



Quilpie Shire Council Stock Route Management Plan 2018 -2020

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EXECUTIVE SUMMARY

Historically the Stock Route Network has been an important mechanism for the development of the country in Western Queensland. Most of the cattle and sheep that stocked the selections when they were first taken up were delivered to South West Queensland via the stock route network. The stock route was heavily utilised in the Quilpie Shire up until the late 1970s for moving stock to and from the railheads that transported then to the markets in the east. Stock are now moved by much quicker means via road and rail transport.

The entire stock route network throughout the Quilpie Shire is classified as Minor and Inactive. Many of the water facilities that are still operable are rendered so by the graziers who utilise the facilities, landholders are required to enter into water agreements for use of the watering facilities at little to no cost.

This Quilpie Shire Stock Route Management Plan details the methodologies that will be exercised across the Shire to coordinate the control of the stock route estate. The plan explains the issues around the management of the estate and the existing infrastructure thereon. The plan provides the direction in which the Council would prefer the management of the estate and associated infrastructure to proceed into the future.

We commit this Quilpie Shire Stock Route Management Plan to the community of the Quilpie Shire.

Stuart Mackenzie

Mayor

Dave Burges

Chief Executive Officer

INTRODUCTION

The Stock Route Network (SRN) is gazetted lands including stock route, reserves, road reserves and National Park estate for the primary purpose of moving stock on the hoof throughout the State.

There are a number of other suitable uses of the SRN these include (but are not limited to):

- Other non-pastoral applications (i.e. bee keeping);
- Community activities;
- Public infrastructure and utility;
- Recreation and tourism;
- Provision of emergency fodder;
- Cultural and environmental value.

A stock route is defined in the *Stock Route Management Act 2002* ("the Act") as a 'road or route ordinarily use for travelling stock or declared under a regulation to be a stock route'. The Queensland SRN incorporates approximately 72,000 Kilometres (~2.6 million hectares) of stock route.

A reserve for travelling stock is also defined in the Act as 'land that is a reserve under the Land Act an may be used for travelling stock'.

PREPARATION OF THE PLAN

The *Stock Route Management Act 2002* ('the act') requires Local Governments to develop and implement SRN Management Plans, accordingly the Quilpie Shire Council SRN Management Plan ("the Plan") has been developed as a requirement of the Act.

The Act demands that the Plan be developed through a consultative process with respective representation on a working group.

WORKING GROUP

The working group that will develop the Plan will have representatives from relevant community and government bodies. The follow people are the respective representatives on the working group

Name	Position	Organisation
Stuart Mackenzie	Mayor	QSC
Bob Hall	Councillor	QSC
Lisa Hamlyn	MCCS	QSC
Andrew Byrne	RLO	QSC
Damien McNair	PLMC	QSC
Angela Hennessy	BEPO	QSC
Jamie Wensley	BEPO	QSC
Members		Wild Dog Committee

COMMUNITY CONSULTATION

A consultation process involving all of above listed persons was adopted to develop the plan. An expression of interest was lodged within the Shire. Quilpie Shire Council also placed a public notice requesting any comments on the nine (9) issues that should be included in the SRN management plan.

PURPOSE OF THE PLAN

The purpose of the Plan is to establish a document that satisfies the legislative requirements of the Act. This plan will also endeavour to lay out the preferred direction the Quilpie Shire Council will follow in regard to the stock route network and associated resource management. Stock route network management does not encompass the overall management of the road corridors where the stock routes are located, it is simply the management of impacts from travelling and agisted stock, and, impacts to travelling and agisted stock.

The plan will document the current condition of the network and the water facilities thereon and will discuss the options available to the community for the ongoing use and maintenance of the resources.

The issues that will be investigated and discussed throughout this document are:

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;
8. Permitting stock travel and agistment; and
9. Compliance.

For each of the aforementioned components of the stock route network there will be a Statement on the current situation and discussion on the preferred direction for the ongoing management.

DURATION OF THE PLAN

The plan will constitute the management guideline for Stock Routes up to and including 30th June 2022. Quilpie Shire Council has only minor and inactive routes within its jurisdiction and records show that there have not been any stock movements along any of the network for at least fifteen (15) years.

SRN MANAGEMENT COMPONENTS

Whilst Quilpie Shire Council is cognisant of the many and varied components of the Stock Route Network, the following information endeavours to roll the management issues into a number of components. Each component will outline existing status and management issues for future consideration.

NETWORK INTEGRITY

The SRN within the Shire is made up of minor and inactive routes that encompass a number of reserves, town commons and road reserves. There are very few fenced sections of route along the network and those that are fenced are generally town reserves. The water facilities are bores or bore fed tanks and excavations or

natural waters, some permanent, some seasonal. A comprehensive analysis of the water infrastructure is discussed later in this document.

RELEVANCE FOR SRN MANAGEMENT

The relevance of the SRN integrity for the ongoing management of the SRN is of paramount importance. The estate was originally sequestered for the purpose of travelling stock and remains for this very purpose today. Therefore ensuring that the estate is available for travelling stock is the sole reason for the development of this plan.

Establishing the desired future use of the SRN within the Quilpie Shire Council jurisdiction has been the topic of significant debate during the process of developing this plan. All consensus decisions in that regard will be documented and discussed later in this report.

GOAL

The goal for the Quilpie Shire Council is to establish a methodology to manage the estate that will provide adequate facilitation for travelling stock and ensure that all existing facilities are kept in an operable condition at all times.

It is Quilpie Shire Council's intention to consider the network as road in our management plan and effectively have that estate managed by graziers under lease arrangements or permit to occupy. This is with the exception of Dillon's Well and Warrabin Lane Reserves as these are utilised on a regular basis under an agistment arrangement. It is intended that the maintenance responsibility of these lands would become the jurisdiction of the lessee or permittee. This in effect will remove some of the management and associated financial burden off the Council (and rate payers) and place it on the occupants on the lands - essentially a user pays approach. However, Council will remain the overall local SRN manager, while lessees/permittees would become responsible for day to day management issues.

INDICATORS AND TARGETS

The indicators are the condition of the network and associated facilities and their use over the last ten (10) to twenty (20) years. There have been no stock movements on the SRN throughout the Quilpie Shire in more than fifteen (15) years, rendering it very difficult to apply an indicator or target to the same.

