Stock Route Network Management Plan 2009 to 2013

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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 primary purpose of facilitating the movement of stock on hoof throughout Queensland's pastoral districts.

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

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

A reserve for travelling stock is also defined in the Act as reserves set aside under the *Land Act 1994* for a community purpose that allows for the reserve's use by travelling stock.

1.1 PREPARATION OF THE PLAN

The Charters Towers Regional Council SRN Management Plan (SRNMP) has been developed in response to the local government reforms (amalgamation) resulting in the amalgamation of the former Charters Towers City Council with the former Dalrymple Shire Council. Pursuant to the *Land Protection (Pest and Stock Route Management) Act 2002*, the former Dalrymple Shire Council was, by regulation, required to produce and implement a SRNMP. There was no requirement on the previous Charters Towers City Council to do the same. The result of amalgamation is that the Charters Towers Regional Council is a local government required to have a SRNMP.

1.1.1 Community consultation

In the process of preparing the plan, the previous Dalrymple Shire Council undertook consultation with a working group of landowners and other interested persons to capture the main interests of stakeholders. This involved:

- posting a notice in the *Northern Miner* to secure interest in assisting with the working group.
- holding a meeting at the Charters Towers Regional Council Chambers of which 13 landholders attended.
- consultation with local sport fishing members concerning access requirements to local riparian areas.
- sending correspondence directly to the representative body for indigenous groups as no groups contacted Council concerning representation. No representations were received.

Matters concerning cultural heritage as appear herein were sought and secured from the Environmental Protection Agency.

The interests of the attendees at the local meeting were captured and considered during the preparation of the draft SRNMP. The draft plan was made available to the public for comment.

Three submissions were received and considered. The issues raised concerned access to riparian areas. As Council has already catered for same, no changes to the draft plan were required.

In accordance with relevant legislation, a review of the plan was undertaken by Council officers in consultation with relevant third parties prior to the adoption of same by the Charters Towers Regional Council.

It has been determined that the issues, stated goals, targets and management actions remain contemporary and valid for the forthcoming period. The review revealed that some management actions should change but to do so at this stage would be premature having regard to pending State reform of the Stock Route Management regime.

A further review of the plan, including broad scale public consultation will be undertaken within the five (5) year life of the plan once proposed reforms are enacted and guidelines, particularly as to grazing permits over routes, released.

1.2 PURPOSE OF THE PLAN

The purpose of this plan is to improve the management of the SRN so that the impacts of stock on the resources, users and values of the SRN are minimised. SRN 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 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 Charters Towers region.

Implementation of the plan will lead to improvements in services to stakeholders, greater accountability of Charters Towers Regional Council and more efficient use of available resources. Ultimately, this plan will play a vital role in protecting the production and conservation values of the Stock Route Network within the Charters Towers region.

The plan will operate as a practical extension of the visionary 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*. The plan will operate in conjunction with the *Land Protection (Pest and Stock Route Management) Act 2002* and within the parameters of other legislation and policy.

The plan starts by describing the current situation for SRN management in the Charters Towers region 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 component there is a statement to outline the management components' relevance to the SRN management plan; a management goal; the indicators and targets for achieving the goals; Council policies for on-going management; the issues for management, and the strategies and actions to address the issues.

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

1.3 DURATION OF THE PLAN

This plan will be effective from 1 July 2009 until 30 June 2013.

1.4 BACKGROUND

Within the Charters Towers region there are 3,710km of stock routes, 138km of which is classified minor and the balance classified as inactive based on their level of use by travelling stock. Since, 1998 only four (4) stock route movement permits have been issued.

The SRN in the Charters Towers region is almost entirely enclosed within adjoining properties other than for areas in which the stock route accommodates the state controlled road network system (i.e. Flinders Highway) or certain Council roads primarily in the Charters Towers Environs area.

There are also valuable areas located on the SRN in the Charters Towers region. These areas are valued for their remnant flora and fauna and cultural heritage. Areas that contain significant biodiversity need protection on behalf of the wider community. There are also areas containing artefacts from traditional owner and historic occupation. It is important for future generations that the links to our past are preserved. Further details and statistics of the SRN in Charters Towers Regional Council are illustrated in Figure 1.

Two (2) maps are included in this plan, which illustrate the features within the Charters Towers Regional Council relevant to the SRN in this LGA. The maps are as follows:

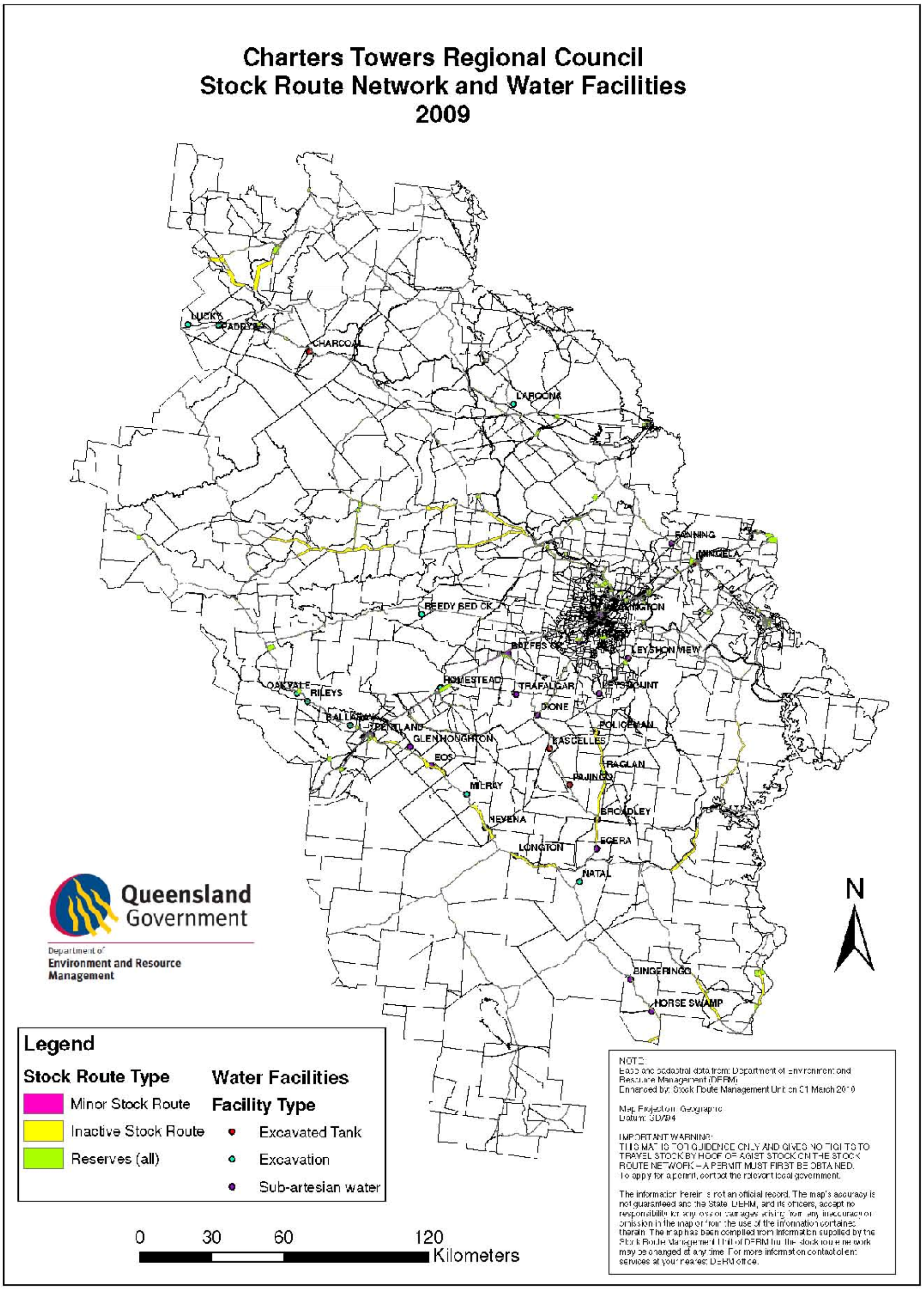
Map 1 SRN by classification + watering points + reserves + property boundaries (see Section 6.1).

Map 2 SRN + sites of environmental significance + reserves holding native title claims (see Section 6.1).

Given the inactive status of Stock Routes throughout the region, and the fact that almost the entire network is located within adjoining holdings and that most reserves comprising of the Stock Route system are in the possession of third parties through

lease arrangements with the State of Queensland, no land condition monitoring has occurred in the past.

Due to obligations imposed upon Council by the *Land Protection (Pest and Stock Route Management) Act 2002,* Charters Towers Regional Council proposes to implement a land condition monitoring program using the Stocktake method developed by the Department of Primary Industries and Fisheries.



