



UNCONFIRMED MINUTES OF MEETING

Meeting of the Community Consultative Committee (CCC) of the Shire of Christmas Island held at the George Fam Centre at 16.30pm Tuesday 8th September 2026

1 Declaration of Opening of Meeting / Announcement of Visitors

1.1 Chairperson Steven PEREIRA opened meeting 4.30pm

Welcomed CITA representative David WATCHORN appearing via video link

1.2 Chairperson Steven PEREIRA advised by Chris SU that the meeting, being a Committee Meeting and not a Council Meeting, was not required to be recorded and presently was not. If the CCC wished to have the meeting filmed, Chris SU advised that a show of hands from members would suffice.

Chairperson Steven PEREIRA requested the membership to grant permission by a show of hands; unanimous agreement in the meeting.

Meeting recording commenced 4.31pm.

2 Record of Attendance/Apologies/Leave of Absence/Declarations of Financial, Proximity or Impartiality Interest

Attendees:

Community Consultative Committee

Shire President

Councillor

Islamic Council of CI

Poon Saan Club

Malay Association of CI

CI Tourism Association

CI Neighbourhood Centre /CRC

Phosphate Resources Limited

Shire CEO (Acting)

Shire of CI Director of Planning

Steven **PEREIRA** (Chairperson)

Stephanie **LAI**

Sultan **SAYED** (16.34pm)

Suzane **CHAN**

Jacky **TEH** (voting for PSC)

Hafiz **MASLI**

David **WATCHORN** (video-link)

Oliver **LINES**

Khaliesha **AMIN**

Kevin **WILSON** acting for David **PRICE**

Chris **SU**

Apologies:

CI Christian Fellowship

Shire Councillor

Stephen **ELLIOTT**

Kelvin **LEE**

Absent:

CI Women's Association

Chinese Literary Association

Union of CI Workers

Jessica **SEET**

Kim **LAI**

Gordon **THOMSON**

SOCI Youth Advisory Committee

TBA

Visitors:

Office of the Administrator
Administrator of CI and CKI

Farzian **ZAINAL**

3.1 Confirmation of Minutes 11th June 2025

CCC Resolution –

Moved: MASLI

Seconded: LEE

Res. No: CCC1/2026

That the CCC confirm that the minutes of the 11th June 2025 are a true and accurate record.

For:

Shire President
Shire Councillor
Acting Shire CEO
Poon Saan Club
Malay Association of CI
CI Tourism Association
Islamic Council of CI
CI Neighbourhood Centre /CRC
Phosphate Resources Limited
Shire of CI Director of Planning

Steven **PEREIRA** (Chairperson)
Stephanie **LAI**
Kevin **WILSON**
Jackie **TEH**
Hafiz **MASLI**
David **WATCHORN** (video-link)
Sultan **SAYED**
Oliver **LINES**
Khaliesha **AMIN**
Chris **SU**

Against:

None

Carried: 10 /0

3.2 Action Items

Chris SU requested leave to report the resolution of the Action Items from the last meeting in writing to the CCC to leave more time to discuss the Agenda Business – QANTAS Announcement of 1 September 2026.

4. Agenda Business

4.1 QANTAS announcement of 1 September 2026

4.1.1 Chairperson Steven PEREIRA provided an overview on the stats of the town hall meeting of Sunday 5th September 2026:

- 310 in person attendees on Christmas Island
- 73 by videolink from West and Home Island, Cocos
- Approximately 350 signatures to date on the petition

Chairperson Steven PEREIRA summarised that the consensus of town hall attendees was to revert to the baggage policy in place at the commencement of the QANTAS contract November 2025.

Chair called on the organisational representatives to share their views on the 1/9/2026 QANTAS announcement on behalf of their membership.

- 4.1.2 ICCI Sultan SAYED responded that people maximise luggage permissions to help offset the high cost of living on Christmas Island. ICCI put forward that for low income and elderly households, the opportunity to buy additional weight and to use the present 30kg allowance was very practical.

ICCI put there would be an outsized impact on these demographics when the policy changes. ICCI put forward their concern for the more vulnerable households on the island.

- 4.1.3 Administrator Farzian ZAINAL sought permission from the Chair to address the meeting; granted by Chair.

Administrator ZAINAL concurs with the high cost of living position put by ICCI and acknowledges the outsized impact on lower disposal income IOT residents. Stated that QANTAS has not given enough consideration to the remoteness of the IOTs in their *unilateral decision*.

