

Central Metropolitan Zone Minutes

12 February 2026

**Hosted by the
Shire of Peppermint Grove
1 Leake Street, Peppermint Grove**

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PRIORITISATION FRAMEWORK

How to use the Framework:

- If the majority of the factors are towards the left column, the issue is a high priority.
- If the majority of the factors are towards the middle, the issue requires action, but is not a high priority.
- If the majority of the factors are towards the right column, the issue is a low priority.

Impact on Local Government Sector Impact on Local Government sector without intervention	High	Medium	Low
Reach Number of member Local Governments affected	Sector-wide	Significant (multiple regions, Zones, or bands)	Few
Influence Capacity to influence decision makers	High	Medium	Low
Principles Alignment to core principles such as autonomy, funding, general competence	Strong	Partial	Peripheral
Clarity Policy change needed is clear and well-defined	Clear	Partial	Unclear
Decision-maker support Level of support among decision-makers (political and administrative)	High	Medium	Low
Public support Level of support among the public or other stakeholders	High	Medium	Low
Positive consequences for WALGA Prospect of positive consequences for WALGA. E.g. enhanced standing among members or leverage for other issues.	High	Medium	Low
Negative consequences for WALGA Prospect of negative consequences for WALGA for not undertaking the advocacy effort. E.g. diminished standing among members or other stakeholders.	High	Medium	Low
Partnerships Potential for partnerships with other stakeholders	Yes (3+)	Possibly (1-2)	No (0)

ANNOUNCEMENTS

Zone Delegates were requested to provide sufficient written notice, wherever possible, on amendments to recommendations within the State Council or Zone agenda to the Zone Chair and Secretariat prior to the Zone meeting.

Agenda Papers were emailed 7 days prior to the meeting date.

Confirmation of Attendance An attendance sheet was circulated prior to the commencement of the meeting.

ATTACHMENTS

1. Department of Local Government, Industry Regulation and Safety Update report
2. Minutes of previous meeting
3. Zone Status Report
4. President's Report
5. Central Metropolitan Zone Standing Orders

1 OPENING, ATTENDANCE AND APOLOGIES

1.1 OPENING

Zone Chair, Cr Liam Gobbart opened the meeting at 6:03pm.

1.2 ATTENDANCE

MEMBERS	2 Voting Delegates from each Member Local Government
Town of Cambridge	Cr Kate Barlow Cr Ben Mayes Mrs Bronwyn Rose, Director Corporate and Commercial Services - non-voting
Town of Claremont	Cr Paul Kelly Cr Ryan Fernandes
Town of Cottesloe	Cr Helen Sadler
Town of Mosman Park	Cr Nick Lonie Mr Pierre Quesnel, Acting Chief Executive Officer - non-voting
City of Nedlands	Commissioner David Caddy (Deputy) Commissioner Bianca Sandri Mr Santosh Amasi – Director Technical Services- non-voting
Shire of Peppermint Grove	President Karen Farley Cr Charles Hohnen Mr Don Burnett, Chief Executive Officer - non-voting
City of Perth	Cr David Goncalves

	Cr Liam Gobbert (Chair)
City of Subiaco	Cr Daniel Fyffe
City of Vincent	Mayor Alison Xamon
WALGA Secretariat	Ms Rachel Horton, Executive Manager Advocacy Ms Taysha Sullivan, Media and Communications Advisor Ms Conor Macgill, Senior Policy Advisor, Waste Management

1.3 APOLOGIES

Town of Claremont	Mr Tim Clynych, Chief Executive Officer (Temporary) - non-voting
Town of Cottesloe	Cr Lorraine Young Mr Mark Newman, Chief Executive Officer – non-voting
Town of Cambridge	Ms Lisa Clack, Chief Executive Officer - non-voting
Town of Mosman Park	Cr Sarah Corbyn Cr Russell Armstrong Ms Natalie Martin Goode, Chief Executive Officer - non-voting
City of Nedlands	Commissioner Catherine Hart Mr Arthur Kyron, Acting Chief Executive Officer - non-voting
City of Perth	Ms Michelle Reynolds - Chief Executive Officer - non-voting
City of Subiaco	Cr Rosemarie de Vries Mr Colin Cameron - Chief Executive Officer - non-voting
City of Vincent	Cr Nicole Woolf Mr David MacLennan Chief Executive Officer – non-voting