Charters Towers
Population: 12500 apprx
Main land uses: Grazing & mining

SRN INVENTORY

Total distance of routes	
Total	3710km
Primary	
Secondary	
Minor	138km
Inactive	3572km
Total # of water facilities	
Total	48
Artesian bores	11
Sub artesian bore	12
Excavated tank	8
Excavations in creeks	0
Gully dam	2
Town supply	1
Natural waterholes	14

Use of the SRN
Historic use, current use, range of use throughout the year: All stock routes throughout the Charters Towers region remain inactive.
Council's Department of Rural Services manages the stock route network within the Charters Towers region as follows:

COUNCIL
↓
James Gott (CEO)
↓
Ramon Jayo (Director Regulatory Services)
↓
Stock route/Saleyards assistants

Figure 1: Statistics and facts about the SRN in Charters Towers Regional Council

2 SRN MANAGEMENT COMPONENTS

2.1 NETWORK INTEGRITY

2.1.1 Relevance for SRN management

Maintaining the SRN's integrity within the Charters Towers region will contribute towards achieving two legislative principles for SRN management as set out in the Act: "management" and "planning". That is, by managing the resource to *"ensure it remains available for travelling stock use", "managing and improving the network's natural resources and travelling stock facilities for use"* and planning so that management is *"consistent at local, regional and State levels"* the overall integrity of the part of the network within the Charters Towers 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, resourced, and retained/acquired to enhance and maintain the integrity of stock routes and reserves for the movement of walking stock.

2.1.2 Goal

That the SRN's integrity as a State corridor for stock movement purposes is maintained and enhanced so that unimpeded travel can occur through the Charters Towers region into and from adjoining LGAs.

2.1.3 Indicators and targets

Network integrity indicators	Targets
► Number of significant differences between Charters Towers Regional Council's management approaches and adjoining Councils' management approaches, which impede smooth travel between Councils.	► zero
► Number of complaints received regarding impediments to travel on the network.	► zero

2.1.4 Network integrity policies

2.1.4.1 Partnerships policy

- Charters Towers Regional Council will endeavour to engage with adjoining local governments to develop a partnership approach whereby priority issues for management that cross local government area boundaries will be agreed upon and to develop in partnership consistent management approaches to these issues. To this end, Council will continue to liaise with its neighbouring Councils, namely Isaac, Whitsunday, Barcaldine, Etheridge and Flinders as regards the identification of common issues and approaches.

2.1.4.2 Removal of impediments policy

- Council will determine, through recommendations made by the stock route management team, the types and location of impediments to travelling stock on the network (eg illegal fences, car bodies etc) and order removal of such impediments through notices to landholders and incorporating tasks into Council work plans etc.
- From the commencement of this plan, existing illegal structures (for example) will be negotiated with appropriate parties. In future iterations of this plan, these illegal structures will be dealt with as compliance issues.

2.1.5 Network integrity issues

For Charters Towers Regional Council to meet the goals and targets 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. The perception of some landholders holding Permits to Occupy/Special Leases that travelling stock are a nuisance as they eat out the pasture that they hold a lease for – they do not want to remove fences or allow access to the stock route adjoining their property and/or their stock may be impeding travelling mobs.
2. Some landholders that hold Permits to Occupy/Special Leases overgraze the stock route and as such forage may not be available for travelling stock requirements or overgraze to the extent that environmental harm is caused (i.e. erosion, declared plant invasion, loss of native pasture).
3. Fencing of surveyed roads as may occur through Pastoral Holding tenures resulting in the loss of pasturage rights as provided for in the *Land Act 1994*.
4. The granting of Special Leases over SRN by the State of Queensland as long-term tenure.
5. The unmarked/identified locations of stock routes through surveyed allotments resulting in identification survey costs and potential issues of trespass that may arise.

2.1.6 Network integrity strategies and actions to address issues

Strategy	Action	By Who	Priority	By When
Raise awareness of landholders of the Land Protection Act, the SRN management plan and landholder responsibilities as stewards of the stock route	Negotiate with Department of Environment and Resource Management (DERM) to issue information sheets to landholders that hold permits or leases. The info sheet should outline landholder's responsibilities towards access and requirement for fodder retention.	Charters Towers Regional Council	High	Dec 2010

Strategy	Action	By Who	Priority	By When
	Liaise with DERM for mandatory stocking rates on permit areas/or consider residual grass volumes in exchange for permit/licence to occupy. Request information from DERM concerning: (i) landholders to whom Permits to Occupy over SRN have been issued; and (i) survey status of SRN through properties including pastoral holdings and other forms of tenure. Issue a letter to landholders that have fenced off the stock route adjoining their property stating: (i) landholders responsibility to ensure travelling stock have free access to the stock route; (ii) that the landholder should ensure that their stock are not impeding travel following notification from drovers that a mob is coming through; (iii) that adequate forage is left for travelling stock requirements. (iv) that the land forming part of the stock route network is not overgrazed to an extent whereby environmental nuisance are perpetuated; and (v) the legal requirement to control and eradicate declared plants that may be located on the network.	Charters Towers Regional Council	High	June 2010 Dec 2010
Ensure landholders do not negatively impact on travelling stock. Ensure landholders holding leases/permits do not negatively impact on travelling stock.	Issue a notice to landholders to build a stock-proof fence on the boundary of their property if overgrazing of the stock route or landholder stock are impeding travel along the network (under Part 6 of the *Land Protection (Pest and Stock Route Management) Act 2002*.	DERM and Charters Towers Regional Council		As and when required

Strategy	Action	By Who	Priority	By When
	Negotiate with NR&M to require permit/lease holders to reduce stocking numbers where overgrazing is occurring and landholders have not made an effort to rectify the situation following notification by local government.	Charters Towers Regional Council		As and when required
	Penalise offenders obstructing movement of stock under section 179 of the *Land Protection (Pest and Stock Route Management) Act 2002.*	Charters Towers Regional Council		As and when required
Advise general public of rights and responsibilities on SRN	Issue press releases advising of accessibility, rights and responsibilities concerning SRN	Charters Towers Regional Council		Dec 2010

2.2 GRAZING MANAGEMENT

2.2.1 Relevance for SRN management

The Charters Towers 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, decisions made to apply grazing pressures are based on monitoring land condition and pasture availability. This will contribute towards the legislative principle in which the stock route network is managed "to maintain and improve the network's natural resources" ensuring 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 SRN Management Strategy in that it aims to achieve sustainable management. That is, it provides for training and education to achieve sustainable use and implements best management practices that aim to utilise excess resources of the network without impacting upon future opportunities to draw from resources.

2.2.2 Goal

To manage the grazing impacts of travelling or agisted stock and/or adjoining neighbouring stock, on the land condition of the SRN within the Charters Towers region, and to ensure that the grazing resources are available for future use.

2.2.3 Indicators and targets

Grazing management indicators	Targets[1]
► Percentage of land on SRN in LGA in A condition	► 10 %
► Percentage of land on SRN in LGA in B condition	► 50 %
► Percentage of land on SRN in LGA in C condition	► < 20 %
► Percentage of land on SRN in LGA in D condition	► < 20 %

[1] The relatively low target for 'A' condition pasture is reflective of the largely unfenced nature of the SRN within the Charters Towers region.

2.2.4 Grazing management policies

2.2.4.1 Land and Pasture Management Policy

- The stock route management team will carry out land condition monitoring annually at the end of the wet season by following the Stocktake approach (see Appendix 1) to determine carrying capacities and estimated grazing days for the SRN, which will feed into permit assessment and other management decision-making processes.
- Council will consult with DEEDI (or other relevant agencies) to formulate appropriate residual pasture levels for the SRN to aid with decisions over travel and agistment permit applications.
- The stock route management team will regularly monitor the condition of land determined to be in B condition and apply relevant management if the condition deteriorates to C condition.
- Land determined to be in C or D condition will be spelled until it reaches at least B condition.
- Areas of reserves under Council's control determined through regular monitoring to have more pasture than is required for travelling stock will be managed in this order of priority: short-term agistment under a permit (where there is interest), burning (for environmental/safety reasons) or baling (through a call for expressions of interest).
- The Council will take land conditions into account when making decisions regarding stock and other land management issues, including considering carrying capacities of land to make decisions regarding travel, agistment (under permit) or occupation under a Permit to Occupy.
- Impacts to pastures during the seed setting and growth period (November – March) and following fire will be minimised through spelling and permitting restrictions (refer to section "Permitting Travel and Agistment" in this plan).

2.2.5 Grazing management issues

For Charters Towers 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 is limited, as staff are not proficient in the monitoring methods or the technical side of calculating carrying capacities, and
2. enforced spelling of routes fenced in with adjoining holdings for rehabilitation 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 the Stock Route Supervisor	Stock Route Management team members to attend a 'Stocktake' training program provided by DERM and the Department of Employment, Economic Development and Innovation (DEEDI).	Stock Route Management Team members	High	June 2010
	Stock Route Management team members to attend a 'Grazing Land Management Educational Workshop' provided by the Meat and Livestock Association.	Stock Route Management Team members	High	June 2010
Set residual pasture levels	Consult with DEEDI (or other relevant agencies) to set residual pasture levels	Charters Towers Regional Council	Medium	May 2012
Raise awareness	Notify the public and adjoining landholders of the network of the necessity to spell routes from time to time and when they will be spelled.	Charters Towers Regional Council	High	May 2012 and continuing as necessary
Increase grazing management skills of adjoining landholders	Train staff in Stocktake method to be employed by Council in managing stock route conditions Foster Stocktake training for landholders adjoining stock routes through DEEDI. Negotiate residual grass quantities in exchange for Permit to Occupy as a method of controlling grazing with landholders whom have stock routes enclosed in their properties.	Charters Towers Regional Council	High	May 2012 and continuing as necessary

2.3 SIGNIFICANT AREA MANAGEMENT

2.3.1 Relevance for SRN management

Identifying areas of significance along the SRN will directly contribute to the "public awareness" principle as the environmental and cultural values and their management

(in regard to stock travel) will be highlighted to the public. The "consultation and partnerships" principle will be contributed to as significant area management will involve many players, and to ensure that the "planning" principle is applied, management will be consistent at local, regional and State levels.