Advised of her media statement that luggage is a critical pathway to access goods and services for residents. Advised that she would be taking up the matter with QANTAS, with the full support of the Member for Lingiari and the Minister for Territories. Administrator's position was that it was not a *reasonable position taken by QANTAS* and that they have not heeded feedback provided to them by her and that this was an *operational decision by QANTAS that has not reflected the needs of the communities*.

- 4.1.4 Chairperson PEREIRA advised that the matter is being elevated to the Member for Lingiari, with the town hall petition to be lodged with the House of Representatives. Repeated a theme raised at the town hall around transparency of the contract – is the contract able to be unilaterally modified by QANTAS without consultation with the IOT communities, or does it require a person from the Dept. of Territories to approve it?

Noted the range of stakeholders that this will impact on from tourism event holders, tourists with kitesurf/golfing baggage, to trainers and contract workers.

Clarity also needed to be had in regards as to whether or not the material changes to the service delivery by QANTAS would be reviewable or appealable by unsuccessful tender participants?

Chairperson PEREIRA thought it was *unreasonable* that such a consequential decision in the contract can be decided upon without consultation with residents.

- 4.1.5 CITA Chairperson David WATCHORN put forward CITA's concerns with the need to balance baggage and passenger capacity. Notes that a discussion in this space earlier in the year would result in the conversation around lack of seat availability in the forward booking months.

QANTAS has made fewer seats available as the seats sold take a greater than expected volume of luggage than what QANTAS had planned for, leaving fewer seats for workers and passengers to come to the island.

David WATCHORN recounted the freighter and ship options available to residents who utilised for food, and items not available domestically in the islands.

CITA describes the situation as a *supply chain failure* that people are using the baggage allowance in such an intense way. David WATCHORN put forward that a more reliable supply chain co-ordinating the freighter, plane and ship would reduce passenger's needs to need additional baggage which would free up passenger capacity.

CITA put this would equally be useful for all the stakeholders the Chairperson mentioned. Recounted a tourism operator who lost \$16,000 in bookings in July who was unable to secure seats for their clients.

This would require significant investment but put forward that was what was needed to fix the supply chain.

- 4.1.6 Chairperson PEREIRA put that it would be useful to have actual data from pre and post QANTAS engagement on the baggage – passenger uplift balance in those two periods.

- 4.1.7 Chairperson PEREIRA recounted the 2025 announcements on cheaper freight options that have not come to pass. This only drives people to maximise the last control over the supply chain they have – personal luggage maximisation for every seat they pay for.

Chair put that once the contractor made available the opportunity to purchase the additional luggage options, it should be maintained and not withdrawn if the contractor is unable to effectively provide that ability.

Chair noted the specialised equipment that some tourists, such as divers and golfers, require whilst travelling that isn't available on the island. He did not see it feasible that this cohort would utilise the freighter option; they would require additional luggage or not be able to commit to the planned visit.

- 4.1.8 Chair put that the question of why QANTAS has come to this position when the previous provider could uplift is of concern, as is the major concern of QANTAS unilaterally making the decision without community consultation – *how can they put this out there without a lead up, without community consultation?*

Chair reiterated that it was a decision made in seclusion from the community and presented to the community as a *'take it or leave it.'*

- 4.1.9 Cr Stephanie LAI concurred; expressed that it was *'a slap in the face'* to have an immediate application of a policy applied without notice. Concurred with Administrator ZAINAL that the people should be angry – the lack of consultation was unacceptable.

Cr Stephanie LAI reiterated the theme of the town hall meeting – *was this allowed by the Department? We should find out.*

- 4.1.10 Acting CEO Kevin WILSON recalled that the November 2025 announcement told of *'5000 extra seats.'* With the change of the plane from A320 to A319 recently, was this figure still able to be delivered by QANTAS?

- 4.1.11 Chairperson concurred; if workers, residents and visitors have been finding difficulty in securing a seat to the IOTs – *where are these 5000 extra seats? In the last nine months of operations, are they on path to achieve this 5000 extra seats?* Businesses

should not have been left out if these 5000 extra seats are in operation.