2 ACKNOWLEDGEMENT OF COUNTRY

We, the Zone members acknowledge the continuing connection of Aboriginal people to Country, culture and community. We embrace the vast Aboriginal cultural diversity throughout Western Australia, including Boorloo (Perth), on the land of the Whadjuk Noongar People, where this meeting is being held and we acknowledge and pay respect to Elders past and present.

3 DECLARATIONS OF INTEREST

Nil.

4 DEPUTATIONS

Nil.

5 AGENCY REPORTS

5.1 DEPARTMENT OF LOCAL GOVERNMENT, INDUSTRY REGULATION AND SAFETY UPDATE REPORT

The February report from the Department of Local Government, Industry Regulation and Safety (DLGIRS) was enclosed as an attachment to the Agenda.

Noted

6 CONFIRMATION OF MINUTES

The previous meeting Minutes of the Central Metropolitan Zone have been circulated to Zone Delegates and was provided as an attachment within the Agenda.

RESOLUTION

Moved: Mayor Alison Xamon
Seconded: Cr David Goncalves

That the Minutes of the meeting of the Central Metropolitan Zone held on 20 November 2025 be confirmed as a true and accurate record of the proceedings.

CARRIED

7 BUSINESS ARISING

7.1 STATUS REPORT

A Status Report outlining any recent updates and/or actions taken on the Zone's previous meetings resolutions for both State Council and Zone items was provided as an attachment. These item updates will remain on the Status Report until completed or no further action is required by WALGA.

Noted

8 ZONE BUSINESS

8.1 STANDARDISATION OF ROAD MANAGEMENT AGREEMENTS BETWEEN LOCAL GOVERNMENTS

By City of Nedlands

BACKGROUND

Local Governments across Western Australia regularly enter into Boundary Management Agreements (BMA) with neighbouring Local Governments and other road authorities to define responsibilities for construction, maintenance, renewal and liability of shared or boundary roads.

Currently, there is no consistent or standardised approach to the structure, terminology, risk allocation, or operational responsibilities contained within BMAs. As a result, agreements/MoU vary significantly between Local Governments, often requiring substantial legal review, negotiation and resourcing for each individual agreement.

This lack of consistency leads to:

- Increased legal and administrative costs
- Delays in execution of agreements and delivery of works
- Inconsistent risk allocation and liability exposure
- Ongoing disputes or uncertainty regarding maintenance and operational responsibilities

Given the frequency with which BMAs are required across the sector, the absence of a standardised framework represents an inefficiency that impacts multiple Local Governments and strains already limited resources.

A sector-endorsed, best-practice BMA template or suite of standard clauses would support consistency and improve risk management across the Local Government sector, while still allowing flexibility for site-specific or context-specific variations.

SECRETARIAT COMMENT

The Metropolitan Regional Road Group identified that non-existent or outdated agreements between neighbouring Local Governments governing the management of boundary roads is an impediment to timely and effective delivery of road projects. During 2025, WALGA reviewed a sample of agreements and drafted a template agreement. The template is designed for use by Local Governments and includes standard clauses. It was subject to a legal review and is available from the WALGA website [here](#).

RESOLUTION

Moved: Commissioner Bianca Sandri

Seconded: Commissioner David Caddy

That the Central Metropolitan Zone requests WALGA to investigate and develop a standardised Road Management Agreement framework, including template agreements and/or standard clauses, for use by Local Governments across Western Australia, in consultation with member Local Governments and relevant road authorities.

CARRIED

8.2 2026 REGIONAL STATE COUNCIL MEETING

By Kathy Robertson, Manager Association and Corporate Governance, WALGA

At the November 2025 meeting, the Central Metropolitan Zone resolved to:

1. host the May 2026 Regional State Council meeting;
2. appoint the City of Perth as the host Local Government; and
3. appoint the City of Perth CEO to act as liaison between the Zone and WALGA in planning the Regional State Council meeting.