The plan's goal 'to minimise the impacts of stock', contributes to implementing the State SRN Management Strategy in that it aims to achieve sustainable management, that is, ensuring that the use of the stock routes for travelling and/or agisting stock will not damage the ecological or cultural values present.

2.3.2 Goal

To minimise the impacts of travelling stock, and/or agisted stock, on areas of significance on the SRN within Charters Towers Regional Council.

2.3.3 Indicators and targets

Significant area management indicators	Targets
► Inventory of significant areas, their extent and condition	► That the number and extent of significant areas does not decrease and that the conditions do not decline.
► Inventory of incidents causing degradation and their causes.	► Zero incidents caused by stock.

2.3.4 Significant area management policies

2.3.4.1 Riparian area management policy

- Riparian areas used as a watering point that are within 3 km of a stock route watering facility with sufficient water resources, will be closed to travelling stock to minimise 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 riparian area redirecting stock to the nearby watering facility.
- Riparian areas located within fully surveyed and fenced sections of the SRN with disturbed vegetation or eroded banks most likely caused by use as a stock watering point will be rehabilitated.

2.3.4.2 Biodiversity management policy

- Areas identified as being highly significant areas in terms of biodiversity shall be monitored by either the stock route management team, 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 travelling and agisted stock.
- The Council shall produce a series of maps displaying the significant areas located within the region and make maps available for public reference.
- The stock route management team will evaluate the effectiveness of fencing off significant areas for retention of biodiversity, providing recommendations to Council. Council will approve fencing where appropriate to do so.

2.3.4.3 Cultural heritage policy

- No works that could possibly interfere with cultural heritage are to be commenced until full compliance with Council's cultural heritage policy is achieved.

- Stock travelling 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).
- When carrying out stock route activities Council will ensure that Aboriginal cultural heritage is not harmed and will comply with the *Aboriginal Cultural Heritage Act 2003* 'Duty of Care Guidelines'. See Appendix 7.4 for further information on the Duty of Care Guidelines.

2.3.5 Significant area management issues

For Charters Towers 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. Council has no information presently available to it evidencing any significant sites and is reliant upon information from other departments (i.e. EPA and DERM) to identify such areas (such information is presently being sourced and will be provided in map format on receipt);
2. Council does not have the capability to monitor the condition of significant areas;
3. restricting stock access to routes fenced in with adjoining holdings for conservation will create some controversy;
4. unwillingness of aboriginal groups to provide information of significant areas; and
5. inability to obtain good and proper records of sites.

2.3.6 Significant area management strategies and actions to address issues

Strategy	Action	By Who	Priority	By When
Determine locations	Consult with other government departments concerning gathering of site information and mapping	Charters Towers Regional Council	Medium	Ongoing
Outsource monitoring of significant areas	Investigate groups which may voluntarily monitor significant area conditions	Charters Towers Regional Council	Medium	Ongoing
	Investigate Regional NRM Bodies' capacity to monitor significant areas	Charters Towers Regional Council		
	Engage volunteer groups and/or regional body resources to monitor significant areas	Charters Towers Regional Council		
Increase capacity within Council to monitor significant areas	Provide training to Stock Route Management team on significant area monitoring and management through the Environmental Protection Agency.	Charters Towers Regional Council		
Raise awareness	Notify the public and users of the network about the routes that will be fenced off for conservation (if any) Engagement with Aboriginal Parties or T/Os to identify significant areas	Charters Towers Regional Council	Medium	June 2011
Provide alternative routes	Prepare alternate route for use by arranging temporary water facilities (if required)	Charters Towers Regional Council	Medium	June 2011
Search and investigation	Carry out and follow notification/work procedures as set out in policy to satisfy duty of care if any works are to be undertaken on SRN.	Charters Towers Regional Council	Medium	June 2011

2.4 RISKS AND SAFETY MANAGEMENT

2.4.1 Relevance for SRN management

Managing the risks and ensuring safety for stock and for users of the SRN from stock and from the SRN in general.

2.4.2 Goal

The SRN in Charters Towers Regional Council is a safe environment for stock and persons associated with such stock permitted to use it.

2.4.3 Indicators and targets

2.4.4 Risk and safety management policies

(In this section a "risk" is the potential impacts another use or user may have on travelling or agisted stock; while a "safety issue" deals with the impacts travelling or agisted stock may have on other uses or users.)

2.4.4.1 Risks and safety issues policy

- Identified risks and safety issues to be addressed/removed will be prioritised by Council annually, with priorities included in Council's annual works program (e.g. facility maintenance works programs).
- The stock route management team will conduct annual risk and safety issue audits of all stock route facilities, reporting information to Council for annual prioritisation.
- Council to provide mechanism for receiving information from community, permittees, users etc regarding identified risks and safety issues on the network.
- Road safety policy (use of signage by users, warning signs at common crossings (e.g. saleyards, holding yards), application to Queensland Tranport to reduce speed limits in high risk zones)
- Infrastructure safety policy (e.g. signage, fencing, standard of facilities to minimise hazards)
- Fire risk management Policy (e.g. notifying community and users of burning schedule)
- Legal liability issues resulting form secondary permitted uses of SRN by members of public due to non maintained nature of SRN and inherent dangerous situations i.e. creek crossings etc.

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

2.4.5 Issues

For Charters Towers 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:

- lack of resources to carry out safety audits; and
- lack of resources to carry out risk remediation works.

Risk and safety management strategies and actions to address:

Strategy	Action	By Who	Priority	By When
Auditing	Undertake audits of facilities (& secondary uses of SRN) to determine condition and safety status	Stock route Officers	High	June 2011
Remedial Works/Signage	Carry out works to ensure signage of safety concerns and/or rectification issues as determined by audit	Stock route officers	High	June 2011

2.5 INFRASTRUCTURE MANAGEMENT

2.5.1 Relevance for SRN management

Notwithstanding that the SRN in the Charters Towers region is inactive, Charters Towers Regional Council is of the belief that the integrity of the network must be maintained for future generations and/or in the event that for whatever reason, the movement of cattle on hoof is recommenced. For that purpose, existing infrastructure must be maintained.

2.5.2 Goal

Travelling stock can access well maintained water supplies at existing regular intervals along routes of the SRN within the Charters Towers region.

2.5.3 Indicators and targets

Infrastructure management indicators	Targets
► Facilities are maintained in good working condition	► 100% of facilities in a good and proper working order and condition

2.5.4 Infrastructure management policies

2.5.4.1 Construction and maintenance policy

- Facilities are maintained in a good and proper working order at no cost to Council by occupiers of the land/adjoining landholders whom utilise same.
- The stock route management team will audit the condition of all stock route facilities on an annual basis, to ensure that the occupiers' obligations, as set out in the agreements, are being met.

- Priority works on Council occupied facilities identified by Council in its annual works program that receive sufficient funding, will be completed as per the works schedule.
- Council to negotiate with the State and landholder parties to water agreements for maintenance of facilities on minor and inactive routes in exchange for waiving water agreement fees.
- Facility maintenance and construction needs of reserves in Council's trusteeship will be maintained by Council with needs prioritised and included in Council's annual works program.

2.5.5 Infrastructure management issues

For Charters Towers 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 need to be addressed:

1. provision of additional resources to assist with the water facility monitoring program.

2.5.6 Infrastructure management strategies and actions to address issues

Strategy	Action	By Who	Priority	By When
Monitoring	Prepare generic stocktake/monitoring pro-forma for use in monitoring programme	Charters Towers Regional Council and DERM	Medium	June 2011
Provide Resources for monitoring	Seek funding to assist with water facility condition monitoring program.	Charters Towers Regional Council	High	June 2011
Repair facilities in less than good or fair condition.	Ensure funding to maintain Council controlled water facilities in good condition and repair (Replacement of tanks at Mt Charles, Balfes Creek & Homestead).	Charters Towers Regional Council	High	As & when required on a programmed maintenance plan
Inventory	Prepare an 'as is condition' inventory of all watering facilities complete with costings to repair same, if required to an acceptable standard for future funding purposes.	Stock Route Officers	Medium	June 2012

2.6 PESTS AND DISEASES MANAGEMENT

2.6.1 Relevance for SRN management

Charters Towers Regional Council is committed to the control of pests on the SRN as, if not treated, pests have the potential to spread rapidly, threatening native species and ecosystems, and loss of productive grazing lands. The cost to the Queensland community through lost production and control costs has been estimated at $600 million.

