



Central Highlands Regional Council

Local Government Stock Route Network Management Plan

2015 – 2020



Contents

1	INTRODUCTION	5
1.1	Preparation of the Plan	5
1.2	Purpose of the plan	6
1.3	Duration of the plan	11
2	SRN MANAGEMENT COMPONENTS.....	11
2.1	Network integrity.....	11
2.1.1	Relevance for SRN management	11
2.1.2	Goal.....	11
2.1.3	Indicators and targets	11
2.1.4	Network integrity policies	11
2.1.5	Network integrity issues.....	12
2.1.6	Network integrity strategies and actions to address issues	13
2.2	Grazing management	14
2.2.1	Relevance for SRN management	14
2.2.2	Goal.....	14
2.2.3	Indicators and targets	14
2.2.4	Grazing management polices	14
2.2.5	Grazing management issues	15
2.2.6	Grazing management strategies and actions to address issues.....	16
2.3	Significant area management.....	17
2.3.1	Relevance for SRN management	17
2.3.2	Goal.....	17
2.3.3	Indicators and targets	17
2.3.4	Significant area management polices	17
2.3.5	Significant area management issues	18
2.3.6	Significant area management strategies and actions to address issues.....	18
2.4	Risks and safety management	20
2.4.1	Relevance for SRN management	20
2.4.2	Goal.....	20
2.4.3	Indicators and targets	20
2.4.4	Risk and safety management polices.....	20
2.4.5	Risk and safety management issues	21
2.4.6	Risk and safety management strategies and actions to address issues.....	22
2.5	Infrastructure management.....	25
2.5.1	Relevance for SRN management	25
2.5.2	Goal.....	25
2.5.3	Indicators and targets	25
2.5.4	Infrastructure management polices	25
2.5.5	Infrastructure management issues.....	26
2.5.6	Infrastructure management strategies and actions to address issues	26

2.6	Pests and diseases management	27
2.6.1	Relevance for SRN management	27
2.6.2	Goal.....	27
2.6.3	Indicators and targets	27
2.6.4	Pests and diseases management polices	27
2.6.5	Pests and diseases management issues	28
2.6.6	Pests and diseases management strategies and actions to address issues	29
2.7	Water agreement management	31
2.7.1	Relevance for SRN management.....	31
2.7.2	Goal.....	31
2.7.3	Indicators and targets	31
2.7.4	Water agreement management policies.....	31
2.7.5	Water agreement management issues	31
2.7.6	Water agreement management strategies and actions to address issues.....	32
2.8	Permitting travel and agistment.....	33
2.8.1	Relevance for SRN management	33
2.8.2	Goal.....	33
2.8.3	Indicators and targets	33
2.8.4	Permitting travel and agistment policies.....	33
2.8.5	Permitting travel and agistment issues.....	33
2.8.6	Permitting travel and agistment strategies and actions to address issues.....	34
2.9	Compliance	36
2.9.1	Relevance for SRN management	36
2.9.2	Goal.....	36
2.9.3	Indicators and targets	36
2.9.4	Compliance policies.....	36
2.9.5	Compliance issues.....	36
2.9.6	Compliance strategies and actions to address issues.....	37
3	IMPLEMENTATION OF THE PLAN.....	38
3.1	Councils resources	38
3.2	Council commitment	38
4	MONITORING AND EVALUATING THE PLAN	38
4.1	Performance indicators.....	38
4.2	Review	38
5	ABBREVIATIONS.....	39
6	APPENDICES	40
6.1	Appendix 1 – Maps included in the plan	41
6.2	Appendix 2 – Stocktake grazing resource monitoring program.....	43
6.3	Appendix 3 – Inventory of Water facilities in Central Highlands Regional Council	44

6.4	Appendix 4 – Inventory of Stock Routes in Central Highlands Regional Council.....	51
6.5	Appendix 5 – Aboriginal Cultural heritage Guidelines.....	54
6.6	Appendix 6 – National Livestock Identification System (NLIS) & Local Government Area Stock Route Network Management Planning.....	59
6.7	Appendix 7 – Stock Route Network Fire Risk Management Policy.....	62

1. Introduction

The Stock Route Network (SRN) is a contemporary term for the network of stock routes and reserves for travelling stock, set aside for the purpose of facilitating the movement of stock on the hoof, throughout Queensland's pastoral districts.

The SRN also supports a range of other activities ranging from, the use by community groups, other non-pastoral industries, and the construction of public utilities, recreation and tourism and provides emergency fodder in times of drought. The SRN also has consideration for environmental, historical and cultural values.

A stock route is not an allocation of land for a specific purpose, but is a usage over other lands set aside for other purposes. That is, the state has not specifically set land aside as a stock movement corridor; rather, legislation provides that lands such as public roads, public reserves and unallocated land may be used for the movement of stock by foot.

A stock route is defined under the *Land Protection (Pest and Stock Route Management) Act 2002* (Qld) (the *Act*), as a road or route ordinarily used for travelling stock or declared under a regulation to be a stock route. The Queensland SRN consists of approximately 72,000 kilometres (2.6 million hectares) of stock routes.

Roads are public lands available for the use by the public for all purposes relating to the transport of persons and their goods from one place to another, including the driving of animals. Stock routes are not separate parcels of land but are a use of, or an activity, on a road corridor or other lands sanctioned by law. The movement and agistment of stock along the SRN is simply one use (primary use for stock on hoof), over these road corridors that attract multiple uses.

A reserve for travelling stock is also defined in the *Act* and reserves are set aside under the *Land Act 1994* (Qld) for a community purpose that allows for the reserves to be used by travelling stock. However, consideration of other values contained within the reserve is required.

1.1 Preparation of the Plan

The Central Highlands Regional Council's Stock Route Network Management Plan (SRNMP) has been developed in response to the *Land Protection (Pest and Stock Route Management) Act 2002*, which requires certain local governments, twenty-four (24), prescribed under the *Land Protection (Pest and Stock Route Management) Regulations 2003* (Qld), to prepare a SRNMP. Central Highlands Regional Council is one of those Local Government Areas (LGA's) required to have a SRNMP.

1.1.1 Central Highlands Regional Council Working Group

After the Local Government reform process which resulted in the newly formed Central Highlands Regional Council a Stock Route Network Management Plan (SRNMP) Working Group was established in 2010 to review the Stock Route Management Plans for the four former shires, which made up the amalgamated Central Highlands Regional Council, and draft them into a new plan for the new local government area.

Further development of the plan was put on hold due to the scheduled introduction of the new Stock Route Network Management Bill 2011. The new legislation included a major overhaul of how the network was to be administered by the State Government and managed by Local Governments.

Since the Stock Route Network Management Bill 2011 was introduced by the State Government in 2012 there have been two successive changes to the state government and progress of the proposed Stock Route Network Management Bill 2012 has been stalled.

This Stock Route Network Management Plan 2015-2020 will be therefore considered as Central Highlands Regional Council's Stock Route Network Management Plan until such time as the proposed new legislation is progressed.

The interim SRNMP Working Group will comprise the members listed in Table 1, and Council's Overarching Rural Services Group which convenes twice annually, will form the basis of any future forum for review of the plan

Table 1: Members of the Central Highlands Regional Council SRNMP Working Group 2015.

Name	Position	Organisation
Andrea Hewitt	Coordinator Ranger Services	Central Highlands Regional Council
Dave Osten	Senior Ranger	Central Highlands Regional Council
Susan Walters	Ranger	Central Highlands Regional Council
John Wyland	Ranger	Central Highlands Regional Council
Peter Klem	Senior Lands Officer (Stock Routes)	Department of Natural Resources and Mines
Juanita Joy	Senior Lands Officer (Stock Routes)	Department of Natural Resources and Mines

1.2 Purpose of the Plan

The purpose of this plan is to improve and sustainably manage the use of the SRN within Council's boundary and provide for compatible alternative uses, so that the impacts of stock on the network's resources, users and values are minimised, whilst minimising the impacts from other users of the network, on travelling stock. This plan does not encompass the overall management of the road corridors where the stock routes are located; it is simply the management of impacts from stock and impacts to stock.

Clear and achievable goals have been set out in the plan, with targets to be achieved within the life of the plan, for sustainable management and use of the SRN in the Central Highlands Regional Council area.

The plan will operate as a practical extension of statements and goals set out in the Queensland SRN Management Strategy and the Principles for SRN Management, provided for in the *Land Protection (Pest and Stock Route Management) Act 2002* (Qld) and within parameters of other legislation and policy, namely—

- *Transport Infrastructure Act 1994* (Qld);
- *Stock Act 1915* (Qld);
- *Animal Care and Protection Act 2001* (Qld);
- *Weapons Act 1990* (Qld);
- *Nature Conservation Act 1992* (Qld);
- *Land Act 1994* (Qld);
- *Land Title Act 1994* (Qld);
- *Soil Conservation Act 1986* (Qld);
- *Environmental Protection Act* (Qld) 1994;
- *Environmental Protection and Biodiversity Conservation Act 1999* (Cwlth);

- *Vegetation Management Act 1999* (Qld);
- *Queensland Heritage Act 1992* (Qld);
- *Aboriginal Cultural Heritage Act 2003* (Qld);
- *Agricultural Chemicals Distribution Control Act 1966* (Qld);
- *Chemical Usage (Agricultural and Veterinary) Control Act 1988* (Qld);
- *Agricultural and Veterinary Chemicals (Queensland) Act 1994*;
- *Fire and Emergency Services Act 1990* (Qld); and
- Central Highlands Regional Council Local Government Area Pest Management Plan.

The principles of Stock Route Network Management as stipulated in Section 97 of the *Land Protection (Pest and Stock Route Management) Act 2002* include:

- ✓ **Public Awareness** – Public awareness and knowledge of the network’s multiple users, environmental values and cultural values must be raised to increase the capacity and willingness of individuals to protect the network;
- ✓ **Commitment** – Effective management of the stock route network requires a long-term commitment by the community to management of the network;
- ✓ **Consultation and Partnership** – Consultation and partnership arrangements between local communities, industry groups State Government agencies and Local Governments must be established to achieve a collaborative approach to stock route network management;
- ✓ **Management** – The stock route network must be managed:
 - To ensure it remains available for public use; and
 - To maintain and improve the network’s natural resources and travelling stock facilities for the use by travelling stock and for other purposes;
- ✓ **Payment for use** – A person who benefits from using the network must pay a reasonable amount for its use;
- ✓ **Planning** – Stock route network management must be consistent at local, regional and state levels to ensure resources for managing the are used to target management priorities;
- ✓ **Monitoring and evaluation** – Regular monitoring and evaluation of the network’s natural resources and travelling stock facilities is necessary to improve the stock route management practices.

The plan starts by describing the current situation for SRN management in the Central Highlands Regional Council and then details the components of SRN management. The components include:

1. Network integrity;
2. Grazing management;
3. Significant area management;
4. Risks and safety management;
5. Infrastructure management;
6. Pest and disease management;
7. Water agreements management;
8. Permitting travel and agistment; and
9. Compliance.

For each of the above components there is a statement to outline the following management components:

- Relevance to the SRNMP;
- Management goal;
- Indicators and targets for achieving the goals;
- Council policies for on-going management;
- Issues for management; and
- Strategies and actions to address the issues.

The strategies and actions have been prioritised on a scale of 1 to 5 with One (1) being ranked as high priority and Five (5) being ranked as low priority.

The last two sections cover the implementation of the plan and arrangements to review the plan.

1.3 Duration of the Plan

The life of this plan will be effective for the period 1 July 2015 until 30 June 2020.

Background

Within the Central Highlands Regional Council area, there are approximately 3,233 kilometres of stock designated routes. These routes are classified as, Primary, Secondary, Minor or Inactive routes, based on the historic level of use of the route by travelling stock. The classifications have been derived from State statistics obtained from the issue of Stock Route Permits between 1988 and 1997 (Table 2).

Table 2: Classification of stock routes within the Central Highlands Regional Council area

Classification	Cattle Equivalents Per 5 Years (6 sheep = 1 cow)
Primary	> 9,000 head
Secondary	3,000 – 9,000 head
Minor	< 3,000 head
Inactive	Local & unrecorded movements

While the initial intended use of the SRN was to facilitate the movement of stock from property to sale, the broad scale adoption of road transport has seen this particular use redundant in most pastoral districts across the state. The SRN in Central Highlands Region is primarily used for moving stock between properties within the region. The network has also played a significant role in times of recent state-wide droughts, and during local fire and flood events, providing relief fodder.

There are also particular areas with other intrinsic values located on the SRN in the Central Highlands region. These areas are valued for their remnant flora and fauna, cultural and historic heritage. Areas that contain significant biodiversity need to be protected on behalf of the wider community. Some areas represent the last pockets of remnant vegetation for the area. There are also areas that may contain historic or traditional owner occupation. It is important for future generations that the links to our past are preserved. Further details and statistics of the SRN in the Central Highlands Region are illustrated in Figure 1.

Four maps are included in this plan, which illustrate the features within the amalgamated Central Highlands Regional Council relevant to the SRN in this LGA. The maps are as follows:

1. Map 1: - CHRC Central (former Emerald Shire) SRN by location + watering points + reserves + property boundaries;
2. Map 2: - CHRC East (former Duaringa Shire) SRN by location + watering points + reserves + property boundaries;
3. Map 3: - CHRC North (former Peak Downs Shire) SRN by location + watering points + reserves + property boundaries; and
4. Map 4: - CHRC South (former Bauhinia Shire) SRN by location + watering points + reserves + property boundaries.

The land conditions may be monitored by using the 'Stocktake' program, (Appendix 2), for monitoring static grazing resources, developed by DAF or an alternative land condition monitoring standard.