Since the November meeting, WALGA (on the suggestion of a State Councillor) has decided to swap the dates for the Country and Metropolitan Regional meetings for this year. That is, where it was previously advised that the Metropolitan meeting would be in May, it will instead be held in September.

The Country Regional meeting is a two-day event, giving State Councillors plenty of time to network and interact outside of the boardroom. Pulling the Country meeting forward to May would give new State Councillors an opportunity to get to know their colleagues better, earlier in their term.

The new date for the 2026 Metropolitan Regional State Council meeting is **Wednesday, 2 September 2026**.

The revised date does not impact the structure of the Metropolitan meeting.

Further information about the proposed program will be provided to the Zone closer to the date.

Noted

8.3 2026 LOCAL GOVERNMENT HONOURS AWARDS

By Kathy Robertson, Manager Association and Corporate Governance, WALGA

BACKGROUND

The Honours Program recognises and celebrates the outstanding achievements and lasting contributions made by Elected Members and officers to their respective Local Government, the Local Government sector, WALGA and the wider community.

There are five awards in the 2026 Program:

1. Local Government Medal
2. Life Membership
3. Eminent Service Award
4. Merit Award
5. Young Achievers Award

All Local Government Elected Members and officers are eligible for nomination for each award.

Nominations are open now and will close at **5:00pm on Thursday, 2 April 2026**.

Further information about the 2026 Honours Program, including the nomination form and guidelines for preparing nominations, are available on the [WALGA website](#).

All awards will be presented later this year at the WALGA Local Government Awards event. More details about the event will be announced shortly.

For more information contact Habiba Farrag, State Council Governance Officer, on 9213 2050 or via email honours@walga.asn.au.

Noted

8.4 WATER MANAGEMENT DISCUSSION PAPER UPDATE

By Rebecca Brown, WALGA Policy Manager Environment and Waste

EXECUTIVE SUMMARY

- WALGA has developed a Water Management in Western Australia Discussion Paper exploring issues for Local Governments in managing water resources.
- To inform the Discussion Paper, WALGA undertook research and direct engagement with the sector and reviewed existing Water Advocacy Positions and feedback from WALGA Zones.
- Based on this consultation, the Discussion Paper identifies water security and water efficiency as key themes.
- Feedback on the Discussion Paper will inform the development of a new water management advocacy position.
- Zones and Local Governments are encouraged to provide comments to WALGA by 12 March 2026.

POLICY IMPLICATIONS

This item relates to [WALGA Advocacy Positions](#) 3.1.1 Service Delivery to Aboriginal Communities, 4.3 Clearing Permits and Water Licenses and Permits, 6.10 Public Open Space (POS) and 6.14 Planning for Water.

ATTACHMENT

- [Water Management in Western Australia Discussion Paper](#)

BACKGROUND

Local Governments contribute to the management of water through strategic planning, land management, development approvals, community behaviour change and, in some cases, direct water service provision. Local Governments' role in water service provision includes drainage, water use and re-use and aspects of wastewater and sewerage services. The challenges for future water management are escalating across Western Australia due to population growth, climate change and increased competition for limited water resources.

To inform the Discussion Paper WALGA reviewed its existing Water Advocacy Positions and motions, feedback from WALGA Zones and undertook research and direct consultation with the sector. Consultation included workshops with both metropolitan and non-metropolitan Local Governments, an online session with 40 officers focused on water security and efficiency and a regionally focused session with 30 Local Government representatives exploring the barriers to being waterwise in a regional setting. In addition, WALGA conducted 14 one-on-one interviews with officers from 22 metropolitan, regional and remote Local Governments to better understand key issues. Further insights were gained

through meetings with officers from the Department of Water and Environmental Regulation and the Water Corporation, as well as internal discussions with WALGA.

COMMENT

From consultation and research WALGA has undertaken with Local Government, two key themes consistently emerged - water security and water efficiency.

