Forrestfield, Bayswater and Bassendean playing key roles in transport, storage, manufacturing and logistics for the state's construction and resource sectors. As a significant transport and industrial hub, Perth's Eastern Region is a major generator of economic output producing an estimated \$50.2 billion or 16.1% of the overall output of the Greater Perth Area⁴.

State government has recognised the importance of Perth's Eastern Region as a transport and industry hub in its urban development framework for Perth and Peel regions - *Directions 2031 and Beyond*⁵. Key locations identified within Perth's Eastern Region include Perth Airport which has been identified as one of three strategic specialised centres, Kewdale/Welshpool as a key strategic industrial centre, while Midland and Morley are Strategic Metropolitan Centres within the Activity Centres Network. The smaller secondary centres of Belmont and Ellenbrook also perform an important role in the regional economy and provide an essential service to their catchment populations.

These transport concentrations provide both opportunities and issues for the Region. Maintaining and improving regional transport infrastructure is essential for facilitating economic development, supporting sustainable residential development and community service delivery and addressing traffic management issues, particularly those that impact on traffic and pedestrian safety. Correspondingly there are a number of high traffic major roads in and around these centres as well as major rail and road networks linking Perth with the rest of Western Australia and with the east coast of Australia.

The EMRC and its member Councils are committed to the creation of a regional transport network that is efficient, safe and integrates all modes of transport, including road freight. This Regional Integrated Transport Strategy will provide the direction and guidance to ensure that this commitment becomes a reality.

¹ Estimated Resident population March 2014 – Profile.Id

² Perth Airport Masterplan 2009 and Preliminary Draft master Plan 2014

³ Perth Airport Statistics(<http://www.perthairport.com.au/AboutUs/CorporateInformation/AirportStatistics.aspx>)

⁴ REMPLAN Compelling Economics Data accessed April 2014

⁵ Directions 2031 and Beyond; Metropolitan Planning Beyond the Horizon - Western Australian Planning Commission (2010)

The Local Government Areas

There is a diverse range of commercial, industrial and residential localities within each of the local government areas and the levels of prosperity, vibrancy, infrastructure and construction development vary considerably. Some localities have been identified as being activity centres of state strategic significance and there are developments of various scales underway that are expected to re-invigorate or transform some localities. In addition to this local government reform is likely to impact some localities within the Eastern Metropolitan Regional Council area.

Town of Bassendean

The Town of Bassendean is the smallest of the Region's local government areas, located approximately 10 kilometres north-east of Perth and a five minute drive from the Swan Valley vineyards. With a population of 14,404 (Census, 2011) and a total area of 11 square kilometres, Bassendean is bounded by the Swan River, the City of Swan and the City of Bayswater. The Town has a unique sense of place and aspires to be a village within a city. It has a rich heritage including historic buildings and streetscapes. The river frontage of 7 kilometres is a major natural asset. Bassendean is also a growing centre of cultural activity.

Bassendean's transport network is served by the primary distributor of Guilford Road, three train stations on the Midland Rail Line and bus services. The Town is set for future development of bus rapid transit connections as identified in the Public Transport for Perth 2031.

City of Bayswater

The City of Bayswater is a predominantly residential locality that is renowned for its beautifully maintained area, located approximately 8 kilometres north-east of Perth. The City also contains commercial and industrial areas. The size of the City is 33 square kilometres with 10 kilometres of Swan River foreshore. The City's population is 62,000 people and half of all residents have jobs. However, most residents work outside of the City: a total of only 18,000 people work in the City and this includes many who are not local residents.

The Retail Sector accounts for around 18% of all employment and the City is home to the Centro Galleria Shopping Centre at Morley, which is one of the largest retail centres in the state. As this large centre attracts significant numbers of people, access is an issue. The centre is set for future bus rapid transit connections as identified in Public Transport for Perth 2031.

City of Belmont

The City of Belmont is located about 6 kilometres north-east of Perth and has an area of 40 square kilometres with 11 kilometres of Swan River foreshore. The population is 38,570 people and is growing steadily with many immigrants from diverse backgrounds moving into the City.

Perth Airport occupies about one third of the City's land area. Other notable features are the Ascot Racecourse with adjacent stables zone, the Kewdale Freight Terminal and various major road connections. The Transport and Storage Sector is the largest employer. Other key sectors include Manufacturing, Retail, Equine Industry and Tourism. The City is an employment generator with more employees than residents.

Shire of Mundaring

The Shire of Mundaring is a large and predominantly rural shire in the east of the Region, located approximately 35 kilometres from Perth. Its area is around 645 square kilometres, of which almost half is national park. The population is approximately 35,000 people, spread out in townships, villages and rural localities.

The Shire contains the Great Eastern Highway, which is a major freight corridor into the Wheatbelt region and remote areas of WA, including the Goldfields and the rest of Australia.

City of Swan

The City of Swan is the largest local government area in metropolitan Perth and covers over 1,000 square kilometres. The City is located 21 kilometres north-east of Perth. It contains diverse localities, ranging from the major commercial centre of Midland through to the picturesque wine region of the Swan Valley, national parks and rural areas. The population is around 105,000 and continues to grow strongly.

As a strategic metropolitan centre, Midland continues to grow and significant infrastructure is required to aid this process. Key current projects within the City are the development of the Perth-Darwin National Highway, Lloyd Street Extension and the Midland Freight Rail Realignment. The centre of Ellenbrook has been identified to receive future rapid transit infrastructure. Perth Airport also occupies a portion of the City's land area.

The EMRC

The EMRC provides a broad range of services across the Region including waste management and education, resource recovery, environmental services and economic development. Working in partnership with its member Council's and other stakeholders, the EMRC delivers projects across each of these areas for the benefit of the Region.

Existing Transport Network

Road Network

The Region has a comprehensive road network that includes the full metropolitan road hierarchy comprising highway network and primary distributor road networks under the jurisdiction and responsibility of Main Roads Western Australia and District Distributor A and B and Local Distributor Industrial/Access roads which are the responsibility of local government.

A full list of the Region's road network and hierarchy is provided in Appendix 1.

Road Safety

A review of crash statistics from Main Roads Crash Summary Reports has been undertaken for the Region. Further, a review of Main Roads Interactive Crash Ranking System highlights the intersections throughout the Region with the highest number of crashes from 2008 to 2012⁶. The Crash Summary Report snapshot below provides information from 2008-2012 including the total number of crashes in each municipality within the Region and the total crash costs

CRASH SUMMARY REPORT 2008-2012		
Council	Total Crashes	Total Cost
Town of Bassendean	998	\$8,315,242
City of Bayswater	7,028	\$38,816,524
City of Belmont	6,919	\$21,161,571
Shire of Mundaring	2,041	\$14,698,738
City of Swan	10,709	\$39,657,904
EMRC Total	27,788	\$126,502,567

More complex details pertaining to the top five intersections in each municipality, the types of crashes and victim impacts including fatalities, hospitalisation and medical treatment together with crash costs are included in Appendix 2.

Public Transport Network

The Region contains a number of public transport services and hubs. The Region contains a major passenger rail line from Perth CBD to Midland Station, which provides 11 stations through the City of Bayswater, Town of Bassendean and City of Swan. The Region also contains over 60 bus routes. Key transport hubs within the Region are the Midland Train Station, Morley Bus Station and the Belmont Forum.

Rail

The Region contains one metropolitan train line. Stations on this line include Mount Lawley, Maylands, Meltham, Bayswater, Ashfield, Bassendean, Success Hill, Guilford, East Guilford, Woodbridge and Midland.

⁶ Main Roads Intersection Crash Ranking Interactive Report (<http://apps.mainroads.wa.gov.au/icr/default.asp>)

Bus

Over 60 metropolitan bus routes within the Region connect to Greater Perth. The Region has one free service – Midland Gate Shuttle Bus. Locations within the Region that have the best service during peak time include Morley Bus Station, Belmont Forum to Perth, Beaufort Street, Morley Bus Station to Perth, Great Eastern Highway Ascot to Perth and Bassendean Station. The most frequent service in the Region is Beaufort Street (66/67/68/950) which averages less than 2-5 minutes between service during peak (7am-9am and 4pm-7pm) and less than 10 minutes during weekends.

A significant issue within the Region is the low level of service of bus routes that service the Region's town centres rather than the Perth CBD.

Active Transport Network

The existing bicycle network in the Region contains Shared Paths, Bike Lanes and Principal Shared Paths. The key cycling routes in the Region are:

- Principal Shared Path from Perth CBD to Bassendean Station
- Shared paths along the Swan River
- Great Eastern Highway cycle lanes

With the Region covering such a wide area, the type and condition of cycling routes varies within each municipality. Overall, the condition of cycling infrastructure in the Region is improving and will continue to improve with the Town of Bassendean, City of Bayswater, City of Belmont and the City of Swan all having or currently developing a local bike plan which complements the EMRC's Regional Cycle Network Masterplan⁷.

Pedestrian access throughout the Region varies within each municipality. Areas can consist of a good level of accessibility, while some locations are provided with no footpath at all which can be consistent with their rural setting. Connectivity for active transport users can be limited due to the large scale of the Region, high traffic roads with limited crossing options and physical barriers such as the Swan River and Midland train line.

Existing Travel Patterns

Overview

The local governments within the Region have very similar existing travel patterns. With the exception of Belmont, they all generally have a low level of employment self sufficiency and self containment and a high level of motor vehicle ownership. This low level of self containment and high level of vehicle ownership creates significant transport and congestion issues with the majority of residents in the Region travelling to work by car.

A breakdown of the existing travel patterns in the Region has been undertaken using 2011 census data, Profile I.D and Atlas I.D. A summary of the findings is provided in Appendix 3.

⁷ <http://www.emrc.org.au/regional-cycle-network-masterplan.html>

Strategic Context

Eastern Metropolitan Regional Council

The Regional Integrated Transport Strategy (RITS) has been developed to be consistent with the EMRC 2022 10 Year Strategic Plan and the EMRC Corporate Business Plan⁸. This ensures that implementing the RITS will support the key result areas of Environmental Sustainability, Social Opportunities, Economic Development and Good Governance.

The RITS Action Plan operates within a policy and planning context influenced by all levels of government. For the RITS to continue to be successful it needs to align and remain consistent with government policy and strategic planning directions outlined in various Western Australian documents outlined below.

Western Australian Strategic Planning Context

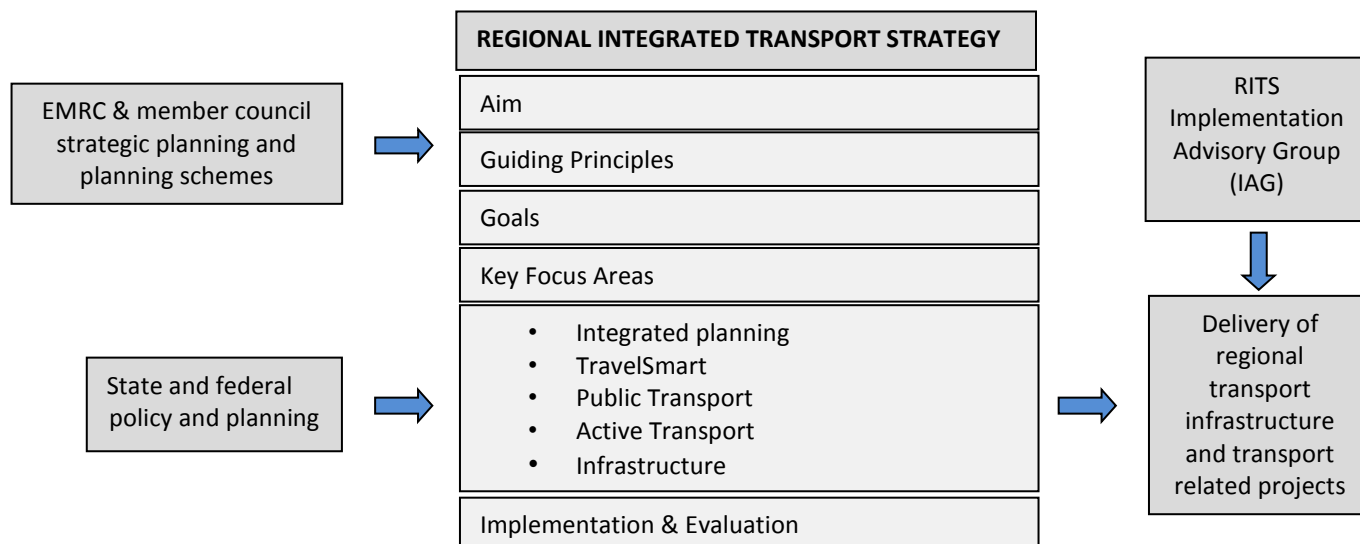
Western Australia has a number of policies and strategies which guide land use development and development of the transport network in metropolitan Perth. The main policy and strategic documents that are associated with developing the transport network in Western Australia are:

State Planning Strategy 2050
 Metropolitan Region Scheme
 Directions 2031 and Beyond
 Central Metropolitan Perth Sub-Regional Strategy
 Outer Metropolitan Perth and Peel Sub-Regional Strategy
 Draft Moving People Network Plan
 Public Transport Plan 2031
 Draft Road Network Development Plan
 Draft State Aviation Strategy
 Western Australian Bicycle Network Plan 2014 - 2031
 Perth Airport Draft Master Plan 2014

The State Planning Strategy is the overarching strategic document that informs all other state, regional and local planning strategies, policies and approvals. The Metropolitan Regional Scheme provides the primary statutory planning document which sets reserves for regional transport infrastructure. *Directions 2031 and Beyond* provides a high level spatial framework and strategic plan, which sets a vision for future growth and frameworks to guide the implementation of housing, infrastructure and necessary services for a range of growth scenarios.

The Central and Outer Metropolitan Perth Sub-Regional Strategies provide a framework for delivering the objectives of *Directions 2031 and Beyond*. They identify a strategic plan of actions, stakeholder responsibilities and timeframes for delivery. The additional draft strategies under development at the Department of Transport (July 2014), set out future infrastructure requirements and corridor developments.

Diagram1: Conceptual diagram of RITS policy and planning context



Transport Vision

“To advocate and support the development of a transport network that integrates all modes and assists in making the Region a great place to live, work, play and do business”

Objectives

In order to support the vision of the Regional Integrated Transport Strategy, five key objectives have been developed;

- Accessibility** Develop a transport network that is accessible for all modes of transport
- Efficiency** Develop an efficient transport network that supports economic development
- Integration** Develop a network that fully integrates all modes of transport
- Safety** Provide a safe transport network for all users
- Sustainability** Create a transport network that promotes and provides all forms of sustainable transport

Key Performance Indicators

Key performance indicators have been developed to measure the progress of developing an integrated transport network in the Region. Along with monitoring the progress of actions contained within this strategy, the EMRC aims to increase the total mode share of sustainable transport trips and reduce private motor vehicle trips.