Indicators	Targets
Continue to maintain the two reserves	No complaints
Integrity of remainder of network	Maintained by permittees/lessees/licensees

NETWORK INTEGRITY POLICIES

The policies discussed in this section will provide the necessary advices to all stakeholders involved in the use of the network. There are a number of policies specific to certain aspects of the operation of the network. These policies can be found within the ensuing chapters.

PARTNERSHIP POLICY

- Quilpie Shire Council will work with adjoining Shires to ensure that there is appropriate consultation as to the status of the network and the capacity to move stock on the hoof within the Quilpie Shire.

RATIONALISATION POLICY

- Council has assessed the stock routes and reserves on the network that no longer have sufficient demand from travelling stock and will seek to have them utilised for other purposes. These other purposes include permits to occupy (or some other licensing system) and water facility agreements.
- If a demand is identified in the future for the movement of stock on foot through the Shire Council will identify the necessary routes and with the support of the stakeholders put into place the necessary arrangements to facilitate any such stock movements.
- To assess the viability of continued maintenance of un-utilised water facilities (for travelling stock) across the SRN within the Quilpie Shire. If there is no interest in the lease or purchase of such facilities then Council intend to investigate removal of same.

REMOVAL OF IMPEDIMENTS POLICY

Council will endeavour to remove any impediments to travelling stock across the network as and when any such impediments are brought to the attention of Council by the Stock Routes Supervisor. The type of impediments includes illegal fences, car bodies and other illegally dumped waste etc.

NETWORK INTEGRITY ISSUES

Much of the SRN throughout the Shire has been utilised by graziers for private purposes, fenced off/in (i.e. Hell Hole National Park) or, not used by travelling or agisted stock for a significant number of years (~15-20 years).

All of the routes within the Quilpie Shire are listed as either minor or inactive routes and the continuity of access to water thereon is questionable. Many of the inactive routes have been fenced off/in and are utilised by landholders. Some of the minor routes are similarly placed.

The network integrity issue of greatest concern to the Quilpie Shire Council is the viability of parts of the network across the Shire. Quilpie Shire Council believes certain sections are not viable to continue managing and long-term occupation by adjoining landholders should be investigated.

NETWORK INTEGRITY STRATEGIES AND ACTIONS

A number of options for the continued use of the network have been debated and discussed and the following represent the preferred options for the SRN within the Quilpie Shire:

Strategy	Action	By Who	By When
To retain control Dillon's Well and Warrabin Lane reserves.	To maintain these reserves under Council's control	Quilpie Shire Council	Ongoing
To investigate relinquishing the status of Stock Route to the remaining estate in favour of road.	To have the remaining SR Network reflected as road within the Shire management program	Quilpie Shire Council / DNRME	December 2020
To manage the minor and inactive routes under permits to occupy (or some other licensing system)	To investigate the possibility of implementing the permit to	Quilpie Shire Council / DNRME	4 year life of plan

	occupy system (or some other licensing system)		
Maintain consistent administration of SRN	Consult with neighbouring Shires when issuing stock route travel permits	Quilpie Shire SRS	As required
To retain control of Gunnadorah Reserve	Currently under an Agistment Agreement for a period of six (6) years commencing 2 nd September 2013. On completion of this Agreement it is recommended use of this land be under a Permit to Occupy or similar agreement.	Quilpie Shire Council and William Gerard Tully and Jack Joseph Tully	2 September 2019

GRAZING MANAGEMENT

This chapter will discuss in depth the cover of pasture and other edible vegetation across the network and how Council will apply grazing management techniques. Given that the Shire is entering the fifth year of prolonged drought it is plain unmistakably clear that the network is in the same condition of the surrounding environment, dry with no pasture and very little other vegetation of any dietary benefit to travelling stock. However, by using a pasture management tool such as 'Stocktake', budgeting pasture for travel and agistment permits will be made easier. Under current conditions, a Stocktake pasture budget will demonstrate the lack of available pasture for travelling or agisted stock in the Shire. When seasonal conditions improve however, the pasture budget will reflect this through an increase in available pasture.

RELEVANCE FOR SRN MANAGEMENT

Assessment of the carrying capacity of the network on receipt of an application for travelling stock or agistment stock, is essential for the long-term viability of the network. Further by utilising a technique (or series thereof) that is Statewide, facilitates equitable and fair assessment of the network across the State.

The Quilpie Shire 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.

GOAL

The goal for this section is for Quilpie Shire Council to manage the grazing impacts of travelling stock, and/or agisted stock, on the land condition of the SRN within Quilpie Shire, and to ensure that the grazing resources are available for future use.

INDICATORS AND TARGETS

An appropriate target for this grazing management section is to have a clear and well-defined grazing management assessment tool that is applied equitably to all potential stock movements along the network. Further that the adopted assessment tool clearly identifies a level of pasture cover that constitutes a minimum level before stock are approved to move along the network within the Shire.

Grazing Management Indicators	Targets
The level of pasture on the SRN	Permits issued only if <i>Stocktake</i> ® proves there is adequate capacity to carry the number of stock applied for.
To ensure as far as practicable that there is adequate desired pasture on lands under PTOs for travelling stock on minor and inactive routes	To maintain adequate desirable grass cover on minor and inactive routes

GRAZING MANAGEMENT POLICIES

- To evaluate the stock movement across the Shire and assess the viability of the SRN within the Quilpie Shire.
- To utilise the *Stocktake*® – *Balancing supply and demand* system to assess the networks capacity to carry travelling stock.
- 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.
- To assess the condition of the active SRN throughout the Shire as required.
- To manage the pasture level on the SRN through travelling stock, short term agistment, burning (if required and environmentally sound) or other forms of de-pasturing.

GRAZING MANAGEMENT ISSUES

Council will ensure that stock route staff are constantly educated in the assessment and management of the network. Staff are kept up to date with relevant technologies by regularly attending land protection meetings across the State.

The generally limited pasture cover on the SRN throughout the Shire necessitates careful consideration to the allocation of the estate to travelling stock. The nutritional value and palatability of the pasture and the distance between watering facilities has rendered many of the routes unsuitable for travelling stock. Therefore the stock routes supervisor will assess each application on the quantity and quality of pasture cover (as per *Stocktake*®) and access to water facility.