Central Highlands Regional Council	
Population:	27,000 approx.
Total Area:	53,677 sq km
Main Land Uses:	Beef cattle, cropping & agriculture, coal mining & material extraction
Land types, soils & vegetation:	Alluvial Plains, Brigalow Plains, Undulating Downs, Eucalypts Duplex Uplands, Ranges and softwood scrubs

Values on the SRN	
<ul style="list-style-type: none"> Narrow to wide lanes are in a relatively natural state. Variety of fair-good quality native and introduced pastures suitable for grazing. Various species of rare and/or endangered flora & fauna present. 	
Pressures on the Values of the SRN	
<ul style="list-style-type: none"> Illegal Impediments Over – grazing Soil disturbance from road works not rehabilitated Declared pest plants and animals Vegetation thickening Erosion Illegal burning 	
Pressures on Stock using the SRN	
<ul style="list-style-type: none"> Long distances between designated watering points Potential lack of feed resources Chemical residues 	
Hazards and Risk	
<ul style="list-style-type: none"> Squeeze points Old Quarries, Borrow Pits from material extractions such as Coal mining and road formations, etc... Fencing Old rubbish dumps, car bodies, etc... Fire Fuel Loads Vehicular Traffic and transport infrastructure, such as Rail Electrifications and road corridors Vegetation Thickening Blind spots Range areas Signage 	
(See also infrastructure condition report Appendix 3)	

SRN Inventory	
Total distance of routes	
Primary	71 km
Secondary	292 km
Minor	1,022 km
Inactive	1,848 km
Total:	3,233 km
Total number of water facilities	
Sub artesian bore	30
Excavated tank	05
Excavations (dams)	01
Tanks / Water trucks	03
Town supply	01
Wells	02
Natural waterholes	05
Total:	47
Condition of water facilities	
Good	27
Fair	14
Poor	4
Not applicable	2
(See also infrastructure conditions report Appendix 3)	

Management of the SRN
<p>The Central Highland Regional Council Area Pest Management and Stock Route Network Management Working Groups are engaged in the development and review of the management plan of the Stock Route Network within the Central Highlands Region.</p> <p>Council Rangers manage the day-to-day operations of the network within the Central Highlands Regional Council area and report to the Manager Planning & Environment.</p>

2 SRN Management Components

2.1 Network integrity

2.1.1 Relevance for SRN management

Maintaining the SRN's integrity will contribute towards achieving two legislative principles for SRN management as set out in the Act: "**management**" and "**planning**". This is, by managing the resource to, "ensure it remains available for public use", managing and improving the network's natural resources and planning so that management is, "consistent at local, regional and state levels" and the overall integrity of the network segments within the Central Highlands Region will be not only maintained, but enhanced.

In addition, this plan's intentions for network integrity also contribute towards implementing the Queensland Stock Route Network Management Strategy by providing for strategic direction and coordination, as well as network enhancement and operational management. That is, management is planned and resources are retained or acquired to enhance and maintain the integrity of stock routes and reserves.

2.1.2 Goal

That the SRN's integrity as a statewide corridor for travelling stock is maintained and enhanced, so that unimpeded travel of stock can occur through Central Highlands Region, and adjoining Shires, giving consideration to all aspects of these multi use corridors, while remaining consistency with other policies mentioned throughout this plan.

2.1.3 Indicators and Targets

Network integrity indicators	Targets
<ul style="list-style-type: none"> • Number of significant differences between Central Highlands Regional Council's management approaches and the management strategies of adjoining council areas, which impede smooth travel between regions. • Number or complaints received regarding impediments to travel on the network. 	<ul style="list-style-type: none"> • Zero • Zero

2.1.4 Network integrity polices

2.1.4.1 Partnership policy

- Central Highlands Regional Council will continue to engage with all state agencies and adjoining Councils to develop a partnership approach.
- Council offers no objection to the Department of Agriculture and Fisheries (DAF) performing the harvesting of commercial timber from state forest areas on the SRN and road reserves within its boundaries, provided that by-products of, and harvesting operations do not cause impediments to, or obstruct the movements of travelling stock on the network.
- Council will notify Main Roads and Queensland Rail when Stock Route Permits are issued.

2.1.4.2 Rationalisation Policy

- Council will investigate and identify additional or alternative routes and reserves that may be suitable for travel or agistment and apply to the State for the acquisition of land and addition to the stock route network.

2.1.4.3 Removal of impediments policy

- Council will determine, through recommendations made by the Rangers, the types and location of impediments to traveling stock on the network (e.g. Illegal fences, car bodies etc) and order removal of such impediments through notice to landholders, incorporating tasks into Council staff work plans.
- By-products of commercial harvesting operations to be disposed of by harvesting contractors, in a manner that does not cause impediments to, or obstruct the movements of travelling stock on the network.

2.1.5 Network integrity issues

For Central Highlands Regional Council to meet the goals and targets, that are set for network integrity and to be able to manage the SRN in accordance with the network integrity policies, the following issues need to be addressed:

1. Impediments to travelling stock and fragmentation of the SRN because of its uses as a multiple use corridor, including:
 - State road and Local Authority road corridors,
 - State rail easements and rail electrifications, including line duplications and works;
 - Land tenure – permits to occupy, forestry, recreation/tourism or cultural and historic use,
 - Other non-pastoral activities – fossicking, mineral exploration and mining claims, material excavation and quarrying.
2. Limiting or reducing mob sizes because of assessed travel rates and carrying capacities of travel corridors (i.e. narrow laneways, available resource, network user safety and other management strategies) between regional councils may create some controversy.

1.1.6 Network integrity strategies and actions to address issues

Strategy	Action	By Who	Priority	Status
Partnership with all State agencies	Confer and negotiate with all agencies to accept the land use as a multiple use corridor.	MEP Rangers	One	Commenced
	Meet a combined agreement with these agencies to commit acceptance of all purposes for these corridors.	CEO BO GMEP Rangers	One	Commenced and on going
	Confer with DAF and accept the harvesting of commercial timber provided that by-products of harvesting operations do not cause impediments to, or obstruct the movements of traveling stock.	CEO BO GMEP Rangers DAF	Two	Commenced
Partnerships with adjoining Shires & other stakeholders (Apply conditions to drovers)	Minimum of seven days notice to adjoining and subsequent shires of forth coming cattle.	Rangers	One	Commenced & As Required
	Limiting maximum stock numbers and proposed travel rates assessed/negotiated with permit Applicants/Drovers and relevant adjoining shires, in regard to carrying capacity of laneways and available resource on travel corridors and adjusted accordingly to a negotiated number and rate.	CEO GMEP Rangers Drovers Adjoining Shires	One	Commenced & As Required
	Apply a condition for drovers to reduce mob sizes accordingly at relevant areas, unless the applicant can demonstrate fully to Council's satisfaction that all pending issues can be appropriately dealt with & effectively managed.			
Removal of impediments	To remove abandoned car bodies off the SRN.	Rangers Works Foreman DMR	Four	Commenced & Ongoing
	Serve written notification to remove old fencing obstructing the movement of traveling stock.	Rangers GMEP CEO	Two	Commenced & Ongoing

2.2 Grazing management

2.2.1 Relevance of SRN management

The Central Highlands Regional Council believes that successful grazing management will directly contribute to the, “**management**” principle of stock route network management as set out in the ‘Act’. That is, pasture availability and land condition will contribute towards the legislative principle in which the stock route network is managed, to “maintain and improve” the network’s natural resources and management of grazing pressure to provide sufficient ground cover will ensure that the network, “remains available for public use” now and in the future.

This plan’s objectives for grazing management also contribute to implementing the State Strategy in that it aims to achieve sustainable management. That is, it implements best management practices for on-ground management and provides for training and education to achieve sustainable use.

2.2.2 Goal

To minimise the grazing impacts, of traveling stock and/or agisted stock, on the land condition of the SRN, within Central Highlands Regional Council and to ensure that the grazing resources are available for future use.

2.2.3 Indicators and targets

Grazing management indicators	Targets
• Percentage of land on SRN in LGA in A Condition	• 50%
• Percentage of land on SRN in LGA in B Condition	• 30%
• Percentage of land on SRN in LGA in C Condition	• <10%
• Percentage of land on SRN in LGA in D Condition	• < 5 %

Appendix 2 Stocktake Resource Monitoring Program

2.2.4 Grazing management polices

The land and pasture management policy as set out below outlines the areas that the Central Highlands Regional Council sees as important management issues that require strategic management tools, in order to achieve sustainable grazing of stock routes and reserves for traveling stock within the shire. The Council is committed to implementing this policy through its administrative and work-planning processes and through sound decision-making.

2.2.4.1 Land and Pasture Management Policy

- Ranger Services staff will carry out an annual land condition and pasture resource monitoring at the end of the wet season (where practical utilising either, the ‘Stocktake’ (Appendix 2) approach for static grazing, or an alternative land condition monitoring standard), to evaluate available resources and determine prospective carrying capacities for the SRN. This will assist with decisions for potential permit application assessment and other management decision-making processes.
- Council will consult with DAF (or other relevant agencies) to formulate appropriate residual pasture levels for the SRN, to aid with decisions over travel and agistment permit applications.
- Ranger Services staff will regularly monitor land conditions determined to be in B condition and apply relevant management strategies if it deteriorates to C condition. Land determined to be in C or D condition will be spelled until reaches at least B condition.

- Areas determined through regular monitoring to have more pasture than is required for traveling stock, will be managed in this order of priority: short-term agistment under a permit (where there is interest), burning (for environmental or safety reasons) or bailing (through a call for expressions of interest).
- The Council will take into account the following when making decisions:
 - 'land conditions', regarding stock and other land management issues, including considering carrying capacities of the land, to make decisions regarding travel, agistment (under permit) or agistment/occupation under a permit to occupy.
 - 'Impacts to pastures', during the seed setting and growth period (determined by seasonal conditions) and following fire, Stock Route use will be minimized through the implementation of spelling and permitting restrictions (refer to section 'Permit Travel and Agistment' in this plan).
 - 'Impacts on Pest Management', to remain consistent with Pest Management Policies and recognised Best Management Practices for declared pest plant species (e.g. maintaining a minimum 70% pasture threshold for competition against the establishment of Parthenium weed in identified Parthenium weed areas).
 - 'Impacts on other Stakeholder values', when necessary, network operations may be considered for impacts on Main Roads Pest and Fire Management Plans where appropriate (i.e. stock routes on State controlled roads).

2.2.5 Grazing management issues

For Central Highlands Regional Council to meet the goals and targets set for grazing management and to be able to manage the SRN in accordance with the grazing management policies, the following issues need to be addressed:

1. Capability within Council to monitor land condition may be limited, as all staff may not be proficient in monitoring methods or the technical side of calculating carrying capacities, therefore, where appropriate will consult and seek advice from DAF or other professionals;
2. Spelling of the stock routes for rehabilitation/pasture regeneration will create some controversy;
3. Expectations from SRN users that pasture availability and retention, are principally used for the purpose of the grazing of stock on the network and reduction of grazing impacts to maintain pasture thresholds, may cause some controversy,
4. Conservation and maintenance of pasture resources for future stock movements, on the multiple use corridors may cause some controversy, because of preconceptions for potential fire hazards, due to perceived fire fuel loads, and
5. Limiting or reducing mob sizes because of assessed carrying capacities of travel corridors (i.e. narrow laneways, available resource, network user safety and other management strategies) will create some controversy.

2.2.6 Grazing management strategies and actions to address issues

Strategy	Action	By Who	Priority	By When
Increase grazing management skills of Ranger Services Staff	Ranger Services staff to attend a 'Stocktake' training program undertaken by DAF and DNRM	CEO BO Rangers	Two	2020
	Ranger Services Staff to attend a 'Grazing Land Management Workshop'	CEO GMEP BO Rangers	Three	2020
Set residual pasture levels	Consult with DAF (or other relevant agencies) to set residual pasture levels	Rangers GMEP	Two	Ongoing
Raise Awareness	Notify the public and users of the network that the routes will be spelled and when they will be spelled.	CEO GMEP Rangers	Three	Commenced & as Required
Provide alternative routes	Investigate and/or prepare alternate route for use, with the possibility of providing temporary water facilities.	Rangers	Four	As Required
Partnerships with other stakeholders (Apply conditions to drovers)	Limiting maximum stock numbers assessed/negotiated with permit Applicants/Drovers in regard to carrying capacity of laneways and available resource on travel corridors and adjusted accordingly to a negotiated number and rate.	CEO GMEP Rangers Drovers	One	Commenced & As Required
	Apply a condition for drovers to reduce mob sizes accordingly at relevant areas, unless the applicant can demonstrate fully to Council's satisfaction that all pending issues can be appropriately dealt with & effectively managed.	CEO GMEP Rangers	One	Commenced & As Required
	That pasture thresholds be maintained at \geq % in recognition of Best Management Practices for declared pest species.	CEO GMEP Rangers	One	Commenced & As Required

2.3 Significant area management

2.3.1 Relevance for SRN management

Significant area management is an integral component of overall Stock Route Management. Significant areas include areas that are significant for their biodiversity, historic heritage, cultural heritage or environmental values.

Community values determine incorporation into significant areas and thus their management is reliant on combined community commitment and involvement.

2.3.2 Goal

To minimise the impacts traveling stock and/or agisted stock may have on areas of significance, on the SRN within Central Highlands Region.

2.3.3 Indicators and target

Significant area management indicators	Targets
<ul style="list-style-type: none">Inventory of significant areas, their extent and condition	<ul style="list-style-type: none">That the number and extent of significant areas does not decrease and that the conditions of these areas do not decline.
<ul style="list-style-type: none">Inventory of incidents causing degradation and their causes	<ul style="list-style-type: none">Zero incidents caused by stock
<ul style="list-style-type: none">Inventory of significant areas and their barriers of protection (i.e. fencing, signage).	<ul style="list-style-type: none">That all significant areas be protected and contained.

2.3.4 Significant area management policies

The Central Highlands Regional Council recognises numerous significant areas within the Shire, ranging from cultural heritage sites (indigenous and historic) to areas that hold significant environmental value (including riparian areas and areas of significant biodiversity). This plan aims to manage the SRN in these areas to a degree that minimizes impacts by travelling and agisted stock on the significant area.

2.3.4.1 Riparian area management policy

- Riparian areas used as a watering point that are within 3 km of a stock route water facility with sufficient water resources, will be closed to stock to minimize stock damage to the riparian area. Permittees will be advised of these sites upon issue of the permit (where possible) and signage will be displayed at the area to redirect stock to the nearby watering facility.
- Riparian areas with disturbed vegetation or eroded banks most likely caused by use as a stock watering point will be rehabilitated.
- Investigate alternative funding sources (i.e. through Regional NRM Body) to provide artificial waters and/or fencing where riparian areas are being degraded through use by travelling stock.

2.3.4.2 Biodiversity management policy

- Areas identified as being highly significant areas, in terms of biodiversity, shall be monitored by either the Ranger Services staff or through other monitoring programs (e.g. volunteers and school groups). Results will be compiled and considered during plan reviews to rectify problems.
- Alternative routes and reserves shall be investigated, to replace routes and reserves containing remnant vegetation, subject to degradation by traveling and agisted stock.
- Ranger Services staff will evaluate the effectiveness of fencing off significant areas for retention of biodiversity, providing recommendations to Council. Council may consider the approval of fencing where it is appropriate to do so.