Key Performance Indicator	Future Data Source
Increase the number of people who walk to work within the EMRC	2016 Census
Measure total investment in walking infrastructure	Member Councils
Increase the number of people who cycle to work within the EMRC	2016 Census
Measure total investment in cycling infrastructure	Member Councils
Increase the number of people who work from home within the EMRC	2016 Census
Increase the number of people who take public transport to work within the EMRC	2016 Census
Reduce the total of people who travel to work in motor vehicle	2016 Census

Priority Projects in Perth's Eastern Region

In order to develop a fully integrated transport network in the Region there are a number of priority projects that need continued advocacy and support to ensure all modes of transport are accessible, efficient, integrated, safe and sustainable.

The member councils and the EMRC RITS Implementation Advisory Group (IAG) have developed a priority projects list for cycling, public transport and infrastructure which will assist in developing a fully integrated transport network.

Priority Cycling Project in Perth's Eastern Region

Regional Cycling Network Masterplan

The EMRC, in partnership with its member Councils has developed a Regional Cycle Network Masterplan (the Masterplan) for the Region. The project derived from the RITS 2010-2013, which set out the action of addressing regional connectivity for cycling. The overall purpose of the Masterplan is to improve the planning and development of cycling infrastructure across the Region and to align with the Western Australian Bicycle Network Plan 2014 - 2031.

The overarching strategy and vision of the Regional Cycle Network Masterplan is:

"The development of a regional cycle network in the Eastern Metropolitan Region that is safe and convenient, has a high degree of connectivity to enable users to directly access key destinations and meets both current and future needs."

The Masterplan emphasises that radial bicycle facilities serving local and regional activities and facilities, such as schools, activity centres, employment areas, residential areas and recreation centres should, themselves, link together. The Masterplan emphasises that:

- Road safety and design requirements are needed to improve regional cycling safety and awareness
- Education and encouragement of the regional cycle network is needed to help understand the regulatory and information signage and cycling infrastructure hierarchies
- The provision and location of adequate end-of-trip facilities and signage is required
- The cycle infrastructure and user characteristics of a regional cycle network needs to be considered
- The roles of the various road authorities need to be identified to provide a comprehensive cycle network
- Good practice approaches and guidelines are needed to prepare Local Bicycle Plans.

The final product of the Masterplan is a 20 year programme, of five year periods, comprising the implementation of cycle infrastructure projects to improve the regional connectivity. The EMRC and its member Councils are committed to developing a connected regional cycle network and will use the 20 year programme set out in the Masterplan to advocate for the improvements of the cycling network in the Region.

Priority cycling infrastructure upgrades are outlined on Page 26 of this report.

Priority Public Transport Projects in Perth's Eastern Region

The Forrestfield-Airport Link

Perth Airport is the premier international, domestic and regional gateway to Western Australia. The Airport is the major movement hub in the Region with 13.6 million passenger movements occurring in 2012/2013, representing an increase of over 7.5 million passenger movements in the past decade⁹. This rapid growth is forecast to continue with passenger movements expected to reach 29 million by 2034.

Perth Airport is a significant employment generator, with combined direct and indirect employment (from both aviation and non-aviation development) of 18,160 FTE's, contributing a total of \$2.83 billion to the State's gross regional product (GRP). Following formal endorsement of its Preliminary Draft Master Plan 2014, over 950ha of land will become available for a range of non-aviation related development across the estate which is surplus to aviation requirements. The additional land development for both aviation and non-aviation development will result in substantial employment increases, with approximately 43,650 FTE's anticipated by 2034, providing an estimated contribution of \$7.8 billion to State GRP.

In addition to the increase in passenger numbers at Perth Airport, and with the consolidation of the domestic and international terminals, there is a unique opportunity to provide better public transport to the airport. Public transport access to the airport is poor. Currently there is no public bus service to the International airport and public transport to the domestic airport is limited to two bus services. To address this, state government has pledged to build the \$2 billion Forrestfield-Airport link¹⁰ (8km rail) to provide a direct link to both the domestic precinct and the international airport terminal and for the residents east of the airport, by 2020¹¹. Further, a new bus route is currently under consideration by the PTA from the City to the Consolidated Precinct via Belmont Forum through a public consultation process.

The proposed route between Bayswater and Airport West is currently being finalised (Aug 2014) with tunnelling being the identified form. The proposed route comprises of:

- A rail link will connect with the Midland Rail Line east of Bayswater Station and runs underground to the Airport West Station, which will be central to the proposed Airport West business park and City of Belmont Development Area 6.
- The rail link then continues from Airport West station running directly towards the consolidated airport terminals, the link bores under the two main runways towards an integrated station within the terminal area.
- The rail link is then set to continue east-bound within a tunnel to an Airport East station in the vicinity of High Wycombe-Forrestfield area¹².
- A terminus station at Forrestfield will be a significant boost to public transport in the area and will service rail passenger demand in the areas of High Wycombe, Maida Vale, Forrestfield, Kalamunda and Lesmurdie.

The EMRC supports this proposal and will also advocate for the planned bus rapid transit (BRT) links to the proposed rail link identified in the State Government's Public Transport for Perth 2031, which identifies the development of a BRT system from the Airport West and Airport Stations to Belmont Forum.

The Gateway WA project is important to Perth Airport as well as regionally as it will not only improve the freight network and remove conflicts between Kewdale/Forrestfield freight traffic and airport terminal passengers but it will change the way people access Perth Airport.

⁹ Perth Airport Master Plan 2009 and Preliminary Draft Masterplan 2014

¹⁰ Get the Bigger Picture: <http://getthebiggerpicture.wa.gov.au/forrestfield-airport-link/>

¹¹ The Liberals Transport Policy – (<http://www.wa.liberal.org.au/sites/www.wa.liberal.org.au/files/plans/Transport%20%28MH%29.pdf>)

¹² Troy Buswell BEc MLA (<http://www.mediastatements.wa.gov.au/pages/StatementDetails.aspx?listName=StatementsBarnett&StatId=6414>)

Morley City Centre

Morley City Centre is a key employment and activity hub within the Region. The City Centre provides over 4,900 jobs and acts as a key public transport hub within the City of Bayswater.

The City of Bayswater has recognised the significance of Morley City Centre with the development of the Morley City Centre Master Plan which provides a guide to future development within the City Centre. The Master Plan provides the starting point for further strategic and design work such as community building, transport and infrastructure planning and upgrades, implementation strategies, environment and landscape planning, design guidelines and policies and streetscape enhancement.

The State Government's *Directions 2031 and Beyond* identifies Morley as a strategic metropolitan centre. Strategic metropolitan centres are multi-purpose centres that provide a mix of retail, office, community, entertainment, residential and employment activities and are well serviced by high frequency public transport.

Importantly, Morley City Centre is the only strategic metropolitan centre that is not serviced with rapid public transport infrastructure. The State Government's *Public Transport for Perth 2031* strategy identifies Morley City Centre receiving Bus Rapid Transit services to Bassendean before 2020, and services to Perth by 2031. Future connections to Warwick Station and Edith Cowan University, Mount Lawley are identified for beyond 2031.

In order for Morley City Centre to develop into a strategic metropolitan centre, rapid public transport is required to aid development and attract businesses to the City Centre. The EMRC will support the City of Bayswater in advocating for Rapid Public Transport to the City Centre.

Midland Train Station Relocation

With the opening of a new Midland Health Campus¹³ in late 2015 and planned development of a university campus in close proximity¹⁴, planning to provide for the construction of a new Midland Train Station adjacent to the entrance of the hospital is underway.

The cost of the new train station has been estimated at \$40 million¹⁵ and no commitment has been made to the project at this time. The station is planned to include bus interchange facilities. The development of the new train station provides an opportunity to develop a first-class transport orientated development hub with key health and education infrastructure; community services; retail and commercial centres and new residential opportunities.

The EMRC will support the City of Swan in advocating for the development of the new Midland Train Station as a high priority.

Ellenbrook Rapid Transit

Ellenbrook is one of the fastest growing residential areas in Western Australia. The area has been designed and developed as a self-sufficient community, with the potential for considerable business and population growth. With growth projections to 2036 almost doubling the current population of some 32,000 people, Ellenbrook has seen rapid expansion of its retail, commercial and personal sectors¹⁶.

To provide mobility to this growing community, rapid transit infrastructure is required. Numerous commitments have been made by both political parties to construct a rail line to Ellenbrook, however no commitments have been formalised. The current plan for Ellenbrook is outlined in the State Government's *Public Transport for Perth 2031*. The Plan supports the development of a rapid transit service for Ellenbrook, with the projected numbers of passengers justifying a road-based rapid transit service for the next 10 to 20 years. An option of running a Bus Rapid Transit service between Ellenbrook and Bassendean and across to Morley is feasible. This provides a quick transfer to the

¹³ <http://www.mediastatements.wa.gov.au/pages/StatementDetails.aspx?listName=StatementsBarnett&StatId=6245>

¹⁴ <https://wa.liberal.org.au/sites/default/files/plans/Our%20Plan%20for%20Midland%20University.pdf>

¹⁵ City of Swan, Advocacy Priorities 2013

¹⁶ City of Swan, Key Business Areas Ellenbrook (http://www.swan.wa.gov.au/Business/Key_Business_Areas/Ellenbrook)

railway at Bassendean for trips to the central area and Midland, and access to commercial/community facilities at Morley¹⁷.

A Master Plan for this development should be prepared, to provide a long term rail option for the corridor (It is noted that the Government had allocated funding in 2012/13 for a Master Plan to be undertaken). The EMRC will continue to advocate support for the provision of rapid transit infrastructure to Ellenbrook.

Priority Infrastructure Projects in Perth's Eastern Region

Regional Infrastructure

Northlink WA

The construction of Northlink WA (formerly known as the Perth – Darwin National Highway) has been a high priority advocacy issue for the EMRC. The transport network between Perth and Darwin is of major importance to the state and national economy. The Resource Sector underpins the state's economy and is reliant on having access to an efficient freight system to and from Perth¹⁸.

There are increasing numbers of heavy haulage freight vehicles using the Great Northern Highway, which is currently "bottle necked" into a narrow and highly urban area at the southern end of the Swan Valley where it intersects with Reid Highway. A more efficient road is required that allows heavy haulage freight vehicles to bypass the Swan Valley which is experiencing urban growth and attracts around 700,000 visitors per year as a tourist and viticulture destination¹⁹.

The state government has recognised this and has proposed to connect the Perth-Darwin National Highway to Tonkin Highway as the alignment provides a more effective road link for commuter and freight traffic, and also has less social impact on existing and future residential areas²⁰.

Main Roads WA is currently undertaking project development work on Northlink WA, which comprises the following two projects funded by the federal and state governments:

- The Swan Valley Bypass: construction of a new 37km highway link between the junction of Reid Highway / Tonkin Highway and Great Northern Highway / Brand Highway at Muchea; and
- Tonkin Grade Separations - grade separation of the intersections of Tonkin Highway with Collier Road, Morley Drive and Benara Road, and associated works.

These two projects are vital components of a wider series of improvements to the Perth-Darwin National Highway. The primary objective of these improvements is to enhance freight efficiency and productivity by reducing travel time and improving journey time reliability between the Perth metropolitan area and the north west of Australia.

The EMRC will continue to lobby and advocate for the completion of this project.

Perth – Adelaide National Highway

Great Eastern Highway through Shire of Mundaring forms the Perth – Adelaide Highway National Transport Corridor. This section of Great Eastern Highway carries very high volumes of traffic including a large number of trucks which travel through several town sites that have residential areas with direct property access including along the steep section on Greenmount Hill.

A realignment of the current road route of the Perth – Adelaide Highway was identified and gazetted many years ago. Despite significant and growing safety concerns and interface issues, only one stage

¹⁷ Public Transport for Perth 2031(Draft)

¹⁸ EMRC Draft Perth Darwin National Highway Stakeholder Forum Report

¹⁹ City of Swan 2013, Government of Western Australia, <http://www.swan.wa.gov.au/Our_City/About_Swan>

²⁰ <https://www.mainroads.wa.gov.au/Documents/PDNLH%20Newsletter%20June%202013%20final.RCN-D13%5E23307912.PDF>

of ten has been completed even though the alternative route has a development strategy and staging plan.

The Perth – Adelaide Corridor Strategy highlights several key challenges including managing congestion and capacity, especially the impact of expected increases in traffic on the efficiency, safety and amenity of the Greenmount Hill entrance to Perth on Great Eastern Highway.

The Orange Route preferred option follows Toodyay Road from Roe Highway eastwards to beyond the Gidgegannup town site, then deviates from Toodyay Road and intersects with Great Eastern Highway east of Wooroloo.

The Route has been reserved as a Primary Regional Road in the Metropolitan Region Scheme. In 2003 Main Roads WA produced the Perth – Adelaide National Highway (Orange Route) Development Strategy – Middle Swan to Clackline which identified stages for the construction of the project. To date only stage 1A has been completed.

The Australian Road Assessment Program 2011 focuses on casualty crashes that occurred between 2005 and 2009 on rural sections of the National Land Transport Network and significant connecting roads. Great Eastern Highway between Mundaring and Northam was classified as the worst of the six major highway links analysed in Western Australia. The section between Mundaring and The Lakes has a Collective Risk rating of ‘High’ – the highest annual casualty crashes per annum²¹.

The Orange Route requires detailed design of its various stages and funding to be completed over a number of years.

To address the high annual casualty crashes on Great Eastern Highway between the Lakes and Clackline, stages (1B and 1C) could be undertaken next in the staged implementation of the Perth - Adelaide route between Middle Swan and Clackline.

Traffic congestion and traffic safety could also be significantly improved on Toodyay Road from Roe Highway to the top of the escarpment (stage 2A). These works should progress to detailed design to enable consideration of state and federal funding. The EMRC will continue to support and advocate for this project.

Great Eastern Highway – Safety Improvements between Greenmount and Mundaring

The Great Eastern Highway from Greenmount to Mundaring has dangerous narrow gravel shoulders and drainage ditches along its edges. The state government announced an investment of \$12 million to upgrade this section of road to deliver improved driver and cyclist safety with safer sealed road shoulders, intersection improvements, new bus bays, a new shared path between Mann Street and Kintore Road and the removal of road side hazards.