The very limited number of travelling stock utilising the SRN across the Shire over the last twenty (20) years can be attributed to the lack of nutritional and palatable pasture, access to suitable water facilities and the growth of the road transport industry. It is considered therefore more viable to allocate these resources to graziers under long-term permit to occupy arrangements (or some other licensing system).

To maintain those reserves and tracts of land (reserves) that has shown constant stock use and have reasonable watering facilities for use in drought periods other management techniques will be considered. Given the condition of the existing water facilities and distance between the same, it may be more beneficial to hold stock for short periods (under agistment permits) and truck them to the next suitable reserve.

There may be periods during which there are pasture loads that will require short term stocking, harvesting or depasturing through fire or other environmentally sound methods. The Stock Routes Supervisor, through the *Stocktake*® assessment system and consultation with Council management will determine the appropriate methodology to be applied to each given situation.

GRAZING MANAGEMENT STRATEGIES AND ACTIONS

Strategy	Action	By Who	By When
To assess each travelling stock application against the <i>Stocktake</i> ® assessment tool	Ensure as far as practicable there is sufficient feed and water on tracts of land required to move stock	Rural Lands Officer	Upon application
Set residual pasture levels	Consult with DAF to set residual pasture levels	Rural Lands Officer	Ongoing
To assess the need for depasturing	Institute a suitable depasturing methodology	Council	When required

SIGNIFICANT AREA MANAGEMENT

There are a small number of sites of significance to the community across the SRN within the Quilpie Shire. All of the sites listed Local Heritage Register are of varying indigenous or community significance. The nature of each individual site is relatively unknown to the general public, a situation intentionally driven to afford maximum protection to the sites. The less people that know the whereabouts or nature of these sites the less chance of opportunistic vandalism or deterioration through tourist traffic.

There are a number of natural resources (gravel, sand, loam etc) that potentially could be extracted from land lying within the SRN. Council would proceed with any such an application as per the requirements of the *Planning Act 2016*, *Environmental Protection Act 1994* and the *Land Act 1994*.

RELEVANCE FOR SRN MANAGEMENT

This plan's objectives for significant area management also contribute to implementing the State SRN Management Strategy in that it aims to achieve sustainable management and community involvement. That is, the plan will lead to the introduction of management practices to inventory and identify values, manage and protect them, rehabilitate them if required and most important advertise their existence.

While Council may not be aware of all sites of significance (biodiversity, cultural heritage and riparian areas) on the Stock Route Network in the Shire, we will endeavour to follow existing guidelines (such as the Cultural Heritage Guidelines in Appendix D) when conducting or permitting stock route activities.

GOAL

The main goal for significant area management is to enable and facilitate the preservation of anything, environment or resource of community significance that is situated on the SRN.

INDICATORS AND TARGETS

Significant Area Management Indicators	Targets
Protection of known culturally significant sites	No damage to culturally significant sites.
	No damage to environmental or Natural Resources on the SRN

SIGNIFICANT AREA MANAGEMENT POLICIES

Where the significance of a particular site is detailed to Council, mechanisms to protect the respective site will be initiated. Drovers or others responsible for stock movements on any particular section of the SRN within the Quilpie Shire will be instructed to divert stock around culturally significant sites. Or, if the network is put to permits to occupy then the relevant graziers will be informed accordingly. Council will ensure that maintenance activities do not disturb any known sites on the SRN.

RIPARIAN AREA MANAGEMENT POLICY

By its very nature the channel country is heavily reliant on riparian access. Instituting methodologies that limit access to riparian waters across the channel country was not given high priority by the committee in the development of this plan. However, Council is aware of DERM's policy of the protection of riparian areas through the gradual replacement of natural waterholes as watering places for travelling stock with piped water facilities. The Quilpie Shire Council will identify those riparian areas along the Stock Route Network where problems occur and will investigate options to mitigate any damage.

BIODIVERSITY MANAGEMENT POLICY

Quilpie Shire Council is only too aware of the inexorable loss of biodiversity through human pressures on the environment. The SRN traverses a large variety of biota and environs across the Shire. Quilpie Shire Council has and will always apply environmental management methodologies that are most conducive to the South West Queensland environment.

ENVIRONMENT AND NATURAL RESOURCE MANAGEMENT POLICY

Where an area is identified for its environmental or natural resource value council will consider the impacts to travelling stock as the highest priority when assess any such application for approval. Should there be no perceived impact on travelling stock any such application will be progressed through the *Integrated Planning Act 1997, Environmental Protection Act 1994 and the Land Act 1994*.

CULTURAL HERITAGE MANAGEMENT POLICY

The Quilpie Shire Council will undertake research to identify significant areas on the SRN over the period of the plan as resources are made available.

Where the significance of a particular Cultural Heritage site is detailed to Council, mechanisms to protect the respective site will be initiated as per the Cultural Heritage Guidelines included in Appendix D of this plan. Similarly, if stock route activities are to be conducted where no known Cultural Heritage sites are located, Council will adhere to these guidelines.

SIGNIFICANT AREA MANAGEMENT ISSUES

The absence of stock movements along the SRN within the Quilpie Shire over the last fifteen years has rendered the protection of significant sites very simplistic indeed. Given that it is not expected that stock movements throughout the Shire are likely to increase in ensuing years the protection of significant sites is likely to remain simplistic at best. Environmental and natural resource management areas of significance may present issues that have the potential to impact on the intent of the SRN estate. These issues will be dealt with on an individual basis and the process is detailed above. Also, any future stock route activities undertaken or permitted by Council will be done in accordance with the Cultural Heritage Guidelines (Appendix D).

SIGNIFICANT AREA MANAGEMENT STRATEGIES AND ACTION

Strategy	Action	By Who	By When
To acknowledge sites of significance	Inform drovers of any such sites and the desired level of protection required. Source significant area mapping from EPA & DNR&M.	QSC	Upon each application Ongoing
Preservation of known sites	Ensure that SRN management activities do not disturb any known site . Ensure that appropriate consultation and engagement has occurred prior to undertaking any soil disturbing activities.	QSC	At all times
Assess environmental and natural resource management on an individual basis	Follow IPA, EPA and the Land Act. Follow Aboriginal Cultural Heritage Guidelines (Appendix D).	QSC, DNR&M	Ongoing

RISKS AND SAFETY MANAGEMENT

The larger proportion of the SRN within the Shire runs along road reserve on both State and locally controlled roads. Drovers are already required to place signage, for traffic in both directions, indicating that stock is travelling along the road reserve and to be aware. There are other hazards associated with the network and the infrastructure thereon. These hazards include open access to the public to the entire network and unsecured water facilities. If the majority of the SRN estate is managed by the occupants rather than the local government then the risk and safety encumbrance will be borne by the respective occupants. The potential hazards with the remaining lands will be the responsibility of Council and Council retains overall responsibility as local SRN manager.