2.3.4.3 Cultural heritage policy

- Areas identified as being highly significant areas, in terms of cultural and historical values, shall be monitored by either the Ranger Services staff, or through other monitoring programs (e.g. volunteers, school groups, other stakeholders and/or indigenous groups). Results from this monitoring will be compiled and considered during plan reviews to rectify problems associated with the impacts of stock.
- Ranger Services staff will evaluate the effectiveness of fencing off culturally significant areas, providing recommendations to Council. Council may consider the approval of fencing where it is appropriate to do so (ideally all culturally significant areas should be fenced off and contained).
- Stock traveling within 10 metres of a culturally significant area must, as a condition of their permit, be fenced off from the site using temporary electric tape fences if no permanent fence present.
- For Aboriginal Cultural Heritage, Council will adhere to the Duty of Care guidelines under the Aboriginal Cultural Heritage Act 2003, as per Appendix 5.

2.3.5 Significant area management issues

For Central Highlands Regional Council to meet the goals and targets set for significant area management and to be able to manage the SRN, in accordance with the significant area management policies, the following issues need to be addressed:

1. Capability within Council to monitor the condition of significant areas may be limited and will call upon other monitoring programs (volunteers and/or school groups) in order to investigate changes;
2. Expectations from users of the SRN that, resources are principally used for the purpose of stock on the network and restricting stock access to areas on the stock routes set aside for conservation, may create some controversy.

2.3.6 Significant area management strategies and actions to address issues

Strategy	Action	By Who	Priority	By When
Increase capacity within Council to monitor significant areas	Provide training to Rangers on significant area monitoring and management through the Department of Environment and Heritage Protection	Rangers EHP	Two	2010
Outsource monitoring of significant areas	Investigate groups which may voluntarily monitor significant area conditions	CEO GMEP Rangers	Two	2010
	Investigate regional bodies' capacity to monitor significant areas. Engage volunteer groups and/or regional body resources to monitor significant areas.			
Share Knowledge	Communicate & share information with all appropriate stakeholders	Rangers CEO GMEP Stakeholders	Two	Ongoing
Raise Awareness	Notify the public and users of the network about the routes that will be fenced off for conservation	Rangers	Two	As Required
Provide alternative routes	Investigate and/or prepare alternate route for use, with the possibility of providing temporary water facilities.	CEO GMEP Rangers	Four	As Required

2.4 Risks and safety management

2.4.1 Relevance for SRN management

To ensure that all agencies and stakeholders that are specific to the Stock Route Network, are aware of the SRN's use as a multi-purpose corridor. Risk and safety management is an integral part of this plan that permits a greater understanding of “**public awareness**” and knowledge in relation to the network's multiple uses.

2.4.2 Goal

For the SRN in Central Highlands Regional Council to be provided as a safe environment for the people and stock permitted to use it and that the use of the SRN does not cause harm to other people and equipment that may use the Stock Route corridor for other purposes.

2.4.3 Indicators and targets

Risk and safety management indicators	Targets
▶ Number of possible hazards	▶ 0-2
▶ Number of reported incidents	▶ 0-2

2.4.4 Risk and safety management policies

In this section a “**risk**” is the potential impact another use or users may have on traveling or agisted stock; while a “**safety issue**” deals with the impacts traveling or agisted stock may have on other uses or users.

2.4.4.1 Risks and safety issues policy

- To identify risks and safety issues, Ranger Services staff will perform Audits on the SRN and report information to Council for prioritisation. Priorities will be included in Council's annual works program (e.g. suggest alternative travel routes/arrangements to negate identified squeeze points and facility maintenance works program).
- Council will develop and provide mechanism for receiving information from the community, permittees, users, etc. regarding perceived risk and safety issues on the network.
- Council will liaise in partnership with DAF animal welfare officers when considering Stock Route Permit applications for sick or weak cattle on or entering the network.

2.4.4.2 Additional policies

- Road safety policy will incorporate the use of appropriate advisory signage by drivers, engagement of traffic control (e.g. Police, Accredited Traffic Control) for stock movements negotiating identified squeeze points, warning signs at common crossings (e.g. saleyards, holding yards), application to QT to reduce speed limits in high risk zones.
- Infrastructure safety policy will incorporate the use of appropriate public advisory signage restricting access by the general public. A standardisation of facilities will be investigated to minimize hazards.
- Fire risk management Policy (Appendix 7) will incorporate potential expressions of interest for agistment to reduce fire fuel loads in identified areas, notifying community and users of proposed burning schedule and engagement of Rural Fire Brigade including traffic control where smoke and fire hazards may impact on road traffic.

- This Policy is currently being developed as a collaborative approach through consultation and partnership between the Council Officers, TMR, and Regional Rural Fire Services and will incorporate Local Brigades and other service providers (QR, Qld Police) where necessary.
- The Policy will include;
 - Potential development of a uniform Permit assessment and approval process between the Organisations, as apposed to the present requirements of multiple approvals and RCP's for permits over common areas of stock routes and State controlled roads,
 - Where practical or feasible, proposed utilisation of grazing management and depasturing strategies to reduce potential fire fuel loads, as apposed to burning regimes, and
 - When burning is determined to be necessary, the use of selective and controlled mosaic burning strategy programs.

2.4.5 Risk and safety management Issues

For Central Highlands Regional Council to meet the goals and targets set for risk and safety management and to be able to manage the SRN, in accordance with the risk and safety management policies, the following issues need to be addressed;

Restrictions currently exist for potential stock movements, including impediments to travelling stock and other users of these corridors:

1. **Route S 043** (Dawson Highway- Expedition Range) - due to fragmentation of the stock route as a multiple use corridor, because of State controlled road infrastructure, narrow corridors and identified squeeze points, Land tenure (permits to occupy) and topographical features ,
2. **Route S 043** (Dawson Highway- Zamia Creek) - due to fragmentation of the stock route as a multiple use corridor, because of State controlled road infrastructure, narrow corridors and identified squeeze points, Land tenure (permits to occupy) and topographical features ,
3. **Route M 413** (Capricorn Highway) - due to fragmentation of the stock route as a multiple use corridor, because of State controlled road infrastructure and rail easement and rail electrification infrastructure (including rail line duplications between Blackwater and Duinga),
4. **Route U 416 South** (Blackwater/Rolleston Road) - (a) due to fragmentation of the stock route as a multiple use corridor, because of State controlled road infrastructure and rail easement and rail electrification infrastructure,
(b) Due to land tenure, because of mineral exploration, mining claims and material excavations,
5. **Route U 416 North** (Blackwater/Cooroorah Road) – (a) due to fragmentation of the stock route as a multiple use corridor, because of State controlled road infrastructure and rail easement and rail electrification infrastructure,
(b) Due to land tenure, because of mineral exploration, mining claims and material excavations.
6. **Route U 841 West** (Melmoth/Cooroorah) – (a) fragmentation of the stock route due to land tenure, because of mineral exploration, mining claims and material excavations.

Other safety Issues to consider within the Central Highlands Stock routes include;

- Squeeze points
- Old Quarries, Borrow Pits
- Fencing
- Old rubbish dumps, car bodies etc

- Fuel Loads (pasture)
- Traffic
- Vegetation Thickening
- Potential Blind Spots
- Range areas
- Signage
- Holding Yards
- Water Facilities
- Poisonous Plants

2.4.6 Risk and safety management strategies and actions to address issues

Strategy	Action	By whom	Priority	By when
Raise Awareness	Put up warning signs for motorists 50 metres out, on each side of the road, from identified vegetation regrowth areas	Rangers DMR	Two	As required
Apply conditions to drovers	Apply a condition for drovers to reduce mob sizes accordingly at relevant areas	CEO GMEP Rangers	One	On going
	Apply additional condition for all mobs, that drovers must provide appropriate approved traffic control to direct traffic, during stock movements negotiating identified squeeze points or short crossings of road infrastructure			
	Apply additional condition for drovers, to seek alternative travel arrangements (road transport), in lieu of traversing narrow corridors (road infrastructure, rail electrifications, etc..) to ensure that the stocks travel is not likely to have adverse affect on road and public safety	CEO GMEP Rangers	One	As required
Policy development	Develop policy for <i>Road Safety Policy, Infrastructure Policy and Fire Risk Management Policy</i>	CEO GMEP BO Rangers DMR	One	2010 Fire Risk Management Policy (Appendix 7)
	Identify and develop actions under the <i>Road Safety Policy, Infrastructure Policy and Fire Risk Management Policy</i>			

Risk and Safety Audits	Conduct annual risk and safety issue audits of all stock route facilities	Rangers	Two	Annually
Improve safety at stock route water facilities and stock routes generally	<p data-bbox="416 264 810 376">Report information from audits to Council for annual prioritisation</p> <ul data-bbox="416 376 810 1400" style="list-style-type: none"> <li data-bbox="416 376 810 593">• The area Rangers to identify any traffic safety issues and produce a map of the shire highlighting these issues. <li data-bbox="416 593 810 1086">• The area Ranger Services staff will conduct regular safety assessments of all stock route watering facilities and holding yards. Any major issues are to be raised at the Central Highlands Rural Services Committee Meeting with the Ranger Services staff recommending appropriate action. <li data-bbox="416 1086 810 1198">• Implement burning regime to reduce fuel loads <li data-bbox="416 1198 810 1400">• Consult with Main Roads on safety issues concerning stock routes on State controlled roads and coordinate works <p data-bbox="416 1400 810 1532">Prioritise safety issues and include top priorities in Annual Works Program funding application.</p>	High	Rangers	On going

<p>Raise awareness to the users of the SRN about the safety hazards to them, their stock and to others</p>	<ol style="list-style-type: none"> 1. Notify on the permit and also via map (if required) of the potential hazards and requirements by the user to ensure the safety for their use and also others that may be using the road network. 2. Ensure that all users are fully aware of the potential dangers with travelling stock on the SRN when coupled with a road network (through verbal communication). <p>Rangers develop a Stock Route User Safety Guide to ensure users are fully aware of the potential hazards their activity may cause to other users or hazards that my impact on their activity.</p>	<p>High</p>	<p>Rangers</p>	<p>On going</p>
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2.5 Infrastructure management

2.5.1 Relevance for SRN management

Council to maintain all stock route network infrastructures to a serviceable level and to ensure all stock travelling and/or agisting are adequately supported on the network. The two primary principles addressed with this plan include ‘**management**’ and ‘**payment for use**’.

2.5.2 Goal

Traveling stock can access maintained water supplies at regular intervals along primary and secondary routes of the SRN within the Central Highlands Region. Ideally these supplies should not extend further than 15-20km intervals.

2.5.3 Indicators and targets

Infrastructure management indicators	Targets
<ul style="list-style-type: none">Facilities are maintained at good to fair condition	<ul style="list-style-type: none">50% of current facilities in fair /good condition
<ul style="list-style-type: none">Maximum distance between water facilities on primary and secondary routes	<ul style="list-style-type: none">15 to 20 km

2.5.4 Infrastructure management policies

2.5.4.1 Construction and maintenance policy

- To determine required construction and maintenance of infrastructure, the Stock Route Supervisor will conduct an annual condition audit of all stock route facilities, reporting conditions to Council. Facility maintenance and construction requirements will be prioritised annually.
- To meet the goals mentioned in this section, Council will develop an “**Ideal**” infrastructure requirements catalogue (complete with estimated costs) for proposed new infrastructure and reinstatement of current inoperable infrastructure.
- In the process of developing the SRN for ideal infrastructure requirements, Council will apply to the State and negotiate for DNRM Annual Works or Capital Works funding for identified new constructions and maintenance priorities.
- Council will negotiate with the DNRM and landowner parties to facilitate water agreements for maintenance of facilities on Minor and Unused / inactive routes, in exchange for waiving water agreement fees.
- Ranger Services staff to identify areas where holding yards are required and make recommendations to Council on priorities for construction.

2.5.5 Infrastructure management issues

For Central Highlands Regional Council to meet the goals and targets set for infrastructure management and to be able to manage the SRN in accordance with the infrastructure management policies the following issues will need to be addressed:

1. Route S 043 (Dawson Highway) – Lack of permanent infrastructure currently available.
2. Conditions for drovers to provide supplementary alternative water facilities (portable) may cause some controversy,
3. Expense required for maintenance of infrastructure on low volume usage travelled routes such as minor and inactive routes.

2.5.6 Infrastructure management strategies and actions to address issues

Strategy	Action	By whom	Priority	By when
Repair facilities in conditions less than good or fair	Perform Audit on conditions of existing water facilities and prioritise needs for repair.	Rangers	One	Commenced & conducted annually
	Report conditions of facilities to council for annual works prioritisation.			
	Apply to the State for funding for water facilities through DNRM Annual Works funding.	CEO GMEP Rangers	One	Annually
	Manage the upgrade of facilities by contractors.	Rangers	One	As required
Investigate provision of water facilities, including facilities on alternative routes	Rangers to investigate potential strategic sites for new Water Facilities.	Rangers	One	Commenced
	Develop an “ Ideal ” Infrastructure Requirements Catalogue, including costs for construction of Facilities.	CEO GMEP Rangers	Two	2013
	Apply to the State for funding for water facilities through DNRM Capital Works.			Commenced, As required
Apply conditions to drovers	Apply additional condition for all mobs, that drovers provide supplementary alternative watering facility, during stock movements, where insufficient facilities are available for use along proposed route of travel.	CEO GMEP Rangers	One	Commenced and on going.

2.6 Pests and diseases management

2.6.1 Relevance for SRN management

Management of declared pests and diseases on the SRN aim for the prevention of weed seed spread, containing and controlling pests to acceptable levels, including adherence to and participation in existing disease prevention and containment protocols.

Relevant principles of SRN management to pest and disease management include '**consultation and partnership**', '**management**', and '**monitoring and evaluation**'. As pests and diseases don't recognise artificial boundaries the above principles are integral to maintain control of declared pest infestations and disease free stock routes.

2.6.2 Goal

Minimise the spread and introduction of declared pests and disease by stock that use the SRN and minimise the impacts that pests may have on stock using the SRN.