Water security relates to the reliable availability, adequate quantity and acceptable quality of water needed to support human health, economic development and environmental amenity. Issues identified include:

- **Infrastructure:** Funding to repair and upgrade aging Local Government water infrastructure including irrigation, drainage and stormwater systems and to improve reliability of State-managed assets.
- **Alternative Sources:** Diversifying water supply through non-traditional sources such as recycled water, stormwater harvesting, or desalination to support community assets.
- **Licensing:** Reforming the current water licensing system, including equity, access and regulatory enforcement.
- **Access:** Addressing barriers to equitable water access, particularly for regional and remote communities.
- **Use:** Planning for water allocation and consumption across sectors.

Water efficiency is focused on reducing unnecessary water loss through better practices, technologies and infrastructure. Issues identified include:

- **Technology:** Adopting waterwise technologies to enhance water efficiency.
- **Water Literacy and behaviour change:** Increasing water literacy within Local Government and the community to support change management and adaptation within communities.
- **Water Sensitive Urban Design:** Improving understanding to encourage the adoption of efficient technologies and design standards to reduce water consumption across public and private infrastructure.

Local Governments across Western Australia are addressing water security and efficiency through various actions across strategic infrastructure planning, innovative water management practices and community awareness. A new Water Management Advocacy Position will ensure WALGA can effectively advocate on behalf of the sector in relation to this issue. The Discussion Paper includes options to address these issues and questions for the sector relating to each of the key areas.

Feedback on the Discussion Paper will inform the development of a new water management advocacy position. All Zones and Local Governments are encouraged to provide comments to WALGA by 12 March 2026.

Noted

8.5 CONSULTATION ON DRAFT CLIMATE CHANGE ADVOCACY POSITION

By Rebecca Brown, WALGA Policy Manager Environment and Waste

EXECUTIVE SUMMARY

- WALGA is undertaking consultation on a revised Climate Change Advocacy Position.
- This Draft was developed following initial consultation, consideration by State Council in March 2025 and feedback from the Environment Policy Team of State Council.

- Since WALGA's current Advocacy Position and Policy Statement were endorsed in 2018, there have been significant legislative, policy, technological and scientific changes.
- An updated Climate Change Advocacy Position, which complements other WALGA Advocacy Positions, will provide a sound basis for WALGA's advocacy.
- WALGA is seeking Council endorsed feedback by 1 May 2026.

POLICY IMPLICATIONS

This item is intended to replace WALGA's 2018 Climate Change [Advocacy Position](#) and [Policy Statement](#).

ATTACHMENT

The Consultation Paper is available [online](#).

BACKGROUND

Climate change, and related legislation, policy and action, have implications for many aspects of Local Governments' operations and services. More frequent and severe droughts, heatwaves, bushfires, extreme rainfall events and warming, rising sea levels are increasing the costs and complexity of delivering critical services, infrastructure and ensuring community wellbeing.

In 2018, State Council endorsed a [Climate Change Policy Statement](#) and advocacy position, following extensive sector consultation. Since this Advocacy Position was adopted there have been significant legislative, policy, technological and scientific changes, including:

- The national Climate Change Act 2022 and the Western Australian Climate Change Bill 2023.
- The Local Government Amendment Act 2023, which expanded Western Australian Local Governments' general function to include planning for, and mitigating, the risks associated with climate change.
- The release of the Australian Government's National Climate Risk Assessment and National Adaptation Plan in 2025.
- Escalation of the transition to renewable energy, uptake of electric vehicles and energy efficiency standards under the National Construction Code.
- Climate science and projections (international, national and WA specific) have also become clearer regarding the risks posed by climate change and the need for action to address the consequential impacts.

COMMENT

It is important that the WALGA climate change advocacy position is updated to reflect these changes and the consequent needs and priorities of Local Governments. An updated climate change advocacy position, which complements other WALGA advocacy positions, will provide a sound basis for WALGA's advocacy.

Following initial consultation, consideration by State Council in March 2025 and feedback from the Environment Policy Team, WALGA has developed a revised, draft Climate Change Advocacy Position for Local Government feedback.