RELEVANCE FOR SRN MANAGEMENT

There number of hazards associated with moving stock on foot along the SRN is numerous indeed. To run a risk assessment over each application for travelling stock would prove onerous to say the least and would certainly be outside the expertise of the Stock Routes Supervisor. Further any such risk assessment would undoubtedly return a high to very high-risk result, rendering it almost impossible to obtain any sort of insurance cover for the activity. Whilst this was clearly not the Departments intention it will almost certainly be the result if an approved risk assessment methodology was to be utilised. Therefore the relevance of assessing the risk factors and applying a suitable hazard reduction methodology does have significant relevance to both stock route management and ongoing utilisation of SRN.

GOAL

The goal for this section of the document is to identify the potential hazards and risk factors and discuss a series of appropriate hazard reduction methods that may be available to the Council to minimise the risk to travelling stock, drovers, surrounding land holders, tourists (and other passes by), council staff and the environment.

INDICATORS AND TARGETS

Although the indicators of a series of particular risks may be static the methods utilised to achieve the targets must be dynamic.

Indicators	Targets
Identify all hazards	December 2018
Minimise risk incidences	Ongoing

RISK AND SAFETY MANAGEMENT POLICIES

Council has not undertaken a risk assessment of the SRN across the Shire, nor has there been or is there plans to implement a risk assessment program into the near future. However, Council will identify obvious safety issues and prioritise them according to the level of risk each poses to road safety, stock route users and the general public. The highest priorities will be included in submissions for funding to NR&M through the Annual Works Program.

The sheer calibre of such an undertaking is mammoth to say the least. In saying that, there are a number of risks that are clearly identifiable, those being;

- Road safety;
- Safety of travelling stock;
- Safety of all water infrastructure;
- Safety of all other infrastructure (telecommunications towers etc);
- Safety in regard to unabated access issues to the estate;

Council will apply the WH&S risk assessment methodology to the remaining estate under our control and only suitably qualified and experienced personnel will apply the same.

ISSUES

Given that we live in an ever-increasing litigious society the assessment and reduction of risk associated with travelling stock is obviously an integral issue within stock route management programs. The issue of stock on the road network throughout the Quilpie Shire is not one that is synonymous the Quilpie SRN, many of the State and locally controlled roads run through properties and are not fenced off. Therefore there is a significant opportunity for stock to traverse the road network. Further it is common knowledge to people who reside that there is considerable chance that there will be stock on the road network and there is ample signage to that effect.

The priority issues include:

- Road network
- Unsecured water facilities
- Unauthorised use of facilities
- Stock travelling along road networks

Very little of the SRN across the Shire is fenced including water facilities, State and locally controlled roads and riparian areas. The fencing of many of the water facilities is poor or in some circumstances non-existent.

Given the complete absence of stock movement over the past fifteen (15) years it will render it unviable to pursue to amelioration of many of these water facilities.

RISK AND SAFETY MANAGEMENT STRATEGIES AND ACTIONS

Strategy	Action	By Who	By When
To assess the risk of each application for travelling stock	Risk assessment	Rural Lands Officer	Upon each application
To assess the risk associated with all remaining infrastructure on the Quilpie SRN	Apply risk assessment tools and institute hazard reduction methodologies	QSC / WH & S Officer	December 2019
Risk reduction at stock route water facilities	Apply for Annual Works funding from NR&M for highest priority risks	Rural Lands Supervisor	Annually

INFRASTRUCTURE MANAGEMENT

If the SRN is to be in a condition that is both conducive to and adequate for use for travelling stock then clearly the infrastructure must be serviceable and accessible.

RELEVANCE FOR SRN MANAGEMENT

Without appropriate infrastructure and regular servicing thereof, the SRN would be of no use at all to travelling stock. Clearly the infrastructure along the network is of principle relevance to SRN management. Council will investigate the removal of all water infrastructure that is not currently utilised. There is little other infrastructure on the SRN across the Quilpie Shire.

GOAL

The main goal for the Quilpie Shire Council is to assess the infrastructure along the network and to further assess the continuance of any such infrastructure for the sole purposes of travelling stock. Given the complete lack of utilisation of the SRN across the Shire it may prove more applicable to initiate permit to occupy arrangements (or some other licensing system) with water facility agreements rather than to continue the current arrangement. Therefore the goal for infrastructure management will be for the Council to investigate either the removal of unutilised facilities, enter maintenance arrangement for the remaining facilities or to sell off such facilities to adjoining properties who may be interested in the purchase of the same.

Graziers entering into permits to occupy (or some other licensing system) and/or water agreements will incorporate the maintenance responsibility of all infrastructure thereon. Fencing of the reserves that Council will retain will be pursued (when agreed in Council) under the Act. Council will maintain all water infrastructure on these reserves.

INDICATORS AND TARGETS

Indicators	Targets
Condition Reports	No repairs outstanding for longer than 12 months. Facilities maintained by landholders under permits to occupy (or other licensing system) or water agreements
Travelling stock use	Number of applications
Sale of water infrastructure	If applicable
Fencing of reserves	By resolution of Council as required
An assessment program of facilities every three years	No major maintenance oversights

INFRASTRUCTURE MANAGEMENT POLICIES

All infrastructure on the reserves (Dillon's Well and Warrabin Lane Reserves) Council wishes to keep, will be maintained under an annual assessment and maintenance program. All other lands and associated infrastructure thereon will be maintained by the occupant (water agreements or other licensing system and permits to occupy) or applied for, for removal. All encumbered infrastructure would be assessed by the occupant every three (3) years and a report given to Council.