Key Focus Areas

To support the achievement of the RITS 2014-2016, five key focus areas have been developed.

- Integrated Planning
- TravelSmart
- Active Transport
- Public Transport
- Infrastructure

Each Key Focus Area has objectives and a series of identified actions for achieving those objectives.

²¹ Australian Road Assessment Program, “How Safe Are Our Roads?” Australian Automobile Association, 2011

Timeframes and Priorities

A timeframe and level of priority is identified for each action. The timeframes link to local government planning and budget cycles and were selected based on an understanding of the regional context in which the action would be implemented. The priority reflects the importance of the action in contributing to the overall aim of the Strategy as assessed by RITS - IAG.

The priority and timeframe should be considered together. Actions which are of low priority but have a short timeframe may represent some early achievements in the Regional Integrated Transport Strategy implementation.

Actions that are of high priority may require a long timeframe due to the complexity of the action. In addition these identified timeframes and priority levels should be considered indicative only and should not hinder an action of low priority or long-term timeframe being undertaken if an opportunity should arise.

Timeframe	
Short Term	2014 - 2015
Medium Term	2014-2016
Long Term	2016 and beyond
Ongoing	

Priority	
High	Needs a strong proactive approach, opportunities should be created
Medium	Opportunities should be sought
Low	Opportunities should be undertaken as they arise

Integrated Planning

The Region demonstrates a high level of reliance on the private car, particularly for accessing employment, with 85,325 (64.4%) travelling to work as a single occupant of a vehicle in 2006, this number has risen to 97,961(64.6%) in 2011²². This rapid growth in the use of the private car has led to increased congestion in the Region. Congestion impacts on the quality of life and economic competitiveness of the Region. Congestion has been estimated to cost the state's economy \$2.1 billion a year by 2020²³. In order to combat congestion the development of integrated movement networks is required, as economic growth is dependent upon the availability of high quality movement infrastructure in order to enable the efficient and cost-effective movement of people, goods and services. This is particularly relevant when considering freight haulage and the importance of freight routes from the industrial areas in the Region.

Integrating land use and transport planning plays a key role in the development of an integrated movement network. By shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to facilitate an efficient transport and land use system. Through integrated and improved planning greater outcomes can be achieved such as reducing the need to travel, reducing length of journeys, providing safer and easier access to jobs, schools and services, reducing the impact of transport on communities, improving freight access to key terminals and improving freight flows. In addition to this integrated planning supports efficient land and infrastructure use, can assist in reducing greenhouse gas emissions and reliance on finite and imported fossil fuels, provides for the efficient distribution of goods and services to local business and community and provides a choice of travel modes, ensuring flexibility to meet the demands of a changing economy and market environments²⁴.

²² <http://profile.id.com.au/emrc/travel-to-work>

²³ http://www.bitre.gov.au/publications/2007/files/wp_071.pdf

²⁴ <http://www.planning.wa.gov.au/publications/6561.asp>

The Western Australian State Government has recognised the importance of integrating land use and transport planning with the Draft State Planning Strategy promoting integrated movement networks and setting the aspiration of having the majority of people, goods and services are contained within integrated movement networks by 2050.

To achieve this aspiration, *Directions 2031 and Beyond* a high level spatial framework and strategic plan was established to provide a vision for future growth of the metropolitan Perth and Peel region. *Directions 2031 and Beyond* creates a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios.

The key theme contained within *Directions 2031 and Beyond* is the development of activity centres. The role and function of activity centres will vary depending on their catchment however in general they will provide services, employment and activities that are appropriate for and accessible to the communities they support. Activity centres can also be integrated with and encourage efficient operation of the transport network, with particular emphasis on promoting public transport, walking and cycling and reducing the number and length of trips. Centres can be designed based on Transit Oriented Development principles which provide opportunities through higher density housing, development of social and cultural networks, encourage agglomeration of economic activity and cultivation of business synergies and support development of local identity and sense of place²⁵.

The Region is home to a variety of activity centres identified within *Directions 2031 and Beyond*. The strategy identifies Midland and Morley as being Strategic Metropolitan Centres which will receive the highest priority under the Strategy. *Directions 2031 and Beyond* also identifies Belmont and Ellenbrook as secondary centres, with Mundaring and the Swan Valley being identified as Metropolitan Attractors. The Region is also home to key infrastructure with Perth Airport being identified as a Strategic Specialised Centre, Kewdale/ Welshpool a Strategic Industrial Centre and existing industrial centres at Bayswater/Bassendean, Forrestfield, Hazelmere and South Guilford. The Strategy also identifies future priority industrial sites at South Bullsbrook and Cullacabardee.

The EMRC will support member Councils to integrate sustainable land use and transport for these activity centres.

²⁵ <http://www.planning.wa.gov.au/publications/826.asp>

Key Focus Area 1 - Integrated Planning

Action	Timeframe	Priority
Support transit oriented development opportunities throughout the Region and advocate for land use and transport planning integration through local and state government involvement	Ongoing	Medium
Monitor and participate in the development of state government strategies that relate to transport in the Region	Ongoing	Medium
Advocate planning and implementation of activity centres in the Region using <i>Directions 2031 and Beyond</i> as a guide, for integration between transport and land use	Ongoing	High
Support the development of an Ellenbrook Transport Master Plan by the State Government	Short	Medium
Advocate for the upgrade of train stations to include bus transfer and active transport facilities as part of the airport rail link upgrade	Short	High
Undertake community engagement exercises to determine issues with transport in the Region	Ongoing	High
Undertake research activities to assist advocacy efforts in the Region	Ongoing	Medium

TravelSmart

TravelSmart is a programme co-ordinated by the Western Australian Department of Transport to deliver a suite of travel behaviour programmes. The programme is aimed at households, communities, schools and workplace settings with the objective of promoting and increasing use of public transport, along with sustainable and active methods of transport.

The TravelSmart programme began with the delivery of an individualised marketing pilot programme in South Perth in 1997. The programme resulted in significant changes in travel behaviour, demonstrated by an increase of cycling (61%) walking (35%), public transport (17%), and a decrease in the use in car driving (14%)²⁶. Since the pilot, the TravelSmart programme has grown throughout Western Australia. The success of the TravelSmart programme has led to jurisdictions across Australia adopting TravelSmart programmes, and it has earned support from the Australian Government²⁷.

The EMRC and its member Councils recognised the importance of improving the transport network by encouraging sustainable transport modes. The EMRC, on behalf of its member Councils, employed a Regional TravelSmart Officer as a direct result of a successful grant funding application to the Department of Transport's "TravelSmart Local Government Officer Programme".

The Regional TravelSmart Officer will develop and implement programmes, strategies and initiatives that encourage and promote smarter and more sustainable travel options and practises throughout the Region. The Region is home to 155,000 employed residents, of whom only 43% work and live in the area. The majority of residents travel outside of the Region to work. As a result, many residents

²⁶ Brog, W, Erl, E, & Mense, N 2002, 'Individualised Marketing: Changing Travel Behaviour for a better Environment', paper presented to OECD Workshop: Environmentally Sustainable Transport, Berlin, Germany.

²⁷ <http://www.transport.wa.gov.au/activetransport/24607.asp>

travelled by car to work (as driver – 65%), and smaller amounts travelled by car (as passenger – 6%), train (5%), bus (4%), walking (2%) and bicycle (<1%)²⁸.

The challenge ahead is to develop a community that uses private motorised transport less and instead utilises alternative modes such as walking, cycling and public transport. Through encouraging people to use alternative methods of transport and use private motorised methods less, there are numerous benefits including minimising the effects of physical inactivity, air pollution, road trauma, carbon emissions, transportation costs, road congestion and provides social benefits such as liveability and social amenity.

Key Focus Area 2 - TravelSmart

Actions	Timeframe	Priority
Establish a Regional TravelSmart Group to co-ordinate innovative ways to secure grant funding	Short	Medium
Develop a Regional TravelSmart Work Plan	Short	Medium
Integrate TravelSmart (travel information and behavioural approaches into the broad transport, land-use planning and community development policies of the EMRC and its member Councils)	Ongoing	Medium
Co-ordinate community events, programmes and displays that promote and encourage sustainable transport especially during Bike and Walk Weeks	Ongoing	Medium
Promote and assist the local community to engage in TravelSmart to School, Living Smart and TravelSmart workplace programmes	Ongoing	Medium
Develop innovations in the promotion of travel alternatives such as walking, cycling and public transport to activity centres and key public transport stations	Ongoing	Low
Advocate for funding and encourage large employers and employment centres to establish dedicated TravelSmart officer position to address travel demand management	Ongoing	High
Conduct surveys to obtain information on community demand for active and sustainable transport in the Region	Ongoing	Low
Undertake walking and cycling audits to identify infrastructural issues	Ongoing	Medium
Create cycle and road safety education and awareness campaigns	Ongoing	Low

²⁸ Profile I.D (<http://profile.id.com.au/emrc/home>)

Public Transport

The Region's public transport network is serviced with a major passenger rail line from Midland to Perth and a bus network consisting of over 60 routes. However, public transport use for the journey to work in the Region is still relatively low compared to Greater Perth²⁹.

The Region's public transport system faces a number of challenges and limitations including service frequency. A focus on radial services to and from the Perth central district, combined with infrequent and indirect services in key employment locations, limitations with population growth and high vulnerability associated with fluctuating oil prices³⁰, demonstrates the need for significant transport investment in the Region.

Investment in upgrading the public transport network creates numerous economic, social and environmental benefits. These benefits include assisting in alleviating the detrimental productivity effects of urban congestion; increasing the development potential of real estate near transit lines and stations which increases property values; provides equitable access and promotes social inclusion; creates health benefits through incidental exercise; reduces greenhouse gas emissions and improves air quality.

To reap these benefits and address the challenges facing the Region, the EMRC entered a Research Partnership with Curtin University. Through this partnership community forums have been undertaken as a means of documenting the values and aspirations of residents, while gaining an understanding of their key destinations and preferred method of Public Transport in the Region.

The State Government has recognised the importance of upgrading and expanding Perth's public transport network and has developed the Public Transport for Perth 2031 Strategy. The Strategy identifies the public transport network needed to support Perth's growing population and identifies links to and between strategic centres. The Strategy proposes the preferred type of public transport service and the priorities for infrastructure investment across the network. The Strategy outlines the expansion of the public transport network in the Region, including a rail link to Perth Airport and the Hills area, along with Bus Rapid transit links to Morley, Ellenbrook and Belmont³¹.

While the identification of future projects in the Region is advantageous, the EMRC will advocate for the timeframes of these projects to be advanced, in particular for activity centres and recommend that the Strategic Metropolitan Centres of Morley and Midland identified in *Directions 2031 and Beyond*³² to receive the highest investment in public infrastructure.

²⁹ Profile I.D (<http://profile.id.com.au/emrc/home>)

³⁰ Jago Dodson and Neil Sipe ,Unsettling Suburbia: The New Landscape of Oil and Mortgage Vulnerability in Australian Cities

³¹ Public Transport for Perth 2031 (Draft)

³² Directions 2031 and Beyond; Metropolitan Planning Beyond the Horizon - Western Australian Planning Commission (2010)

Key Focus Area 3 - Public Transport

Actions	Timeframe	Priority
Advocate for completion of the Forrestfield-Airport Rail Link connecting Bayswater to Perth Airport Terminal and east to High Wycombe within the announced 2020 timeframe.	Short	High
Advocate for improved linkages between bus services and the proposed new rail stations	Medium	Medium
Advocate for the provision of bus services to the consolidated Perth Airport Terminals	Short	Medium
Advocate for the provision of Rapid Transit Services to Morley City Centre	Short	High
Investigate the demand of public transport to industrial precincts throughout the Region	Ongoing	Medium
Advocate for the bus rapid transit connection from Morley to Bassendean train station and from Ellenbrook to Bassendean train station	Medium	Medium
Investigate the potential for bus lanes and bus priority intersections throughout the Region	Ongoing	Medium
Advocate to state government to upgrade train stations along the Midland Rail Line	Ongoing	Medium
Advocate to the Departments of Planning, Transport and the Public Transport Authority to plan for and implement bus interchange facilities on the Midland Rail Line	Medium	Medium
Research rapid transit corridors in the Region	Short	High
Advocate for the provision of rapid transit infrastructure to Ellenbrook	Short	High
Advocate and support the Midland Station relocation	Ongoing	High
Support member Councils and lobby State Government to improve public transport funding, including bus and rail services	Ongoing	Medium

Active Transport

Active transport networks should be safe, convenient and attractive, providing a genuine alternative to private cars and a link to other alternative modes of transport. Importantly, they should have a high degree of connectivity and continuity to enable users to directly access key destinations.

Active transport includes non-motorised forms of transport involving physical activity, such as walking and cycling. Active transport plays a significant role in allowing people to access activity centres and public transport. The active transport network in the Region consists of principal shared paths, shared paths, footpaths, on-road cycling facilities, major crossing and end of trip facilities.

The Region currently demonstrates a lower use of active transport to work compared to Greater Perth³³. To enhance active transport in the Region it is important to improve the viability and attractiveness of the networks.

The State Government has recognised the importance of active transport through the Western Australian Bicycle Network Plan³⁴, Walk W.A³⁵ and the Liveable Neighbourhoods policy³⁶. The Liveable Neighbourhoods policy operates as a development control policy, or code, to facilitate the development of sustainable communities³⁷. The purpose of the Policy is to provide direction for an interconnected network of streets which facilitate safe, efficient and pleasant walking and cycling.

Improving the connectivity of active transport routes is important as half of all car trips taken in Perth cover distances of less than 5km and 10% cover less than 1km, increasing the proportion of people that utilise active transport for these short trips has the scope to improve the capacity of our transport system.

To increase active transport, infrastructure improvements are required to address common barriers. These barriers include connectivity issues (like crossing major roads and rail lines), long detours without designated cycling facilities, safety issues and a lack of bicycle parking and/or end-of-trip facilities.

The EMRC recognises the importance of addressing these barriers and has developed a Regional Cycle Network Masterplan, to improve the planning and development of cycling infrastructure across the Region. The Masterplan sets out a 20 year schedule of works and identifies advocacy priorities for Active Transport infrastructure throughout the Region. Developing well-designed, quality street environments that promote active transport have significant benefits for business and they promote a sustainable urban environment. Case studies have shown making streets more walking and cycling friendly can generate more business and stimulate the local economy, increase retail rental values, increase sale prices of nearby homes, significantly increase pedestrian and cyclist activity, revitalise 'drive-through' districts, encourage people to spend time outside of their homes and reduce noise levels³⁸.