- 4.1.12 Director of Policy Chris SU asked the meeting attendees on the difference in passenger and baggage uplift between the A320 and A319?
- 4.1.13 Chairperson PEREIRA advised that an A320 can uplift 180 passengers, an A319 only carries 150 passengers. The A320 has 8 compartments and A319 has 6 compartments – there is a significant decrease in its ability to uplift.
- 4.1.14 Meeting could not see how this change to a smaller aircraft with less passenger capacity with the same number of flights could generate the 5,000 additional seats.
- 4.1.15 ICCI Sultan SAYED put two scenarios to the meeting, prefacing ICCI was not criticising the present representation from the Commonwealth at the meeting, Administrator ZAINAL.

First – were Government notified beforehand? Or were the Government not informed by QANTAS before hand?

If the Government were notified by QANTAS beforehand, why has the Government allowed QANTAS to proceed, knowing that it will cause severe disruption and *not dealt with it*?

ICCI observed that the two contracting parties, the Government and QANTAS, are in charge of the execution of the contract in agreement between themselves; the community has no role in this. What was the communication between QANTAS and the Government in execution of the contract to see an outcome where QANTAS has announced so suddenly?

- 4.1.16 PRL Khalesha AMIN asked Administrator ZAINAL if she was notified beforehand?
- 4.1.17 Administrator ZAINAL advised she was told before, but without consultation. She advised she informed QANTAS that there would be *significant backlash* but that her input was not considered.
- 4.1.18 ICCI Sultan SAYED observed that if this is the manner the contract was operating now, what might happen in the future? Meeting concurred this was a valid point.
- 4.1.19 Cr Stephanie LAI reiterated transparency was key at this point; put that the Office of the Administrator and IOTA may not always be informed of matters in a timely way and that Government did not always communicate internally effectively. Summarised that this was a reason why this forum was important to be able to represent the interests of the people to Canberra.
- 4.1.20 Chairperson PEREIRA summarised the importance of petition signing to help advocate for the community.
- 4.1.21 CRC Oliver LINES puts that this isolated-from-the-community decision making was a pattern in governance of the island and was a *sign of disregard for us*. His observation was that decision makers seem unconcerned with being able to display such disregard after this long practice thereof.

300 people participating at the Community Hall displays that residents are fed up of this pattern.

- 4.1.22 Chairperson affirmed the position, stating that this was an opportunity to collectively display community-wide organisation to address this IOT wide development that will have long lasting implications into the future.

- 4.1.23 Administrator ZAINAL noted that both she and the Chair in his substantive role in airport logistics both receive information ahead of public release but that it was neither the Office of the Administrator nor the Chair's role to disseminate information on behalf of a company when they make a unilateral decision.

Administrator ZAINAL put that receiving information in advance, without the ability to have your feedback considered, is not consultation. Reiterated that this dissatisfaction was what will be taken to QANTAS.

- 4.1.23 Poon Saan Club Suzane CHAN suggested the CCC resolve for a letter or similar? Raised the potential for the correspondence to provide some options for consideration that would be palatable to the community around being able to return to the original level of service.

CCC resolved

CCC Resolution –

Moved: Hafiz MASLI

Seconded: Stephanie LAI

Res. No: CCC2/2026

That the CCC resolves to request Council write to the federal member to request that the air services provision return to the original service offering level from November 2025 and that QANTAS meaningfully consult with the IOT community before making any new changes.

The CCC also puts the following questions to the federal member:

1. *Regarding these contract changes, has the Department signed off on the baggage changes or was the contract created in a sense that allows the carrier to make these decisions?*
2. *Who considered the impact this baggage policy will have on events for the IOTs such as the PRL Open, Kite/Wind Season for Cocos Islands and contract workers including trainers visiting the IOTs?*
3. *What is the Government's position if the baggage policy does not change and what considerations are being made to query the contract against other submissions for the airtservices tender?*
4. *Has the Government considered the stats on the current service provider in comparison with previous operator on the uplift since commencement on 01NOV25?*
5. *What evidence can the Department provide to show from 01NOV25 at the commencement of the contract until present date the successful operator has delivered the promised seat capacity as published in the Minister's announcement on 15SEP25.*

For:

Shire President
Shire Councillor
Acting Shire CEO
Poon Saan Club
Malay Association of CI
CI Tourism Association
Islamic Council of CI

Steven **PEREIRA (Chairperson)**
Stephanie **LAI**
Kevin **WILSON**
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David **WATCHORN (video-link)**
Sultan **SAYED**

CI Neighbourhood Centre /CRC
Phosphate Resources Limited
Shire of CI Director of Planning

Oliver **LINES**
Khaliesha **AMIN**
Chris **SU**

Against:

None

Carried: 10 /0

5. General Business

5.1 Road preparation for wet season

ICCI Sultan SAYED raised the need to ensure the roadways were appropriately prepared for the upcoming wet season.