2.6.2 Goal

Minimise the spread and introduction of pests and disease by stock and/or any other users of the SRN and minimise the impacts that pests may have to stock using the SRN.

2.6.3 Indicators and targets

Pests and diseases management indicators	Targets
► Percentage of SRN area covered by pest plants	► < 50%
► 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	► 10

2.6.4 Pests and diseases management policies

- Pests will be controlled in accordance with Council's Pest Management Policy. Council is responsible for control of same within sections of fully fenced SRN (not held under Permit to Occupy). Landholders are responsible for same where sections of SRN are enclosed within adjoining holdings.
- Charters Towers Regional Council recognises the fact that the NLIS was 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:

    1. (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; and,

       (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 C"

2.6.5 Pests and diseases management issues

For Charters Towers 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. stock travelling from the adjoining Isaac Regional Council area in the south, which is a known parthenium area, will be required to be held for the required

eight (8) day holding period before progressing into the Charters Towers region. For that purpose, holding facilities will need to be established;
2. currently pest plant infestation has not been totally mapped;
3. difficulty in accessing various parts of the SRN for plant treatment purposes;
4. obtaining cooperation from adjoining owners whom have SRN enclosed in their holdings may not be easily achieved without enforcement action; and
5. limited knowledge of public about responsibilities for pest control on stock routes.

2.6.6 Pests and diseases management strategies and actions to address issues

Strategy	Action	By Who	Priority	By When
Build a holding yard at Belyando.	Assess best location and investigate costs	Charters Towers Regional Council	Low	June 2013
	Apply for funding for holding yard			
	Manage the building of the holding yard by contractors			
Survey routes	Carry out monitoring and mapping in accordance with Pest Management Plan	Charters Towers Regional Council	High	Ongoing in accordance with pest management plan
Reduce pest plants on routes	Treat pest plants in accordance with the Pest Management Plan.	Spray Contractors	High	Ongoing in accordance with pest management plan
Awareness of public	Notify public (particularly adjoining landholders) of responsibilities for declared pests on SRN and require cleanliness of same from easily transportable plant seed such as parthenium and giant rats tail grass.	Charters Towers Regional Council	High	Dec 2011

2.7 WATER AGREEMENTS MANAGEMENT

2.7.1 Relevance for SRN management

Given that the SRN throughout the Charters Towers region is inactive, funding for ensuring the maintenance and upkeep of facilities (for provision of water for purposes of travelling stock so as to ensure the integrity of the SRN) is generally not available from the State of Queensland.

2.7.2 Goal

To utilise water agreements to reduce maintenance costs to Council, while ensuring that the water needs of travelling stock are met and that the water resources or other people with rights to the water are not negatively impacted upon.

2.7.3 Indicators and targets

Water agreements management indicators	Targets
► Number of water agreements ► Dollar income from water agreements ► Instances where water runs out at a water facility (which is under a water agreement), when there was a demand by travelling stock	► 36 ► nil ► Zero

2.7.4 Water agreements management policies

That Council and DERM enter into water agreements with all occupiers/users of the built water facilities on the SRN throughout the Charters Towers region on terms and conditions acceptable to Council and DERM.

2.7.5 Water agreements management issues

For Charters Towers Regional Council to meet the goal set for water agreements management and to be able to manage the SRN in accordance with the water agreement management policies, the following issues need to be addressed:

1. DERM and the Charters Towers Regional Council entering into specified agreements with landholders; and,
2. resources for ensuring that landholders are complying with the conditions of the water agreement.

2.7.6 Water agreements management strategies and actions to address issues

Strategy	Action	By Who	Priority	By When
Renegotiate water agreements	Develop agreements in conjunction with DERM and landholders acceptable to the Minister.	Charters Towers Regional Council	High	July 2012
	Develop generic monitoring pro-forma Arrange for training of stock route staff on maintenance inspection/recording Carry out annual monitoring regime	Charters Towers Regional Council	High	July 2012

2.8 PERMITTING TRAVEL AND AGISTMENT

2.8.1 Relevance for SRN management

A decision-making process is in place that is fair and equitable to ensure the long term sustainability of the SRN.

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
► Number of issued travel permitting decisions which are disputed	► Less than 2

2.8.4 Permitting travel and agistment policies

- The procedure for assessing and issuing of permits for either travel or agistment adopted by the Charters Towers Regional Council is in accordance with the relevant criteria as set out by the *Land Protection (Pest and Stock Route Management) Act 2002*.
- Obtain adjoining local government views/concerns prior to issue of permit to enable straight through travel (applicant to show evidence of next authority permission).

2.8.5 Permitting travel and agistment issues

For Charters Towers 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:

1. the need for permit applications to be made reasonably in advance to allow proper assessment and inspection of routes if necessary;
2. the majority of stock routes are enclosed within adjoining holdings and as such need for inspection to determine pasture conditions;
3. the belief of adjoining landholders that they have an exclusive right of use of the SRN adjoining their holdings; and
4. obtaining state controlled road authority approval first before considering permitting travel on state controlled routes.

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 to the resource.	Issue a public notice (in conjunction with DERM) on the non-exclusive rights to the use of the SRN	Charters Towers Regional Council and DERM	High	Dec 2011
	Adopt and implement existing DERM permitting guide notes for applicants which set out procedures and requirements for application processing (including relevant time frames) Develop pro-forma for notification/requests of adjoining local authorities	Charters Towers Regional Council	High	Dec 2011

2.9 COMPLIANCE

2.9.1 Relevance for SRN management

Compliance with legislation and management issues is required to better manage, protect and enhance the natural resources and values of the SRN.

2.9.2 Goal

To ensure the intent and requirements of the *Land Protection (Pest and Stock Route Management) Act 2002* are met.

2.9.3 Indicators and targets

Compliance indicators	Targets
► Number of compliance issues	► 10
► Number of notices/warnings issued	► 10
► Number of prosecutions carried out	► 2

2.9.4 Compliance policies

Compliance issues include unauthorised grazing or harvesting of pasture, contravention of permit conditions, including failure of users to comply with travelling rates, damage to stock route facilities, wastage of water, spread of declared pests and/or failure to control declared pests growing on the SRN.

Council's view to ensuring compliance is to promote a cooperative voluntary compliance regime. It aims to increase voluntary compliance through the undermentioned strategies and to decrease issues of non-compliance through effective enforcement action where required.

When issues of non-compliance are detected, Council will:

(i) approach the perpetrator and verbally notify of non-compliance and allow reasonable time for non-compliance to desist; and

(ii) in the event that the non-compliance persists after the relevant time has expired, Council will issue the perpetrator a notice in writing requiring ceasing of the actions immediately and shall take all necessary action to ensure compliance in accordance with the provision of the Act.

2.9.5 Compliance issues

For Charters Towers 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 reside and socialise within the local area; and,
2. relevant officers require training in detection and enforcement proceedings

2.9.6 Compliance strategies and actions to address issues

Strategy	Action	By Who	Priority	By When
Develop enforcement partnerships with adjoining local governments	Negotiate with adjoining local governments	Charters Towers Regional Council	Medium	June 2012
	Set up an agreement with adjoining Councils to carry out enforcement for each other's area.			
Develop a list of offences that may occur on SRN	A pro-forma offence list.	Charters Towers Regional Council	High	June 2011
Awareness	Publicise details of possible offence that may be perpetuated on the SRN to the wider community	Charters Towers Regional Council	High	June 2011
Appoint authorised officers to enforce SRN management related legislation	Provide training & guidelines for undertaking enforcement. Ensure authorisations are in place. Implement enforcement where users of the SRN have not met their responsibilities	Charters Towers Regional Council	High	June 2011

3 IMPLEMENTATION OF THE PLAN

3.1 COUNCIL RESOURCES

Council allocates resources to SRN issues on an annual basis in keeping with its budgetary process. Human resources include a stock route manager and three (3) stock route assistants. The staff are not employed on stock routes on a full time basis but carry out such duties in conjunction with other rural orientated services provided by Council's Department of Regulatory Services including Pest Management and Saleyards activity.

The level of resources is reflective of the inactive nature of SRN throughout the Charters Towers region and third party arrangements that Council has in place for maintenance and upkeep of stock route infrastructure.

It is not considered, at this stage, that any increase in human resources is needed to carry out additional monitoring/inspection/audit processes as proposed by the plan.

Additional funding will be required over the life of the current plan to attend to certain identified capital improvements on reserves directly under Council's control/occupation and for works necessary to fulfil Council's legal liability issues.

Such additional funding will be identified and sourced annually in accordance with Council's normal budgetary process.

3.2 COUNCIL COMMITMENT

Council is committed to ensuring that the integrity of the SRN remains in place for use by future generations if necessary, and will, to the extent reasonably able, ensure that SRN remains open and appropriately maintained having regard to the level of usage and demand applicable.

In keeping with such philosophy and having in mind the limited resources available to Council, Council intends to utilise the assistance of adjoining landholders to issues of maintenance/repair in exchange for certain qualified rights to the resources located thereon.

