

Local Government



Stock Route Management Plan



2023 – 2028



Version	Adopted By Council	Endorsed
Version 1	26/06/2024	

Acknowledgements

This plan was prepared using the template created by DOR, by the Flinders Shire Council Rural Services Team, with the technical support of the Local Stakeholder working group.

General Disclaimer

While every effort is made to ensure the accuracy of this publication, Flinders Shire Council accepts no liability for any loss or damage that results from reliance on it.

TABLE 1

MEMBERS OF THE FLINDERS SHIRE COUNCIL SRNMP WORKING GROUP

NAME	POSITION	ORGANISATION
Kate Peddle	Mayor	Flinders Shire Council
Nicole Flute	Councillor/ Deputy Mayor	Flinders Shire Council
	Councillor	Flinders Shire Council
Billy Paine	Rural Lands Coordinator	Flinders Shire Council
	Councillor	Flinders Shire Council
	Councillor	Flinders Shire Council
		State Land Administration and Management Officer
		Queensland Parks and Wildlife
	President AGFORCE	

- Flinders Shire currently employs Rural Land Officers that oversees the Stock Route Network and is under direct supervision of the Chief Executive Officer.
- Budgets and major works are sourced through Council meetings via Councillors, CEO and Mayor, part of the SRMG is made up of these members who cover a vast area and knowledge of the land, Council and community groups.

Flinders Shire Council

Population: 1,544 approximately
Main Land Uses: Grazing

Land Types, Soils and Vegetation

Flinders Shire has a wide range of land types and vegetation from undulating downs to hard, inaccessible basalt gorges.

The softer country which consists of Mitchell and Flinders grass downs which grows from the ever-self-mulching black soil. This country also consists of channels filled with Coolabahs that divide hard pebbly ridges and limestone outcrops covered with the occasional Vine tree and Whitewoods.

The harder country which is referred to as semi-arid which consists of occasional black soil flats covered with Mitchell and blue grasses, these flats are surrounded by the main soil type of sandy red soil. Spear Grass is predominating with mixes of Spinifex and introduced species such as the Buffel and Stylos.

North of the Flinders River the country changes dramatically with sandy, loamy country evident nearby the river and gradually mixing into the black soil basalt with Boree trees covering a high percentage. The country gradually comes into the more predominate red soils which are rangy and sheltered by ironbark trees.

TOTAL NUMBER OF WATER FACILITIES

Artesian Water	9
Sub Artesian Water	17
Excavated Tank	4
Excavations in Creek	2
Gully Dam	0
Town Supply	2
Natural Waterholes	0
TOTAL	34

TOTAL DISTANCE OF ROUTES

Secondary	245 kms
Tertiary	1278 kms
TOTAL	1,523 kms



Contents

1	Introduction.....	5
1.1	Purpose.....	5
1.2	Scope	6
1.3	Principals	7
1.4	Objectives	7
1.5	Plan Development	8
1.6	Roles and responsibilities.....	8
1.6.1	Role of Local Government	8
1.6.2	Role of Other Stakeholders	9
2	Stock Route Network	10
2.1	Overview of Network.....	10
2.2	Stock Route network Values and Uses	11
3	Management of the Network	12
3.1	Pasture / Vegetation.....	12
3.2	Permits.....	15
3.3	Movement of Stock	19
3.4	Fencing	20
3.4	Cultural Areas	22
3.5	FACILITIES IN FLINDERS SHIRE.....	24
3.6	Water Facility agreements	25
3.7	Biosecurity, weeds, and pests	28
4	Compliance Framework	31
5	Risk and Safety Management	32
6	IMPLEMENTATION OF PLAN	34
7	ABBREVIATIONS.....	35
8	MAPS	36
9	REGIONAL ECOSYSTEMS SUMMARY	37

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 throughout Queensland's pastoral districts. A Stock Route may include surveyed road corridor or pasturage rights that exist through pastoral leases. These pasturage rights are usually identified by an unsurveyed road.

The SRN also supports a range of other activities, ranging from use by community groups to 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 *Stock Route Management Act 2002 (the Act)* as a 'road or route ordinarily used for travelling stock or road or route identified as a stock route on the stock route map. 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* and may be used for travelling stock.