The EMRC recognises the benefits of active transport and will support the work of member Councils particularly in the areas of regional connectivity and promotion of active transport across the Region.

³³ <http://profile.id.com.au/emrc/travel-to-work>

³⁴ <http://www.transport.wa.gov.au/projects/26785.asp>

³⁵ <http://www.beactive.wa.gov.au/index.php?id=350>

³⁶ <http://www.planning.wa.gov.au/650.asp>

³⁷ Liveable Neighbourhoods – Western Australian Planning Commission

³⁸ Rodney Tolley - www.heartfoundation.org.au/active-living/.../Good-for-business.pdf

Key Focus Area 4 - Active Transport

Actions	Timeframe	Priority
Develop a Regional Active Transport Plan	Medium	Medium
Investigate accessibility issues that face residents using active transport in the Region	Ongoing	Low
Support planning activity and employment centres to integrate walking and cycling requirements to enhance and increase opportunities for travel by walking and cycling	Ongoing	High
Advocate for the completion of the Bassendean to Midland Station section of the Perth to Midland Principal Shared Path	Short	High
Advocate for provision of Principal Shared Paths along all highway networks in the Region	Ongoing	Medium
Update or develop local bicycle plans to reflect the Regional Cycle Network Master Plan to ensure compatibility and accessibility to local and regional destinations	Ongoing	Medium
Support the improved pedestrian access to Russell Street Bus Station	Short	High
Advocate for secure cycle parking especially around major transit hubs	Ongoing	Medium
Advocate to the state government to increase the Perth Bicycle Network grant funding budget	Ongoing	Medium

Infrastructure

The Region is a major air, rail and road transport hub servicing both passenger and freight demands of the state and the national network. The Region hosts national road corridors (including the Great Eastern Highway, Great Eastern Highway Bypass, Great Northern Highway, Roe Highway and Leach Highway³⁹), a national freight rail corridor, major highways (Tonkin and Reid Highways), Perth Airport, and the Kewdale Intermodal Facility. These facilities are of critical importance to economic growth and provide important linkages intrastate, interstate and internationally.

In addition to these important infrastructure components, the Region is home to the industrial precincts of Malaga, Welshpool, Kewdale, Hazelmere, Forrestfield, Bayswater and Bassendean. These precincts play a critical role in the manufacturing, transport, storage and logistics industry that service the state's construction and resource sectors. These precincts assist the Region in generating an estimated Gross Regional Product of \$21.95 billion which represents 14.7% of Greater Perth's Gross Regional Product of \$148.5 billion⁴⁰. The industrial sector is set to grow in the Region with future industrial areas being identified in Whiteman, North Ellenbrook, and South Bullsbrook.

With a growing industrial sector in the Region, high quality infrastructure is required in order to enable economic growth and to facilitate the efficient and cost effective movement of people, goods and services⁴¹. Through investing in infrastructure that enables efficient movement, the State's economy will benefit from enhanced productivity⁴². In order to achieve this, identifying and protecting transport infrastructure and key freight corridors is of critical importance to sustain current transport operations while meeting future transport needs.

To guide the Region's infrastructure aspirations, the EMRC has developed the Priority Infrastructure List. The Priority Infrastructure List identifies key advocacy projects in the Region and includes building national highways, improving existing corridors, undertaking grade separations on the highway network, realigning key freight rail infrastructure and advocating for safety improvements.

³⁹http://www.nationbuildingprogram.gov.au/whatis/network/images/National_Land_Transport_Network_Road_Corridors_WA.pdf

⁴⁰ REMPLAN Compelling Economics Data accessed April 2014

⁴¹ State Planning Strategy (Draft) – 2012

⁴² http://www.pc.gov.au/_data/assets/pdf_file/0007/79081/economic-modelling-infrastructure.pdf

Key Focus Area 5 - Infrastructure

Actions	Timeframe	Priority
Develop a Regional Road Safety Strategy	Medium	Medium
Advocate and support the development of Northlink WA	Short	High
Advocate for the Staged Planning of the Perth – Adelaide National Highway	Long	High
Advocate support for the freight rail realignment through Midland as identified in the City of Swan's Transport Strategy, 2014	Short	High
Advocate for the extension of Lloyd Street through Hazelmere	Short	High
Advocate and support for the grade separation of Reid Highway and Malaga Drive	Short	High
Support progress of the grade separation of the intersections Collier Road, Morley Drive and Benara Road on Tonkin Highway	Short	High
Advocate for safety improvement upgrades on Great Eastern Highway (Greenmount to Mundaring)	Short	High
Advocate and support member Councils with black spot applications	Ongoing	Medium
Advocate for a second carriageway on Reid Highway from West Swan Road to Beechboro Road	Short	High
Advocate for the safeguarding and upgrading of freight and heavy haulage routes within the Region	Ongoing	Medium
Advocate for funding and design work for upgrading Orrong Road	Ongoing	High
Advocate for upgrading Great Eastern Highway between Tonkin Highway and Great Eastern Highway bypass	Ongoing	High
Advocate for improved intersections and dual lane bridge, Guilford Road	Ongoing	Medium
Advocate for upgrade of Guildford Road, Whatley Crescent, East Parade intersection	Medium	High
Monitor and review the priority infrastructure list annually	Ongoing	High

Implementation

Monitoring

Effective implementation also requires regular reporting. All member Councils and the EMRC Council should be kept up-to-date with progress towards the Strategy. This will occur regularly through the Regional Development Activity Report. Where appropriate the community should be informed of significant progress developments, through the EMRC website, media releases and newsletter

Review

A minor review of the Strategy (focusing on the updating of actions) should be undertaken annually. An annual workshop to review progress will include the Regional Integrated Transport Strategy Implementation Advisory Group and member Council planning and TravelSmart officers. This will allow the RITS Action Plan to act as a living document, evolving over time as issues confronting the Region change and actions are completed. A complete review and update should be undertaken in 2016 prior to elections.

Projects

To assist in the implementation of the Regional Integrated Transport Strategy, the EMRC will undertake a variety of projects to address actions within this strategy. In the 2014/2015 financial year the EMRC will develop a Regional TravelSmart Plan and a Regional Road Safety Plan. In 2015/2016 the EMRC will coordinate the development of a new Regional Integrated Transport Strategy post local government reforms.

Priority Road (Infrastructure) Projects

Council	Road	What is Required	Priority
Swan	Northlink WA	Construction of a new 37km highway link between the junction of Reid Highway / Tonkin Highway and Great Northern Highway / Brand Highway at Muchea	High
Swan Mundaring	Perth- Adelaide National Highway	Updated conceptual design and staging plan is required and then funding to stage works over a number of years	Medium
Bayswater	Tonkin Highway	Monitor construction progress of new interchanges at Tonkin Highway junctions with Benara Road, Morley Drive and Collier Road	High
Swan	Reid Highway	Construction of a grade separation at the Reid Highway junction with Malaga Drive	High
Mundaring	Great Eastern Highway	A number of safety improvements are required between Greenmount and Mundaring	High
Kalamunda	Roe Highway	Planned construction of a grade separation at the Roe Highway junction with Berkshire Road	High
Swan Mundaring	Roe Highway	Finalise interchange intersection options between Great Eastern Highway and great Northern Highway including land requirements within the MRS	High
Swan	Lloyd Street Extension	Stage Two and Three of the project require a funding commitment from the state government	High
Swan	Reid Highway (West Swan Road to Beechboro Road)	Construction of the second carriageway on this section of Reid Highway requires funding commitment by the state government	High
Belmont	Orrong Road	Upgrades are required to improve traffic flow. Detailed design and funding are required	High
Bayswater Bassendean Swan	Guildford Road	Numerous intersection improvements are required and the construction of a dual carriageway over the Swan River bridge	Medium
Belmont	Great Eastern Highway	Upgrade of Great Eastern Highway between Tonkin Hwy and the Great Eastern Highway Bypass	High

Regional Cycling Priorities

Regional Cycling Priorities ⁴³	
Actions	Priority
Extend Principal Shared Path between Bassendean and Guildford	High
Upgrade cycle facilities on Great Eastern Highway in Greenmount (between Scott Road and Old York Road) to improve connectivity to John Forrest National Park	Medium
Upgrade cycle facilities on Great Eastern Highway in Greenmount (between Old York Road and Park Road) to improve connectivity to John Forrest National Park	Medium
Upgrade cycle facilities on Great Northern Highway between Roe Highway and Midland CBD	Medium
Complete shared path along Great Eastern Highway between Ferguson Street and Roe Highway	Medium
Improve cycle facilities in Midland CBD (on Great Eastern Highway and Victoria Street)	High
Extend bicycle lanes on Tonkin Highway between Roe Highway and Welshpool Road East	Medium
Construct cycle facilities on Garratt Road Bridge and connect to shared paths along Grandstand Road and Garratt Road	Low
Improve cycle facilities / path on Guildford Road Bridge (pavement and connectivity to shared paths)	Low
Improve cycle facilities and visibility at the Midland Railway crossing of Guildford Road and Railway Parade	Medium
Improve cycle facilities on Midland Railway overpass of Lord Street and at the crossing with the Railway Parade	Medium
Improve cycle facilities on Collier Road at crossing of the Midland Railway (shared path on west side or on-road bicycle lanes /space)	High
Improve cycle facilities (widen bicycle lanes) on Kalamunda Road at crossing of freight railway	Medium
Improve cyclists safety at Roe Highway - Tonkin Highway intersection	Medium
Improve cyclists safety at Roe Highway - Maida Vale Road intersection (install bicycle lanes at intersection)	Medium
Install cycle facilities (pedestrian / cyclists traffic lights and bicycle lanes) at intersection of Tonkin Highway and Reid Highway	Medium
Install bicycle lanes at Tonkin Highway - Collier Road intersection and provide access for cyclists to enter the kerb waiting areas of the traffic lights	Medium

⁴³ Regional Cycle Network Masterplan Appendix G

Appendix 1 - Existing Transport Network

Road Network List

Highway Network Main Roads Responsibility	Primary Distributor Main Roads Responsibility
Reid Highway	Orrong Road
Tonkin Highway	Great Eastern Highway
Roe Highway	Guilford Road
Great Eastern Highway Bypass	Toodyay Road
Leach Highway	Great Northern Highway
	Brearily Avenue
	Morley Drive
District Distributor A – Local Government Responsibility	
Bassendean	Belmont
Collier Road	Grandstand Road
Walter Road East	Resolution Drive
Beechboro Road North	Fairbrother Street
Morley Drive East	Abernethy Road
Lord Street	Stoneham Street
	Belgravia Street
Bayswater	Kewdale Road
Widgee Road	
Camboon Road	Mundaring
Wellington Road	Morrison Road
Walter Road West	
Grand Promenade	Swan
Broun Avenue	Kalamunda Road
Collier Road	Abernethy Road
Russell Street	West Swan Road
Beaufort Street	Morrison Road
Beechboro Road North	Clayton Street
Beechboro Road South	Lloyd Street

King William Street	Great Northern Highway
Garratt Road	Benara Road
Railway Parade West	Altone Road
Whatley Crescent	Beechboro Road North
Crimea Street	Marshall Road
Embleton Avenue	Gnangara Road
	Malaga Drive
	Alexander Drive
District Distributor B– Local Government Responsibility	
Bayswater	Swan
Widgee Road	Lord Street
McGilvary Avenue	Hepburn Avenue
Rudloc Road	Marangaroo Drive
Caledonian Avenue	Benara Road
Central Avenue	Bushmead Road
	Water Street
Belmont	West Parade
Belmont Avenue	Stirling Crescent
Hardey Road	Clayton Street
Alexander Road	Farrall Road
Fauntleroy Avenue	Talbot Road
	Toodyay Road
Mundaring	
Farrall Road	
Katharine Street	
Talbot Road	
Local Distributors/Industrial Roads/ Access Roads – Local Government Responsibility	
Roads which carry traffic belonging to or serving the area	

Appendix 2 - Existing Transport Network

Road Safety

Town of Bassendean	
Crash Summary Report	
There were 998 total crashes recorded in the Town of Bassendean from 2008-2012.	
There were 3 fatal crashes, 60 requiring hospitalisation and 152 which required medical treatment recorded in the Town of Bassendean.	
Fatal, Hospitalisation and Medical Treatment crashes accounted for 21.5% of all crashes in the Town of Bassendean.	
"Right Angle" crashes were the most common (34.1%) followed closely by "Rear End" crashes (30.1%).	
Interactive Crash Ranking	
Main Roads WA interactive crash rankings database was reviewed to highlight the top five rated intersections in the Town of Bassendean. A summary of the rankings can be found below.	
Intersection	Guildford Road and West Road
Intersection Classification	State and Local Roads
Total Crashes	55
Cost:	\$1,858,674*
Intersection	Guilford Road and Collier Road
Intersection Classification	State and Local Roads
Total Crashes	53
Cost	\$1,712,529*
Intersection	Jackson Street, Collier Road and Grey Street
Intersection Classification	Local Road Only
Total Crashes	52
Cost	\$2,528,888*
Intersection	Guilford Road and Colstoun Road
Intersection Classification	State and Local Roads
Total Crashes	24

Cost	\$1,082,215*
Intersection	Walter Road East and Ivanhoe Street
Intersection Classification	Local Road Only
Total Crashes	21
Cost	\$1,132,936*
City of Bayswater	
Crash Summary Report	
There were 7,028 total crashes recorded in the City of Bayswater from 2008-2012	
There were 14 fatal crashes, 292 requiring hospitalisation and 1,035 which required medical treatment recorded in the City of Bayswater.	
Fatal, Hospitalisation and Medical Treatment crashes accounted for 19.1% of all crashes in the City of Bayswater.	
"Rear End" crashes were the most common in the City of Bayswater (43.7%) and "Right Angle" were second (20.6%)	
Interactive Crash Ranking	
Main Roads WA interactive crash rankings database was reviewed to highlight the top five rated intersections in the City of Bayswater. A summary of the rankings can be found below.	
Intersection	Beechboro Road North and Morley Drive
Intersection Classification	Local Road Only
Total Crashes	98
Cost	\$5,070,552*
Intersection	Walter Road West, Wellington Road and Old Collier Road
Intersection Classification	Local Road Only
Total Crashes	92
Cost	\$3,656,894*
Intersection	Tonkin Highway and Collier Road
Intersection Classification	State and Local Roads
Total Crashes	300