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 Charters Towers Regional Council Working Group agrees to meet during the period from 1 April to 30 June 2011 to review the plan and make amendments if necessary, and again between 1 April and 30 June, 2012.

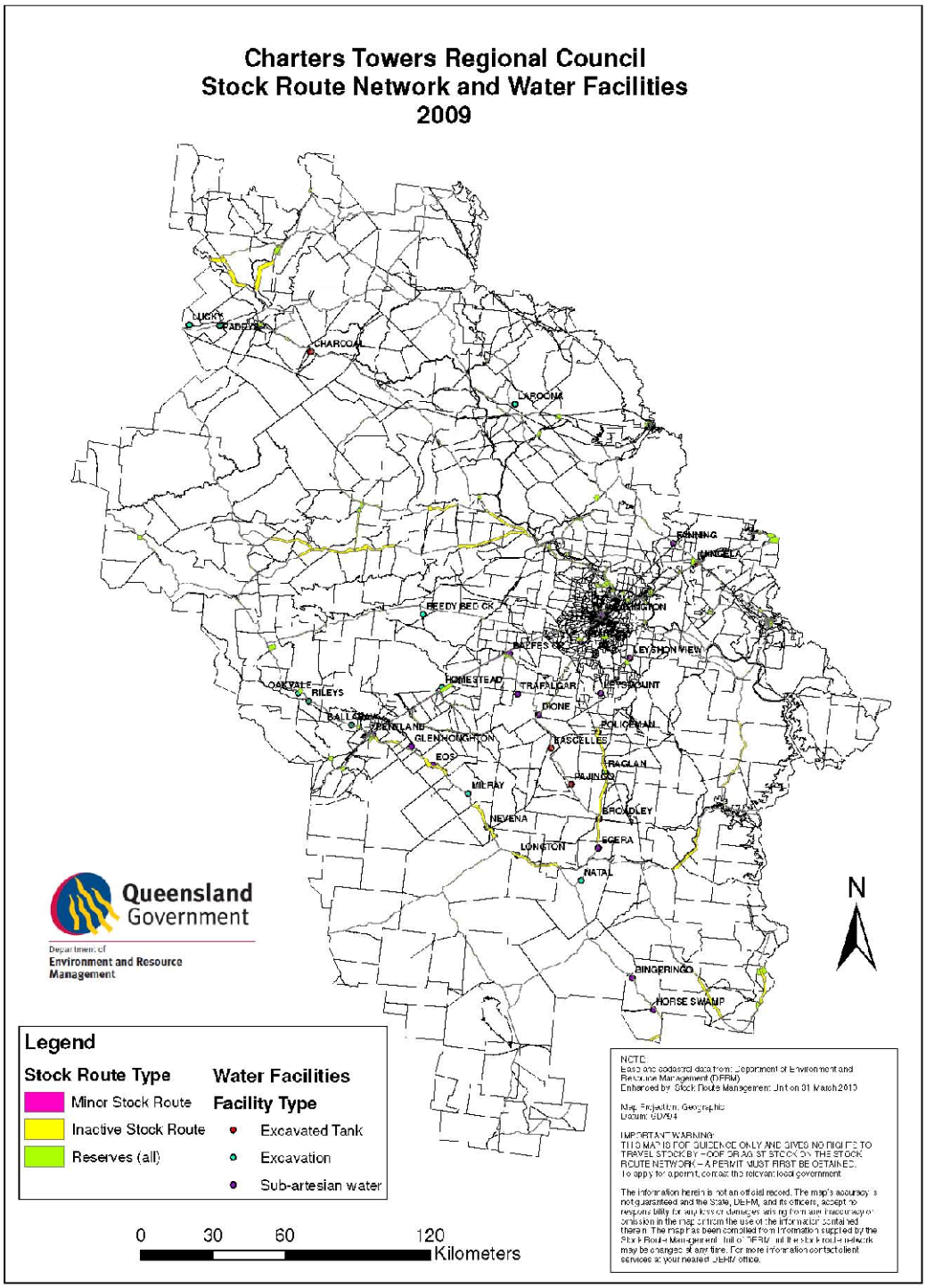
The Charters Towers Regional Council will re-establish a working group at the end of the 2011/2012 financial year to prepare the next Charters Towers Regional Council SRN Management Plan 2014 – 2019.

5 ABBREVIATIONS

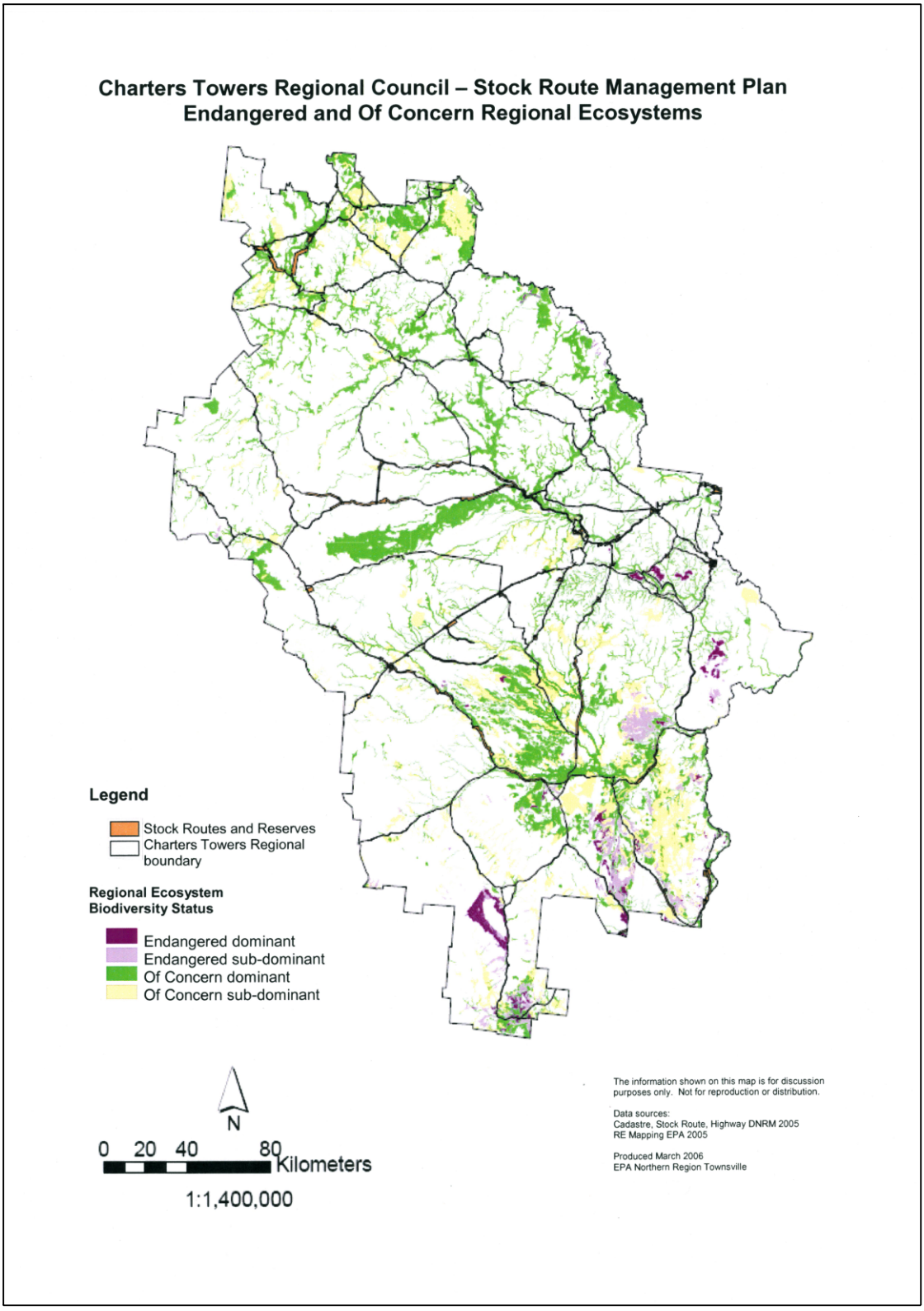
Abbreviation	Meaning
DMR	The Department of Main Roads
DEEDI	The Department of Employment, Economic Development and Innovation
EPA	Environmental Protection Agency
LGA	Local government area
DERM	The Department of Environment and Resource Management
QPWS	Queensland Parks and Wildlife Service
SRN	Stock Route Network
SRNMP	Stock Route Network Management Plan
The Act	*The Land Protection (Pest and Stock Route Management) Act 2002*

6 MAPS

6.1 STOCK ROUTE NETWORK AND WATER FACILITIES



6.2 ENDANGERED AND OF CONCERN REGIONAL ECOSYSTEMS



7 APPENDICES

7.1 APPENDIX 1 – STOCKTAKE GRAZING RESOURCE MONITORING PROGRAM

Stocktake is a grazing resource monitoring program developed by the Queensland DEEDI. It is a program to monitor and classify land conditions.