2.6.3 Indicators and targets

Pests and diseases management indicators	Targets
• Percentage of SRN area covered by declared pest plants	• < 30%
• Number of disease reports or findings suspected to have originated from stock using the SRN	• Zero
• Number of pest plant species present that are harmful to stock	• < Two

2.6.4 Pests and diseases management policies

- Declared Pest Prevention policies for the Central Highlands Region will be in accordance with the provisions of the Act and will be incumbent with the Local Government Pest Management Plan, including the recognition of Best Management Practices for declared pest species. In summary, Council will promote the following;
 - (a) Pest management for the SRN is a landholder/occupier's responsibility when the part of the SRN is under Permit to Occupy or fenced as a part of or into the landholder's property.
 - (b) Pest management for the SRN is Council responsibility when the part of the SRN is fenced separate from a landowner's property and not under Permit to Occupy.
- Disease Prevention policies are to be developed within the Central Highlands Regional Council and will be incumbent with DAF Regulations. Central Highlands Regional Council recognises the fact that the NLIS will be implemented from 1 July 2005. Council also recognises it has a role to play in the implementation and ongoing administration of the NLIS in terms of the SRN. In summary, local government responsibilities in relation to the NLIS and the Stock Route Network are:
 - (a) Where stock **with no** NLIS device fitted are found to be straying on to part of the Stock Route Network – local governments will be responsible for assigning NLIS devices and notifying the NLIS database of the details of the NLIS device.
 - (b) Where stock **with an** NLIS device fitted are found to be straying on to part of the Stock Route Network – local governments will be responsible for notifying the NLIS database of the details of the NLIS device.(These roles and responsibilities are further explained in Appendix 6)

- Encourage all stock owners / drovers / machinery operators to take all reasonable measures in recognition of Best Management Hygiene practices to ensure their stock or machinery are free from disease and clean of pests and reproductive material from weeds on entering and leaving the SRN.
- Ensure that all users of the SRN understand their obligations to prevent the spread of weeds through contaminated vehicles, machinery and their loads as required under the *Land Protection (Pest and Stock Route Management) Act 2002*.
- Ensure all vehicles entering SRN are cleaned down prior to entering SRN, and an inspection to be carried out if necessary issuing an inspection report i.e. coming from known GRT areas, Going into Barcaldine Regional Council from Parthenium areas of the Central Highlands. Encourage users to clean down vehicles on leaving the SRN.
- Carry out routine pest animal control programs on reserves to minimise pest animal impacts.
- Carry out declared pest plant control as per annual works program
- Ensure users hold cattle for 5 days prior to entry to adjoining Shires to ensure weed seed contaminants are minimised prior to entry on SRN within Jericho, Bungil, Taroom, Tambo, Murweh areas.

2.6.5 Pests and diseases management issues

For Central Highlands Regional Council to meet the goals and targets set for pest and disease management and to be able to manage the SRN in accordance with the pest and disease management policies the following issues need to be addressed:

1. As follows
 - a. Expectations from SRN users that pasture availability and retention, are principally used for the purpose of the grazing of stock,
 - b. Reduction of grazing impacts to maintain pasture thresholds, for consistency with Best Management Practices of certain pest plant species, may cause some controversy.
2. Conditioned stays in travel of stock for quarantine purposes, to prevent introduction and spread of declared pests on the land, may cause some controversy.
3. Vehicle and machinery movements in and out of weed infested areas are cleaned to prevent introduction and spread of declared pests on the land, may cause some controversy.
4. Carers of travelling stock must forward plan when clearing for ticks such as providing evidence of an appointment with clearance dip, may cause some controversy.
5. If there is evidence of cattle in poor condition DAF may need to assist with management of cattle. In theory cattle should be inspected before they enter stock route.

2.6.6 Pest management strategies and actions to address issues

Strategy	Action	By Who	Priority	By When
Survey minor and inactive routes	Carry out monitoring and mapping in accordance with Pest Management Plan.	Rangers	One	Commenced
Reduce pest plants on primary and secondary routes	Treat pest plant infestations in accordance with the Pest Management Plan, including the recognition of Best Management Practices.	Rangers DMR	One	Commenced, As Required
Policy Development	Develop a declared pest prevention and disease prevention policy.	CEO GMEP BO Rangers	Two	2013
Quarantine areas/ Transition zones (Areas that can be maintained relatively weed free)	Define/Investigate quarantine areas at strategic locations.	Rangers DAF: Biosecurity Officers BO/DRNM	One	Commenced
	Alternatively, define/investigate strategic areas for transition zones.			
	Where transition zones are used as an alternative for quarantine areas, allow drovers to reduce travel to a specified rate, so stock can empty any seed/weed contaminants.	CEO GMEP Rangers	One	Commenced
	Condition drovers to provide supplementary feed for stock being temporarily held, to reduce the impacts of grazing pressures on pasture resources available, because of degradation to the land.			
	Condition drovers to provide supplementary holding facilities for stock being temporarily held at specific designated quarantine areas, where insufficient facilities are available for use along proposed route of travel.			
	Apply to the State for funding for holding yards through DNRM - SRMU Capital Works	CEO GMEP Rangers	Two	2013
	Manage the building of the holding yards by contractors	Rangers	Two	2013

To ensure that travelling stock do not carry ticks into tick free areas	1.Include tick line on stock route maps 2. Follow DAF Guidelines and include as conditions on the permit	Rangers	Medium	When required
Minimize the spread of declared pest plants on the SRN	1.Council may require a copy of a weed hygiene declaration or written statement for any stock, machinery, vehicle etc entering the central highlands SRN. 2.Awareness material provided to SRN users on their obligations to minimize the weed spread and the need to minimize the weed spread	Rangers	Medium	When required

2.7 Water Agreements Management

2.7.1. Relevance for SRN Management

Water agreements under this plan are covered under the principles of “**management**”, “**consultation and partnership**”, “**payment for use**”, “**commitment**” and “**planning**”. This strategy has been derived for the provision, maintenance and regulation of water facilities for the SRN.

2.7.2. Goal

To derive an income from water agreements and reduce costs by using water agreements to reduce maintenance by local government, while ensuring that the water needs of traveling stock are met and that the water resources or other people with right to the water are not negatively impacted upon.

2.7.3 Indicators and targets

Water agreements management indicators	Targets
<ul style="list-style-type: none">• Number of water agreements	Agreement in place in all situations where they are required
<ul style="list-style-type: none">• Dollar income from water agreements	As above
<ul style="list-style-type: none">• Locations and times where water runs out at a water facility which is under a water agreement, when there was a demand for water by stock travel.	Subject to seasonal conditions

2.7.4 Water agreement management policies

- Water agreement policies are have been developed and will be by way of negotiation for approved use and will be defined as individual water agreements, including grounds to terminate. Council will negotiate with DNRM and landowner parties to facilitate these water agreements and requirements for maintenance.
- Existing water agreements may be reviewed and if required terminated giving the agreement holders sufficient time to arrange alternative supply. Agreements to be terminated if conditions on the agreement have not been met.

2.7.5. Water agreements management issues

For Central Highlands Regional Council to meet the goal set for infrastructure management and to be able to manage the SRN in accordance with the water agreement policies the following issues need to be addressed:

1. Route S 043 (Dawson Highway) – Lack of permanent infrastructure currently available,
2. Conditions for drovers to provide supplementary alternative water facilities (portable) may cause some controversy,
3. Expense required for maintenance of infrastructure on low volume usage travelled routes such as minor and inactive routes.
4. Agreement holders not carrying out general maintenance.
5. Inconsistency of Water Agreements

2.7.6. Water agreements management strategies and actions to address issues

Strategy	Action	By who	Priority	By When
Develop a process for DNRM to provide scientific advice on the water resource limitations	Engage in negotiations with regional DNRM – Water Management and Use personnel.	CEO Rangers BO DNRM	Two	2009
Ensure Compliance of Water agreements	New water agreements in place with compliance of conditions monitored by Rangers	Rangers	High	As required
Ensure a fair and equitable process for assessing water agreements	Document the agreed process for assessing water agreement applications and ensure all stakeholders are aware of the process	Rangers	High	At all times

2.8 Permitting travel and agistment

2.8.1 Relevance for SRN management

This strategy encompasses the principles of “**payment for use**” and “**management**”. The above principles are necessary for the proper regulation and management of the SRN to ensure sustainable use and equitable utilization by all stakeholders.

2.8.2 Goal

To carry out the process of assessing applications for permits to travel and/or agist stock on the SRN that ensures that the resources of SRN are sustained.

2.8.3 Indicators and targets

Permitting travel and agistment indicators	Targets
<ul style="list-style-type: none">Number of travel permit decisions which are disputed	<ul style="list-style-type: none">Less than 2
<ul style="list-style-type: none">Number of agistment decisions which are disputed	<ul style="list-style-type: none">Less than 2

2.8.4 Permitting travel and agistment policies

Policies will be in accordance with the provisions of the LP Act and are being implemented within the Central Highlands Regional Council as per the following:-

- Approving permits Policy – Permit Approval is currently in place and permit applications will be assessed and determined utilising the guidelines as stipulated in the Qld Stock Route travel and agistment permit kit, developed by DNRM.
- Agistment allocation Policy – Allocations will be assessed and determined by priority agistment cases, including emergency agistment as stipulated under the Act. Where it has been determined that the SRN has more than necessary resources on a route, allocations will be by ‘Notice’ – calling for expressions of interest. Where more than one application is received, decision will be made by a proposed ballot process.

2.8.5 Permitting travel and agistment issues

For Central Highlands Regional Council to meet the goal set for permitting travel and agistment, and to be able to manage the SRN in accordance with the permitting travel and agistment policies the following issues need to be addressed:

- Local rate payers who want to be given priority and precedence to agist stock on the SRN as opposed to other stock usages, may create some controversy,
- Expectations from SRN users that pasture availability and retention, are principally used for the purpose of the grazing of stock on the network and reduction of grazing impacts to maintain pasture thresholds, may cause some controversy,
- Additional conditioning of permits may cause considerable controversy.

2.8.6 Permitting travel and agistment strategies and actions to address issues

Strategy	Action	By Who	Priority	By When
Raise awareness of the need to provide fair and equal access	Rangers will continue raising awareness for the continued uses of the Network through general enquires.	CEO BO/DNRM Rangers	Two	Commenced and as required
	Information notices such as fact sheets are available for Land Holders from the DNRM website.			
Policy Development	Develop policies in line with the Land Protection Act for permit monitoring and agistment allocation.	CEO GMEP BO Rangers	One	Commenced and ongoing
Apply additional conditions on permits, where considered necessary	The Owners/Drovers of stock to seek alternative travel arrangements (road transport), in lieu of traversing the narrow corridors on hoof, to ensure that the stocks' travel is not likely to have an adverse affect on road or rail safety.	CEO GMEP Rangers	One	Commenced, As Required
	The Owners/Drovers to engage the services of an approved traffic control authority, DMR or QR staff, for short crossings, when negotiating identified squeeze points or rail X-ings along the route.			
	The Owners/Drovers to provide supplementary watering arrangements (portable troughing and water truck) due to insufficient facilities along the route.			
	The Owners/Drovers to provide supplementary holding facilities and make application for short term agistment permits, to hold stock at specific designated quarantine areas, to assist in reducing the spread of declared pests on the land.			

Strategy	Action	By Who	Priority	By When
(Condition Permits cont.)	The Owners/Drovers to provide supplementary feed, for stock being temporarily held in quarantine, to reduce the impacts on pasture resources available and degradation to the land, on the route.	CEO GMEP Rangers	One	Commenced, As Required
	That pasture thresholds be maintained at > % in recognition of Best Management Practices for declared pest species (e.g. maintaining a minimum 50% pasture threshold for competition against the establishment of Parthenium weed in identified Parthenium weed areas)			

2.9 Compliance

2.9.1 Relevance for SRN management

This component includes the principles of “**management**” and “**payment for use**” and is essential to provide adequate resources for the future SRN utilization.

2.9.2 Goal

To raise public awareness in relation to potential offences by users of the SRN, follow-up and act on compliance issues for SRN offences, in accordance with the provisions of the LP Act.

2.9.3 Indicators and targets

Compliance indicators	Targets
<ul style="list-style-type: none">• Number of compliance issues	<ul style="list-style-type: none">• 50% reduction
<ul style="list-style-type: none">• Number of notice/warnings issued	<ul style="list-style-type: none">• unlimited
<ul style="list-style-type: none">• Number of prosecutions carried out	<ul style="list-style-type: none">• 0-2 per year

2.9.4 Compliance policies

Policies have been implemented within the Central Highlands Regional council and will be in accordance with the provisions of the Land Protection Act and incumbent of the Pest & Stock Route Regulatory Compliance Strategy, developed by DNRM.

- Awareness raising policy – Council will promote the ongoing value of the SRN and potential offences under the Act, including penalty provisions as determined by the Act.
- Council's response Policy –
 - Ranger Services staff will perform Audits on the SRN, monitor permit conditions and investigate potential offences that may occur under the LP Act, when necessary.
 - Where it is considered that an infringement is being committed, advice and notification will be provided to the user of the SRN to rectify the potential offence/s.
 - Ranger Services staff will re-evaluate the potential offences and invoke compliance requirements if infringements continue to be committed.

2.9.5 Compliance issues

For the Central Highlands Regional Council to meet the goal and targets set for compliance and to be able to manage the SRN in accordance with the compliance policies the following issues need to be addressed.

1. Enforcement personnel live and socialize within the local shire,
2. Lack of public knowledge for legislative requirements versus past practices and expectations of SRN users, may create considerable controversy,
3. Lack of current resources available for Council to continually monitor compliance by users of the SRN.
4. Staff may need training in compliance.

2.9.6. Compliance Strategies and Actions to address issues

Strategy	Action	By Who	Priority	By When
Develop enforcement policies with adjoining shires	Negotiate with adjoining shires.	CEO GMEP Rangers	Two	2013
	Set up an agreement with adjoining shires to carry out enforcement for each others shires.	CEO GMEP Rangers	Two	2013
Ensure compliance on the SRN	<ul style="list-style-type: none"> Rangers to identify potential breaches by users, investigate and make recommendations on mode of action for CEO or delegated authority to act. An inspection program to be carried out periodically on routes consistently used under Permits to Occupy, and Water Agreements and report to be compiled and provided to Council. 	Rangers	High	Ongoing
Ensure consistent compliance policies across shires.	<ol style="list-style-type: none"> Conduct meetings between Rangers regularly to discuss compliance issues. Discuss compliance issues at Rangers 	Rangers	Medium	Annually
Enhance compliance skills of Ranger Services staff	Rangers and other relevant officers to attend retraining of the Land Protection Act and Compliance.	Rangers	Medium	When available
Raise awareness of stock route users, other agencies and broader community – value of the SRN & penalty provisions under the LP Act	Through existing forums i.e. LG Rural Services Committee assists DNRM to develop information notices and distribute.	Rangers & PO	Medium	When required

3 Implementation of the plan

3.1 Council resources

The Central Highlands Regional Council resources that will be available to implement this Plan will include:-

- All Ranger Services staff members are able to implement this plan.
 - Coordinator Ranger Services
 - Senior Ranger
 - 5 Rangers where 2 have 70% of their time allocated to Rural Lands including Stock Routes.
- Three 4WD utilities;
- Three Quikspray spray units;

3.2 Council commitment

Central Highlands Regional Council is committed to maintaining the SRN to improve and sustainably manage its' use as a valuable resource and provide for compatible alternative uses, so that the impacts of stock on the network resources, users and values of the SRN are minimised, whilst minimising the impacts from other users of the network, on travelling and the stock, providing a safe and well managed environment for all potential and prospective users.