WALGA Environment and Waste Team members will be attending Zone meetings in April 2026 to support zone discussions on the draft Advocacy Position.

WALGA is seeking Council endorsed feedback on the draft Climate Change Advocacy Position by **COB Friday, 1 May 2026**. Feedback can be provided to environment@walga.asn.au.

Following consideration of this feedback a final draft Advocacy Position will be developed and provided to Zones and State Council for consideration, expected to be in July 2026.

Noted

8.6 DISASTER READY FUND: ROUND 4 ANTICIPATED TO OPEN IN MARCH 2026

By Rachel Armstrong, Policy Manager Emergency Management

The Disaster Ready Fund (DRF) is the Australian Government's key funding program to support projects that reduce disaster risk and strengthen community resilience.

Round Four of the DRF is expected to open in March 2026 with approximately \$200 million available nationally. A strong focus on *construction-ready*, infrastructure-based mitigation projects with clear risk reduction benefits is expected. This is similar to Round 3 which prioritised infrastructure-based projects such as flood levees, cyclone shelters, warning systems. A list of Round 3 projects funded is available at [Disaster Ready Fund | NEMA](#)).

WALGA is providing early notice to Zones and member Local Governments to consideration of both individual and collaborative project opportunities, and pre-planning ahead of the formal announcement.

The DRF is administered by DFES, in Western Australia. Further information is available at [Disaster Resilience Grants - Department of Fire and Emergency Services](#) and by emailing DisasterResilienceGrants@dfes.wa.gov.au.

DRF Round 4 is likely to be released in March 2026, and encourage Local Governments to consider shared or individual disaster risk reduction projects

WALGA will advise the Sector when the DRF is formally announced.

Noted

9 WALGA STATE COUNCIL AGENDA

Zone Delegates are invited to read and consider the WALGA State Council Agenda, which has been provided as an attachment with this Agenda and can be found via the link [here](#).

The Zone can provide comment or submit an alternative recommendation on any of the items, including the items for noting. The Zone comment will then be presented to the State Council for consideration at their meeting.

The State Council Agenda items requiring a decision of State Council are extracted for Zone consideration below.

9.1 AVIATION ADVOCACY POSITIONS

By Negar Nili, Policy Officer Transport and Roads

EXECUTIVE SUMMARY

- Two new Advocacy Positions are proposed to strengthen WALGA's aviation advocacy framework and to inform WALGA's response to future inquiries and/or consultation relating to aviation.
- The aim of the new positions is to provide clearer and more contemporary guidance on:
 - the sustainability and ongoing viability of Local Government-owned regional airports; and
 - the affordability, reliability and accessibility of regional and remote air services for Western Australian communities.
- The proposed positions will assist WALGA to advocate more effectively on behalf of its Members by:
 - clearly articulating the essential service role of aviation in regional, rural and remote Western Australia;
 - strengthening WALGA's capacity to engage with State and Commonwealth governments on aviation policy and funding; and
 - supporting Local Governments facing regulatory, financial and service-delivery challenges associated with regional aviation.
- The development of the proposed Advocacy Positions has been informed by engagement with a sample of Local Governments, which highlighted shared concerns regarding high regional airfares, service reliability, capacity constraints and the role of aviation in supporting health access, emergency response and regional economic development.
- WALGA currently has two existing aviation Advocacy Positions; however, feedback from Local Governments clarified that the inclusion of additional, targeted policy positions is essential to better reflect contemporary challenges and to strengthen support for Councils.
- The proposed positions build on existing WALGA policy and provide a stronger basis for:
 - sector advocacy;
 - engagement with State Council and Zones to seek feedback; and
 - informing WALGA's potential submission to the Productivity Commission Inquiry into Regional Airfares.

POLICY IMPLICATIONS

The current [WALGA Advocacy Positions](#) relating to Aviation are positions 5.9 Aviation and 5.9.1 Airfare Pricing in Regional Western Australia. The proposed new positions would be in addition to these existing positions.