Stocktake Grazing Resource

Stocktake is a paddock-scale land condition monitoring and management package that has been developed by the Queensland DEEDI 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 of woody plants cover most of the area.

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

7.2 APPENDIX 2 – INVENTORY OF WATER FACILITIES IN CHARTERS TOWERS REGIONAL COUNCIL

Name	Asset Description	Asset_ID	BarCode	Description 1	Description 2
BALFES CK	Gravity Tank	W2138-G-T-GS-1-1	R0002613	Tank	Galvanised Steel
BALFES CK	Gravity Tank	W2138-G-T-GS-2-1	R0002614	Tank	Galvanised Steel
BALFES CK	Pumping Unit	W2138-P-H-14-1-1	R0002615	Windmill Head	14 ft dia
BALFES CK	Pumping Unit	W2138-P-P-DP-1-1	R0002616	Pump	Draw Plunger
BALFES CK	Pumping Unit	W2138-P-T-40-1-1	R0002617	Tower	40 ft
BALFES CK	Troughing	W2138-T-P-G7-1-1	R0002618	Trough Inlet Pipe	Galvanised Steel 75 mm
BALFES CK	Troughing	W2138-T-T-CS-1-1	R0002619	Troughs	Concrete Straight (joined)
BALFES CK	Water Supply	W2138-W-B-SA-1-1	R0002620	Bore	Sub-artesian
BALLABAY	Gravity Tank	W2129-G-T-GS-1-1	R0002584	Tank	Galvanised Steel
BALLABAY	Pumping Unit	W2129-P-H-14-1-1	R0002585	Windmill Head	14 ft dia
BALLABAY	Pumping Unit	W2129-P-P-SY-1-1	R0002586	Pump	Syphon
BALLABAY	Pumping Unit	W2129-P-T-40-1-1	R0002587	Tower	40 ft
BALLABAY	Troughing	W2129-T-P-G1-1-1	R0002588	Trough Inlet Pipe	Galvanised Steel 100 mm
BALLABAY	Troughing	W2129-T-T-CS-1-1	R0002589	Troughs	Concrete Straight (joined)
BALLABAY	Water Supply	W2129-W-E-GD-1-1	R0002590	Excavated storage	Gully Dam
BINGERINGO	Gravity Tank	W2275-G-T-CN-1-1	R0002946	Tank	Concrete
BINGERINGO	Pumping Unit	W2275-P-H-14-1-1	R0002947	Windmill Head	14 ft dia
BINGERINGO	Pumping Unit	W2275-P-P-DP-1-1	R0002948	Pump	Draw Plunger
BINGERINGO	Pumping Unit	W2275-P-T-40-1-1	R0002949	Tower	40 ft
BINGERINGO	Troughing	W2275-T-P-G1-1-1	R0002950	Trough Inlet Pipe	Galvanised Steel 100 mm
BINGERINGO	Troughing	W2275-T-T-CS-1-1	R0002951	Troughs	Concrete Straight (joined)
BINGERINGO	Water Supply	W2275-W-B-SA-1-1	R0002952	Bore	Sub-artesian
BROADLEY	Gravity Tank	W1879-G-T-CN-1-1	R0002317	Tank	Concrete
BROADLEY	Pumping Unit	W1879-P-H-21-1-1	R0002318	Windmill Head	21 ft dia
BROADLEY	Pumping Unit	W1879-P-P-FC-1-1	R0002319	Pump	Flush Cap
BROADLEY	Pumping Unit	W1879-P-T-40-1-1	R0002320	Tower	40 ft
BROADLEY	Troughing	W1879-T-P-G7-1-1	R0002321	Trough Inlet Pipe	Galvanised Steel 75 mm
BROADLEY	Troughing	W1879-T-T-CS-1-1	R0002322	Troughs	Concrete Straight (joined)
BROADLEY	Water Supply	W1879-W-B-SA-1-1	R0002323	Bore	Sub-artesian
CHARCOAL	Gravity Tank	W2350-G-T-GS-1-1	R0003135	Tank	Galvanised Steel
CHARCOAL	Pumping Unit	W2350-P-H-12-1-1	R0003136	Windmill Head	12 ft dia
CHARCOAL	Pumping Unit	W2350-P-P-SY-1-1	R0003137	Pump	Syphon
CHARCOAL	Pumping Unit	W2350-P-T-30-1-1	R0003138	Tower	30 ft
CHARCOAL	Troughing	W2350-T-P-G7-1-1	R0003139	Trough Inlet Pipe	Galvanised Steel 75 mm
CHARCOAL	Troughing	W2350-T-T-CS-1-1	R0003140	Troughs	Concrete Straight (joined)
CHARCOAL	Water Supply	W2350-W-E-ET-1-1	R0003141	Excavated storage	Excavated Tank
CHARLES	Gravity Tank	W0066-G-T-GS-1-1	R0000058	Tank	Galvanised Steel
CHARLES	Pumping Unit	W0066-P-H-12-1-1	R0000059	Windmill Head	12 ft dia
CHARLES	Pumping Unit	W0066-P-P-FC-1-1	R0000060	Pump	Flush Cap
CHARLES	Pumping Unit	W0066-P-T-40-1-1	R0000061	Tower	40 ft
CHARLES	Troughing	W0066-T-P-G7-1-1	R0000062	Trough Inlet Pipe	Galvanised Steel 75 mm
CHARLES	Troughing	W0066-T-T-CS-1-1	R0000063	Troughs	Concrete Straight (joined)
CHARLES	Water Supply	W0066-W-B-SA-1-1	R0000064	Bore	Sub-artesian
DIONE	Gravity Tank	W2232-G-T-GS-1-1	R0002846	Tank	Galvanised Steel
DIONE	Pumping Unit	W2232-P-H-14-1-1	R0002847	Windmill Head	14 ft dia
DIONE	Pumping Unit	W2232-P-P-FC-1-1	R0002848	Pump	Flush Cap

Name	Asset Description	Asset_ID	BarCode	Description 1	Description 2
DIONE	Pumping Unit	W2232-P-T-40-1-1	R0002849	Tower	40 ft
DIONE	Troughing	W2232-T-P-G7-1-1	R0002850	Trough Inlet Pipe	Galvanised Steel 75 mm
DIONE	Troughing	W2232-T-T-CS-1-1	R0002851	Troughs	Concrete Straight (joined)
DIONE	Water Supply	W2232-W-B-SA-1-1	R0002852	Bore	Sub-artesian
EGERA	Gravity Tank	W2199-G-T-CN-1-1	R0002746	Tank	Concrete
EGERA	Pumping Unit	W2199-P-H-25-1-1	R0002747	Windmill Head	25 ft dia
EGERA	Pumping Unit	W2199-P-P-DP-1-1	R0002748	Pump	Draw Plunger
EGERA	Pumping Unit	W2199-P-T-55-1-1	R0002749	Tower	55 ft
EGERA	Troughing	W2199-T-P-G1-1-1	R0002750	Trough Inlet Pipe	Galvanised Steel 100 mm
EGERA	Troughing	W2199-T-T-CS-1-1	R0002751	Troughs	Concrete Straight (joined)
EOS	Gravity Tank	W2276-G-T-GS-1-1	R0002953	Tank	Galvanised Steel
EOS	Troughing	W2276-T-P-G7-1-1	R0002954	Trough Inlet Pipe	Galvanised Steel 75 mm
EOS	Troughing	W2276-T-T-CS-1-1	R0002955	Troughs	Concrete Straight (joined)
FANNING	Gravity Tank	W2602-G-T-CN-1-1	R0003600	Tank	Concrete
FANNING	Gravity Tank	W2602-G-T-CN-2-1	R0003601	Tank	Concrete
FANNING	Pumping Unit	W2602-P-H-14-1-1	R0003602	Windmill Head	14 ft dia
FANNING	Pumping Unit	W2602-P-P-FC-1-1	R0003603	Pump	Flush Cap
FANNING	Pumping Unit	W2602-P-T-55-1-1	R0003604	Tower	55 ft
FANNING	Troughing	W2602-T-P-G7-1-1	R0003605	Trough Inlet Pipe	Galvanised Steel 75 mm
FANNING	Troughing	W2602-T-T-CS-1-1	R0003606	Troughs	Concrete Straight (joined)
FANNING	Water Supply	W2602-W-B-SA-1-1	R0003607	Bore	Sub-artesian
GLEN HOUGHTON	Gravity Tank	W2277-G-T-GS-1-1	R0002956	Tank	Galvanised Steel
GLEN HOUGHTON	Troughing	W2277-T-P-G7-1-1	R0002957	Trough Inlet Pipe	Galvanised Steel 75 mm
GLEN HOUGHTON	Troughing	W2277-T-T-CS-1-1	R0002958	Troughs	Concrete Straight (joined)
HOMESTEAD	Gravity Tank	W0086-G-T-GS-1-1	R0000074	Tank	Galvanised Steel
HOMESTEAD	Pumping Unit	W0086-P-H-10-1-1	R0000075	Windmill Head	10 ft dia
HOMESTEAD	Pumping Unit	W0086-P-P-SY-1-1	R0000076	Pump	Syphon
HOMESTEAD	Pumping Unit	W0086-P-T-40-1-1	R0000077	Tower	40 ft
HOMESTEAD	Troughing	W0086-T-P-G1-1-1	R0000078	Trough Inlet Pipe	Galvanised Steel 100 mm
HOMESTEAD	Troughing	W0086-T-T-GS-1-1	R0000079	Troughs	Galvanised Steel
HORSE SWAMP	Gravity Tank	W2349-G-T-CN-1-1	R0003128	Tank	Concrete
HORSE SWAMP	Pumping Unit	W2349-P-H-17-1-1	R0003129	Windmill Head	17 ft dia
HORSE SWAMP	Pumping Unit	W2349-P-P-FC-1-1	R0003130	Pump	Flush Cap
HORSE SWAMP	Pumping Unit	W2349-P-T-55-1-1	R0003131	Tower	55 ft
HORSE SWAMP	Troughing	W2349-T-P-G1-1-1	R0003132	Trough Inlet Pipe	Galvanised Steel 100 mm
HORSE SWAMP	Troughing	W2349-T-T-CS-1-1	R0003133	Troughs	Concrete Straight (joined)
HORSE SWAMP	Water Supply	W2349-W-B-SA-1-1	R0003134	Bore	Sub-artesian
LAROONA	Water Supply	W2351-W-E-GD-1-1	R0003142	Excavated storage	Gully Dam
LASCELLES	Gravity Tank	W2279-G-T-GS-1-1	R0002959	Tank	Galvanised Steel
LASCELLES	Pumping Unit	W2279-P-H-14-1-1	R0002960	Windmill Head	14 ft dia
LASCELLES	Pumping Unit	W2279-P-P-SY-1-1	R0002961	Pump	Syphon
LASCELLES	Pumping Unit	W2279-P-T-40-1-1	R0002962	Tower	40 ft
LASCELLES	Troughing	W2279-T-P-G7-1-1	R0002963	Trough Inlet Pipe	Galvanised Steel 75 mm
LASCELLES	Troughing	W2279-T-T-CS-1-1	R0002964	Troughs	Concrete Straight (joined)
LASCELLES	Water Supply	W2279-W-E-ET-1-1	R0002965	Excavated storage	Excavated Tank
LEYSHON VIEW	Gravity Tank	W1875-G-T-GS-1-1	R0002294	Tank	Galvanised Steel
LEYSHON VIEW	Troughing	W1875-T-P-G7-1-1	R0002295	Trough Inlet Pipe	Galvanised Steel 75 mm
LEYSHON VIEW	Troughing	W1875-T-T-CS-1-1	R0002296	Troughs	Concrete Straight (joined)
LEYSMOUNT	Gravity Tank	W1876-G-T-GS-1-1	R0002297	Tank	Galvanised Steel
LEYSMOUNT	Pumping Unit	W1876-P-H-14-1-1	R0002298	Windmill Head	14 ft dia