Cost	\$16,618,438*
Intersection	Tonkin Highway and Benara Road
Intersection Classification	State and Local Roads
Total Crashes	186
Cost	\$9,571,012*
Intersection	Guilford Road and Whatley Crescent
Intersection Classification	State and Local Roads
Total Crashes	115
Cost	\$3,899,628*
City of Belmont	
There were 6,919 total crashes recorded in the City of Belmont from 2008-2012	
There were 11 fatal crashes, 238 requiring hospitalisation and 953 which required medical treatment recorded in the City of Belmont.	
Fatal, Hospitalisation and Medical Treatment crashes accounted for 17.2% of all crashes in the City of Belmont.	
"Rear End" crashes account for over half of the nature of crashes in the City of Belmont (Approximately 53.5%). "Right Angle" were second (17.6%) followed closely by "Sideswipe" (10.5%)	
Interactive Crash Ranking	
Main Roads WA interactive crash rankings database was reviewed to highlight the top four rated intersections in the City of Belmont. A summary of the rankings can be found below.	
Intersection:	Abernethy Road and Kewdale Road
Intersection Classification	Local Road Only
Total Crashes	99
Cost	\$2,810,412*
Intersection	Great Eastern Highway, Stoneham Street, Belgravia Street
Intersection Classification	State and Local Roads
Total Crashes	92
Cost	\$2,615,070*

Intersection	Leach Highway and Abernethy Road
Intersection Classification	State and Local Roads
Total Crashes	245
Cost	\$10,469,171*
Intersection	Great Eastern Highway, Resolution Drive and Hardey Road
Intersection Classification	State and Local Roads
Total Crashes	120
Cost	\$5,266,918*
Shire of Mundaring	
There were 2,041 total crashes recorded in the Shire of Mundaring from 2008-2012	
There were 19 fatal crashes, 155 requiring hospitalisation and 275 which required medical treatment recorded in the Shire of Mundaring	
Fatal, Hospitalisation and Medical Treatment crashes accounted for 22% of all crashes in the Shire of Mundaring	
"Rear End" crashes were the most common nature of the crash (28.3%), followed closely by "Hit Object" (23.6%) and "Right Angle" was the third most common (17.2%)	
Interactive Crash Ranking	
Main Roads WA interactive crash rankings database was reviewed to highlight the top five rated intersections in the Shire of Mundaring. A summary of the rankings can be found below	
Intersection:	Great Eastern Highway, Farrall Road and Horace Street
Intersection Classification	State and Local Roads
Total Crashes	80
Cost	\$3,330,848*
Intersection	Great Eastern Highway and Scott Street
Intersection Classification	State and Local Roads
Total Crashes	52
Cost	\$2,268,326*
Intersection	Morrison Road and Farrall Road
Intersection Classification:	Local Road Only

Total Crashes	33
Cost	\$1,859,918*
Intersection	Great Eastern Highway, Stoneville Road and Mundaring Weir Road
Intersection Classification	State and Local Roads
Total Crashes	33
Cost	\$1,483,882*
Intersection	Great Eastern Highway, Park Road and Hardey Road
Intersection Classification	State and Local Roads
Total Crashes	27
Cost	\$5,755,764*
City of Swan	
There were 10,709 total crashes recorded in the City of Swan from 2008-2012	
There were 38 fatal crashes, 556 requiring hospitalisation and 1,587 which required medical treatment recorded in the City of Swan	
Fatal, Hospitalisation and Medical Treatment crashes accounted for 20.4% of all crashes in the City of Swan.	
"Rear End" were the most common nature of crashes in the City of Swan (43.9%), "Right Angle" was second (19.0%) followed by "Hit Object"(10.9%)	
Interactive Crash Ranking	
Main Roads WA interactive crash rankings database was reviewed to highlight the top five rated intersections in the City of Swan. A summary of the rankings can be found below	
Intersection	Reid Highway and Malaga Drive
Intersection Classification	State and Local Roads
Total Crashes	257
Cost	\$11,387,296*
Intersection	Reid Highway and Lord Street
Intersection Classification	State and Local Roads
Total Crashes	157

Cost	\$10,172,321*
Intersection	Reid Highway and Beechboro Road North
Intersection Classification:	State and Local Roads
Total Crashes	146
Cost	\$4,940,909*
Intersection	Reid Highway and West Swan Road
Intersection Classification	State and Local Roads
Total Crashes	138
Cost	\$4,690,015*
Intersection	Roe Highway and Morrison Road
Intersection Classification	State and Local Roads
Total Crashes	124
Cost	\$8,467,363.*
<p><i>* Estimated cost of road crashes at an intersection. The crash costs are derived using Willingness To Pay (WTP) approach; that is, the cost the community is willing to pay or to forego in exchange for a reduction in the probability of an injury (of varying severity) or death from road accidents (Fatal \$7,485,123; Hospital \$341,045; Medical \$75,847; Property Damage Only \$11,323)</i></p>	
EMRC	
<p>The Region had a total of 27,788 total crashes recorded from 2008-2012 accounting for 17.17% of all crashes in Metropolitan Perth during that timeframe</p>	
<p>There were 85 total fatal crashes in the Region from 2008-2012, accounting for 23.94% of all fatal crashes in Metropolitan Perth during that timeframe</p>	
<p>There were 1,301 crashes which required hospitalisation in the Region from 2008-2012, accounting for 18.24% of all crashes which required hospitalisation in Metropolitan Perth.</p>	
<p>There were 4,002 crashes which required medical attention in the Region from 2008-2012, accounting for 17.45% of all crashes requiring medical attention in Metropolitan Perth</p>	

Appendix 3 - Existing Transport Network

Existing Travel Patterns

	Town of Bassendean	City of Bayswater	City of Belmont	Shire of Mundaring	City of Swan
Population Structure – Total residents broken down into labour force, students and over 65 years					
Residents	14,405	61,262	35,209	36,529	108,461
In the Labour force	7,603	33,339	18,262	18,389	56,058
Students	2,903	12,361	6,720	8,206	25,607
Residents 65+ years	2,041	8,840	4,860	4,831	10,174
Residents place of work - 'Each Council's top five'					
Bassendean	12.5%				
Bayswater	8.4%	16.2%			5.4%
Belmont			22.6%	5.1%	5.3%
Mundaring				24.9%	
Swan	12%	7.8%		19.1%	30.9%
Kalamunda					
Inner Perth	9.3%	10.6%	8.5%	4.9%	5.1%
Remainder Perth	7.7%	8.8%	6.7%		
Stirling Central		6.7%			5.9%
Canning			8.1%		
Wanneroo South					
Victoria Park			6.5%		
No fixed address				4.9%	
People who work in the municipality reside in...					
Bassendean	16.2%				
Bayswater	10.7%	28.2%		2.0%	5.2%
Belmont			11.6%		
Mundaring				56.0%	7.1%
Swan	18%	15.7%	8.4%	15.6%	34.7%
Inner Perth					
Kalamunda	5.1%		6.6%	5.7%	5.2%
Remainder Perth					
Stirling Central	6.7%	10.6%			7.0%
Wanneroo South		4.2%			
Canning			6.4%		
Joondalup South		3.8%			
Gosnells			8.9%		
Northam				2.8%	

	Town of Bassendean	City of Bayswater	City of Belmont	Shire of Mundaring	City of Swan
Method of travel to work					
Car	65.1%	65.9%	66.9%	68.7%	71.7%
Public transport	11.9%	13.2%	11.8%	6.1%	6.5%
Walk	1.8%	1.6%	2.1%	1.5%	1.6%
Cycle	1.7%	1.8%	1.7%	0.4%	0.5%
Worked at home	1.8%	1.8%	1.3%	3.6%	2.1%
Vehicle ownership per household					
Total Households	5,924	25,546	14,626	12,947	38,318
3 or more vehicle	16.5%	14.3%	13.3%	30.0%	22.6%
2 vehicles	33.7%	33.7%	32.4%	38.5%	39.0%
1 vehicle	35.2%	36.8%	36.3%	22.2%	27.2%
No vehicle	8.2%	8.4%	8.9%	3.1%	4.6%

Local Black Spot Infrastructure

Black Spot Programme 2013/2014

Council	Location	Treatment	Investment
Belmont	Abernethy Road/ Campbell Street	Ban right turns (physical barrier) e.g. traffic islands	Belmont contribution: \$50,000 Black spot contribution: \$100,000
Swan	Marshall Road/ Trade Road/ Business Way	Apply skid resistance treatment and upgrade street lighting to AS 1158	Swan contribution: \$28,334 Black spot contribution: \$56,667
Swan	Rutland Road/ Great Northern Highway	Install left turn lane on Rutland Road and provision of street lighting	Swan contribution: \$110,000 Black spot contribution: \$220,000
Swan	Lord Street/ Pinaster Parade/Gnangara Road	Apply anti skid treatment for both approaches of Lord Street and Pinaster Parade, provide street lighting and clear vegetation	Swan contribution: \$31,667 Black spot contribution: \$63,333
Swan	Lord Street/ Harrow Street East	Install a street light 70m south of the intersection along Lord Street and upgrade existing street lighting to AS 1158	Swan contribution: \$5,000 Black spot contribution: \$10,000
Belmont	Wright Street/Belgravia Avenue	Install pre-deflection nibs at existing single lane roundabout	Belmont contribution: \$40,000 Black spot contribution: \$80,000
Belmont	Belmont Avenue/ Francisco Street	Install pre-deflection nibs at existing single lane roundabout	Belmont contribution: \$33,334 Black spot contribution: \$66,667
Belmont	Belmont Avenue/ Campbell Street	Install pre-deflection nibs at existing single lane roundabout	Belmont contribution: \$40,000 Black spot contribution: \$80,000
Swan	Beach Road/ Bonner Drive	Apply anti skid treatment on Bonner Drive approach and various countermeasure treatments as recommended in the RSA report	Swan contribution: \$59,834 Black spot contribution: \$119,667
Bassendean	Collier Road/ Jackson Street/ Great Street	Install dual lane roundabout (includes street lighting modifications)	Bassendean contribution: \$362,095 Black spot contribution: \$724,189

Black Spot Programme 2014/2015 Applications

Council	Location	Treatment	Council Contribution	Contribution Sought	Potential Nation Building Funding 14/16
Bassendean	Collier Road/ Jackson Street/ Grey Street	Installation of Dual Lane Roundabout	\$301,008	\$602,015	
Bassendean	Walter Road East / Iolanthe Street	Install pre-deflection curves for the approaches in Walter Road East to the Roundabout at Iolanthe Street	\$53,870	\$107,741	
Bayswater	Coode Street/ Broun Avenue	Modify Traffic Control Signals for protected right turn movements from Coode St (Nth + Sth)	\$116,667	\$233,333	
Bayswater	Railway Parade/ Maylands Train Station	Install Pelican Crossing	\$50,000	\$100,000	
Belmont	Abernethy Road / Chilver Street	Install Seagull in median, Ban U-Turn and extend right turn pocket along Abernethy Rd	\$16,667	\$33,333	
Belmont	Belmont Avenue/ Campbell Street	Install Pre-Deflection NIBS at existing single lane roundabout	\$28,333	\$56,667	
Belmont	Alexander Road/ Belgravia Street	Install Pre-Deflection NIBS at existing single lane roundabout	\$28,333	\$56,667	
Mundaring	Bunning Road	Shoulder widening, guide post installation and edge lining, curve warning signage	\$90,236	\$180,469	
Swan	Coolamon Boulevard / Mornington Parkway	Install Roundabout	\$23,334	\$46,667	
Swan	O'Brien Road	Seal shoulders, centre line markings with RRPm, edge line markings	\$153,334	\$306,667	
Swan	Morrison Road / Farrall Road	Modify Traffic Control Signals	\$83,334	\$166,667	250,001
Swan	Clenton Road	Seal shoulders, centre line markings with RRPm, edge line markings	\$120,000	\$240,000	
Swan	Alexander Drive / Illawarra Crescent	Installation of Traffic Control Signals	\$110,000	\$220,000	330,000



11.2 ITEMS CONTAINED IN THE INFORMATION BULLETIN

REFERENCE: D2014/11595 (CEOAC) – D2014/12118

The following items are included in the Information Bulletin, which accompanies the Agenda.

1. REGIONAL SERVICES

- 1.1 REGIONAL DEVELOPMENT ACTIVITY REPORT JULY TO SEPTEMBER 2014
(Ref: D2014/11604)
- 1.2 ENVIRONMENTAL SERVICES ACTIVITY REPORT JULY TO SEPTEMBER 2014
(Ref: D2014/11602)
- 1.3 EMRC DELEGATION TO CANBERRA AUGUST 2014 (Ref: D2014/11484)

RECOMMENDATION

That the Chief Executive Officers Advisory Committee notes the items contained in the Information Bulletin.

CEOAC RESOLUTION

MOVED MR FOLEY

SECONDED MS HARDY

THAT THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE NOTES THE ITEMS CONTAINED IN THE INFORMATION BULLETIN.

CARRIED UNANIMOUSLY



12 REPORTS OF DELEGATES

Nil

13 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING

Nil

14 GENERAL BUSINESS

14.1 EVENTS IN THE REGION

18 October 2014

City of Bayswater

Mayoral Dinner

14.2 OTHER GENERAL BUSINESS

The Director Regional Services provided a brief overview of the 20 Million Trees Program grant funding.

The 20 Million Trees Program grant funding has just been released by the Australian Government to re-establish green corridors and urban forests; tackle the Urban Heat Island effect; sequester carbon and increase biodiversity. The Australian Government will work with the community to plant 20 million trees by 2020, to re-establish green corridors and urban forests. The Programme has four strategic objectives:

1. 20 million trees and associated understory planted by 2020;
2. Environmental conservation - support local environmental outcomes by improving the extent, connectivity and condition of native vegetation that supports native species;
3. Community engagement - work cooperatively with the community; and
4. Carbon reduction - contribute to Australia reducing its greenhouse gas emissions.

The Director Regional Services will email the further information regarding the grant funding to the CEOs.

15 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

16 FUTURE MEETINGS OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

The next meeting of the Chief Executive Officers Advisory Committee will be held on **18 November 2014** at the EMRC Administration Office, 1st Floor, 226 Great Eastern Highway, Belmont WA 6104 commencing at 12:30pm with lunch at 12 noon.

Future Meetings 2014

Chief Executive Officers' Advisory Committee (CEOAC) meetings commencing at 12 noon:

Tuesday

18 November

at

EMRC Administration Office

17 DECLARATION OF CLOSURE OF MEETING

There being no further business the meeting was closed at 1:30pm.