5.9 Aviation

Position Statement *The Local Government sector supports the Department of Transport's State Aviation Strategy 2020, with more focus required on non-RPT airports to ensure it is representative of all of WA, more focus on general aviation development across WA and noting that the preferred ownership and governance of Local Governments is Council Controlled Organisations. The Local Government sector advocates for a clear position on the economic benefit of airports in regional areas to be included in the future state wide Airports State Planning Policy.*

5.9.1. Airfare Pricing in Regional Western Australia

Position Statement *The Local Government sector supports:*

- 1. An evidence-based assessment commissioned by the State Government to determine the degree to which market structure and other factors influence the cost of providing air services on each route, the pricing structure offered and the actual prices paid.*
- 2. The State Government providing oversight of airfares ensuring transparency, encouraging partnerships between Local Governments and airline carriers to grow the market and the provision of subsidies in some situations.*

BACKGROUND

Aviation plays a critical role in Western Australia, particularly for regional, rural, and remote communities, by providing essential connectivity for access to healthcare, education, employment, and social engagement. Reliable and affordable air services are also vital to regional economic development, workforce mobility, and community resilience, especially where alternative transport options are limited.

WALGA's advocacy on aviation is underpinned by its existing policy framework, which emphasises the need for safe, reliable, and cost-effective air services across regional and remote Western Australia. These policies highlight the critical role of aviation in enabling regional connectivity, supporting service delivery, and contributing to economic development, while recognising the operational and regulatory responsibilities faced by Local Government-managed airports.

WALGA has also contributed to State-level policy development including the State Aviation Strategy 2020. This strategy supports key initiatives including regulating certain routes to support a sustainable service, the Regional Airfare Zone Cap, Regional Airports Development Scheme and regulation of closed charters in some situations. It is anticipated that the Department of Transport and Major Infrastructure will review and refresh the State Aviation Strategy in 2026-27.

At the national level, WALGA engaged in consultation processes leading to the Green and White Papers on Regional Transport and Aviation, representing Local Government perspectives and regional needs.

Two recently initiated inquiries — the Productivity Commission Inquiry into the determinants of regional airfares and the Senate (Rural and Regional Affairs and Transport References Committee) Inquiry into the State of Australia's Aviation Sector and its ability to deliver reliable and affordable services to rural, regional and remote communities — provide important opportunities to review and improve policies supporting regional aviation. Both inquiries have overlapping focus areas, including affordability, government intervention, and impacts on regional communities.

To inform its responses to both inquiries, WALGA has engaged with a sample of Local Governments to understand their experiences, challenges, and priorities for regional air services. This engagement has clarified the needs of Local Governments and communities, forming the basis for developing two proposed new Advocacy Positions to support Members and advocate for improved connectivity, affordability, and service sustainability across regional Western Australia.

NEW ADVOCACY POSITIONS

Regional Airports

Position Statement *WALGA supports the sustainable operation of Local Government owned regional airports and advocates for proportionate regulatory frameworks, targeted funding, and operational guidance to ensure safe, efficient, and resilient airport infrastructure and services.*

Background Regional airports are vital for connectivity, economic development, tourism, health access, and emergency response in Western Australia. Local Governments operating regional airports face increasing regulatory and operational pressures, including aviation security requirements, compliance obligations, ageing infrastructure, and limited staffing capacity. Many Council-owned airports cover day-to-day operating costs but lack sufficient capital to fund major infrastructure renewal or security upgrades. Airports that support both community access and FIFO activity can face additional funding constraints despite their ongoing role in servicing regional communities. These challenges highlight the need for regulatory settings and funding arrangements that reflect airport scale, risk profile, and regional operating conditions.