SOCI notes this feedback for follow up.

5. Closure of Meeting – 5.07pm

6. Date of Next Meeting - TBA

The Hon Kristy McBain MP

Minister for Regional Development, Local Government and Territories

Australian Government

Subject: Urgent Request for Ministerial Intervention – Indian Ocean Territories Qantas Passenger and Freight Air Services

Dear Minister McBain,

I am writing to request your **urgent intervention regarding the Qantas passenger and air freight services being provided to Christmas Island and the Cocos (Keeling) Islands**, and in particular the significant changes to passenger baggage arrangements proposed from October 2026.

While the baggage changes are the immediate reason for this correspondence, the concerns within our communities are much broader.

Less than 12 months into the new five-year IOT air services arrangement, I believe it is appropriate for the Australian Government to review whether the passenger and freight outcomes presented to our communities when Qantas was selected are actually being delivered.

THE ARRANGEMENT PRESENTED TO OUR COMMUNITIES

Qantas commenced IOT services on 3 November 2025 after being selected through an open and competitive tender process for an initial **five-year passenger and air freight arrangement**, with options for two further two-year extensions.

The Department advised that the tender process had been informed by consultation with the IOT communities.

Importantly, the issues identified as priorities included:

- airfare and pricing;
- service reliability;
- seat availability;
- baggage limits; and
- speed of recovery services.

The Department subsequently stated that Qantas' proposal represented **best value for money while aligning with community preferences**.

When the new arrangement was announced, the benefits presented to our communities included:

- **more than 5,000 additional passenger seats per year;**
- **more than 200 tonnes of additional air freight capacity per year;**
- anticipated **cheaper passenger ticket prices;**
- anticipated **cheaper air freight;** and

- significant benefits and improved services for the IOT over the longer term.

WHAT OUR COMMUNITIES ARE EXPERIENCING

Less than 12 months into the arrangement, the experience being reported by residents and businesses appears markedly different.

Residents are reporting **higher airfares and significant difficulty obtaining seats**, with flights regularly booked out weeks and, in some cases, months in advance.

Businesses and residents are experiencing **continuing freight backlogs and increased freight costs**.

This is particularly concerning given that the Department advised the new arrangements were expected to significantly increase air freight capacity following the initial transition period.

I therefore believe our communities are entitled to understand what additional passenger and freight capacity has actually been delivered since November 2025 and how the service is performing against the requirements of the Government's agreement with Qantas.

BAGGAGE CHANGES FROM OCTOBER 2026

Against this background, we have now been presented with substantial changes to IOT passenger baggage arrangements.

The standard checked baggage allowance is to reduce from:

30kg to one 23kg piece.

However, the issue extends well beyond a 7kg reduction.

Qantas previously advised IOT passengers that additional baggage could be purchased, with the checked baggage allowance plus purchased additional baggage permitted to total **up to 65kg per passenger**, subject to operational load restrictions.

Under the new arrangements presented to us, we are advised that **pre-purchasing additional baggage will no longer be available**.

We have also been presented with a new fee schedule showing that, for Perth–Christmas Island/Cocos services:

Additional piece: \$50 to \$236 — an increase of \$186, or 372%.

Heavy bag over 23kg: \$79 to \$120 — an increase of approximately 52%.

These are significant changes for any passenger.

For residents of remote island communities, however, the consequences are considerably greater.

PASSENGER BAGGAGE IS PART OF OUR SUPPLY CHAIN

Christmas Island and the Cocos (Keeling) Islands are not comparable to ordinary mainland domestic destinations.

Our communities depend upon a combination of **sea freight, air freight and passenger baggage** to move food, household necessities, business stock, equipment, spare parts and other goods that residents of mainland Australia can readily purchase locally.

Reducing passenger baggage capacity does not reduce our requirement for these goods.

They still need to reach the islands.

If passengers can no longer economically carry those goods as baggage, additional demand will inevitably be transferred to the freight system.

Yet our freight system is already experiencing backlogs and capacity pressures.

I therefore ask:

What assessment has been undertaken by Qantas and/or the Department of the additional freight demand likely to result from these baggage changes?