INFRASTRUCTURE MANAGEMENT ISSUES

By far the most significant issue associated with the SRN infrastructure management within the Quilpie Shire is the complete absence of use by travelling stock over such a prolonged period of time (15-20 years). Currently the greater majority of water facilities are used under water agreements. Many of these facilities have been upgraded or maintained by the incumbent occupant. This is the preferred system with which Council wishes to continue. Initiating the sale of water infrastructure and water agreements will be undertaken from June 05 through June 10.

INFRASTRUCTURE MANAGEMENT STRATEGIES AND ACTIONS

Strategy	Action	By Who	By When
Continue to maintain the infrastructure on the three reserves	Apply a maintenance program as and when required	QSC	As required
All other remaining infrastructure under lease arrangement	Assess condition every three years	Occupant	Three yearly
Fencing of reserves	Resolution of Council to issue fencing notices	QSC	As required

Overall the general condition of the SRN within the Quilpie Shire is poor to completely dilapidated. The watering facilities have not been regularly assessed or maintained and are generally in poor condition.

A list of the watering facilities across the network is attached in Appendix B. A condition report is also attached thereto.

PEST AND DISEASE MANAGEMENT

There is a potential for stock and drovers (and their equipment) to carry pests and diseases whilst travelling along the SRN. This section will provide the mechanisms available to Council to minimise the risk of pest and disease spread through moving stock on the SRN.

Pest management on the sections of the SRN that are unfenced and traverse private lands (including leasehold lands) and/or are under a permit to occupy are the responsibility of the each individual occupier. Council is responsible for pest management on fenced parts of the SRN that are not held under permits to occupy.

RELEVANCE FOR SRN MANAGEMENT

Council believes that successful management of pests and diseases on the SRN will contribute to the Queensland Stock Route Network Strategy and to the Principles in the Act by managing, maintaining and improving the natural resources of the network in a sustainable way and to allow pest and disease free use of the network.

GOAL

The goal for this section of the plan is detail how Council will identify the potential risk for pest and disease transmission along the SRN and what methodologies may be deployed to contain and treat any such incidences within the Quilpie Shire.

INDICATORS AND TARGETS

Indicators	Targets
Incidences of disease in stock	0
% of SRN covered by declared plants	<5%

PEST AND DISEASE MANAGEMENT POLICIES

Council will implement quarantine procedures for all stock coming into the Shire on foot from weed declared areas. This quarantine will be implemented prior to stock being allowed into the Quilpie Shire. All drovers must produce a weed hygiene declaration form before proceeding into the Shire. Drovers wishing to carry their own feed will be required to produce a weed hygiene declaration form prior to getting approval to do the same.

PEST AND DISEASE ISSUES

The spread of weed seed across the SRN is a very real and continually emerging threat to the system. The northern sections the SRN in the Quilpie Shire are situated within a Parthenium declared area. This will necessitate weed hygiene declaration documentation from all stock that originate from or travel through that area. Such declarations will be required from stock moving on the hoof or by transport. Any stock moving from a weed declared area into the Shire (for use of reserves or SRN) must be quarantined or show evidence of quarantine prior to entering the Shire.

In the event of a disease outbreak it is assumed that the State will execute the AusVetPlan and will advise Council as to the appropriate methodologies for the treatment of travelling stock along the SRN. No permits will be issued until such advices have been issued and the recommended actions have been completed.

PEST AND DISEASE MANAGEMENT STRATEGIES AND ACTIONS

Strategy	Action	By Who	By When
Prevent weed seed spread by travelling stock	Quarantine all stock travelling from or through declared areas where appropriate	Stock Routes Supervisor	On each occasion
Prevent disease spread	Liaise with DPI&F	Environmental Health Officer	During a disease outbreak
Promote use of weed hygiene declaration forms	View forms for all stock coming in from weed declared areas	Stock Route Supervisor	On each occasion

NATIONAL LIVESTOCK IDENTIFICATION SYSTEM (NLIS) AND STOCK ROUTE MANAGEMENT

Council 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 E

WATER AGREEMENT MANAGEMENT

Many of the water facilities along the SRN across the Shire are under water agreements. Some others are maintained by adjoining landholders.

RELEVANCE FOR SRN MANAGEMENT

Water facility infrastructure is absolutely integral to the continuance of the SRN. Given the prolonged absence of stock movements along the SRN within the Shire the best way to ensure that water facilities remain serviceable is to continue to utilise them. Therefore the maintenance of water infrastructure through water agreements is an important aspect of SRN management.

GOAL

To ensure that existing water facilities along the SRN are adequately maintained through water agreements or sold (if possible) and maintained by the purchaser. All water infrastructure on the (3) reserves will be maintained by Council.

INDICATORS AND TARGETS

Indicators	Targets
Valid water agreements are implemented	All water facilities taken up
Water facilities condition report	Every three years
Water agreements where the landholder performs maintenance in lieu of payment of a fee	All facilities on minor and inactive routes.
Income generated from water agreements	Minor & Inactive routes - nil

WATER AGREEMENTS MANAGEMENT POLICIES

Given the absence of stock movements along the SRN the Council will pursue a review of the existing water agreement structure and endeavour to apply a methodology that will ensure the ongoing maintenance of existing water infrastructure. All water facilities that are not encumbered under water agreement, or not sold will be negotiated with NR&M to be decommissioned and all head works removed.

WATER AGREEMENT MANAGEMENT ISSUES

There are a number of issues to be addressed in regard to water facility infrastructure. The first and most contentious is that some water agreement holders are being billed for water facilities that are inoperable or no longer producing water. Where this is the situation, Council or landholders must notify the NR&M, whom will alter their billing schedule accordingly.

If a water facility does not get utilised for even a short period of time it will rapidly deteriorate, this has been the case with a number of the existing facilities along the SRN within the Quilpie Shire. Having all facilities used and maintained by one methodology or another will be the priority. All facilities that are not used will be applied for, for removal or decommissioning.