1.1 Purpose

The purpose of this plan is to improve the management of the Stock Route Network so that the impacts of stock on the resources, users and values of the SRN are minimised, whilst minimising the impacts from other users of the network on travelling and Agisted stock throughout the Flinders Shire. SRN management does not encompass the overall management of the road corridors identified within a stock route; 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 Flinders Shire Council.

Implementation of the Plan will lead to improvements in services to stakeholders, greater accountability of Flinders Shire Council and more efficient use of available resources. Ultimately, this plan will play a vital role in protecting the productions and conservation values of Flinders Shire Council.

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 *Stock Route Management Act 2002*. The plan will operate in conjunction with the *Stock Route Management Act 2002* and within the parameters of other legislation, policy, and *stock route management strategy 2021-2025*.

1.2 Scope

The Flinders Shire Council Plan 2023-28 demonstrates the Council's commitment to preserving the region's natural assets while also providing a growing and sustainable developed environment for our citizens. The Key Project for the Stock Route Network aims to safeguard natural assets, boost agricultural land use, and remove pests by developing and implementing appropriate management strategies.

Community participation is an important aspect of the planning process since it allows all stakeholders to provide feedback and suggestions. This collaborative approach guarantees that the final plan addresses the needs and concerns of all parties involved.

COMPONENTS OF STOCK ROUTE NETWORK MANAGEMENT

The plan begins by detailing Flinders Shire Council's present SRN management status, followed by a breakdown of SRN management components. The components include -

- Network Integrity
- Grazing Management
- Significant Area Management
- Risk and Safety Management
- Infrastructure Management
- Pest and Disease Management
- Water Agreement Management
- Permitting travel and Agistment
- Compliance

COMMUNITY CONSULTATION

- Discussion of Plan with Group representatives
- Representatives - Flinders Shire Council, Department of Natural Resources, Mines and Energy, Department of Transport and Main Roads, Queensland Parks and Wildlife Services and local graziers
- Draft plan will go on display for public input for twenty-eight days.

MAPPING

- Classification and location of stock routes and water facilities (from SRMS)
- Biodiversity (EPA Townsville)
- Land type, areas of degradation, land condition and pasture monitoring.
- Fencing and areas under Permits to Occupy.
- Queensland Globe

1.3 Principals

The overriding direction for the objectives of the plan are provided by the principles of stock route network management, as detailed in Section 97 of the Act. These principles are:

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

1.4 Objectives

The principles act as a foundation for the plan's objectives, which reflect the network's context within the Flinders Shire Council area. The plan has the following objectives:

- Maintain network integrity of the stock route network so that moving stock can travel freely.
- Maintain grass throughout the stock route network to guarantee an adequate feed for travelling livestock.
- Keep the infrastructure on the stock route in good condition for transporting goods.
- Maintain water facilities along the stock route to guarantee an appropriate supply for travelling stock.
- Manage the network's natural assets to improve the environment and facilitate their use.
- Manage the network to accommodate the public's recreational, cultural, and other needs.
- Manage risk and safety concerns for both stock and persons utilising the stock path.

1.5 Plan Development

This plan has been developed in consideration with the Act, the Regulation and the current *Queensland Stock Route Network Management Strategy* (the Strategy) and will operate in conjunction with Council's Corporate and Operational Plans, other relevant State and regional plans and natural resource management legislation.

The plan operates as a practical extension to the visionary statements and goals set out in the Strategy and the principles (see Section 1.3) provided for in the Act. Strategies and actions for each financial year will be reviewed for their effectiveness on or before 1 April each year and any shortfalls in the completion of its strategies will be amended.

The Draft plan was open for formal consultation via Council's website for a period of 28 days, commencing 10/07/2024

The plan was adopted by Flinders Shire Council at the Council briefing session on 26th June 2024.

The plan will remain current until June 2028.