This question is particularly important given that **more than 200 tonnes of additional annual air freight capacity** was one of the significant benefits promoted when the new arrangement was announced.

IMPACT ON CRITICAL WORKS AND ESSENTIAL SERVICES

There is another important consequence that deserves consideration.

Christmas Island and Cocos regularly depend upon **specialist tradespeople, technicians, contractors and other service providers travelling from mainland Australia to undertake critical repairs, maintenance and infrastructure works.**

These people do not necessarily travel with ordinary personal luggage.

They frequently need to bring **tools, testing equipment, specialist equipment and parts** required to undertake their work.

For urgent repairs and critical works, sending equipment ahead by freight is not always practical, particularly when freight services are already backlogged.

The reduction to a 23kg baggage allowance, combined with the removal of pre-purchased additional baggage and a \$236 additional-piece charge, potentially increases the cost and difficulty of bringing essential services and specialist expertise to our islands.

Ultimately, these additional costs are borne by **residents, businesses, community organisations, Government agencies and the Australian taxpayer.**

THESE ARE GOVERNMENT-SUPPORTED ESSENTIAL SERVICES

The Department has previously stated that IOT passenger and air freight services are **underwritten by the Australian Government through significant investment**, supporting community connectivity, economic activities and efficient and regular supply chains to this remote region.

For that reason, these changes cannot reasonably be regarded simply as a commercial airline changing its baggage policy.

Passenger and freight services to the IOT are essential infrastructure for our communities.

Our residents participated in the consultation process.

We identified baggage limits, fares, availability, reliability and recovery services as priorities.

We were subsequently advised that the successful proposal aligned with those priorities.

It is therefore reasonable to expect meaningful consultation before substantial changes are made to those services.

REQUEST FOR URGENT MINISTERIAL ACTION

Minister, I respectfully request that you **intervene and ask the Department to urgently review the proposed baggage changes before they are implemented.**

I also request that the Department provide the Christmas Island and Cocos (Keeling) Islands communities with a transparent report on the performance of the Qantas IOT passenger and freight arrangement to date.

In particular, I seek responses to the following questions:

1. **Was the 30kg baggage allowance included within Qantas' successful tender proposal and/or subsequent contractual service requirements?**
2. **Was the ability for passengers to purchase additional baggage part of the tendered or contracted service?**
3. **Did the Department approve or agree to the reduction to one 23kg piece and the removal of pre-purchased additional baggage? If so, on what basis?**
4. **If Departmental approval was not required, what protections exist within the five-year arrangement to prevent material reductions to passenger or freight services during the contract term?**
5. **What consultation was undertaken with Christmas Island and Cocos (Keeling) Islands residents, businesses and organisations before these baggage changes were determined?**
6. **What additional passenger capacity has actually been delivered since Qantas commenced IOT services, and is Qantas on track to deliver the more than 5,000 additional seats per annum promoted when the arrangement was announced?**
7. **If additional passenger capacity has been delivered, why are residents continuing to experience significant difficulty obtaining seats, including flights being unavailable weeks or months in advance?**
8. **What additional freight capacity has actually been delivered, and is Qantas on track to provide the more than 200 tonnes of additional annual air freight capacity promoted under the new arrangement?**
9. **What is the current freight backlog for Christmas Island and Cocos (Keeling) Islands, and how does current freight performance compare with the previous service?**

10. **How have average passenger fares and freight charges changed since the commencement of the Qantas arrangement, particularly given that cheaper passenger fares and air freight were anticipated?**
11. **What contractual KPIs or minimum service standards apply to passenger capacity, freight capacity, service reliability, recovery services and baggage, and is Qantas currently meeting those requirements?**
12. **What assessment has been undertaken of the effect the new baggage arrangements will have on freight demand and the broader IOT supply chain?**
13. **What assessment has been undertaken of the impact on local businesses, visiting contractors, specialist trades, Government agencies and essential services that require personnel to travel with tools, equipment and parts?**
14. **Are any further changes to IOT passenger or freight services, baggage arrangements, schedules or charges currently being considered?**

MINISTER, WILL YOU STAND WITH OUR COMMUNITIES?

Minister, the residents and businesses of Christmas Island and the Cocos (Keeling) Islands need to know that the Australian Government — and particularly the Minister responsible for the Territories — is prepared to stand behind the communities this essential service was intended to support.