WATER AGREEMENT MANAGEMENT STRATEGIES AND ACTIONS

Strategy	Action	By Who	By When
Assess the current condition of water facilities	On-site assessment of facilities	SR Supervisor	Complete
Instigate water agreements	Negotiate agreements with graziers wanting to utilise water facilities	DERM & QSC & landholders	June 2020
Decommissioning unused facilities	Investigate possibility of decommissioning and dismantling unused / unwanted facilities	QSC – with permission from DERM	December 2020
Investigate the selling off all facilities with which there is a private or commercial interest	Offer water facilities via tender and sell those with which there has been an expression in	QSC – with the permission of DERM	December 2020

PERMITTING TRAVEL AND AGISTMENT

The issuing of travel and agistment permits over the SRN is probably one of the most important aspects of SRN management. Ensuring that the route is in adequate condition to carry the stock and that the water facilities and fencing are in adequate condition to sustain and contain the stock are two (2) of the main considerations prior to issuing any form of permit.

RELEVANCE FOR SRN MANAGEMENT

The permitting of travel and agistment being the principal reason for maintaining a Stock Route Network, combines all the Principles set out in the Act, public awareness, commitment, consultation and partnership, management, payment for use, planning, monitoring and evaluation. This will allow Council to maintain a just system to administer permits and help preserve the land corridor connections to ensure the integrity and viability of the Network and manage the natural resources in a sustainable way.

GOAL

To facilitate, by issuing of stock route travel and agistment permits, the movement or short term holding of stock on the SRN.

INDICATORS AND TARGETS

Indicators	Targets
Number of permitting decisions disputed by applicants	<2

PERMITTING TRAVEL AND AGISTMENT POLICIES

Each application for stock movement be assessed on its merit and considered by utilising all the methodologies documented and described in this plan. If at all possible Council will facilitate the movement of stock along the Quilpie Shire SR Network through the issuing of stock route travel or agistment permits. In the case of multiple permit applications, applications will be assessed on a first-come-first served basis.

PERMITTING TRAVEL AND AGISTMENT ISSUES

The condition of the network is the first consideration and the *Stocktake*® assessment tool will clearly identify if the pasture on the network is in a receptive condition. The presence of and condition of water infrastructure is an integral requirement to allow movement along a particular section of the network. A risk assessment of the application will then follow. If all checks and balances indicate that the application to move stock is viable then Council will facilitate the action.

PERMITTING TRAVEL AND AGISTMENT STRATEGIES AND ACTIONS

Strategy	Action	By Who	By When
Facilitate Stock movement	Assess each application using Stocktake	Council	As required
Maintain communication with neighbouring Shires	Contact relevant neighbouring Shires prior to issuing permits	Council	As required

COMPLIANCE ISSUES

For an active stock route system compliance with legislative requirements is clearly a necessary function. For the inactive and minor routes (that have both been inactive within the Quilpie Shire) compliance with legislation seems to be non-productive. In circumstances where all other avenues have failed to achieve compliance Council will exercise the provisions of the Act. Clearly there are issues of legislative compliance with many of the gazetted reserves throughout the Shire. Council will ensure compliance on all of the remaining reserves under our control.

RELEVANCE FOR SRN MANAGEMENT

If there is a history of non-compliance or recalcitrance from those sharing boundaries with the SRN then there is clearly relevance to the network.. If non-compliance potentially impacts on the movement of stock along the SRN Council exercise the provisions of the Act to achieve compliance.

GOAL

The main goal in regard to compliance will be to ensure compliance with legislation over those reserves and portions of the SRN the community are interested in maintaining are pursued. The remainder of the SR Network will not be pursued for compliance under the Act in the life of this plan (it may be pursued in the next iteration of the plan).

INDICATORS AND TARGETS

Indicators	Targets
Compliance notices or warnings issued	As required
Number of prosecutions carried out	As required
Number of compliance issues	<5

COMPLIANCE POLICIES

The protection of the route and its networks and infrastructure will be afforded the relevant level of protection. Generally all other avenues will be exhausted prior to the exercise of the compliance provisions of the Act. However if all other mechanisms fail then compliance will be achieved through enforcing the penalty clauses.

COMPLIANCE ISSUES

Ensuring the provisions of agistment permits will be the main issue for the Shire under this plan. Ensuring that each permit has adequate conditions to achieve the level of compliance required will be the highest priority. Fencing of the remaining reserves will also be problematic, council will by resolution decide which areas should be fenced and issue the appropriate notices to achieve compliance.

COMPLIANCE STRATEGIES AND ACTIONS

Strategy	Action	By Who	By When
Negotiate with landholders and those who utilise the SRN	Exhaust all other avenues before pursuing enforcement	QSC	As required
Enforce provisions of the SRM Act	Exercise legislation	QSC	As required
Enforce compliance	Exercise legislation	QSC	As required

IMPLEMENTATION OF PLAN

COUNCIL RESOURCES

Council has a permanent Rural Lands Officer who administers the stock routes throughout the Shire. The position also administers the equipment, which consists of the following:

- Motorbike (2 wheel)
- Can-Am (4 wheel)
- 4 x 4 utility
- Assorted hand tools
- Set of portable yards

COUNCIL COMMITMENT

Quilpie Shire Council is committed to achieving a system of stock routes management that is both viable and equitable to all the stakeholders within the Shire. This may very well involve the institution of long term permits to occupy (or some other licensing system) and agreements over the use of operational water facilities.

MONITORING AND EVALUATION OF THE PLAN

PERFORMANCE INDICATORS

The obvious indicators are the quantity and frequency of travelling stock and agistment applications within the Shire. Other indicators are the condition of stock route infrastructure and the incidence of complaint. Indicators such as the carrying capacity of the routes and the position of watering points must be afforded consideration.

REVIEW

The document has been prepared with the expectation that it will be reviewed annually and amended accordingly. It will prove difficult to assemble the original committee to assess the plan therefore it is perceived that Quilpie Shire Council will undertake all such reviews.

If there is a legislative change or amendment then Council will critique any such variation, assess the impact on Stock Route Management practice and undertake any required changes to both the document and management practice.

DOCUMENT CONTROL

Quilpie Shire Council operates a secure document control system. Only those listed below will be issued with a copy of the Document.