Name	Asset Description	Asset_ID	BarCode	Description 1	Description 2
LEYSMOUNT	Pumping Unit	W1876-P-P-FC-1-1	R0002299	Pump	Flush Cap
LEYSMOUNT	Pumping Unit	W1876-P-T-40-1-1	R0002300	Tower	40 ft
LEYSMOUNT	Troughing	W1876-T-P-G1-1-1	R0002301	Trough Inlet Pipe	Galvanised Steel 100 mm
LEYSMOUNT	Troughing	W1876-T-T-CS-1-1	R0002302	Troughs	Concrete Straight (joined)
LEYSMOUNT	Water Supply	W1876-W-B-SA-1-1	R0002303	Bore	Sub-artesian
LONGTON	Gravity Tank	W0849-G-T-GS-1-1	R0001309	Tank	Galvanised Steel
LONGTON	Troughing	W0849-T-P-G1-1-1	R0001310	Trough Inlet Pipe	Galvanised Steel 100 mm
LONGTON	Troughing	W0849-T-T-CS-1-1	R0001311	Troughs	Concrete Straight (joined)
LUCKY	Water Supply	W2352-W-E-GD-1-1	R0003143	Excavated storage	Gully Dam
MILRAY	Gravity Tank	W0851-G-T-GS-1-1	R0001315	Tank	Galvanised Steel
MILRAY	Troughing	W0851-T-P-G1-1-1	R0001316	Trough Inlet Pipe	Galvanised Steel 100 mm
MILRAY	Troughing	W0851-T-T-CS-1-1	R0001317	Troughs	Concrete Straight (joined)
MINGELA	Gravity Tank	W0250-G-T-GS-1-1	R0000344	Tank	Galvanised Steel
MINGELA	Pumping Unit	W0250-P-H-12-1-1	R0000345	Windmill Head	12 ft dia
MINGELA	Pumping Unit	W0250-P-P-SY-1-1	R0000346	Pump	Syphon
MINGELA	Pumping Unit	W0250-P-T-30-1-1	R0000347	Tower	30 ft
MINGELA	Troughing	W0250-T-P-G1-1-1	R0000348	Trough Inlet Pipe	Galvanised Steel 100 mm
MINGELA	Troughing	W0250-T-T-CS-1-1	R0000349	Troughs	Concrete Straight (joined)
MINGELA	Water Supply	W0250-W-E-ET-1-1	R0000350	Excavated storage	Excavated Tank
NATAL	Gravity Tank	W1880-G-T-GS-1-1	R0002324	Tank	Galvanised Steel
NATAL	Pumping Unit	W1880-P-H-14-1-1	R0002325	Windmill Head	14 ft dia
NATAL	Pumping Unit	W1880-P-P-SY-1-1	R0002326	Pump	Syphon
NATAL	Pumping Unit	W1880-P-T-40-1-1	R0002327	Tower	40 ft
NATAL	Troughing	W1880-T-P-G7-1-1	R0002328	Trough Inlet Pipe	Galvanised Steel 75 mm
NATAL	Troughing	W1880-T-T-CS-1-1	R0002329	Troughs	Concrete Straight (joined)
NEVENA	Gravity Tank	W0850-G-T-GS-1-1	R0001312	Tank	Galvanised Steel
NEVENA	Troughing	W0850-T-P-G1-1-1	R0001313	Trough Inlet Pipe	Galvanised Steel 100 mm
NEVENA	Troughing	W0850-T-T-CS-1-1	R0001314	Troughs	Concrete Straight (joined)
OAKVALE	Gravity Tank	W1818-G-T-GS-1-1	R0002170	Tank	Galvanised Steel
OAKVALE	Pumping Unit	W1818-P-H-16-1-1	R0002171	Windmill Head	16 ft dia
OAKVALE	Pumping Unit	W1818-P-P-SY-1-1	R0002172	Pump	Syphon
OAKVALE	Pumping Unit	W1818-P-T-45-1-1	R0002173	Tower	45 ft
OAKVALE	Troughing	W1818-T-P-G1-1-1	R0002174	Trough Inlet Pipe	Galvanised Steel 100 mm
OAKVALE	Troughing	W1818-T-T-GS-1-1	R0002175	Troughs	Galvanised Steel
PADDYS	Gravity Tank	W2200-G-T-GS-1-1	R0002752	Tank	Galvanised Steel
PADDYS	Pumping Unit	W2200-P-H-14-1-1	R0002753	Windmill Head	14 ft dia
PADDYS	Pumping Unit	W2200-P-P-SY-1-1	R0002754	Pump	Syphon
PADDYS	Pumping Unit	W2200-P-T-40-1-1	R0002755	Tower	40 ft
PADDYS	Troughing	W2200-T-P-G1-1-1	R0002756	Trough Inlet Pipe	Galvanised Steel 100 mm
PADDYS	Troughing	W2200-T-T-CS-1-1	R0002757	Troughs	Concrete Straight (joined)
PAJINGO	Gravity Tank	W2280-G-T-GS-1-1	R0002966	Tank	Galvanised Steel
PAJINGO	Pumping Unit	W2280-P-H-14-1-1	R0002967	Windmill Head	14 ft dia
PAJINGO	Pumping Unit	W2280-P-P-SY-1-1	R0002968	Pump	Syphon
PAJINGO	Pumping Unit	W2280-P-T-40-1-1	R0002969	Tower	40 ft
PAJINGO	Troughing	W2280-T-P-G7-1-1	R0002970	Trough Inlet Pipe	Galvanised Steel 75 mm
PAJINGO	Troughing	W2280-T-T-CS-1-1	R0002971	Troughs	Concrete Straight (joined)
PAJINGO	Water Supply	W2280-W-E-ET-1-1	R0002972	Excavated storage	Excavated Tank
PENTLAND	Gravity Tank	W0853-G-T-GS-1-1	R0001318	Tank	Galvanised Steel
PENTLAND	Troughing	W0853-T-P-G1-1-1	R0001319	Trough Inlet Pipe	Galvanised Steel 100 mm
PENTLAND	Troughing	W0853-T-T-CS-1-1	R0001320	Troughs	Concrete Straight (joined)