I am therefore asking you directly: will you stand with our communities and support an urgent review of these baggage changes before they are implemented?

Will you support our request for transparency around **what was contracted, what has actually been delivered, what the Australian Government is paying for and whether Qantas is meeting the passenger and freight service standards expected under this Government-supported arrangement?**

And if the evidence demonstrates that the outcomes being experienced by our communities are not consistent with what was presented when this arrangement was announced, **will you advocate on our behalf for the necessary changes to ensure Christmas Island and the Cocos (Keeling) Islands receive the level of service this new arrangement was intended to deliver?**

Our communities participated in the consultation process.

We told the Australian Government what mattered to us — **affordability, reliability, seat availability, baggage limits and recovery services.**

We now need to know that our concerns will not simply be acknowledged, but **acted upon.**

We are not asking for preferential treatment.

We are asking for a passenger and freight service that properly recognises the realities of living and doing business in two of Australia's most remote communities.

We need our Federal representatives to advocate for us, and we need to know that you are prepared to stand with our communities on this issue.

OUR COMMUNITIES DESERVE TRANSPARENCY

Minister, I am not suggesting that every anticipated benefit announced at the commencement of this arrangement necessarily constituted a contractual guarantee.

That is precisely why transparency is required.

Our communities currently have no practical way of determining which service levels were contractual commitments, what performance standards apply, what additional capacity has actually been delivered or whether the Australian Government is receiving the service for which it is paying.

This is an essential Government-supported service to two of Australia's most remote communities.

Less than 12 months into a five-year arrangement, I believe it is entirely reasonable for residents to ask:

What was contracted?

What has been delivered?

Is the service provider meeting its obligations?

And why are significant changes being made to baggage arrangements without meaningful consultation with the communities most affected?

I respectfully ask that the proposed baggage changes be **urgently reviewed before implementation**, and that the Department engage directly with both IOT communities before these changes proceed.

Reliable and affordable passenger services, adequate freight capacity and reasonable baggage arrangements are not luxuries for Christmas Island and the Cocos (Keeling) Islands.

They are fundamental to our communities, our businesses, our essential services and our connection with mainland Australia.

I would appreciate your urgent consideration of this matter and a detailed response addressing the questions raised above.

Yours sincerely,

Tracey Krepp
Christmas Island

Drafted by Tracey Krepp, 1st September 2026 and distributed online.

1.2 Extract from QANTAS site, 1.9.2026

<https://help.qantas.com/support/s/article/Travelling-to-Christmas-Island-and-Cocos-Keeling-Islands>

Extracted from website above on 1st Sept 2026

Travelling between Perth and Christmas Island and Cocos (Keeling) Islands

What do I need to know before flying to Christmas Island and Cocos (Keeling) Islands?

- [Baggage](#)
- [Perishable items](#)
- [Accommodation](#)
- [Terminal information and identification requirements](#)
- [Duty free](#)
- [Lounge](#)
- [Connecting passengers and transferring between terminals in Perth](#)

Changes to baggage allowances

For bookings made or for existing bookings changed on or after 1 October 2026, an updated checked and additional baggage allowance will apply. These limits also apply to all Qantas Frequent Flyers, Qantas Club and **oneworld** members.

To view your allowance, please visit [Manage booking](#). If your flight is changed or cancelled by Qantas and you are reaccommodated onto a new flight, your baggage allowance from the time of your original booking applies.

For bookings made or for existing bookings changed on or after 1 October 2026

Updated baggage allowance apply:

- One piece up to 23kg (50lb) per person
- One additional piece up to 23kg (50lb) per person, only available for purchase on arrival at the airport

Limits apply to all Qantas Frequent Flyers, Qantas Club and **oneworld** members, regardless of status.

For each infant (under 2 years) travelling with an adult, a checked baggage allowance of one piece up to 10kg (22lb) and three infant items each weighing up to 32kg (70lb) applies. Infant items include: collapsable stroller or pushchair, portable cot or bassinet, and car seat or baby capsule.

If you would like to purchase additional baggage, this is limited to one x 23kg (50lb) piece, the following charges apply:

1.2 Extract from QANTAS site, 1.9.2026

<https://help.qantas.com/support/s/article/Travelling-to-Christmas-Island-and-Cocos-Keeling-Islands>

Extracted from website above on 1st Sept 2026

	Travel between Perth and Christmas Island or the Cocos (Keeling) Islands	Travel between Christmas Island and Cocos (Keeling) Islands
Additional baggage fee for one x 23kg (50lb) piece	\$236	\$118
Heavy charge for each piece over 23kg (50lb)	\$128	\$64

The additional baggage fee will be waived for Gold, Platinum, Platinum One and Chairman's Lounge Qantas Frequent Flyer members and Sapphire and Emerald **oneworld** members.