- Mayor/Council
- CEO
- Manager Corporate & Community Services
- BEPO/file copy
- Pest & Livestock Management Coordinator
- Rural Lands Officer
- Public Copy – Library
- Stock Route Management DNRME

ABBREVIATIONS

DNRME	Department of Natural Resources, Mines and Energy
DAF	Department of Agriculture and Fisheries
SRN	Stock Route Network
QSC	Quilpie Shire Council
CEO	Chief Executive Officer
MCCS	Manager Corporate and Community Services
RLO	Rural Lands Officer
BEPO	Building and Environmental Planning Officer
PLMC	Pest & Livestock Management Coordinator
NLIS	National Livestock Identification System
WH & S	Workplace Health and Safety

APPENDICES

Appendix A	Water Facilities Condition report
Appendix B	Quilpie Shire Council Stock Route Network
Appendix C	<i>Stocktake ® Balancing Supply and Demand</i>
Appendix D	Aboriginal Cultural Heritage Guidelines
Appendix E	National Livestock Identification System (NLIS)

Water Facilities – Condition Report

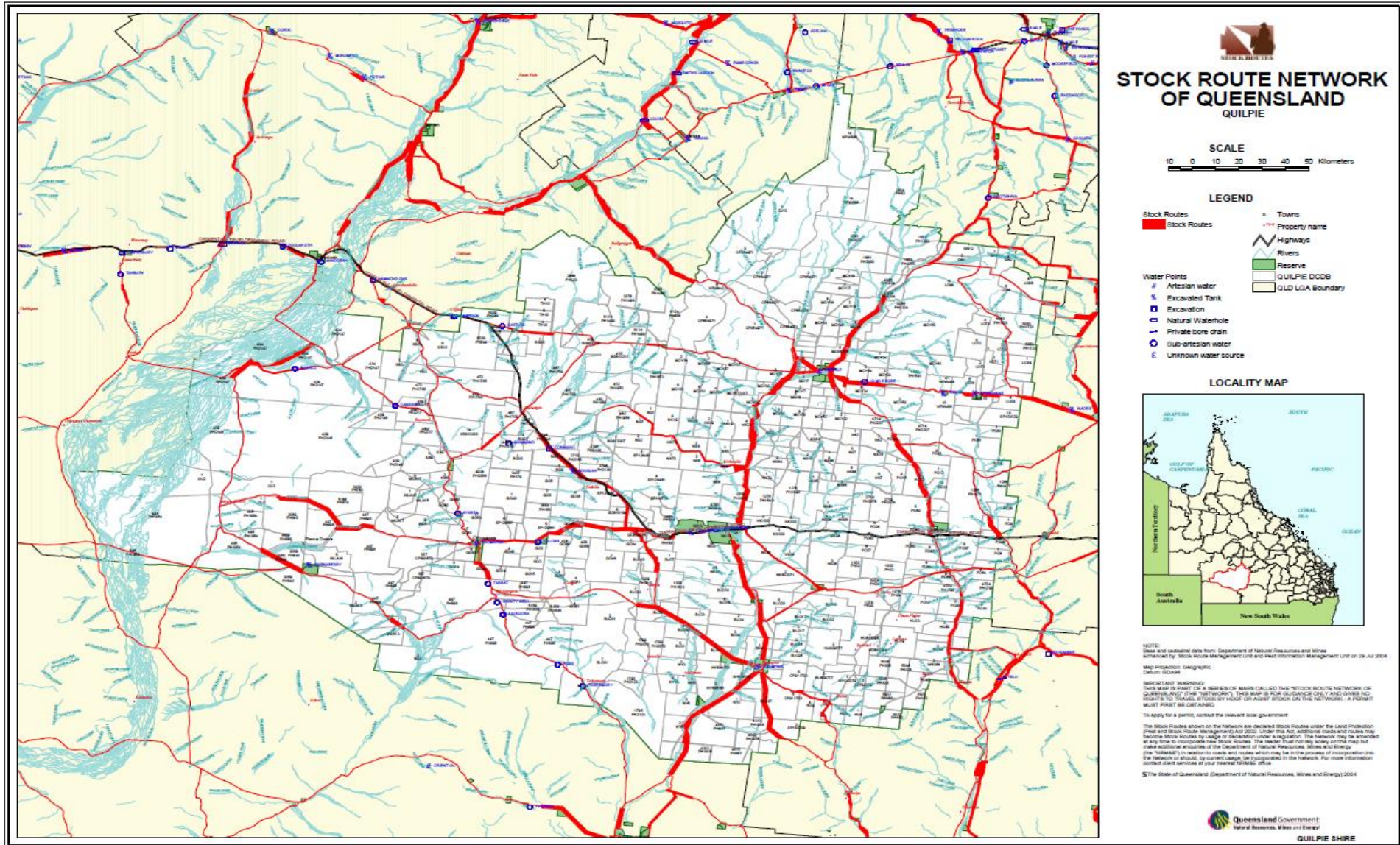
Facility	Condition
*Toompine	Flowing bore to Hotel. 1900 litres poly round trough. Fence around facilities needs replacing. Turkey nests are in a state of disrepair.
Tobermory	Looked after by property owner. Southern Cross mill removed, Solar pump and 2x poly tanks installed supplies water to 2x concrete troughs and 1x black poly trough.
Ross	Mill removed solar pump 1x 60,000 gallon tin tank. 2 poly troughs no guards over troughs. Old bore hole collapsed new bore drilled. No fence around facility.
Kaboola	Southern Cross mill in good condition, looked after by property owner. 1x Cream poly tank, 1x poly trough. No fence around facility.
Shanty Well	Southern Cross mill removed. Well collapsed. 2x turkey nests unusable
Tarbat	Southern Cross mill removed new solar setup, 1x 60,000 gallon tin tank looked after by property owner. Facility provides water to Monler. 4 turkey nests unusable. Mt Margaret 1 black poly trough. Monler 1 concrete trough with guards on it. Good fence around facility.
Kyabra	No longer operational
Gummono	Southern Cross mill in good condition, the bore casing and rods have been pulled up out of bore hole and laying on ground beside mill. No fence around bore, the trough is in pieces.
Cornwall	Tin tanks in good condition, fence around tank needs fixing up. Trough at tank not working. Comet mill in good condition, missing on blade from wheel. Mill hooked up to pump water, but being bypassed with honda pump to pump water to tin tank.
Goolah Tank	This is on Warrabin Lane reserve. Not fenced, the Southern Cross mill in fair condition 4 blades missing out of the wheel, syphon pump missing. Quick catch has recently been cleaned out. Trough not in working order.
Warrabin Tank	Not fenced, dam and quick catch in good condition.
Gooriyanna	Windmill laying on ground with bottom half missing. Both tanks and trough are in a state of disrepair. An unused black poly tank is in the bore enclosure. The bore enclosure fence is in need of some maintenance. The trough enclosure is in good condition.
Canaway	Southern Cross mill in fair condition not used. 240v pump setup looked after property owner and Barrier fence. 5 Turkey nests not in use. 1x poly cream tank, 8x poly troughs spread around surrounding paddocks. Fence needs repairs.
Makolo	Southern Cross mill in good condition looked after by property owner. 2 poly tanks as well as 1 turkey nest galvanised troughs. Fence around turkey nest.
Castle Well	Comet mill in good condition and still being used. Turkeys nest has been replace with a new 5000gal Clarke tank. Trough in good condition. The fence around well in good condition. New tank put in, in 2018. Maintained by property owner.
Tampoon	Comet mill in good condition but not being used, solar system set up (NV Mono Generator interface). Tin tank replace with 5000gal Clarke tank. Two troughs plumbed in, the trough to the south working and the trough in the reserve not working. Solar system and new tank installed. Maintained by property owner.
*Eromanga	Flowing bore to town. Bore drain to water town common.
Grass Hut Tank	Earth tank. Southern Cross mill with syphon pump. 1 poly trough. 1 cup and saucer trough. Fence in fair condition around tank.
Dillon's Well	Southern Cross mill has no wheel on it, solar pump has been installed (Sun-Sub S.M.C. solar pumping system. A 10300gal tank replaced the turkey nests in recent years and a poly trough has been installed. Fence around the bore needs some maintenance.
Old Grass Hut	Southern Cross Mill is a wreck. 4 turkey nests, no good. No fence.
Bargie Tank	Finished.
Coonaberry Tank	Earth tank. Looked after by property owner. Mill, fan is missing blades tower in good condition not in use. Trough unusable.
Strauhans Tank	Earth tank with a good fence around it. Inlet pipe in working condition
Range Tank	Dam is dry, inlet pipe unusable, 1 x wing wall in good condition 1x wing wall is busted, fence not usable
12 Mile	Mill in good condition not in use, well keeps collapsing, turkey nest not usable, 1 trough Bethanga not usable. 1 trough Bardo not usable.
*Adavale	Flowing bore to town. Bore drain for common. Fence around facility good.