**15.2 TECHNICAL ADVISORY COMMITTEE MEETING HELD 9 OCTOBER 2014
(REFER TO MINUTES OF COMMITTEE – YELLOW PAGES)
REFERENCE: D2014/11675 (TAC) - D2014/12246**

The minutes of the Technical Advisory Committee meeting held on **9 October 2014** accompany and form part of this agenda – (refer to yellow section of ‘Minutes of Committees’ for Council accompanying this Agenda).

QUESTIONS

The Chairman invited general questions from members on the minutes of the Technical Advisory Committee.

RECOMMENDATION(S)

That with the exception of items, which are to be withdrawn and dealt with separately, Council adopts the recommendations in the Technical Advisory Committee report (Section 15.2).

COUNCIL RESOLUTION(S)

MOVED CR POWELL

SECONDED CR PULE

THAT COUNCIL ADOPTS THE RECOMMENDATIONS IN THE TECHNICAL ADVISORY COMMITTEE REPORTS (SECTION 15.2).

CARRIED UNANIMOUSLY

TECHNICAL ADVISORY COMMITTEE

MINUTES

9 October 2014

(REF: D2014/11675 (TAC) – D2014/12723)

A meeting of the Technical Advisory Committee was held at the EMRC Administration Office, 1st Floor, 226 Great Eastern Highway, BELMONT WA 6104 on **Thursday, 9 October 2014**. The meeting commenced at **4:02pm**.

TABLE OF CONTENTS

1	DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS	1
2	ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)	1
3	DISCLOSURE OF INTERESTS	1
4	ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION	1
5	PETITIONS, DEPUTATIONS AND PRESENTATIONS	1
6	CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS	2
	6.1 <i>MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING HELD ON 7 AUGUST 2014 (Ref: D2014/09908)</i>	2
7	QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN	2
8	QUESTIONS BY MEMBERS WITHOUT NOTICE	2
9	ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETINGS MAY BE CLOSED TO THE PUBLIC	2
10	BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING	2
11	REPORTS OF EMPLOYEES	3
	11.1 <i>TENDER 2014-005 - TRANSPORT OF BULK MATERIALS (Ref: D2014/12722)</i>	3
	11.2 <i>UPDATE ON CARBON PRICE MECHANISM (Ref: D2014/12724)</i>	15
	11.3 <i>ITEMS CONTAINED IN THE INFORMATION BULLETIN (Ref: D2014/12118)</i>	19
12	REPORTS OF DELEGATES	19
13	NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING	19
14	CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC	19
15	FUTURE MEETINGS OF THE TECHNICAL ADVISORY COMMITTEE	20
16	DECLARATION OF CLOSURE OF MEETING	20



1 DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Chairman opened the meeting at 4:02pm.

2 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

Committee Members

Mr Doug Pearson (Deputy Chairman)	Director Technical Services	City of Bayswater
Mr Ken Cardy (Deputising for Mr Stewert-Dawkins)	Manager Asset Services	Town of Bassendean
Mr Ric Lutey	Director Technical Services	City of Belmont
Mr Charles Sullivan	Director Development and Infrastructure Services	Shire of Kalamunda
Mr Shane Purdy	Director Infrastructure Services	Shire of Mundaring
Mr Colin Pumphrey (Deputising for Mr Coten)	Manager Fleet and Waste Services	City of Swan
Mr Peter Schneider	Chief Executive Officer	EMRC

Apologies

Mr Simon Stewert-Dawkins (Chairman)	Director Operational Services	Town of Bassendean
Mr Jim Coten	Executive Manager Operations	City of Swan
Mr Shane Purdy	Director Infrastructure Services	Shire of Mundaring

EMRC Officers

Mr Stephen Fitzpatrick	Director Waste Services
Mr Chris Dodd	Coordinator Sales and Product Development
Ms Giulia Bono	Administration Officer (Minutes)

3 DISCLOSURE OF INTERESTS

Nil

4 ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION

Nil

5 PETITIONS, DEPUTATIONS AND PRESENTATIONS

Nil



6 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

6.1 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING HELD ON 7 AUGUST 2014

That the Minutes of the Technical Advisory Committee meeting held on 7 August 2014, which have been distributed, be confirmed.

TAC RESOLUTION(S)

MOVED MR SULLIVAN SECONDED MR LUTEY

THAT THE MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING HELD ON 7 AUGUST 2014 WHICH HAVE BEEN DISTRIBUTED, BE CONFIRMED.

CARRIED UNANIMOUSLY

7 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

8 QUESTIONS BY MEMBERS WITHOUT NOTICE

Nil

9 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

10 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

Nil



11 REPORTS OF OFFICERS

11.1 TENDER 2014-05 – TRANSPORT OF BULK MATERIALS

REFERENCE: D2014/11678 (TAC) – D2014/12722

PURPOSE OF REPORT

To advise Council of the results of Tender 2014-05 for the transport of bulk materials to and from EMRC facilities and recommend a panel of approved suppliers.

KEY ISSUES AND RECOMMENDATION(S)

- The EMRC delivers approximately 30,000 tonnes per year of bulk products to customers.
- These products include ferricrete, clay, mulch, soil improver and woodchip.
- To provide a reliable supply of these EMRC products to customers a panel of bulk transport providers is required.
- A request for tender for freight suppliers closed on 6 October 2014 and five (5) submissions were received.
- The submissions have been assessed and a panel of bulk transport suppliers recommended.

Recommendation(s)

That:

1. Council award Tender 2014-05 Transport of Bulk Materials to a tender panel comprising Anspach Agricultural Contracting, Hind's Transport Services and Jaycourt Nominees Pty Ltd T/AS Barfield Earthmoving at the listed rates forming the attachments 1 to 3 to this report for a three (3) year period with an option to extend for two (2) single year extensions at the discretion of the EMRC.
2. The contract rates for Tender 2014-05 Transport of Bulk Materials are to be adjusted annually at each anniversary of the contract based on the consumer price index for Perth over the previous twelve months.

SOURCE OF REPORT

Director Waste Services
 Coordinator Sales and Product Development

BACKGROUND

Previous providers of transport services were appointed under Tender 2010-01, "Hire of Various Plant" which provided plant hire to supplement EMRC operations or replace machines unavailable due to breakdown or general servicing. Because of new marketing opportunities the EMRC has sought competitive transport options for its various bulk products.

REPORT

The EMRC requires a panel of freight suppliers to transport bulk products such as ferricrete, clay, mulch, soil improver and woodchip to customers and on occasion to transport shredded greenwaste to Red Hill Waste Management Facility for mulching. At present the volume of these products is around 30,000 tonnes per year.



Item 11.1 continued

A request for tender was issued on 20 September 2014 and closed on 6 October 2014 with five (5) complying tenders received. The tender requirements included:

- The capability to transport ferricrete, clay, mulch, soil improver, greenwaste and woodchip; and
- The capability of delivering large bulk orders (e.g. up to 25,000m³ of mulch to the Gateway WA project) and small quantities of products (e.g. 5m³ to residential customers).

Tender assessment criteria included:

Criterion	Weighting
Transport capability within required timeframe	20%
Quality of tenderers transport fleet	20%
Price	60%

Tenderers were required to submit a price schedule based on per tonne per kilometre rates for nominated distances and a flag fall rate for seven bulk materials including:

- Ferricrete gravel;
- Clay;
- Wood chip/timber fines;
- Shredded greenwaste;
- Mulch;
- Soil improver; and
- General materials.

Tenderers provided price schedules for various truck/trailer combinations.

Six (6) tender submissions were received at the close of tenders but one was rejected because it was not submitted at the place specified. Complying tenders were received from the following companies:

- Anspach Agricultural Contracting;
- Craneswest (WA) Pty Ltd T/as Western Tree Recyclers;
- Hind's Transport Services;
- Jaycourt Nominees Pty Ltd T/as Barfield Earthmoving; and
- SSC Group Pty Ltd.

The tender evaluation process was completed by the EMRC using the tender criteria and after reference checks, resulting in the following tenderers being recommended for a bulk materials transport tender panel:

- Anspach Agricultural Contracting;
- Hind's Transport Services; and
- Jaycourt Nominees Pty Ltd T/as Barfield Earthmoving.



Item 11.1 continued

The tender panel contract is for a period of three (3) years from the contract commencement date with an option of two (2) one year extensions at the discretion of the Principal. The tenders are accepted at the rates nominated in the price schedule supplied by each tenderer (Attachment) and will be indexed at each anniversary of the contract based on the consumer price index for Perth over the previous twelve months.

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 1 – Environmental Sustainability

- 1.1 To provide sustainable waste disposal operations
- 1.2 To improve regional waste management

FINANCIAL IMPLICATIONS

The recommended tender panel will provide lower cost delivery of bulk products and hence a more competitive business with improved revenue and profit margins. The annual value of the contract is estimated to be \$150,000 per annum.

SUSTAINABILITY IMPLICATIONS

Being able to reliably deliver EMRC products to the market at competitive rates will assist the sustainability of waste management operations by minimising the environmental impact of waste and facilitating the sustainable use and development of resources.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

1. Schedule of Rates from Anspach Agricultural Contracting (Ref: D2014/12721)
2. Schedule of Rates from Hind's Transport Services Pty Ltd (Ref: D2014/12719)
3. Schedule of Rates from Jaycourt Nominees Pty Ltd T/AS Barfield Earthmoving (Ref: D2014/12720)



Item 11.1 continued

VOTING REQUIREMENT

Simple Majority

RECOMMENDATION(S)

That:

1. Council award Tender 2014-05 Transport of Bulk Materials to a tender panel comprising Anspach Agricultural Contracting, Hind's Transport Services and Jaycourt Nominees Pty Ltd T/AS Barfield Earthmoving at the listed rates forming the attachments 1 to 3 to this report for a three (3) year period with an option to extend for two (2) single year extensions at the discretion of the EMRC.
2. The contract rates for Tender 2014-05 Transport of Bulk Materials are to be adjusted annually at each anniversary of the contract based on the consumer price index for Perth over the previous twelve months.

TAC RECOMMENDATION(S)

MOVED MR SULLIVAN

SECONDED MR CARDY

That:

1. Council award Tender 2014-05 Transport of Bulk Materials to a tender panel comprising Anspach Agricultural Contracting, Hind's Transport Services and Jaycourt Nominees Pty Ltd T/AS Barfield Earthmoving at the listed rates forming the attachments 1 to 3 to this report for a three (3) year period with an option to extend for two (2) single year extensions at the discretion of the EMRC.
2. The contract rates for Tender 2014-05 Transport of Bulk Materials are to be adjusted annually at each anniversary of the contract based on the consumer price index for Perth over the previous twelve months.

CARRIED UNANIMOUSLY

COUNCIL RESOLUTION(S)

MOVED CR POWELL

SECONDED CR PULE

THAT:

1. COUNCIL AWARD TENDER 2014-05 TRANSPORT OF BULK MATERIALS TO A TENDER PANEL COMPRISING ANSPACH AGRICULTURAL CONTRACTING, HIND'S TRANSPORT SERVICES AND JAYCOURT NOMINEES PTY LTD T/AS BARFIELD EARTHMOVING AT THE LISTED RATES FORMING THE ATTACHMENTS 1 TO 3 TO THIS REPORT FOR A THREE (3) YEAR PERIOD WITH AN OPTION TO EXTEND FOR TWO (2) SINGLE YEAR EXTENSIONS AT THE DISCRETION OF THE EMRC.
2. THE CONTRACT RATES FOR TENDER 2014-05 TRANSPORT OF BULK MATERIALS ARE TO BE ADJUSTED ANNUALLY AT EACH ANNIVERSARY OF THE CONTRACT BASED ON THE CONSUMER PRICE INDEX FOR PERTH OVER THE PREVIOUS TWELVE MONTHS.

CARRIED UNANIMOUSLY

RFT 2014-005
EMRC Bulk Products Freight Panel
Price Schedule 2014 - B-TRAIN TIPPER 36T / 60m³

Please only populate the Yellow Highlighted rows with your rates

One way Distance (Km)	Material	Ferricrete Gravel	Clay	Woodchip	Shredded green waste	Mulch	Soil Improver	General Materials	Flagfall Rate
up to 20	Indicative density (Tonnes/cubic metre)	1.7	1.4	0.2	0.4	0.6	0.9	-	
	Tender Unit	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	per tonne per Km	
up to 40	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 247.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 24.70
up to 60	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 271.70
	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 330.00
up to 80	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 33.00
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 363.00
up to 100	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 415.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 41.50
Above 100	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 456.50
	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 495.00
Above 100	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 49.50
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 544.50
Above 100	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 660.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 66.00
Above 100	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 726.00
	Rate (ex GST)	\$ 0.14	\$ 0.14	\$ 0.43	\$ 0.22	\$ 0.14	\$ 0.14		\$ 220.00
Above 100	GST amount	\$ 0.01	\$ 0.01	\$ 0.04	\$ 0.02	\$ 0.01	\$ 0.01		\$ 22.00
	Price Tendered (incl GST)	\$ 0.15	\$ 0.15	\$ 0.47	\$ 0.24	\$ 0.15	\$ 0.15		\$ 242.00

PRICING EXPLANATION:
Please calculate freight cost by following formula:
Flat rate + (cents x tonne x distance)
Example: 36 tonne gravel to site 20 km from depot:
247 + (0.01 x 36 x 20) = 254.20 ex GST
[This equates to \$7.06/tonne ex GST]

ITEM	NOTES
1	Description Included are the indicative density of products in tonnes/cubic metre
2	Pricing schedule is set out in 20km increments
3	Please include any other costs relating to delivery costs
4	Can you please supply a delivery rate for the movement of General 'Other Materials' (i.e.: rocks, sludge, etc.)