For bookings made prior to 1 October 2026

A checked allowance of 30kg (66lb) applies. For Qantas Frequent Flyer, Qantas Club and **oneworld** members, additional allowances may apply.

Your checked baggage allowance, plus any additional baggage purchased, cannot exceed 65kg (143lb). This limit also applies to all Qantas Frequent Flyers, Qantas Club and **oneworld** members.

From **1 September 2026 to 30 September 2026** inclusive, additional baggage is available for purchase at the airport at the existing pre-purchase rate.

From **1 October 2026**, if you would like to purchase additional baggage, this is only available for purchase at the airport and the following charges apply:

	Travel between Perth and Christmas Island or the Cocos (Keeling) Islands	Travel between Christmas Island and Cocos (Keeling) Islands
Additional baggage fee over ticketed allowance	\$10/kg	\$5/kg

For all bookings

From **1 September 2026**, if you would like to purchase additional baggage, this can be done on arrival at the airport for all customers.

If you're travelling with multiple pieces of baggage, you will be asked to nominate a priority bag (up to 30kg). Any additional pieces, including fishing gear and food boxes, will be loaded after all priority bags if there is sufficient space. If your flight incurs weight restrictions, your additional pieces may travel on the next available service with additional baggage capacity.

1.2 Extract from QANTAS site, 1.9.2026

<https://help.qantas.com/support/s/article/Travelling-to-Christmas-Island-and-Cocos-Keeling-Islands>

Extracted from website above on 1st Sept 2026

No single piece can exceed 32kg (70lb), regardless of your total baggage allowance.

If you're travelling with a musical instrument, this must fit within your allocated baggage allowance.

For larger, bulk or regular supply needs, residents are encouraged to plan ahead and use Freightshop. For further information about IOT freighter services, visit the [Freightshop website](#).

A carry-on baggage allowance of one overhead bag and one personal item up to 7kg (15lb) applies. Please pack your carry-on to follow [international liquids, aerosols and gels requirements](#).

Please remember to place all valuables, essential medications and important documents in your carry-on.

Update on Indian Ocean Territories (IOT) Baggage Policy

The operational details below relate to passenger services and baggage allowances on IOT routes.

Changes to baggage allowance

- The move to direct A319 services means different fuel, weight and capacity requirements for the aircraft. To manage the impact of checked baggage on available passenger seats, Qantas will introduce new checked baggage allowances on IOT routes. The new allowance will apply to any new bookings or changes to existing bookings on or after 1 October 2026.

The new allowance will be **one checked bag per person (up to 23kg)**, with the option to purchase **one additional checked bag per person (up to 23kg)** at the airport.

- Bookings made or changed prior to 1 October 2026 will continue to follow the existing baggage policy.
- Passengers will continue to be able to bring a carry-on baggage allowance of **one overhead bag and one personal item (up to 7kg)**.
- Additional baggage pricing will also be updated.
- Qantas understands that checked baggage is important for IOT residents, families and workers, particularly when travelling with personal items or goods that can be harder to source locally. However, baggage and weight limits currently restrict the number of seats available on IOT services. The new baggage allowances are intended to increase seat availability, reduce the risk of baggage delays or offloads, and support reliable and efficient passenger services.
- There are plans to increase Qantas Freight capacity through the introduction of a larger freighter aircraft, which will support the movement of goods and supplies to the IOT. Implementation timing is still being finalised and is dependent on the delivery of essential ground equipment to the IOT. A further update will be provided once this is confirmed.
- For more information about the baggage allowance changes, please see the [Qantas IOT travel information page](#).

Any queries about the new baggage policy should be directed to Qantas through its standard customer service channels, including Qantas Customer Care on 13 13 13 (additional contact information is available on the [Qantas contact page](#)).

To support smooth operations of passenger services, residents are encouraged to plan ahead and use Freightshop for larger, bulk or regular supply needs. There are no changes to the current air freight arrangements. Details about IOT freighter services are available on the [Freightshop website](#).

We will keep you updated with any new information about air services to the IOT.