*Orange Tank	Mill blown over. Dam cleaned out in recent years.
*Front Common	Connected to town bore water. Water 2 x 5000 gl tanks and 2 troughs.
Yambutta	Mill not usable, turkey nests not usable, bore not in use
Keeroongooloo Government bore	Mill in good condition not in use, bore not in use, 1x 60,000 gallon tin tank, 5x steel troughs in adjoining paddocks, turkey nest in working condition in use.

*Facility maintained by Council

All other facilities are maintained by the landholder. A Water Agreement between the landholder and the state government is required.

Stock Route Network Quilpie Shire



Stocktake® Extracted from: QDPI&F (2004). *Stocktake. Balancing supply and demand*.

The State of Queensland, Department of Primary Industries and Fisheries

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*, 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.
- 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.
- 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.
- General thickening in density of woody plants.

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

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

* 3P grasses – grasses considered to be palatable, perennial and profitable for grazing purposes.

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 to Aboriginal Cultural Heritage</p> <p><i>Aboriginal Cultural Heritage Act 2003 section 23(2)(a)</i></p>	Category 1 Activities involving No Surface Disturbance	<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.
	Category 2 Activities causing No Additional Surface Disturbance	<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 DERM'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>.
	Category 3 Developed Areas	<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 DERM'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>.

			<ul style="list-style-type: none"> • 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.
<p>Nature & Extent of Past Uses in the Area Affected by the Activity</p> <p><i>Aboriginal Cultural Heritage Act 2003 section 23(2)(g)</i></p>	<p>Category 4</p> <p>Areas previously subject to Significant Ground Disturbance</p>	<ul style="list-style-type: none"> • Desilting a turkey nest • Desilting a dam where the silt will remain within disturbed areas • Clearing previously cleared areas 	<ul style="list-style-type: none"> • 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: <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.

			<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 DERM'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>.
	Category 5 Activities causing Additional Surface Disturbance	<ul style="list-style-type: none"> Construction of new stock route facilities Replacing facility components (tanks, troughing, piping etc) in 	<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

		<p>a different location to the existing component</p> <ul style="list-style-type: none"> Desilting of a dam where the silt is likely to flow away from previously disturbed areas 	<p>consideration of the matters a Court may consider under the Aboriginal Cultural Heritage Act 2003. These matters are:</p> <ol style="list-style-type: none"> The nature of the activity and the likelihood of it causing harm to Aboriginal cultural heritage. The nature of the Aboriginal cultural heritage likely to be harmed by the activity. The extent to which the person consulted with Aboriginal parties about carrying out the activity and the results of the consultation. 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. Whether the person searched the database and register for information about the area affected by the activity. The extent to which the person complied with cultural heritage duty of care guidelines. The nature and extent of past uses in the area affected by the activity. <ul style="list-style-type: none"> 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.
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			<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ 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 DERM'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. <p>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>
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National Livestock Identification System (NLIS)

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Local Government Management of the Stock Route Network

Under the NLIS, from 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 that 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.

Local governments will shortly be requested by DPI&F to identify areas in their Shire that will need a PIC allocated to them. DERM's Stock Route Management Unit have discussed this issue with DEEDI's Biosecurity Unit and recommend local governments request DEEDI to issue a PIC for **relevant land** in their local government area, pound yards and town commons. All stock route PICs will be in the format QABC8000 where BC is a two character Shire code allocated by DEEDI.

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* and includes all declared stock routes; reserves for travelling stock; roads under local government control; and unallocated State land adjoining any of the former – that is, any land a local government can issue a stock route travel or agistment permit over.

After 1 July 2005, 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. For stock on stock routes at 1 July, no requirements to identify will accrue until they reach a 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

After 1 July 2005, 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.

Stock on agistment on relevant land at 1 July 2005, will need to be identified with a 'post-breeder NLIS device' – an orange ear tag prior to their return to the property. Again, this will be 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 DPI&F 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 DEEDI 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 DPI&F 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 DPI&F. 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 etc.

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.