Regional and Remote Air Services

Position Statement *WALGA advocates for reliable, affordable, and equitable regional air services, calling for greater oversight of airline pricing practices, including transparent fare structures and equitable access to discounted and lower-cost fares, to mitigate the impacts of limited competition and dynamic pricing on regional residents, businesses, and essential travel. WALGA also promotes the continued viability of essential routes and recognises regional aviation as an essential service supporting community access, workforce mobility, and regional economic development.*

Background

Regional communities rely on air services for essential travel, including access to health care, employment, education, and family connections, particularly where alternative transport options are limited. High airfares, limited availability of lower-cost seats, and opaque pricing structures reduce affordability for residents and businesses, even in markets with more than one airline. Regional air services are also vulnerable to sudden service reductions or route withdrawals, which can isolate communities and disrupt economic and social activity. These challenges underscore the importance of policy settings that support affordability, service continuity, and equitable access.

COMMENT

Engagement with a sample of Local Governments operating airports with Regular Passenger Transport (RPT) services highlighted operational, financial, and service delivery issues affecting both Council-owned airports and regional air services.

Key matters raised by Councils include:

- Airline pricing and equitable access: Complex, opaque, and highly variable fare structures; limited availability of lower-cost seats; competition does not always deliver affordable or equitable outcomes.
- Aviation security requirements: Standards designed for larger airports impose significant operational and financial burdens, with outdated equipment, regulatory ambiguities, and high upgrade costs creating compliance challenges.
- Funding and resource constraints: Many Councils operate airports with limited staff and capital; while day-to-day operating costs may be covered, major infrastructure renewal or expansion and security upgrades are often unfunded.
- Service continuity and reliability: Regional air services are fragile, with sudden route reductions or withdrawals impacting essential travel, community connectivity, and local economies.
- Coordination across governments and industry: Fragmented policy, regulatory, and funding arrangements limit Local Governments' ability to respond quickly to changes, highlighting the need for improved collaboration.
- Regional aviation as an essential service: Airports and air services underpin health access, emergency response, tourism, economic development, and social cohesion, demonstrating their broader value beyond transport alone.

Based on these issues and priorities identified through Local Government engagement, WALGA has developed the two proposed Advocacy Positions above on aviation – one focusing on regional airports and the other on regional and remote air services – to address the challenges of affordability, accessibility, operational sustainability, and service continuity for regional communities.

WALGA RECOMMENDATION

That State Council endorse two new Advocacy Positions on Aviation as follows:

1. Regional Airports
WALGA supports the sustainable operation of Local Government owned regional airports and advocates for proportionate regulatory frameworks, targeted funding,

and operational guidance to ensure safe, efficient, and resilient airport infrastructure and services.

2. Regional and Remote Air Services

WALGA advocates for reliable, affordable, and equitable regional air services, calling for greater oversight of airline pricing practices, including transparent fare structures and equitable access to discounted and lower-cost fares, to mitigate the impacts of limited competition and dynamic pricing on regional residents, businesses, and essential travel. WALGA also promotes the continued viability of essential routes and recognises regional aviation as an essential service supporting community access, workforce mobility, and regional economic development.

RESOLUTION

Moved: Cr Kate Barlow

Seconded: Mayor Alison Xamon

That the Central Metropolitan Zone supports the WALGA recommendation for State Council Agenda item 9.1 as contained in the State Council Agenda and as provided above.

CARRIED

9.2 OTHER STATE COUNCIL AGENDA ITEMS

Zone Delegates are invited to raise for discussion, questions or decision any of the items in the State Council Agenda, including the items for noting, Policy Team and Committee Reports or the Key Activity Reports.

10 EXECUTIVE REPORTS

10.1 WALGA PRESIDENT'S REPORT

Cr Paul Kelly, Deputy President presented the President's Report. The report was enclosed as an attachment to the Agenda.

Noted

10.2 STATE COUNCILLOR'S REPORT TO THE ZONE

Central Metropolitan Zone State Council representatives, Cr Paul Kelly and Cr Helen Sadler provided an update on the activities of State Council since the last Zone meeting.

Noted

11 OTHER BUSINESS

Nil.

12 NEXT MEETING

The next meeting of the Central Metropolitan Zone will be held on Thursday, 23 April 2026 at the City of Perth commencing at 6:00pm.

13 CLOSURE

There being no further business the Chair declared the meeting closed at 6:31pm.