When Council dose not have the resources to complete a task, contractors can be hired to complete the task. For example the maintenance of infrastructure such as windmills.

4 Monitoring and evaluating the plan

4.1 Performance indicators

Performance indicators have been included with each of the management components of the plan. These indicators will be monitored prior to the annual review period of the plan, and the achievement of targets will be assessed.

4.2 Review

The Central Highlands Regional Council will re-establish a working group three months prior to the end of the 2012/2013 financial year to prepare the next Central Highlands Regional Council SRN Management Plan 2013-2017.

Lands Protection (Pest & Stock Route Management) Act 2002
Section 113 Reviewing and renewing plan

- (1) The local government may review, or renew, its stock route network management plan when the chief executive officer of the local government considers it appropriate.
- (2) However, the local government must review the effectiveness of its stock route network management plan at least 3 months before the start of each financial year.
- (3) Also, if the State stock route network management strategy is amended, the local government must review its stock route network management plan and, if necessary, amend the plan to ensure it is consistent with the amended strategy.

5 Abbreviations

Abbreviation	Meaning
CEO	Chief Executive Officer
CHRC	Central Highlands Regional Council
DAF	Department of Agriculture and Fisheries
DNRM	Department of Natural Resources and Mines
DEHP	Department of Environment and Heritage Protection
GMEP	General Manager Environment & Planning
LGA	Local government area
BO	Biosecurity Officer – Invasive Plants and Animals
NLIS	National Livestock Identification System
QPS	Queensland Police Service
QR	Queensland Rail
QT	Queensland Transport
TMR	Transport and Main Roads
RCP	Road Corridor Permit
SRMU	Stock Route Management Unit
SRN	Stock Route Network
SRNMP	Stock Route Network Management Plan
The Act	<i>Land Protection (Pest and Stock Route Management) Act 2002</i>
PO	Project Officer

6 APPENDICES

6.1 Appendix 1 – Maps included in the plan

6.1.1 Map 1 – Stock Route Network by Location

6.1.2 Map 3 – Stock Route Network including Regional Ecosystems & Vegetation Areas

6.2 Appendix 2 – Stocktake grazing resource monitoring program

6.3 Appendix 3 – Inventory of water facilities

6.4 Appendix 4 – Inventory of Stock Routes

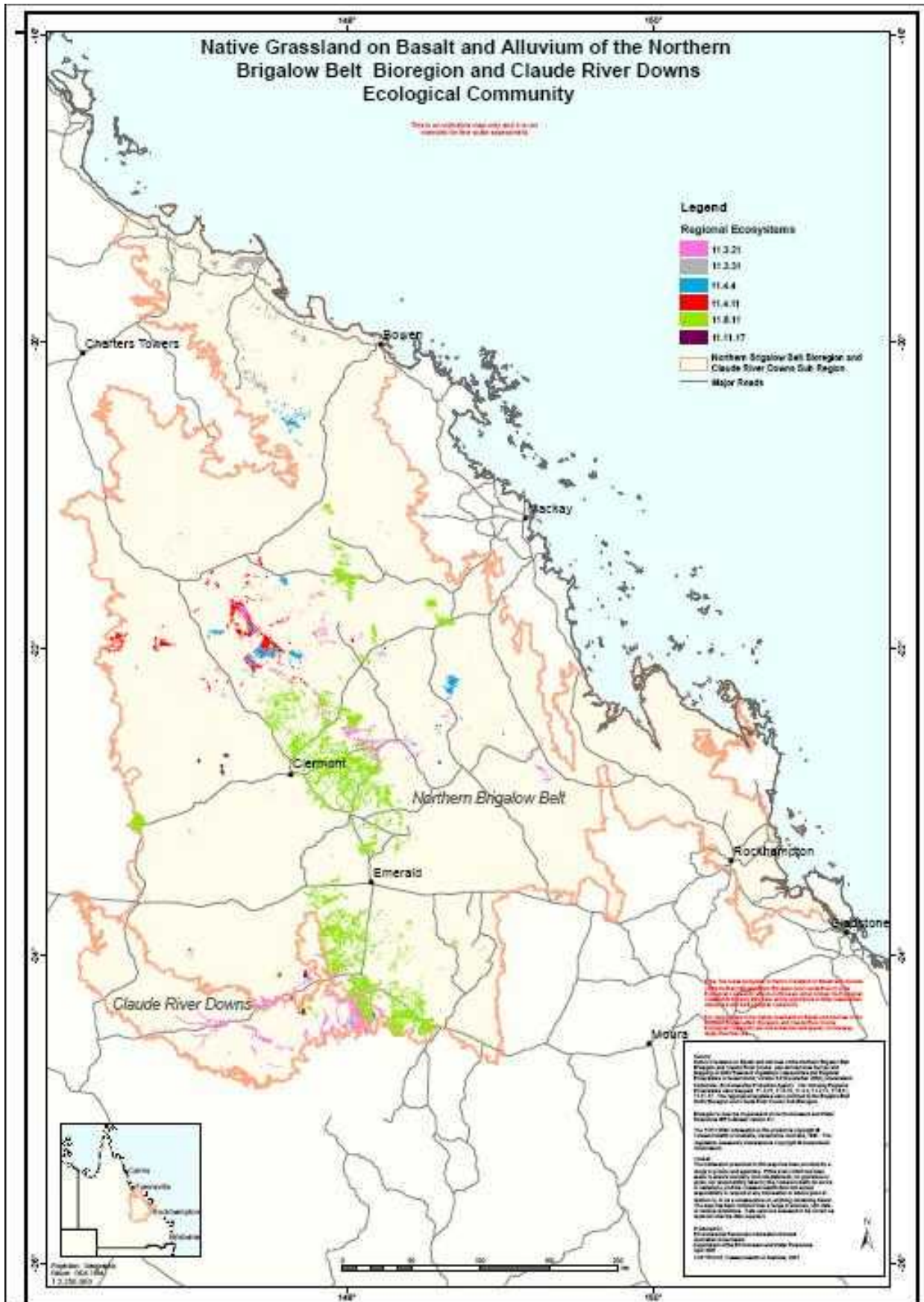
6.5 Appendix 5 – Aboriginal Cultural Heritage Guidelines

6.6 Appendix 6 – NLIS & LG Area SRNM Planning

6.7 Appendix 7 – SRN Fire Risk Management Policy

6.1 Appendix 1 – Maps included in the plan

6.1.2 Map 3 – Stock Route Network including Regional Ecosystems & Vegetation Areas



For more information of the Regional Ecosystems complete a search at

<http://www.DNRM.qld.gov.au> and follow the links;

1. Maps & Data Online
2. Regional Ecosystems database and maps
3. Regional Ecosystems description databases
4. Regional Ecosystems search; once the search page has been located enter the Regional Ecosystems Identification Number which can be located on the legend of the Map.

6.2 Appendix 2 – Stocktake Grazing Resource Monitoring Program

Stocktake is a paddock-scale land condition monitoring and management package that has been developed by the Queensland Department of Primary Industries to provide grazing land managers with a practical, systematic way to assess land condition and long-term carrying capacity and to calculate short term forage budgets.

Within stocktake grazing land condition can be split into 4 broad categories based on an evaluation of coverage of perennial (3P) grasses (considered palatable, perennial for grazing purposes), soil condition, woodland condition and weed infestation. Ground cover is an indicator of what might happen to future soil condition.

Good or “A” condition has the following features:

- Good coverage of perennial grasses dominated by those species considered to be 3P grasses for that land type, little bare ground (<30 %) in most cases;
- Few weeds and no significant infestations;
- Good soil condition, no erosion, good surface condition; and
- No sign or early signs of woodland thickening.

Fair or “B” condition has a least one or more of the following features:

- Some decline of 3P grasses, increase in other species (less favoured grasses, weeds) and/or bare ground (>30% but 60%) in most cases;
- Some decline in soil condition, some signs of previous erosion and/or current susceptibility to erosion is a concern; and
- Some thickening in density of woody plants.

Poor or “C” condition has one or more of the following features, otherwise similar to “B” condition.

- General decline in 3P grasses, large amounts of less favoured species and/or bare ground (<60 %) in most cases;
- Obvious signs of past erosion and/or susceptibility currently high; and
- General thickening in density of woody plants.

Very Poor or “D” condition has one or more of the following features:

- General lack of perennial grasses or forbs;
- Severe erosion or scalding resulting in hostile environment for plant growth; and
- Thickets or woody plants cover most of the area.

Source: QDPI&F (2004). Stocktake. Balancing Supply and Demand. The State of Queensland, Department of Primary Industries and Fisheries.

LAND CONDITION AND FORAGE CONDITION RECORDING

Equipment: Field recording sheet

The spreadsheet named *Land Condition & Forage Budget* contains a field recording sheet template called *Field Recording Sheet*. This template is on a separate worksheet, of which you can find by looking at the worksheet tabs at the bottom of the screen.

This sheet is for you to print out and take into the field to manually record your data and observations. You will need to print out as many sheets as you have photo sites.

OTHER OBSERVATIONS

The “other observation” box is for you to record any other observations you think may be of interest.

Examples:

- Seedling recruitments (when many seedlings germinate at once)
- Dieback of old plants
- Pest plagues (eg. grasshoppers, army worms)
- Flood events
- Dominant pasture species
- Description of erosion (eg. gully, nil, sheet, 30cm deep etc...)
- Recent management actions (eg. clearing, ripping, sowing of pastures, fire)
- Rainfall and seasonal conditions

There are three other recording sheets in the *Land Condition & Forage Budget Spreadsheet* which you may use. These are called *Land Condition Manual Calculations*, *Dry Season Forage Budget Manual Calculations* and *Forage Budget Calc Advanced*. These sheets are a guide for those people who would like to manually work out their land condition and forage budget figures, rather than using the spreadsheet. Necessary equations are noted at the right-hand side of the page.

PASTURE CONDITION

Equipment: Photostandards, recording sheet, Plants of Southern Inland Queensland (or relevant publication for your region).

The table on the following page is a tool to help you decide on a Condition Rating for your pastures in each land type for a paddock. You will need to look over the whole area of the land type and decide what is its average rating.

The first and most important determinant is the proportion of 3P grasses. The proportion, as a percentage of pasture dry matter yield, of 3P grasses will give you the best indication of the areas pasture condition rating. If 3P grasses comprise 80% or more of pasture yield, then the area would get a Rating of 1.

Secondly, check the crown cover of 3P grasses. If the crowns are beginning to fragment, the grasses have been weakened and will be susceptible to overgrazing in the following growing season. A further reduction in plant crown cover could result in the death of 3P grasses (see diagram page 11 of background notes).

Any one or more of the remaining Condition Indicators can occur in combination with the level of 3P grasses for each rating. These other condition indicators will help to determine whether the pasture condition rating should remain the same as indicated by the 3P grasses or whether it should change. For example, if there were 60% 3P grasses, the condition rating would normally be Rating 2. However, if there were also 40% weeds, e.g. giant rats tail grass; the condition rating would be downgraded to Rating 3.

Different combinations of the other condition indicators can occur with the 3P grasses for each Rating score.

The proportions of each indicator for a condition rating **do not have to add to 100%**. For example, if a pasture were comprised of 30% 3P grasses, 10% annuals, and 30% undesirables, the remaining 30% could be intermediate grasses (not 3P's, but not undesirables, e.g. pitted blue grass on a clay soil). The pasture described would then get a Condition Rating of 3.

This is a simple system for rating pasture condition:

1. Check to see what proportion 3P grasses contribute to the total pasture yield in the area and gauge the health of those plants (by assessing crown cover).
2. Check to see whether there are any of the other pasture condition indicators present. If there are, guess roughly what proportion of pasture they comprise.
3. Check off your estimates against the table and decide which rating best suits.

PASTURE CONDITION ASSESSMENT TABLE

Condition Rating	Condition Indicators				
	3P Grasses		Annual Grasses % DM Yield	Undesirable Grasses & other Weeds % DM Yield	Species Diversity – Desirables
%DM Yield	Crown Cover				
1	>or = 80%	Dense & entire	>or = 20%	>or = 20%	> 5 species
2	60 – 80%	Dense & some fragmented	20 – 40%	20 -30%	3 – 5 species
3	10 – 60%	Moderate density & some dead 40 – 70%	40 – 70%	30 – 80%	2 – 3 species
4	<10%	Sparse & many dead	>70%	>80%	1 or less species

Major consideration to be considered

*Species diversity criteria needs to be reviewed on a region-by-region basis

FORAGE CONDITION

PASTURE QUANTITY

Pasture quantity is visually assessed using comparative photo standards for that particular pasture community. You should receive a set of photo standards for this region during the workshop.

PASTURE QUALITY

Pasture quality is directly affected by the proportion of green in the pasture and cattle weight gains on that pasture are, in turn, affected by the proportion of green material in the animal’s diet and by the growth stage of the plant. The older the plant, the lower its nutritive value. Pasture quality does not directly affect land condition; however, it will affect animal performance and should be considered when estimating live weight gains over a planning horizon.

Noting the stage of pasture maturity and the proportion of green in the pasture will give you an indication of cattle performance on these pastures. Refer to the first section of the manual, ‘Notes’, for more details on this topic. The Northern Nutrition Workshop covers, in detail, these aspects of pasture quality and how they affect animal performance.

SOIL CONDITION

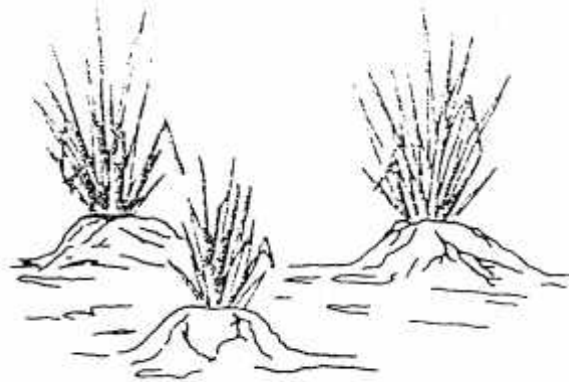
Equipment: Soil condition table, recording sheet.

Soil condition is assessed by examining some visual surface characteristics. A stable soil has little evidence of surface disturbance. A healthy soil that has good soil structure will have optimal potential for soil water infiltration and a healthy population of soil microbes to cycle nutrients.