1.6 Roles and responsibilities

1.6.1 Role of Local Government

According to the Act, local governments are responsible for administering a portion of the network in their region in line with stock route network management principles, as well as controlling the movement of travelling stock on that portion of the network. Specifically, these duties include:

- managing the level of grazing occurring on the network to ensure there is sufficient feed for travelling stock;
- maintaining assets such as water facilities;
- issuing permits for travelling stock;
- issuing permits for short-term agistment and harvesting surplus feed;
- ensuring the network is managed for weeds and fire risk;
- ensuring compliance with permit conditions and responding to complaints of breaches; and
- undertaking capital works to replace assets on the network.

The specific responsibilities for Flinders Shire Council in the delivery of the plan have been incorporated in *7.1 Implementation Plan*.

1.6.2 Role of Other Stakeholders

Stakeholder	Role and Responsibility
State Government	<p>The Department of Resources is the custodian of the land, providing support, guidance and strategic direction and management on a range of permits affecting Queensland’s stock route network. As such, the State Government is responsible for:</p> <ul style="list-style-type: none"> • providing policy and legislative advice • operational guidelines • compliance support • reviewing decisions • managing asset maintenance • training local government stock route officers.
Flinders Shire Council	<p>The Flinders Shire Council is responsible for:</p> <ul style="list-style-type: none"> • Managing the stock route network • Controlling movement of traveling stock • Pasture management • Issuing permits • Asset and facilities maintenance and capital works • Compliance and responding to complaints
Neighbouring councils	<p>To cooperate with Flinders Shire Council on issues including network security and permissions.</p> <p>Flinders Shire Council will consult adjacent Shires before granting travel permits.</p>
Drovers and permit holders	<p>Compliance with all permit conditions and legal requirements.</p>
Neighbouring landholders	<p>Landowners near the stock route network are responsible for adhering to the legislation and permit requirements controlling fencing, stock access, permissible grazing, pasture management, general biosecurity duties, water usage, grids and gates, and any other use of the network. Also, alert council of any issues related to the stock route network and collaborate with council as needed.</p>
All users and public	<p>To inform the council of any problems with the stock route network and to ensure that general biosecurity regulations and legal requirements are followed.</p>

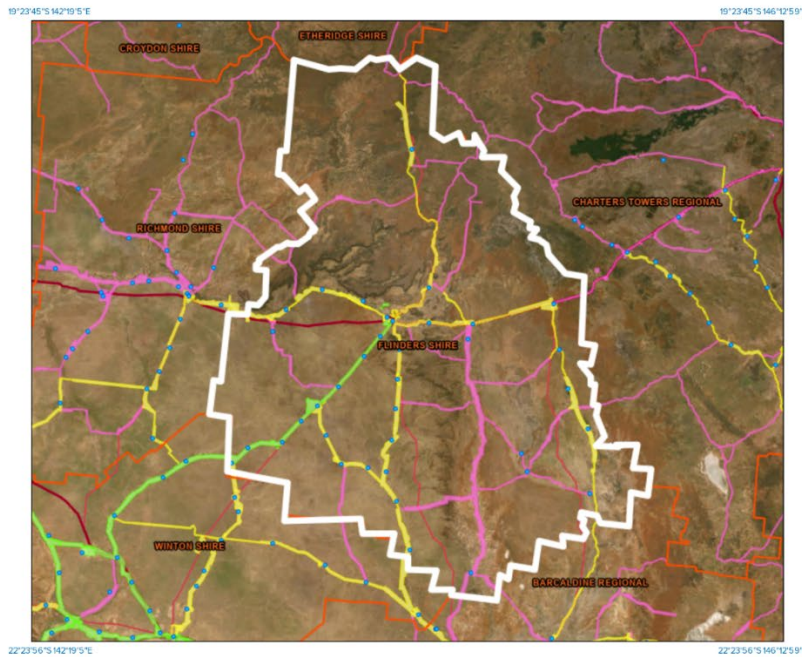
2 Stock Route Network

2.1 Overview of Network

The Flinders Shire local government area has approximately 38 water facilities comprising of primary, secondary, and tertiary routes. Maps of the Stock Routes can be found on Queensland Globe

<https://www.qld.gov.au/environment/land/access/stock-routes/maps>.