RFT 2014-005
EMRC Bulk Products Freight Panel
Price Schedule 2014 - 6 WHEEL TIPPER 12T / 12m³

Please only populate the Yellow Highlighted rows with your rates

One way Distance (Km)	Material	Ferricrete Gravel	Clay	Woodchip	Shredded green waste	Mulch	Soil Improver	General Materials	Flagfall Rate
up to 20	indicative density (Tonnes/cubic metre)	1.7	1.4	0.2	0.4	0.6	0.9	-	THIS FIXED AMOUNT IS TO BE ADDED TO \$/TKM RATE
	Tender Unit	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	per tonne per Km	
up to 40	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.05	\$ 0.03	\$ 0.02	\$ 0.01	N/A	\$ 100.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.01	\$ 0.00	\$ 0.00	\$ 0.00		\$ 10.00
up to 60	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.06	\$ 0.03	\$ 0.02	\$ 0.01		\$ 110.00
	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.05	\$ 0.03	\$ 0.02	\$ 0.01	N/A	\$ 150.00
up to 80	GST amount	\$ 0.00	\$ 0.00	\$ 0.01	\$ 0.00	\$ 0.00	\$ 0.00		\$ 15.00
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.06	\$ 0.03	\$ 0.02	\$ 0.01		\$ 165.00
up to 100	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.05	\$ 0.03	\$ 0.02	\$ 0.01	N/A	\$ 200.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.01	\$ 0.00	\$ 0.00	\$ 0.00		\$ 20.00
Above 100	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.06	\$ 0.03	\$ 0.02	\$ 0.01		\$ 220.00
	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.05	\$ 0.03	\$ 0.02	\$ 0.01	N/A	\$ 250.00
up to 20	GST amount	\$ 0.00	\$ 0.00	\$ 0.01	\$ 0.00	\$ 0.00	\$ 0.00		\$ 25.00
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.06	\$ 0.03	\$ 0.02	\$ 0.01		\$ 275.00
up to 40	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.05	\$ 0.03	\$ 0.02	\$ 0.01	N/A	\$ 300.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.01	\$ 0.00	\$ 0.00	\$ 0.00		\$ 30.00
up to 60	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.06	\$ 0.03	\$ 0.02	\$ 0.01		\$ 330.00
	Rate (ex GST)	\$ 0.29	\$ 0.29	\$ 1.50	\$ 0.75	\$ 0.50	\$ 0.29	N/A	\$ 150.00
Above 100	GST amount	\$ 0.03	\$ 0.03	\$ 0.15	\$ 0.08	\$ 0.05	\$ 0.03		\$ 15.00
	Price Tendered (incl GST)	\$ 0.32	\$ 0.32	\$ 1.65	\$ 0.83	\$ 0.55	\$ 0.32		\$ 165.00

PRICING EXPLANATION:
Please calculate freight cost by following formula:
Flat rate + (cents x tonne x distance)
Example: 12 tonne gravel to site 30 km from depot:
150 + (0.01 x 12 x 30) = 153.60 ex GST
[This equates to \$12.80/tonne ex GST]

ITEM	NOTES
1	Included are the indicative density of products in tonnes/cubic metre
2	Pricing schedule is set out in 20km increments
3	Please include any other costs relating to delivery costs
4	Can you please supply a delivery rate for the movement of General /Other Materials (i.e.: rocks, sludge, etc.)

RFT 2014-005
EMRC Bulk Products Freight Panel
Price Schedule 2014 - ROADTRAIN WALKING FLOOR 50T / 140m²

Please only populate the Yellow Highlighted rows with your rates

One way Distance (Km)	Material	Ferricrete Gravel	Clay	Woodchip	Shredded green waste	Mulch	Soil Improver	General Materials	Flagfall Rate
	Indicative density (Tonnes/cubic metre)	1.7	1.4	0.2	0.4	0.6	0.9	-	THIS FIXED AMOUNT IS TO BE ADDED TO \$/TKM RATE
	Tender Unit	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	per tonne per Km	
up to 20	Rate (ex GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 400.00
	GST amount			0.00	0.00	0.00	0.00		\$ 40.00
	Price Tendered (incl GST)			0.02	0.01	0.01	0.01		\$ 440.00
up to 40	Rate (ex GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 580.00
	GST amount			0.00	0.00	0.00	0.00		\$ 58.00
	Price Tendered (incl GST)			0.02	0.01	0.01	0.01		\$ 638.00
up to 60	Rate (ex GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 660.00
	GST amount			0.00	0.00	0.00	0.00		\$ 66.00
	Price Tendered (incl GST)			0.02	0.01	0.01	0.01		\$ 726.00
up to 80	Rate (ex GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 770.00
	GST amount			0.00	0.00	0.00	0.00		\$ 77.00
	Price Tendered (incl GST)			0.02	0.01	0.01	0.01		\$ 847.00
up to 100	Rate (ex GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 950.00
	GST amount			0.00	0.00	0.00	0.00		\$ 95.00
	Price Tendered (incl GST)			0.02	0.01	0.01	0.01		\$ 1,045.00
Above 100	Rate (ex GST)	N/A	N/A	0.22	0.13	0.13	0.13	N/A	\$ 362.00
	GST amount			0.02	0.01	0.01	0.01		\$ 36.20
	Price Tendered (incl GST)			0.24	0.14	0.14	0.14		\$ 398.20

ITEM	Description
1	Included are the indicative density of products in tonnes/cubic metre
2	Pricing schedule is set out in 20km increments
3	Please include any other costs relating to delivery costs
4	Can you please supply a delivery rate for the movement of General 'Other' Materials (i.e.: rocks, sludge, etc.)

PRICING EXPLANATION:
Please calculate freight cost by following formula:
Flat rate + (cents x tonne x distance)
Example: 50 tonne mulch to site 20km from depot:
400 + (0.01 x 50 x 20) = 410.00 ex GST
[This equates to \$8.20/tonne ex GST]

RFT 2014-005
EMRC Bulk Products Freight Panel
Price Schedule 2014 - ROAD TRAIN TIPPER 50T / 80m²

Please only populate the Yellow Highlighted rows with your rates

One way Distance (Km)	Material	Ferricrete Gravel	Clay	Woodchip	Shredded green waste	Mulch	Soil Improver	General Materials	Flagfall Rate
	Indicative density (Tonnes/cubic metre)	1.7	1.4	0.2	0.4	0.6	0.9	-	
	Tender Unit	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	per tonne per Km	
up to 20	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 380.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 38.00
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 418.00
up to 40	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 550.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 55.00
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 605.00
up to 60	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 610.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 61.00
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 671.00
up to 80	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 750.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 75.00
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 825.00
up to 100	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 900.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 90.00
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 990.00
Above 100	Rate (ex GST)	\$ 0.14	\$ 0.14	\$ 0.38	\$ 0.19	\$ 0.14	\$ 0.14	N/A	\$ 362.00
	GST amount	\$ 0.01	\$ 0.01	\$ 0.04	\$ 0.02	\$ 0.01	\$ 0.01		\$ 36.20
	Price Tendered (incl GST)	\$ 0.15	\$ 0.15	\$ 0.42	\$ 0.21	\$ 0.15	\$ 0.15		\$ 398.20

PRICING EXPLANATION:
Please calculate freight cost by following formula:
Flat rate + (cents x tonne x distance)
Example: 50 tonne gravel to site 20 km from depot:
380 + (0.01 x 50 x 20) = 390.00 ex GST
[This equates to \$7.80/tonne ex GST]

ITEM	NOTES
1	Included are the indicative density of products in tonnes/cubic metre
2	Pricing schedule is set out in 20km increments
3	Please include any other costs relating to delivery costs
4	Can you please supply a delivery rate for the movement of General /Other Materials (i.e.: rocks, sludge, etc.)

RFT 2014-005
EMRC Bulk Products Freight Panel
Price Schedule 2014 - SEMI TIPPER 25T / 40m³

Please only populate the Yellow Highlighted rows with your rates

One way Distance (Km)	Material	Ferricrete Gravel	Clay	Woodchip	Shredded green waste	Mulch	Soil Improver	General Materials	Flagfall Rate
	Indicative density (Tonnes/cubic metre)	1.7	1.4	0.2	0.4	0.6	0.9	-	THIS FIXED AMOUNT IS TO BE ADDED TO \$/TKM RATE
	Tender Unit	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	per tonne per Km	
up to 20	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 202.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 20.20
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 222.20
up to 40	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 270.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 27.00
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 297.00
up to 60	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 337.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 33.70
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 370.70
up to 80	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 405.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 40.50
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 445.50
up to 100	Rate (ex GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01	N/A	\$ 540.00
	GST amount	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00		\$ 54.00
	Price Tendered (incl GST)	\$ 0.01	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.01	\$ 0.01		\$ 594.00
Above 100	Rate (ex GST)	\$ 0.14	\$ 0.14	\$ 0.43	\$ 0.22	\$ 0.14	\$ 0.14	N/A	\$ 220.00
	GST amount	\$ 0.01	\$ 0.01	\$ 0.04	\$ 0.02	\$ 0.01	\$ 0.01		\$ 22.00
	Price Tendered (incl GST)	\$ 0.15	\$ 0.15	\$ 0.47	\$ 0.24	\$ 0.15	\$ 0.15		\$ 242.00

PRICING EXPLANATION:
Please calculate freight cost by following formula:
Flat rate + (cents x tonne x distance)
Example: 25 tonne gravel to site 40 km from depot:
270 + (0.01 x 25 x 40) = 280.00 ex GST
[This equates to \$11.20/tonne ex GST]

ITEM	DESCRIPTION
1	Included are the indicative density of products in tonnes/cubic metre
2	Pricing schedule is set out in 20km increments
3	Please include any other costs relating to delivery costs
4	Can you please supply a delivery rate for the movement of General 'Other' Materials (i.e.: rocks, sludge, etc.)

RFT 2014-005
EMPRC Bulk Products Freight Panel
Price Schedule 2014 - SEMI WALKING FLOOR 25T / 70m²

Please only populate the Yellow Highlighted rows with your rates

One way Distance (Km)	Material	Ferricrete Gravel	Clay	Woodchip	Shredded green waste	Mulch	Soil Improver	General Materials	Flagfall Rate
up to 20	Indicative density (Tonnes/cubic metre)	1.7	1.4	0.2	0.4	0.6	0.9	-	THIS FIXED AMOUNT IS TO BE ADDED TO \$/TKM RATE
	Tender Unit	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	\$ per tonne per Km	per tonne per Km	
up to 40	Rate (ex GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 225.00
	GST amount			0.00	0.00	0.00	0.00		\$ 22.50
up to 60	Price Tendered (incl GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 247.50
	Rate (ex GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 300.00
up to 80	GST amount			0.00	0.00	0.00	0.00		\$ 30.00
	Price Tendered (incl GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 330.00
up to 100	Rate (ex GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 375.00
	GST amount			0.00	0.00	0.00	0.00		\$ 37.50
Above 100	Price Tendered (incl GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 412.50
	Rate (ex GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 450.00
Above 100	GST amount			0.00	0.00	0.00	0.00		\$ 45.00
	Price Tendered (incl GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 495.00
Above 100	Rate (ex GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 600.00
	GST amount			0.00	0.00	0.00	0.00		\$ 60.00
Above 100	Price Tendered (incl GST)	N/A	N/A	0.02	0.01	0.01	0.01	N/A	\$ 660.00
	Rate (ex GST)	N/A	N/A	0.29	0.16	0.16	0.16	N/A	\$ 220.00
Above 100	GST amount			0.03	0.02	0.02	0.02		\$ 22.00
	Price Tendered (incl GST)	N/A	N/A	0.32	0.18	0.18	0.18	N/A	\$ 242.00

PRICING EXPLANATION:
Please calculate freight cost by following formula:
Flat rate + (cents x tonne x distance)
Example: 25 tonne mulch to site 20km from depot:
225 + (0.01 x 25 x 20) = 230.00 ex GST
[This equates to \$9.20/tonne ex GST]

ITEM	NOTES
1	Description Included are the indicative density of products in tonnes/cubic metre
2	Pricing schedule is set out in 20km increments
3	Please include any other costs relating to delivery costs
4	Can you please supply a delivery rate for the movement of General 'Other Materials' (i.e.: rocks, sludge, etc.)

Hind's Transport Services Pty Ltd

RFT 2014-005
EMRC Bulk Products Freight Panel
Price Schedule 2014

SEMI TIPPER RATES - BASED ON FULL LOADS

One way Distance (Km)	Material	Ferricrete Gravel	Clay	Woodchip	Shredded green waste	Mulch	Soil Improver	General Materials	Flagfall Rate
	Indicative density (Tonnes/cubic metre)	1.7	1.4	0.2	0.4	0.6	0.9	Based on 25T load	-
	Tender Unit	per tonne per Km	per tonne per Km	per tonne per Km	per tonne per Km	per tonne per Km	per tonne per Km	per tonne per Km	
up to 20	Rate (ex GST)	\$ 0.16	\$ 0.16	\$ 0.67	\$ 0.34	\$ 0.23	\$ 0.16	\$ 0.16	\$ 140.00
	GST amount	\$ 0.02	\$ 0.02	\$ 0.07	\$ 0.03	\$ 0.02	\$ 0.02	\$ 0.02	\$ 14.00
	Price Tendered (incl GST)	\$ 0.18	\$ 0.18	\$ 0.74	\$ 0.37	\$ 0.25	\$ 0.18	\$ 0.18	\$ 154.00
up to 40	Rate (ex GST)	\$ 0.16	\$ 0.16	\$ 0.67	\$ 0.34	\$ 0.23	\$ 0.16	\$ 0.16	\$ 90.00
	GST amount	\$ 0.02	\$ 0.02	\$ 0.07	\$ 0.03	\$ 0.02	\$ 0.02	\$ 0.02	\$ 9.00
	Price Tendered (incl GST)	\$ 0.18	\$ 0.18	\$ 0.74	\$ 0.37	\$ 0.25	\$ 0.18	\$ 0.18	\$ 99.00
up to 60	Rate (ex GST)	\$ 0.16	\$ 0.16	\$ 0.67	\$ 0.34	\$ 0.23	\$ 0.16	\$ 0.16	\$ 70.00
	GST amount	\$ 0.02	\$ 0.02	\$ 0.07	\$ 0.03	\$ 0.02	\$ 0.02	\$ 0.02	\$ 7.00
	Price Tendered (incl GST)	\$ 0.18	\$ 0.18	\$ 0.74	\$ 0.37	\$ 0.25	\$ 0.18	\$ 0.18	\$ 77.00
up to 80	Rate (ex GST)	\$ 0.16	\$ 0.16	\$ 0.67	\$ 0.34	\$ 0.23	\$ 0.16	\$ 0.16	\$ 60.00
	GST amount	\$ 0.02	\$ 0.02	\$ 0.07	\$ 0.03	\$ 0.02	\$ 0.02	\$ 0.02	\$ 6.00
	Price Tendered (incl GST)	\$ 0.18	\$ 0.18	\$ 0.74	\$ 0.37	\$ 0.25	\$ 0.18	\$ 0.18	\$ 66.00
up to 100	Rate (ex GST)	\$ 0.16	\$ 0.16	\$ 0.67	\$ 0.34	\$ 0.23	\$ 0.16	\$ 0.16	\$ 50.00
	GST amount	\$ 0.02	\$ 0.02	\$ 0.07	\$ 0.03	\$ 0.02	\$ 0.02	\$ 0.02	\$ 5.00
	Price Tendered (incl GST)	\$ 0.18	\$ 0.18	\$ 0.74	\$ 0.37	\$ 0.25	\$ 0.18	\$ 0.18	\$ 55.00
Above 100	Rate (ex GST)	POA	POA	POA	POA	POA	POA	POA	POA
	GST amount								
	Price Tendered (incl GST)								

NOTES	
ITEM	Description
1	Included are the indicative density of products in tonnes/cubic metre
2	Pricing schedule is set out in 20km increments
3	Please include any other costs relating to delivery costs
4	Can you please supply a delivery rate for the movement of General 'Other' Materials (i.e.: rocks, sludge, etc.)