SOIL SURFACE CONDITION

SURFACE DESCRIPTION	SOIL CONDITION RATING	INDICATORS
Stable	1	No visual evidence
Slight Disturbance	2	Soil slightly disturbed by erosion. Indicators include: <ul style="list-style-type: none"> • Soil surface compaction or crusting • Signs of increased surface runoff • Signs of increased soil movement by wind or water • Cattle tracks affecting water movement
Moderate Disturbance	3	Soil moderately affected by erosion. Indicators include: <ul style="list-style-type: none"> • Plant pedestalling occurring • Definite signs of sheet or rill erosion • Definite signs of soil mounding around obstructions • Salt-affected areas occurring • Gravel and stone pavements common having a concrete look
Severe Disturbance	4	Soil severely affected by erosion. Indicators include: <ul style="list-style-type: none"> • Any rocks or plants on pedestals • Runoff concentrated in channels • Prominent sheet, rill or gully erosion to 15cm deep • Prominent sand mounds blown against object • Vegetated areas isolated in mounds or depressions • Scalds, exposed subsoil • Gravel and stone pavements prominent • Bedrock at the surface
Very Severe Disturbance	5	Soil very severely affected by erosion. Indicators are as for severely disturbed above, but more extreme. <ul style="list-style-type: none"> • Sheet, rill or gully erosion >15cm deep

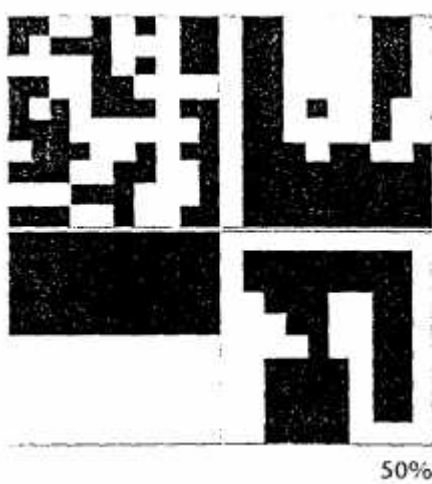
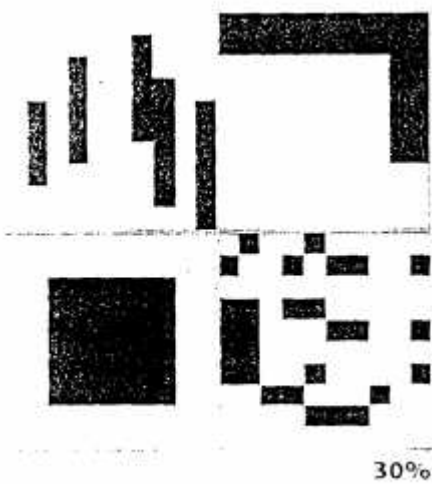
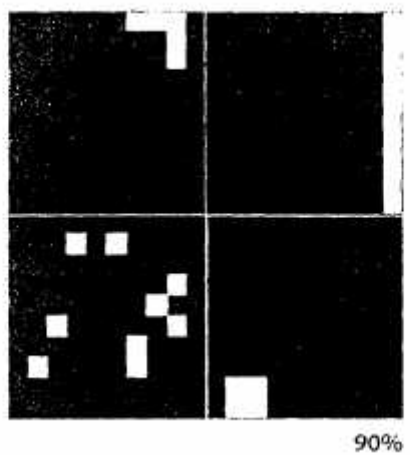
Use this table to determine the soil condition rating of each land type area in your paddocks. Again, look over the whole area and decide what an average rating might be. If only a small area of a paddock is disturbed, you might describe where that is and how large the area is in some notes form. Make the notes simple but descriptive enough so you can refer to them later and see whether changes are occurring over time.



Pedestalling

GROUND COVER

Look around the land type and work out an average from what you see. You will have to check small areas on the ground in front of you frequently to help give you a feel for what might be an average amount of cover. Use the images below as indicators of the amount of cover required to meet each category. Take into account larger scalded areas in your average. Remember, this is a broad scale assessment and is not meant to be definitive. You will get a feel for these measurements after a while.



Stylised examples of ground cover proportions

WOODLAND CONDITION

Equipment: Pencil or pen about 7mm in diameter, recording sheet.

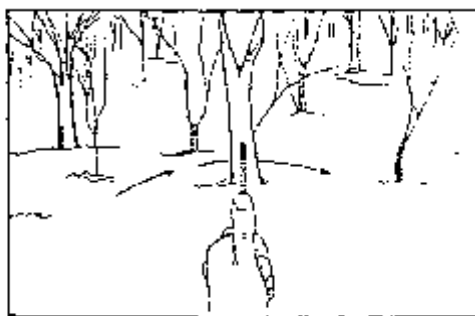
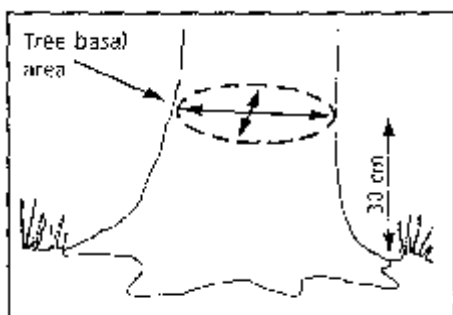
TREE BASAL AREA

Trees mostly reduce pasture growth in eucalypt woodlands. We can account for this effect by measuring the tree basal area. A simple technique is described below, but first, you need to delineate areas of your paddock that differ in tree density.

In each paddock you will have separated areas by land type or by some distinguishing feature such as topography or even by differing grazing pressures. If the land type in which you are working has trees scattered relatively evenly over the whole area, one or two measurements averaged, should be enough for the area. However, if the trees are thicker in some areas than others, take measurements in each area and average for the land type.

To measure tree basal area:

- Stand in the middle of a representative area of trees or regrowth:
 - Hold the pencil or pen vertically at arm's length
 - As you turn in a complete circle, count every live tree in your line of vision with a trunk appearing wider than the pencil at 30cm above the ground. If the trunk seems the same width as the pencil, count a half recording.
2. Calculate the approximate basal area in square metres per hectare by dividing the figure by four.



Tree Basal Area

Using a pencil or pen to measure basal area

To measure sapling basal area:

If saplings are very dense, in a 10m strip 1m wide, count the number of saplings and get a rough idea of their average diameter at approximately 30cm from the ground. To work out saplings per hectare, multiply the number of saplings you counted in the 10m strip by 1,000 and write the figure down on the recording sheet. If sampling density is not very high, then you may need to go to a bigger area eg. 10m x 10m square and count the saplings in that area. To work out the number of saplings per hectare now, only multiply the count by 100.

To calculate sapling basal area (m²/ha):

$$(\text{Sapling diameter} / 2)^2 \times 3.142 \times \text{Sapling density} / 10,000$$

Source: QDPI&F (2004). Stocktake. Balancing Supply and Demand. The State of Queensland, Department of Primary Industries and Fisheries.

6.3 Appendix 3 – Inventory of Water facilities in Central Highland Regional Council

Table 3.1 Water Facilities – CHRC South

WATER FACILITY NAME	FACILITY ID	ROUTE NUMBER FACILITY IS ON	TYPE OF FACILITY	INSTALL DATE	ESTIMATED REPLACEMENT DATE	WATER AGREEMENT HELD & WITH WHOM, IF AVAILABLE & EXPIRY DATE	CONDITION ASSESSMENT (GOOD, FAIR, POOR, REQUIRES IMMEDIATE ATTENTION),	COMMENT
MACKSWELL	W0152	P042	Town Water	30/6/1946	30/6/2010		Fair	
ALDEBERAN	W0247	P042	Sub Artesian Bore	30/6/1939	30/6/2010		Fair	
RESERVE 13 (JOES PLAIN)	W0393	P042	Sub Artesian Bore	30/6/1949	20/6/2005	Shared trough with William & Lindy Kehl	Fair	
5 MILE	W0609	P042	Sub Artesian Bore	30/6/1939	30/6/2005		Good	
METEOR CREEK	W0610	P042	Sub Artesian Bore (Shared)	30/6/1937	30/6/2005		Fair	Permit to Occupy
YARRA	W2180	P042	Sub Artesian Bore	30/6/1962	30/6/2012		Fair	Level trough
ROLLESTON	W2632	P042	Sub Artesian Bore	30/6/1983	30/6/2045	Rolleston Campdraft Committee	Good	
ROLLESTON EAST	W2764	S043	Tank and Trough (Water to be supplied privately)				Good	

MULLA	W0612	M422	Sub Bore	Artesian	30/6/1938	30/6/2005		Fair	
MINERVA	W0613	S406	Sub Bore	Artesian	30/6/1914	30/6/2005		Fair	
PALLAS	W1914	M703	Sub Bore	Artesian	30/6/1970	30/6/2020	Jeffery & Maria Hyden	Fair	
PLANET CREEK	W0611	M415	Sub Bore	Artesian	30/6/1937	30/6/2005		Fair	Permit to Occupy
SPRINGSURE	W2463	S406	Sub Bore	Artesian	30/6/1960	30/6/2010		Fair	
THREE GUMS	W1534	M310	Sub Bore	Artesian	30/6/1997	30/6/2046		Poor	Permit to Occupy
NORWOOD	W0057	M310	Sub Bore	Artesian	30/6/1928	30/6/02		Fair	
HAGENS	C56	U358	Well					Fair	Council has an agreement to water for travelling stock
VANDYKE	N200	M310	Vandyke Creek					Good	Water Hole Silted Up (Tank and Trough in watering square required)

Table 3.2 Water Facilities – CHRC East

WATER FACILITY NAME	FACILITY ID	ROUTE NUMBER FACILITY IS ON	TYPE OF FACILITY	INSTALL DATE	ESTIMATED REPLACEMENT DATE	WATER AGREEMENT HELD & WITH WHOM, IF AVAILABLE & EXPIRY DATE	CONDITION ASSESSMENT [GOOD, FAIR, POOR (REQUIRES IMMEDIATE ATTENTION)]	COMMENTS
MELMOTH	W1637	M411	Sub artesian bore (40m) unequiped	30/06/1951			Poor	Casing rusted at surface
DEFARGE	W2400	U411	Excavated earth tank (6,700 m ²),	30/06/1966			Fair	Desilted 1983, needs desilting when next dry.
YELLOWYARD	W2414	M420	Sub artesian bore (91 m) 6.4 m windmill & 12.2m tower 75 mm jet pump & 8 x 2.44 m lengths concrete straight Humes troughing	30/06/1967 1962 30/06/1967			Fair	Good supply, casing rusted at surface.
WONGADOO	W2426	U425	Excavated earth tank (5000 m ²) & turkey nest. 3.7 m Southern Cross windmill & 12.2 m tower. 10 x 2.44 m lengths concrete straight Hume's troughing with concrete apron. 75 mm siphon pump	30/06/1968 30/06/1968				Desilted 1999. Sound condition, no work required. Sound condition, no work required

			40 mm Polythene inlet pipe.	30/06/1968				Sound condition, buckets last replaced 2001.
				1996				Sound condition, no work required
RHYDDING	W2599	S043	Sub artesian bore (40 m) 75 mm jet pump. 2 x 227 000 litre concrete tanks 6 x 2.44 m lengths concrete straight Rocla troughing with concrete apron. 75 mm galvanised steel inlet pipe	30/06/1981 30/06/1981 01/07/1999				Good supply, casing rusted at surface.
BAUHINIA JUNCTION Facility Upgraded 2006	W2601	S043	Excavated earth tank (7,400 m ²) Fire-fighter type impeller pump with petrol engine + mounting frame. 2 x 27.5kL Beta Poly Tanks. 2 x 2.5kL round concrete troughs with concrete apron. 100 mm trough bank manifold and 75 mm galvanised inlet	30/06/1981 30/06/2006				Desilted 1983, needs desilting when next dry.

			pipe.					
EXPEDITION RANGE NEW FACILITY	W2874	S043	Sub artesian bore (40 m). 75 mm jet pump with petrol engine + mounting frame 2 x 27.5kL Beta Poly Tanks. 2 x 2.5kL round concrete troughs with concrete apron. 100 mm trough bank manifold & 75 mm galvanised inlet pipe.	30/06/1981 30/06/2007				Good supply
ZAMIA CREEK	N210	S043	Natural waterhole Not equipped					Risk of traffic accidents are high because of narrow road bridge and narrow SR corridor
OOMBABEER	W2606	S043	Sub artesian bore (78 m) Not equipped	30/06/1983				Proposed Water facility
LENORE	W2669	S043	Natural waterhole Not equipped					Proposed Water facility

Table 3.3 Water Facilities – CHRC Central

WATER FACILITY NAME	FACILITY ID	ROUTE NUMBER FACILITY IS ON	TYPE OF FACILITY	INSTALL DATE	ESTIMATED REPLACEMENT DATE	WATER AGREEMENT HELD & WITH WHOM, IF AVAILABLE & EXPIRY DATE	CONDITION ASSESSMENT [GOOD, FAIR, POOR (REQUIRES IMMEDIATE ATTENTION)]	COMMENTS
Theresa Creek	W2507	S406	Sub Artesian	1970	2020		Good	
Emerald Saleyards		S406	Town Supply				Good	
Denison	W2818	S406	Channel off take	2002	2020		Fair to Good	
Fairbairn Dam		S406	Nogoa River			Sunwater controlled?	Fair	
Gindie	W1510	S406	Excavated Tank	1960	2020		Fair	
Kammel	W0229	S406	Sub Artesian	1936	2020		Fair	
Fernless	W1509	S406	Sub Artesian	2003	2020		Fair	Polythene pipe destroyed by fire late 2009 – to be replaced
Galgathaa	W2205	M412	Excavated Tank	1960	2020		Fair	
Gindie	W1510	M871	Excavated Tank	1960	2020		Good	
Selma Yards		M362	Gully Dam				Fair	
Mickey Creek		M362	Sub Artesian		2020		Condition unknown	
Anakie		M362	Dam				Good	
Withersfield	W2394	M362	Sub Artesian	1966	2020		Fair to Poor	

Table 3.4 Water Facilities – CHRC North

WATER FACILITY NAME	FACILITY ID	ROUTE NUMBER FACILITY IS ON	TYPE OF FACILITY	INSTALL DATE	ESTIMATED REPLACEMENT DATE	WATER AGREEMENT HELD & WITH WHOM, IF AVAILABLE & EXPIRY DATE	CONDITION ASSESSMENT [GOOD, FAIR, POOR (REQUIRES IMMEDIATE ATTENTION)]	COMMENTS
Besleys	W2305	M407	Sub Artesian	1961			Fair	
Calverts	W0641	M407	Sub Artesian	1962	2010		Fair	
Gregory		S406	Pipeline water				Good	
Freshfields	W2137	S406	Sub Artesian	1940	2020		Good	
Gordonstone	W2815	S406	Excavation	2002	2030		Fair	
Capella	W0554	S406	Tanks/ Water Truck	1939	2030		Fair	
Abor	W0642	S406	Sub Artesian	1984	2006		Poor	May require a new bore?
Retro	W2148	S406	Sub Artesian	1989	2035		Fair	
Valencia	W2814	S406	Sub Artesian	2002	2030		Fair	