Name	Asset Description	Asset_ID	BarCode	Description 1	Description 2
POLICEMAN	Gravity Tank	W1877-G-T-GS-1-1	R0002304	Tank	Galvanised Steel
POLICEMAN	Pumping Unit	W1877-P-H-12-1-1	R0002305	Windmill Head	12 ft dia
POLICEMAN	Pumping Unit	W1877-P-P-SY-1-1	R0002306	Pump	Syphon
POLICEMAN	Pumping Unit	W1877-P-T-40-1-1	R0002307	Tower	40 ft
POLICEMAN	Troughing	W1877-T-P-G1-1-1	R0002308	Trough Inlet Pipe	Galvanised Steel 100 mm
POLICEMAN	Troughing	W1877-T-T-CS-1-1	R0002309	Troughs	Concrete Straight (joined)
POLICEMAN	Water Supply	W1877-W-E-ET-1-1	R0002310	Excavated storage	Excavated Tank
RAGLAN	Gravity Tank	W1878-G-T-CN-1-1	R0002311	Tank	Concrete
RAGLAN	Pumping Unit	W1878-P-H-14-1-1	R0002312	Windmill Head	14 ft dia
RAGLAN	Pumping Unit	W1878-P-P-SY-1-1	R0002313	Pump	Syphon
RAGLAN	Pumping Unit	W1878-P-T-55-1-1	R0002314	Tower	55 ft
RAGLAN	Troughing	W1878-T-P-G1-1-1	R0002315	Trough Inlet Pipe	Galvanised Steel 100 mm
RAGLAN	Troughing	W1878-T-T-CS-1-1	R0002316	Troughs	Concrete Straight (joined)
REEDY BED CK	Gravity Tank	W0167-G-T-GS-1-1	R0000169	Tank	Galvanised Steel
REEDY BED CK	Pumping Unit	W0167-P-H-14-1-1	R0000170	Windmill Head	14 ft dia
REEDY BED CK	Pumping Unit	W0167-P-P-SY-1-1	R0000171	Pump	Syphon
REEDY BED CK	Pumping Unit	W0167-P-T-30-1-1	R0000172	Tower	30 ft
REEDY BED CK	Troughing	W0167-T-P-G7-1-1	R0000173	Trough Inlet Pipe	Galvanised Steel 75 mm
REEDY BED CK	Troughing	W0167-T-T-CS-1-1	R0000174	Troughs	Concrete Straight (joined)
RILEYS	Gravity Tank	W2365-G-T-GS-1-1	R0003151	Tank	Galvanised Steel
RILEYS	Troughing	W2365-T-P-G1-1-1	R0003152	Trough Inlet Pipe	Galvanised Steel 100 mm
RILEYS	Troughing	W2365-T-T-CS-1-1	R0003153	Troughs	Concrete Straight (joined)
TRAFALGAR	Gravity Tank	W2289-G-T-CN-1-1	R0002973	Tank	Concrete
TRAFALGAR	Pumping Unit	W2289-P-H-17-1-1	R0002974	Windmill Head	17 ft dia
TRAFALGAR	Pumping Unit	W2289-P-P-DP-1-1	R0002975	Pump	Draw Plunger
TRAFALGAR	Pumping Unit	W2289-P-T-40-1-1	R0002976	Tower	40 ft
TRAFALGAR	Troughing	W2289-T-P-G7-1-1	R0002977	Trough Inlet Pipe	Galvanised Steel 75 mm
TRAFALGAR	Troughing	W2289-T-T-CS-1-1	R0002978	Troughs	Concrete Straight (joined)
TRAFALGAR	Water Supply	W2289-W-B-SA-1-1	R0002979	Bore	Sub-artesian
WELLINGTON	Gravity Tank	W2447-G-T-GS-1-1	R0003315	Tank	Galvanised Steel
WELLINGTON	Troughing	W2447-T-P-G7-1-1	R0003316	Trough Inlet Pipe	Galvanised Steel 75 mm
WELLINGTON	Troughing	W2447-T-T-CS-1-1	R0003317	Troughs	Concrete Straight (joined)

7.3 APPENDIX 3 – TRAVELLING STOCK USAGE OF CHARTERS TOWERS REGIONAL COUNCIL STOCK ROUTES

Travelling Stock Numbers (cattle equivalents) 1994-2002
Charters Towers Regional Council

Stock Route	Length (km)	Recorded Usage									
		1994	**1995**	**1996**	**1997**	**1998**	**1999**	**2000**	**2001**	**2002**	**Total**
U130	65	200									**200**
U123	25	150									**150**
U123	10							100			**100**
U116A	140								978		**978**
M208DA	140									978	**978**
M5	140									250	**250**
130	35									800	**800**
U117B	135	No recent recorded usage									
Total	**690**	**350**						**100**	**978**	**2028**	**3456**

7.4 APPENDIX 4… ABORIGINAL CULTURAL HERITAGE GUIDELINES

Aboriginal Cultural Heritage Guidelines – Stock Route Network

CATEGORY 1: Activities Involving No Surface Disturbance

REQUIREMENTS OF LEGISLATION	EXAMPLES OF STOCK ROUTE ACTIVITIES	STOCK ROUTE NETWORK MANAGEMENT ACTIONS
Nature of Activity & Likelihood of it Causing Harm to Aboriginal Cultural Heritage ***Aboriginal Cultural Heritage Act 2003*** section 23(2)(a)	• Maintenance of a windmill • Pulling a bore • Cleaning tanks and troughs • Inspection of stock route facilities	• 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

REQUIREMENTS OF LEGISLATION	EXAMPLES OF STOCK ROUTE ACTIVITIES	STOCK ROUTE NETWORK MANAGEMENT ACTIONS
Nature of Activity & Likelihood of it Causing Harm to Aboriginal Cultural Heritage ***Aboriginal CulturalHeritage Act 2003*** section 23(2)(a)	• Travelling stock • Grazing stock • Burning pasture in natural grasslands or previously cleared areas	• 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. • **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*.

CATEGORY 3: Developed Areas

REQUIREMENTS OF LEGISLATION	EXAMPLES OF STOCK ROUTE ACTIVITIES	STOCK ROUTE NETWORK MANAGEMENT ACTIONS
	• 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	• 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 *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*. • **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.

CATEGORY 4: Areas previously subject to Significant Ground Disturbance

REQUIREMENTS OF LEGISLATION	EXAMPLES OF STOCK ROUTE ACTIVITIES	STOCK ROUTE NETWORK MANAGEMENT ACTIONS
Nature & Extent of Past Uses in the Area Affected by the Activity ***Aboriginal Cultural Heritage Act 2003*** section 23(2)(g)	• 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: o 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. o 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.

REQUIREMENTS OF LEGISLATION	EXAMPLES OF STOCK ROUTE ACTIVITIES	STOCK ROUTE NETWORK MANAGEMENT ACTIONS
Nature & Extent of Past Uses in the Area Affected by the Activity ***Aboriginal Cultural Heritage Act 2003*** section 23(2)(g)	• Desilting a turkey nest • Desilting a dam where the silt will remain within disturbed areas • Clearing previously cleared areas	• 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: o Advice as to whether the feature constitutes Aboriginal cultural heritage; and o 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 *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*.

CATEGORY 5: Activities causing Additional Surface Disturbance

REQUIREMENTS OF LEGISLATION	EXAMPLES OF STOCK ROUTE ACTIVITIES	STOCK ROUTE NETWORK MANAGEMENT ACTIONS
	• 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	• 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: 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: o 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.

REQUIREMENTS OF LEGISLATION	EXAMPLES OF STOCK ROUTE ACTIVITIES	STOCK ROUTE NETWORK MANAGEMENT ACTIONS
		○ 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 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 *Aboriginal*

REQUIREMENTS OF LEGISLATION	EXAMPLES OF STOCK ROUTE ACTIVITIES	STOCK ROUTE NETWORK MANAGEMENT ACTIONS
		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*.

7.5 APPENDIX 5 - NATIONAL LIVESTOCK IDENTIFICATION SYSTEM (NLIS) & LOCAL GOVERNMENT MANAGEMENT OF THE STOCK ROUTE NETWORK

Information contained in this document describes the responsibilities of local government in relation to the implementation of the National Livestock Identification System (NLIS) associated with their management of the stock route network (SRN).

In summary, local government responsibilities in relation to the NLIS and the Stock Route Network are:

1. Obtaining PICs for **relevant land** and pound yards prior to 1 July 2005 (DEEDI will be requesting local governments to do this via a letter in the near future).

2. (a) Where stock **with no** NLIS device fitted are seized for straying on 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 a** NLIS device fitted are seized for straying the stock route network – local governments will be responsible for notifying the NLIS database of the details of the NLIS device.

In addition, local government have an ongoing responsibility to liaise with DEEDI Stock Inspectors to stay abreast of emerging issues.

The National Livestock Identification System (NLIS) will commence in Queensland from 1 July 2005.

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 receival.

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 DEEDI to identify areas in their local government region 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 Council 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.

It is important to note that "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.

Travel on Relevant Land

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 region 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 its 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 DEEDI 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 PICs 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 DEEDI 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 DEEDI. 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.