Map - Stock Route Network and Facilities in the Flinders Shire



A product of Queensland Globe



Legend located on next page



Scale: 1:2084093
 Printed at: A4
 Print date: 25/6/2024
 Not suitable for accurate measurement.
 Projection: Web-Mercator EPSG:102100 (ps57)
 For more information, visit <https://qldglobe.information.qld.gov.au/help/info/Contact-us.html>
 Includes material © State of Queensland 2024. You are responsible for ensuring that the map is suitable for your purposes. The State of Queensland makes no representation or warranties in relation to the map contents and disclaims all liability.
 If imagery is displayed, imagery includes material © CNES reproduced under license from Airbus DS, all rights reserved © 2024 © Earth-L, all rights reserved, © Planet Labs PBC, 2023



Map - Stock Route Network and Facilities in the Flinders Shire

Legend

Attribution

- | | | |
|--|---|--|
| <p>Local government</p> <ul style="list-style-type: none"> Orange outline <p>Travelling stock facilities</p> <ul style="list-style-type: none"> Blue dot <p>Stock routes</p> <ul style="list-style-type: none"> Primary: Green line Secondary: Yellow line Tertiary: Pink line <p>Stock route reserves</p> <ul style="list-style-type: none"> Primary: Green shaded area Secondary: Yellow shaded area Tertiary: Pink shaded area <p>Address</p> <ul style="list-style-type: none"> Land parcel: Yellow outline Land parcel - gt 1 ha: Yellow outline Land parcel - gt 10 ha: Yellow outline | <p>Property</p> <ul style="list-style-type: none"> Land parcel - gt 1000 ha: Yellow outline Parcel: Yellow outline Land parcel label: Yellow outline Land parcel label - gt 1 ha: Yellow outline Land parcel label - gt 10 ha: Yellow outline Land parcel label - gt 1000 ha: Yellow outline Places: My Places(1): Yellow outline My Place 1: Yellow outline Green bridges: Double yellow lines Bridges: Double yellow lines Tunnels: Double yellow lines | <p>Roads and tracks</p> <ul style="list-style-type: none"> Motorway: Red line Highway: Red line Secondary: Red line Connector: Red line Local: Orange line Restricted Access Road: Orange line Mall: Yellow line Busway: Green line Bikeway: Green line Restricted Access Bikeway: Green line Walkway: Blue line Restricted Access Walkway: Blue line Non-vehicular Track: Dashed red line Track: Dashed red line Restricted Access Track: Dashed red line Ferry: Blue line Proposed Thoroughfare: Dashed red line [Deprecated] Railway: Red line [Deprecated] Railway station: Red line |
|--|---|--|

Earthstar Geographics
 © State of Queensland (Department of Resources) 2023
 © State of Queensland (Department of Resources) 2024
 This data were created by Geoscience Australia and are subject to Commonwealth of Australia Copyright.

2.2 Stock Route network Values and Uses

This plan takes into account the purposes and values of the network, including managing pressures that may impact its condition, access, and use. Annually, management operations will be evaluated for their effectiveness in protecting the network's values and, if necessary, amended to guarantee protection.

<u>Public use</u>	<u>Values</u>
<ul style="list-style-type: none"> • Grazing - travelling and agistment • Cultural - historical and cultural heritage • Tourism • Water supply • Drought relief • conservation 	<ul style="list-style-type: none"> • Pastoral • Cultural heritage • Environmental/biodiversity • Natural resources • Recreation • Transport and movement

<u>Management issues and pressures on use and values</u>	<u>Hazards and risks</u>
<ul style="list-style-type: none"> • Overgrazing • Straying stock • Permit agreements. • Weeds and pests and diseases • Erosion • Fire • Drought and access to water • Pasture competition • Fencing maintenance road safety for people/stock/vehicles • Lack/poor fencing • Little or no fodder in places • Distances between waters • Pervious users • Unauthorised taking of water 	<ul style="list-style-type: none"> • poor infrastructure: <ul style="list-style-type: none"> - rotted towers - fire ploughing - boggy dams

Overgrazing

Flinders Shire Council is tasked with managing and conserving pasture on the network to ensure an adequate supply for travelling stock. The council assesses sufficient pasture using tools like the Land Condition Assessment tool. Overgrazing reduces pasture supply and may lead to insufficient pasture in areas. The council also considers erosion rehabilitation and pasture regeneration. Their approach to pasture management involves regular monitoring, sustainable grazing practices, and collaboration with landholders to ensure long-term land health. This proactive approach supports both travelling stock and the ecosystem in the area, ensuring the long-term health of the land.