6.4 Appendix 4 – Inventory of Stock Routes in Central Highlands Regional Council

STOCK ROUTE – (ROAD)	AREA	ID NO.	CLASSIFICATION	DISTANCE
Rolleston – Springsure	Bauhinia	P042	Primary	70 km
Approx				<u>70 kms</u>
Moura – Rolleston (via Dawson Highway)	Duaringa/ Bauhinia	S043	Secondary	117km
Gregory Highway (Springsure to Clermont via Fairbairn Dam)	Emerald/Peak Downs	S406	Secondary	170km
Approx				<u>287kms</u>
Dawson Development Road – Springsure to Tambo	Bauhinia	M310	Minor	170Kms
Capricorn Highway west of Emerald to Anakie	Emerald	M362	Minor	44Kms
Capella to Dysart Route	Peak Downs	M407	Minor	75kms
Dingo – Defarge (via Dingo – Mt Flora Dev. Road)	Duaringa	M411	Minor	55Kms
Comet / Rolleston Road	Emerald	M412	Minor	72Kms
Duaringa – Emerald	Duaringa/Emerald	M413	Minor	160Kms
Blackwater Road – Rolleston to Planet Creek	Bauhinia	M415	Minor	14Kms
Duaringa – Apis Creek Road	Duaringa	M420	Minor	65Kms
Wealwandangie Road – Springsure to Penjobie	Bauhinia	M422	Minor	40Kms
Milroy Downs Road – Minerva to Comet	Emerald/Bauhinia	M442	Minor	63Kms
Yan Yan Road	Peak Downs	M443	Minor	16kms
Lilyvale Road	Peak Downs	M445	Minor	28Kms
Gordon Road	Peak Downs	M446	Minor	15Kms
Clermont Rubyvale Road	Peak Downs	M447	Minor	36Kms
Canarvon Development Road – Rolleston to Injune	Bauhinia	M703	Minor	170Kms
Gregory Highway south to Fairbairn Dam Access Rd	Emerald	M871	Minor	16Kms
Approx				<u>1039kms</u>
Cungelella Road – Mantuan to Mt Playfair	Bauhinia	U310	Unused/Inactive	65Kms
Rewan Road – Consuelo to Carnarvon National Park	Bauhinia	U351	Unused/Inactive	50Kms
Via (Blackwater Mine)	Duaringa	U353	Unused/Inactive	20Kms

Sunlight Road - Planet Downs to Arcturus Downs	Bauhinia	U354	Unused/Inactive	103Kms
Springwood Road – Albinia Nat Park to Deepdale	Bauhinia	U355	Unused	87Kms
Buckland Road – The Pines to Mantuan Downs	Bauhinia	U358	Unused/Inactive	125Kms
Wooroona – Spring Hill	Duaringa	U379	Unused/Inactive	30Kms
Lake Theresa to	Emerald	U384	Unused/Inactive	16Kms
Emerald to Sapphire via Retreat Creek	Emerald	U363	Unused/Inactive	62Kms
Emerald to Comet via Nogoia River	Emerald	U395	Unused	53Kms
Lowerstoff Road	Peak Downs	U408	Unused/Inactive	25Kms
Defarge – MacKenzie River	Duaringa	U 411	Unused/Inactive	35Kms
Duaringa - Edungalba	Duaringa	U 413	Unused/Inactive	25Kms
Cooroorah – Rolleston (via Blackwater)	Duaringa	U 416	Unused/Inactive	90Kms
Lurline Road	Emerald	U417	Unused/Inactive	47Kms
Duaringa – Bauhinia Road	Duaringa	U 420	Unused/Inactive	115Kms
Boolburra – Rannes (via Duaringa – Biloela Road)	Duaringa	U 421	Unused/Inactive	30Kms
Wealwandangie Road – Penjobie to Buckland Road	Bauhinia	U422	Unused/Inactive	51Kms
Zamia Creek – Taroom (via Taroom Dev Road)	Duaringa	U 423	Unused/Inactive	25Kms
Woorabinda – Baralaba	Duaringa	U 425	Unused/Inactive	30Kms
Boolburra – Baralaba (via Duaringa – Baralaba Road)	Duaringa	U 427	Unused/Inactive	55Kms
Wongadoo – Mimosa Vale (via Redcliffe Road)	Duaringa	U 434	Unused/Inactive	30Kms
Bauhinia – Bedourie (Fairfield –Mapala Roads)	Duaringa	U 726	Unused/Inactive	75Kms
Cooroorah – Duaringa (via Melmoth)	Duaringa	U 841	Unused/Inactive	105Kms
Melmoth – Alsace	Duaringa	U 842	Unused/Inactive	25Kms
Dingo - Wooroona	Duaringa	U 844	Unused/Inactive	45Kms
Yellow Yard – Goomally (via Range Baranga Road)	Duaringa	U 845	Unused/Inactive	65Kms
Wooroona – Wongadoo (via Woorabinda)	Duaringa	U 846	Unused/Inactive	20Kms
Edungalba – Coomoooolaroo (via Gainsford)	Duaringa	U 850	Unused/Inactive	50Kms

Mimosa Vale – Moura (via Bears Lagoon Road)	Duaringa	U 911	Unused/Inactive	20Kms
Via Cocklabinda Road	Duaringa	U 912	Unused/Inactive	15Kms
Redcliffe – Duaringa/Bauhinia Road	Duaringa	U 973	Unused/Inactive	25Kms
Approx				Kms1614
<u>Approx Total</u>				<u>Kms3010</u>

6.5 Appendix 5 Aboriginal Cultural Heritage Guidelines

Aboriginal Cultural Heritage Guidelines – Stock Route Network

Requirements of Legislation	Category of Activity	Examples of Stock Route Activities	Stock Route Network Management Actions
<p>Nature of Activity & Likelihood of it Causing Harm</p> <p>to Aboriginal Cultural Heritage</p> <p><i>Aboriginal Cultural Heritage Act 2003</i></p> <p>section 23(2)(a)</p>	<p>Category 1</p> <p>Activities involving No Surface Disturbance</p>	<ul style="list-style-type: none"> • Maintenance of a windmill • Pulling a bore • Cleaning tanks and troughs • Inspection of stock route facilities 	<ul style="list-style-type: none"> • Where an activity involves no Surface Disturbance of an area it is generally unlikely that the activity will harm Aboriginal cultural heritage and the activity will comply with the duty of care guidelines. • In these circumstances, it is reasonable and practicable for the activity to proceed without further cultural heritage assessment.
	<p>Category 2</p> <p>Activities causing No Additional Surface Disturbance</p>	<ul style="list-style-type: none"> • Travelling stock • Grazing stock • Burning pasture in natural grasslands or previously cleared areas 	<ul style="list-style-type: none"> • Where an activity causes No Additional Surface Disturbance of an area it is generally unlikely that the activity will harm Aboriginal cultural heritage or could cause additional harm to Aboriginal cultural heritage to that which has already occurred, and the activity will comply with the duty of care guidelines. • In these circumstances, subject to certain measures set out below, it is reasonable and practicable for the activity to proceed without further cultural heritage assessment. • Excavating, relocating, removing or harming Aboriginal cultural heritage: If at any time during the activity it is necessary to excavate, relocate, remove or harm a Cultural Heritage Find the activity should cease immediately. Contact DNRM's Cultural Heritage Coordination Unit (3238 3839) who will assist in identifying and contacting the Aboriginal Party for the area for the purposes of seeking their advice and agreement as to how best this may be managed to avoid or minimise harm to the Aboriginal cultural heritage. • Reaching Agreement: It is advisable that the terms of any agreement you reach with the Aboriginal Party for the area be recorded and documented in the event of future disputes. • Failure to Reach Agreement: Where agreement cannot be reached with the Aboriginal Party for the area, you continue to have a duty of care obligation under the <i>Aboriginal Cultural Heritage Act 2003</i> (s23) and must take all reasonable and practicable measures

			<p>to ensure the activity does not harm Aboriginal cultural heritage including, where necessary, through the development of a Cultural Heritage Management Plan under Part 7 of the <i>Aboriginal Cultural Heritage Act 2003</i>.</p>
	<p>Category 3 Developed Areas</p>	<ul style="list-style-type: none"> • Grading an existing access track along a stock route • Replacement of a pipeline within the same location as the existing pipeline • Replacement of a pipeline within an existing bore drain 	<ul style="list-style-type: none"> • Where an activity is proposed in a Developed Area it is generally unlikely that the activity will harm Aboriginal cultural heritage and the activity will comply with the duty of care guidelines. • In these circumstances, subject to certain measures set out below, it is reasonable and practicable for the activity to proceed without further cultural heritage assessment. • Excavating, relocating, removing or harming Aboriginal cultural heritage: If at any time during the activity it is necessary to excavate, relocate, remove or harm a Cultural Heritage Find the activity should cease immediately. Contact DNRM'S Cultural Heritage Coordination Unit (3238 3839) who will assist in identifying and contacting the Aboriginal Party for the area for the purposes of seeking their advice and agreement as to how best this may be managed to avoid or minimise harm to the Aboriginal cultural heritage. • Reaching Agreement: It is advisable that the terms of any agreement you reach with the Aboriginal Party for the area be recorded and documented in the event of future disputes. • Failure to Reach Agreement: Where agreement cannot be reached with the Aboriginal Party for the area, you continue to have a duty of care obligation under the <i>Aboriginal Cultural Heritage Act 2003</i> (s23) and must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage including, where necessary, through the development of a Cultural Heritage Management Plan under Part 7 of the <i>Aboriginal Cultural Heritage Act 2003</i>. • Aboriginal Cultural Heritage Register and Aboriginal Cultural Heritage Database: An activity under Category 3 or Category 4 that will excavate, relocate, remove or harm Aboriginal cultural heritage entered on the Aboriginal Cultural Heritage Register or the Aboriginal Cultural Heritage Database should not proceed without the agreement of the Aboriginal Party for the area or a Cultural Heritage Management Plan.

Nature & Extent of Past Uses in the Area Affected by the Activity

Aboriginal Cultural Heritage Act 2003

section 23(2)(g)

Category 4

Areas previously subject to Significant Ground Disturbance

- Desilting a turkey nest
 - Desilting a dam where the silt will remain within disturbed areas
 - Clearing previously cleared areas
- Where an activity is proposed in an area, which has previously been subject to Significant Ground Disturbance it is generally unlikely that the activity will harm Aboriginal cultural heritage and the activity will comply with the duty of care guidelines.
 - In these circumstances, subject to certain measures set out below, it is reasonable and practicable for the activity to proceed without further cultural heritage assessment.
 - In some cases, despite an area having been previously subject to Significant Ground Disturbance, certain features of the area may have residual cultural heritage significance. These features are set out in paragraph 6 of the duty of care guidelines and are summarised below:
 - Ceremonial places, scarred or carved trees, burials, rock art, fish traps and weirs, occupation sites, quarries and artefact scatters, grinding grooves, contact sites and wells.
 - Landscape features that may also have cultural heritage significance include: rock outcrops; caves; foreshores and coastal dunes; sand hills; areas of biogeographical significance, such as natural wetlands; permanent and semi-permanent waterholes, natural springs; particular types of native vegetation; and some hill and mound formations.
 - The views of the Aboriginal Party for an area are key in helping assess the Aboriginal cultural heritage significance of these kinds of features.
 - Appropriately qualified persons such as anthropologists, archaeologists and historians can also provide valuable assistance.
 - It is important to be informed about any cultural heritage significance that may attach to these features and extra care must be taken prior to proceeding with any activity that may cause additional surface disturbance to the feature, or the area immediately surrounding the feature that is inconsistent with the pre-existing Significant Ground Disturbance. In these circumstances, it is necessary to notify the Aboriginal Party and seek:
 - Advice as to whether the feature constitutes Aboriginal cultural heritage; and
 - If it does, agreement as to how best the activity may be managed to avoid or minimise harm to any Aboriginal cultural heritage.
 - **Excavating, relocating, removing or harming Aboriginal cultural heritage:** If at any time during the activity it is necessary to excavate, relocate, remove or harm a Cultural Heritage Find the activity should cease immediately. Contact DNRM's Cultural Heritage Coordination Unit (3238 3839) who will assist in identifying and contacting the Aboriginal Party for the area for the purposes of seeking their advice and agreement as to how best this may be managed to avoid or minimise harm to the Aboriginal cultural heritage.

		<ul style="list-style-type: none"> • Reaching Agreement: It is advisable that the terms of any agreement you reach with the Aboriginal Party for the area be recorded and documented in the event of future disputes. • Failure to Reach Agreement: Where agreement cannot be reached with the Aboriginal Party for the area, you continue to have a duty of care obligation under the <i>Aboriginal Cultural Heritage Act 2003</i> (s23) and must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage including, where necessary, through the development of a Cultural Heritage Management Plan under Part 7 of the <i>Aboriginal Cultural Heritage Act 2003</i>.
<p>Category 5</p> <p>Activities causing Additional Surface Disturbance</p>	<ul style="list-style-type: none"> • Construction of new stock route facilities • Replacing facility components (tanks, troughing, piping etc) in a different location to the existing component • Desilting of a dam where the silt is likely to flow away from previously disturbed areas 	<ul style="list-style-type: none"> • A Category 5 activity is any activity, or activity in an area, that does not fall within Category 1, 2, 3 or 4. • Where an activity is proposed under Category 5 there is generally a high risk that it could harm Aboriginal cultural heritage. In these circumstances, the activity should not proceed without cultural heritage assessment. Cultural heritage assessment should involve consideration of the matters a Court may consider under the Aboriginal Cultural Heritage Act 2003. These matters are: <ol style="list-style-type: none"> 1. The nature of the activity and the likelihood of it causing harm to Aboriginal cultural heritage. 2. The nature of the Aboriginal cultural heritage likely to be harmed by the activity. 3. The extent to which the person consulted with Aboriginal parties about carrying out the activity and the results of the consultation. 4. Whether the person carried out a study or survey of any type of the area affected by the activity to find out the location and extent of the Aboriginal cultural heritage and the extent of the study or survey. 5. Whether the person searched the database and register for information about the area affected by the activity. 6. The extent to which the person complied with cultural heritage duty of care guidelines. 7. The nature and extent of past uses in the area affected by the activity. • Particular care must be taken where it is proposed to undertake activities causing additional surface disturbance to the features likely to have cultural heritage significance, set out in paragraph 6 of the duty of care guidelines and summarised below: <ul style="list-style-type: none"> ○ Ceremonial places, scarred or carved trees, burials, rock art, fish traps and weirs, occupation sites, quarries and artefact scatters, grinding grooves, contact sites and wells. ○ Landscape features that may also have cultural heritage significance include:

rock outcrops; caves; foreshores and coastal dunes; sand hills; areas of biogeographical significance, such as natural wetlands; permanent and semi-permanent waterholes, natural springs; particular types of native vegetation; and some hill and mound formations.