JAYCOURT NOMINEES PTJA BARFIELD
BARTHA MOVING

RFT 2014-005
EMRC Bulk Products Freight Panel
Price Schedule 2014

Please only populate the yellow highlighted rows with your rates

One way Distance (Km)	Material	Ferricrete Gravel	Clay	Woodchip	Shredded green waste	Mulch	Soil Improver	General Materials	Flagfall Rate
	Indicative density (Tonnes/cubic metre)	1.7	1.4	0.2	0.4	0.6	0.9		
	Tender Unit	per tonne per Km	per tonne per Km	per tonne per Km	per tonne per Km	per tonne per Km	per tonne per Km	per tonne per Km	
up to 20	Rate (ex GST)	.40	.70	2.60	1.30	.90	.64	.40	
	GST amount	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Price Tendered (incl GST)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
up to 40	Rate (ex GST)	.33	.58	2.20	1.10	.62	.43	.34	
	GST amount	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Price Tendered (incl GST)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
up to 60	Rate (ex GST)	.30	.50	1.50	.75	.45	.40	.32	
	GST amount	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Price Tendered (incl GST)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
up to 80	Rate (ex GST)	.28	.45	1.00	.54	.40	.38	.30	
	GST amount	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Price Tendered (incl GST)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
up to 100	Rate (ex GST)	.25	.40	.85	.50	.38	.35	.28	
	GST amount	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Price Tendered (incl GST)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Above 100	Rate (ex GST)	.24	.35	.85	.50	.38	.30	.28	
	GST amount	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Price Tendered (incl GST)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

* \$90/hr for smaller loads → 6 wheeler
all other rates are semi and dog rates *

ITEM	NOTES
1	Description Included are the indicative density of products in tonnes/cubic metre
2	Pricing schedule is set out in 20km increments
3	Please include any other costs relating to delivery costs
4	Can you please supply a delivery rate for the movement of General 'Other' Materials (i.e., rocks, sludge, etc.)



11.2 UPDATE ON CARBON PRICE MECHANISM

REFERENCE: D2014/11970 (TAC) – D2014/12724

PURPOSE OF REPORT

To update Council on the carbon price removal and possible options for dealing with carbon price funds collected by the EMRC and other landfill owners as part of the now repealed Carbon Price Mechanism.

KEY ISSUES AND RECOMMENDATION(S)

- The EMRC's fees and charges were amended as of 1 September 2014 to reflect the removal of the carbon price mechanism.
- The Federal Government has stated its expectation, that where possible, funds collected in anticipation of future carbon tax liabilities will be returned to customers and ratepayers.
- The Federal Government has been in discussion with the Australian Landfill Owners Association (ALOA), the Waste Management Association of Australia (WMAA) and the Australian Local Government Association (ALGA) about the fate of funds collected for future carbon liabilities.
- ALOA have proposed a possible treatment option for these collected monies.

Recommendation(s)

That the report be received.

SOURCE OF REPORT

Director Waste Services

BACKGROUND

Following the repeal of the Carbon Price Mechanism (CPM) in July 2014, the EMRC's fees and charges were amended to remove the carbon price component where applicable and at the 21 August 2014 meeting of Council, it was resolved (Ref: D2014/11180):

"That Council by absolute majority, in accordance with section 6.16(3)(b) of the Local Government Act 1995, adopts the amended fees and charges for 2014/2015 forming an attachment to this report".

This resulted in a reduction in the gate fee of \$6.90 (ex GST)/tonne to fees and charges which had been subject to the carbon price component.

REPORT

From 1 September 2014, the EMRC's waste disposal fees and charges have reflected the removal of the carbon price component in accordance with advice from the Australian Government's Department of Environment. As noted in the August 2014 Council report, customers may be entitled to a refund of the carbon price component of fees and charges for waste disposal fees collected between 1 July 2014 and 31 August 2014.

The repeal of the CPM has left the EMRC and many other liable landfills with revenue collected to fund a future CPM liability that no longer exists beyond the final payment of carbon tax liabilities in February 2015. Nationally, the funds collected by landfill owners are estimated to be \$200 million. In the EMRC's case, approximately \$3.2 million has been collected in a reserve with the final payment of carbon tax liability for emissions in 2013-2014 estimated at approximately \$200,000.



Item 11.2 continued

The Federal Minister for the Environment, the Hon. Greg Hunt MP, wrote to the Waste Management Association of Australia (WMAA) on 6 August 2014 advising the Government's expectation that, where possible, funds collected in anticipation of future carbon tax liabilities will be returned to customers and ratepayers. He noted that where contractual arrangements exist it will be possible for these funds to be returned but in other cases landfill operators will need to consider the best way to return these funds, for example by reduced gate fees, rates or other charges. He states in this letter that where it is impractical to return funds, the Government is willing to discuss a process for landfill operators to make a positive environmental contribution by making new and additional emissions reduction activities and returning abatement units to the Government. The Minister undertook to work with ALOA and the Australian Local Government Association on a way forward that ensures all reasonable efforts are made to return funds to customers and seek agreement on the use of funds that cannot be returned to customers.

The Australian Landfill Operators Association (ALOA), representing landfill operators who collect about 65% of the waste received in Australia, has been in negotiation with the Federal Government over the fate of these collected funds. Based on the premise that it is very hard to "refund" any of the Carbon Tax monies to the end consumer through a supply chain, ALOA has developed a Carbon Tax closure proposal as follows:

1. Future liability monies be refunded to Council customers (or in the EMRC's situation the member Councils).
2. For other customers, each landfill owner will discharge its carbon liability by committing to new carbon abatement infrastructure or by purchasing carbon offset credits.

The suggested closure approach is:

1. Future emissions calculation (long term carbon liability post 2013/2014 for waste deposited between July 2012 and June 2014):
 - a. Calculate the emissions liability arising from the Carbon Tax waste using the solid waste calculator under the National Greenhouse and Energy Reporting Scheme (NGERS);
 - b. Deduct from the long term carbon emissions liability number the number of emission units surrendered for the waste received between July 2012 and June 2014 as calculated in the NGERS report; and
 - c. The resulting number (in tonnes CO₂-e) being the future emissions liability post 2013/2014.
2. Conversion to dollars:
 - a. ALOA proposes that regard should be given to the international carbon price. Using a suggested proportion of EUA's (emission units created under the European Union Emissions Trading Scheme) and CER's (emissions created under the Clean Development Mechanism) and July 2014 prices, the estimated figure for future emissions would be A\$8.17.
3. Contract with the Clean Energy Regulator:
 - a. To give other customers comfort that a future emission liability has been acquitted, ALOA proposes that a landfill owner should enter into a contract with the Clean Energy Regulator to confirm the monetary figure as determined from 1(c) and 2(a) above would be spent on carbon abatement infrastructure or the purchase of carbon offset credits. The contract would require that the expenditure would take place prior to 1 July 2016.

Carbon abatement infrastructure could include any infrastructure or equipment which would result in the reduction of greenhouse gas emissions or the sequestration of carbon. Examples are solar panels or cogeneration, upgraded lighting, use of alternate fuels and facilities designed to divert organic waste from landfill.



Item 11.2 continued

Carbon offset credits – an option would be the purchase of Australian Carbon Credit Units (ACCU's) generated from the Carbon Farming Initiative (CFI). Alternatively, it may be feasible to use units generated from other international carbon offset schemes such as CER's.

The landfill owner could also choose to pay the amount of the future liability monies directly to the Clean Energy Regulator.

ALOA will be meeting with the Minister for the Environment on 16 October 2014 to finalise the arrangements for the proposed use of carbon tax monies. According to ALOA, the proposed deal is that landfill owners will refund one third of carbon tax monies collected back to Councils less 15% for administration costs. Of the remaining two-thirds, half will be required to be spent on carbon abatement infrastructure or the purchase of carbon offset credits as discussed above with the other half to be retained by the landfill owner.

ALOA will be seeking a commitment from the Government that the waste sector is totally removed from the liable entities regime to allow for the possibility that the CPM may be re-introduced after the next election in which case the issue will be legacy emissions between 2014 and 2016 for which no carbon price has been collected and carbon price monies will have been returned.

Officer Comment

The EMRC has written to the Minister for the Environment and ALOA with an alternative proposal for the use of carbon price funds collected by the EMRC between 1 July 2012 and 30 June 2014.

Given that Council has been setting aside funds in a specific reserve for a Resource Recovery Facility since 2000/2001, it has been proposed that all of the remaining carbon price funds collected by the EMRC, less the final payment of carbon tax liabilities in February 2015, be allowed to be used by the EMRC in its Resource Recovery Project which will deliver a reduction in greenhouse gas emissions and renewable energy generation. This project encompasses an alternative waste treatment plant at the Red Hill Waste Management Facility using anaerobic digestion technology or gasification technology, plus a Resource Recovery Park at our Hazelmere site involving a small wood waste to energy plant, a commercial and industrial waste separation plant and a materials recovery facility for household recyclables. The total cost of these projects is estimated at \$150 million.

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 1 – Environmental Sustainability

- 1.1 To provide sustainable waste disposal operations
- 1.2 To improve regional waste management
- 1.3 To provide resource recovery and recycling solutions in partnership with member Councils
- 1.4 To investigate leading edge waste management practices

FINANCIAL IMPLICATIONS

The EMRC has collected the carbon price applied to relevant fees and charges for waste disposal since 2012 as a once off charge and accumulated these carbon price monies in a special reserve. On an annual basis a portion of these monies is acquitted using the solid waste calculator to calculate the non-legacy waste gas generation for the previous financial year and then purchasing emission trading certificates for this amount. The EMRC currently holds approximately \$3.2 million in this reserve.



Item 11.2 continued

SUSTAINABILITY IMPLICATIONS

The use of the carbon tax monies for carbon abatement infrastructure or the purchase of carbon offset credits will contribute toward minimising the environmental impact of waste.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

Nil

VOTING REQUIREMENT

Simple Majority

Discussion ensued

The Director Waste Services provided a brief overview of the report.

The Director Waste Services advised that a letter will be written to the Federal Minister for the Environment and the Australian Landfill Owners Association (ALOA) regarding the EMRC's proposal for its use of funds collected for future liabilities under the Carbon Price Mechanism towards its Resource Recovery Project.

RECOMMENDATION(S)

That the report be received.

TAC RECOMMENDATION(S)

MOVED MR LUTEY

SECONDED MR CARDY

That the report be received.

CARRIED UNANIMOUSLY

COUNCIL RESOLUTION(S)

MOVED CR POWELL

SECONDED CR PULE

THAT THE REPORT BE RECEIVED.

CARRIED UNANIMOUSLY



11.3 ITEMS CONTAINED IN THE INFORMATION BULLETIN

REFERENCE: D2014/11677 (TAC) – D2014/12118

The following items are included in the Information Bulletin, which accompanies the Agenda.

1. WASTE SERVICES

1.1 COUNCIL TONNAGE COMPARISONS AS AT 30 SEPTEMBER 2014 (Ref: D2014/11679)

Discussion ensued

The CEO advised that waste tonnages were down in comparison to last year's figures and the budget. This was due to reduced commercial tonnages. The CEO advised that a review of the budget was being conducted and a meeting will be held with Veolia to discuss pricing options.

RECOMMENDATION

That the Technical Advisory Committee notes the items contained in the Information Bulletin.

TAC RESOLUTION(S)

MOVED MR LUTEY

SECONDED MR CARDY

THAT THE TECHNICAL ADVISORY COMMITTEE NOTES THE ITEMS CONTAINED IN THE INFORMATION BULLETIN.

CARRIED UNANIMOUSLY

12 REPORTS OF DELEGATES

Nil

13 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING

Nil

14 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil



15 FUTURE MEETINGS OF THE TECHNICAL ADVISORY COMMITTEE

The next meeting of the Technical Advisory Committee will be held on **Thursday 20 November 2014** at the Red Hill Waste Management Facility Administration Office, 1094 Toodyay Road, RED HILL WA 6056 commencing at 1:00 pm (**BBQ lunch provided at 12:30pm**).

Future Meetings 2014

Thursday 20 November at Red Hill Waste Management Facility

16 DECLARATION OF CLOSURE OF MEETING

There being no further business, the Chairman declared the meeting closed at 4:15pm.



16 REPORTS OF DELEGATES

Nil

17 MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

18 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING

Cr Färdig requested permission to put forward the following notice of motion for this evening's Council meeting:

"That the CEO develops a report to the next full meeting of Council, to establish a committee of Council to review the EMRC Establishment Agreement by April 2015, to provide continuity and transitional adjustment to a new Council, and to prepare the EMRC Council for the State Government boundary adjustments as a result of changes to a Council made up of six (6) member Councils to three (3) member Councils."

At the invitation of the Chairman the CEO advised that the member Council CEOs have been briefed on the impact of the Metropolitan Local Government Reform process and the EMRC had sought legal advice on a range of amalgamation scenario issues. A report was expected to be tabled at the next Council meeting on the matter.

The Chairman ruled that the matter was not sufficiently urgent enough to be dealt with under this order of business.

The Chairman gave the option of the meeting to raise the matter and called for a procedural motion:

"That Council discusses Cr Färdig's notice of motion at this evening's Council meeting."

COUNCIL RESOLUTION

MOVED CR FÄRDIG

SECONDED CR PULE

THAT COUNCIL DISCUSSES CR FÄRDIG'S NOTICE OF MOTION AT THIS EVENING'S COUNCIL MEETING.

MOTION LOST 5/7

19 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

20 FUTURE MEETINGS OF COUNCIL

The next meeting of Council will be held on **Thursday 4 December 2014** at the EMRC Administration Office, 1st Floor, Ascot Place, 226 Great Eastern Highway, Belmont WA 6104 commencing at 6:00pm.

Future Meetings 2014

Thursday 4 December at EMRC Administration Office
 January 2015 (recess)

21 DECLARATION OF CLOSURE OF MEETING

There being no further business, the meeting was closed at 7:06pm.