- The views of the Aboriginal Party for an area are key in helping assess the Aboriginal cultural heritage significance of these kinds of features.
- Appropriately qualified persons such as anthropologists, archaeologists and historians can also provide valuable assistance.
- It is important to be informed about any cultural heritage significance that may attach to these features and extra care must be taken prior to proceeding with any activity that may cause additional surface disturbance to the feature, or the area immediately surrounding the feature that is inconsistent with the pre-existing Significant Ground Disturbance. In these circumstances, it is necessary to notify the Aboriginal Party and seek:
 - Advice as to whether the feature constitutes Aboriginal cultural heritage; and
 - If it does, agreement as to how best the activity may be managed to avoid or minimise harm to any Aboriginal cultural heritage.
- **Excavating, relocating, removing or harming Aboriginal cultural heritage:** If at any time during the activity it is necessary to excavate, relocate, remove or harm a Cultural Heritage Find the activity should cease immediately. Contact DNRM'S Cultural Heritage Coordination Unit (3238 3839) who will assist in identifying and contacting the Aboriginal Party for the area for the purposes of seeking their advice and agreement as to how best this may be managed to avoid or minimise harm to the Aboriginal cultural heritage.
- **Reaching Agreement:** It is advisable that the terms of any agreement you reach with the Aboriginal Party for the area be recorded and documented in the event of future disputes.
- **Failure to Reach Agreement:** Where agreement cannot be reached with the Aboriginal Party for the area, you continue to have a duty of care obligation under the *Aboriginal Cultural Heritage Act 2003* (s23) and must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage including, where necessary, through the development of a Cultural Heritage Management Plan under Part 7 of the *Aboriginal Cultural Heritage Act 2003*.

6.6 Appendix 6

National Livestock Identification System (NLIS)

Local Government Area Stock Route Network Management Planning

Introduction

Under the NLIS, commencing 1 July 2005, all cattle must be identified with an approved NLIS device (ear tag or rumen bolus) prior to movement from the property of origin (unless they meet the approved pathways). Each NLIS device will have a Property Identification Code (PIC) recorded against it. This will allow stock to be traced back to their property of origin for disease and contamination management.

Types of Devices

Stock born on the property of origin which have never left their property of birth, must be identified with a 'breeder device' – a white ear tag. Stock brought on to a property, or those animals that have left their property of birth at any point in their life, must be identified with a 'post-breeder NLIS device' – an orange ear tag.

Stock are not required to be identified with an NLIS device until they are consigned to a holding with a different PIC (property identification code) to that on which they currently reside.

When these animals reach their point of destination it will be the responsibility (and legislative obligation) of the receiver of the stock to ensure the NLIS devices are read and the information sent to the NLIS database within 48 hours of their receipt.

Role of Local Government

Local governments' role in the administration of the NLIS in terms of stock route activities is limited.

All stock route PIC's are in the format QABC8000 where BC is a two character Shire code allocated by DAF. A search can be made for PICs through the following website <http://www2.dpi.qld.gov.au/extra/asp/aps/taitagsearch.asp> . More information regarding the NLIS system can be found at http://www.dpi.qld.gov.au/4790_126.htm .

The PIC's for CHRC and its former shires are included for reference.

The only PIC to be used will be Central Highlands Stock Route QICX8000

PIC (Tail Tag)	Property Name	Locality
QICX8000	Central Highlands Stock Route	Central Highlands
QHBH8000	Bauhinia Stock Route	Bauhinia
QJDR8000	Duaringa Stock Route	Duaringa
QJEE8000	Emerald Stock Route	Emerald
QBPD8000	Peak Downs Stock Route	Peak Downs

It will not be the responsibility of local governments to notify the NLIS database of stock movements associated with agistment or travel on relevant land. Local government will however, have responsibility to notify the NLIS database of the movements of stock seized for straying on the stock route network.

Notifying the NLIS database involves forwarding information in an electronic format of the individual numbers of the stock, the PIC they are currently on, the PIC they are moving on to, the date of movement and the waybill number the animals are travelling on. This can be done by a designated third party (i.e. agents etc). This is also the responsibility of the owner or person in charge.

Travel on Relevant Land

Relevant land is defined under the *Land Protection (Pest and Stock Route Management) Act 2002* (Schedule 3 Dictionary, p.174) and includes "(i) a stock route; or (ii) a reserve for travelling stock; or (iii) a road or land under local government control; or (iv) unallocated State land adjoining land mentioned in subparagraph (i), (ii) or (iii)" - that is, any land a local government can issue a stock route travel or agistment permit over.

Stock travelling on *relevant land* should have their NLIS devices read before leaving the property of origin and read again when they reach their final destination.

It is not the responsibility of local governments to identify or read animals that enter the shire for grazing and travel along a stock route. The person in control of the stock will have to notify the NLIS database when a new PIC is entered (such as another local government area).

Any calves/lambs born on *relevant land* will not require identifying and will receive a post-breeder NLIS device once they reach a destination whether it be a property or a saleyard. They will not need to be identified with an NLIS device from the local government responsible for that part of the stock route on which the animals were born.

Agistment on Relevant Land

Stock agisting on *relevant land* will need to have their NLIS devices read before leaving the property of origin and read again when they return to their property of origin. The person in control of the stock has the responsibility of notifying the NLIS database of the movement between PIC's.

In those situations where agistment on *relevant land* is during daylight hours, that is the stock return to the property of origin between sunset and sunrise; there will be no obligation to notify the NLIS of this type of movement.

Any calves/lambs born on *relevant land* during the period of agistment will not require identifying but must be fitted with a post-breeder NLIS device once they return to the mother's property of origin. This is the responsibility of the person in control of the stock.

Straying Stock – Stock Route Network

In order to utilise the NLIS to assist with identification of seized stock found straying on the stock route network, local government pounds should be registered with their own PIC and local governments should also open a producer account with the NLIS database. This will enable pound keepers to record the movements of cattle to and from the pound.

Local governments are also advised to keep on hand a number of post-breeder NLIS devices for stock that are impounded.

For example, if a beast was found to be straying on the stock route network without an approved NLIS device and the animal is impounded by the local government it is the responsibility of the local government to ensure that the animal is fitted with a post breeder device (orange tag) prior to it's release from the pound.

It will also be the responsibility of the local government to read the device(s), where present, of animals impounded and advise the NLIS database of details including the device number, PIC of the pound, PIC of origin (if known) and destination (when the animal is released), date of movement and NVD/waybill number that the animal is being transported on.

In order to clarify ownership and carry out trace backs in the NLIS database, pound keepers will need to liaise with local stock inspectors or the state database administrator. Basic levels of access to a producer account in the database will not allow complex searching to be conducted.

Should a local government not have a specific pound yard or set of holding yards used to impound stock, an 'emergency' NLIS device with a generic PIC recorded against it would need to be fitted to the stray animal. These devices can be obtained from your local DAF stock inspector.

Town Commons

Town commons may form part of the stock route network in some local government areas. If this is the case, a different PIC should be sought from the DAF for the town common, to that issued to the stock route network that travels through it. This will allow rapid tracing through the NLIS database of cattle that have travelled on the stock route as opposed to cattle permanently resident on the town common. Most town commons have been previously identified with PIC's in order to allow the use of tail tags. In many cases there will be no reason to change the current arrangements and PIC allocated to the common.

The control of use of NLIS devices on cattle on commons can be handled in the same way as for tail tags. Local governments can decide whether or not they wish to obtain order forms from DAF stock inspectors, purchase the devices and resell to owners of stock grazing on commons or alternatively, allow owners to obtain their own order forms directly from DAF. Cattle on commons will be eligible for both breeder and post breeder devices depending on whether or not they were born on the common.

Where cattle are moved directly to and from town commons to other properties, there will be an obligation on the responsible person to record the movement in the NLIS database. This will require a producer account to be opened with the national database in the name of the owner of the holding. Stock owners may then seek a third party authorisation from the local authority to operate on the account.

Permits to Occupy and other forms of tenure

Any areas of relevant land grazed under a Permit to Occupy, Special Lease or other form of tenure may have two PICs – one for the relevant land and one for the property they are part of. For the purposes of disease trace back, this is satisfactory provided the cattle are identified only with devices related to the PIC of the property.

6.7 Appendix 7

Stock Route Network Fire Risk Management Policy

Relevance for SRN management

The Central Highlands Regional Council believes that successful fire risk management will directly contribute to the principles of “**planning**”, “**consultation and partnership**”, “**monitoring and evaluation**”, “**commitment**”, “**public awareness**” and overall “**management**” for stock route network management as set out in the ‘Act’.

Goal

To facilitate continued pasture availability and land condition which will comply with the principles of stock route network management; maintain and improve the network’s natural resources while providing for sufficient pasture retention to ensure that the network “remains available for public use” in the future and, management of potential fire risks that may emanate from the network.

Fire Risk Management Policy

Fire risk management and potential burning regimes for the network will be given consideration and prioritised on individual situations and their associated merits.

Considerations will be evaluated in relation to the environmental values contained within the SRN, grazing management and, risk and safety management components recognised within the current plan. These considerations may also be conducive to strategic pest management practices or for the enhancement of improved pasture palatability and health.

- A CHRC Rural Lands Officer will carry out land condition and pasture resource audits and assessment to evaluate and determine prospective carrying capacities and/or potential fire fuel loads for the SRN. This will assist with determinations for potential burning regimes and other management decision-making processes.
- Where it is determined that the Stock Route has more available feed than is required for the use by travelling stock and the pasture resource could create residual fuel loads for a potential fire threat, the following protocol may be implemented;
 - It would not be considered favourable to burn all residual pasture thresholds of a SR at any one time so where practicable, property owners adjoining the SR may be invited to give consideration to short term depasturing for the reduction of potential fire fuel loads as an alternative to burning entire transects of a SR or implementing an annual burning regime on the SR.
- In lieu of short term depasturing and where a burn-off strategy is considered for implementation, the following protocols shall be applied:
 - Appropriate approval shall be obtained from all agencies involved within the multiple use corridors including agencies responsible for fire management (i.e. TMR, Regional Rural Fire Services incorporating Local Area Brigades and, QR and QPS);
 - All conditions identified in approvals by other agencies are to be adhered to;

- Burning of the SR shall be generally undertaken on a rotational principal to facilitate implementation of longer term management strategies (e.g. burning-off conducted within a specific area of the SR shall not be performed less than 3 years from a previous fire management regime, unless determined to be necessary otherwise);
 - For short term management, a strategic sectional or mosaic burning-off regime shall be adopted and implemented (e.g. not more than a maximum of 2km of SR to be burnt in any one area), appropriately managed and attended at all times with the assistance of a local Rural Fire Brigade;
 - Sustainable preservation of residual pasture buffer areas on the SR between each sectional or mosaic burn area should be maintained (e.g. no less than a minimum 2km of residual pasture threshold to be kept between the sectional burn areas);
 - Sustainable retention of additional residual pasture areas as previously identified during prior audits and inspection of the SR should be maintained;
 - Preserved pasture retention areas may be considered for a burning regime in alternate seasons/years separate from where strategic sectional burn areas have been identified and are to be conducted; and
 - Where practical, it would be considered preferable for burn regimes to be conducted during favourable and conducive weather conditions (e.g. April-June during months of cooler average temperatures, after seasonal rainfall and/or during night time conditions when higher atmospheric moisture/dew content is probable).
- CHRC may also consider approving the implementation of alternative mitigation strategies on a stock route such as the construction and/or maintenance of firebreaks within the SR for the preservation and protection of an adjoining landowners infrastructure (i.e. fencing), subject to the following;
- Where a SR is a multiple use corridor appropriate approval shall be sought and obtained from all agencies involved within the multiple use corridor for the preservation and protection of infrastructure and furniture within the multiple use corridor (e.g. TMR, Telstra);
 - Prior to implementation and construction of firebreaks on a SR other values on the SRN shall also be given consideration (e.g. Cultural Heritage, Environmental Significance, Vegetation Management, Land Degradation, Declared Plant introduction and/or spread);and
 - Where an adjoining landowner can demonstrate that additional and supplementary mitigation measures and strategies such as the construction of firebreaks, have been implemented on the adjoining landowners property.

Fire Risk Management Issues

For CHRC to meet outcomes for Fire Risk Management and to be able to manage the SRN in accordance with the Fire Risk Management Policy, the following issues need to be addressed:

1. Conservation and maintenance of pasture resources for future stock movements on the multiple use corridors may cause some controversy because of the preconception of potential fire hazards;
2. Management of residual pasture and prioritisation of perceived fire threats for the entire SRN from retained pasture thresholds on the network may cause some controversy for adjoining landowners, due to perceptions for eminent protection of an individuals infrastructure and pasture on an individuals land;

3. Expectations that the perceived fire threat from the SRN to adjoining land should be reduced by habitual or customary methods and conducted more frequently (i.e. implementation of annual burning-off regimes and strategies on the SRN) for preservation of infrastructure and pasture on adjoining land;
4. Expectations that the perceived fire threat from the SRN to adjoining land should be reduced by the construction and maintenance of firebreaks on the SRN for preservation of infrastructure and pasture on adjoining land as opposed to mitigation measures or construction of firebreaks being implemented on the adjoining land;
5. Where the SR is a part of a multiple use corridor (i.e. State-controlled or Local government road) it may be necessary for full traffic control to be engaged during the burning-off regime for the protection of working individuals and/or motorists safety due to reduced visibility from smoke in the burning-off control zone;
6. Because of limited staffing and equipment within Council's Rural Lands section, Council may not have the necessary resources to conduct burn regimes for the entire SRN without a collaborative programme being implemented with other internal departments and outside agencies for multiple use corridors (i.e. TMR, QPS, local area Rural Fire Brigades and adjoining landowners); and
7. Potential fire threat to preserved pasture thresholds for use by stock movements on SRN may emanate from other users of the multiple use corridors or adjoining land holders undertaking customary and traditional burning practices.