The management activities described in the plan's 7.1 - Implementation Plan were developed with these values in mind. The effectiveness of management operations in protecting the network's values will be evaluated during annual review periods and, if necessary, changed to guarantee that the network's values and uses are protected.

3 Management of the Network

Managing the stock route network is crucial to protect its values, ensure smooth operation, and preserve its natural assets and infrastructure. It is essential to address the environmental, economic, and social pressures impacting the condition, access, and public use of the network.

The Stock Route Management Act 2002 and Stock Route Management Regulation 2023 oversee the stock route management, outlining specific responsibilities and assigning duties to Flinders Shire Council.

Preserving the SRN's integrity, as outlined in the Act, supports achieving two legislative principles for network management: "management" and "planning". By ensuring the resource is available for public use, enhancing natural resources and stock facilities, and planning for consistent management across different levels, the network's integrity in Flinders Shire will be both maintained and improved.

Furthermore, this Plan's focus on network integrity aligns with the implementation of the Queensland Stock Route Network Management Strategy through strategic direction, coordination, network enhancement, operational management, and resource allocation. In other words, management is strategically planned, with allocated resources and executed through coordinated efforts to enhance and preserve the integrity of stock routes and reserves.

3.1 Pasture / Vegetation

As far as is practical, the Flinders Shire Council is responsible for maintaining and managing the pasture on the network in its jurisdiction to guarantee that there is a sufficient quantity of pasture for traveling livestock. Permit assessment assessments are informed by the evaluation and surveillance of local government staff regarding the sufficiency of pasture supply.

The encroachment of vegetation also impacts the likelihood of sufficient pasture along the network as well as creating obstructions to travelling stock.

The encroachment of vegetation, detailed above, may also restrict stock movement along the network or force stock onto roads. Other factors such as straying stock can also obstruct stock movement. To manage this pressure on the network, Council also adopts NLIS approved devices or tags.

Goals - Pasture

To maintain the pasture on the stock route network to ensure adequate supply for traveling stock. Proper pasture maintenance is vital for supporting the agricultural industry, ensuring livestock welfare, preventing erosion, and promoting biodiversity in the surrounding environment.

Issues of pasture management

Overgrazing and degradation by drovers, grazing permit holders, unpermitted grazing, and feral and native animals can all have an influence on the network's

pasture. Drought, floods, fires, weeds, vegetation thickening, erosion, and other users can all have an influence on pasture supply, quality, and management.

Management Priorities - Pasture	
<u>Pasture condition and management</u>	<ul style="list-style-type: none"> ❖ The best management practices are implemented based on the type of land. ❖ The stock route network's residual pasture levels are determined to aid in permit application decisions. ❖ Land and pasture management and permit decisions consider land condition. ❖ Excess pasture and fuel load in township areas will be managed through advertising short-term agistment, fire breaks and burning, and bailing, with the option to donate to community events. ❖ The clearing of pasture for temporary holding yards or other infrastructure must be kept to a minimum for the necessary works.
<u>Pasture supply for traveling stock</u>	<ul style="list-style-type: none"> ❖ The stock route network will be managed to ensure sufficient pasture for traveling stock by limiting agistment stock, enforcing occupant permit compliance, and managing fires as efficiently as possible.
Compliance Priorities - Pasture	
<u>Grazing without a permit</u>	<ul style="list-style-type: none"> ❖ When grazing occurs on the stock route without a permit, follow compliance procedures.

The vegetation along the STN, which provides shade for stock, can pose a hazard if thickening or encroachment occurs, obstructing the movement of stock. The Council and landowners are responsible for managing excess vegetation and native high priority weeds, ensuring compliance with relevant legislation through regular monitoring and maintenance, and fostering collaboration for effective vegetation management.

Goals - Vegetation

The stock route network must be maintained for unobstructed travel of travelling stock, with sufficient pasture for supply. The network's natural assets must be managed for environmental benefit, and invasive species should be monitored to protect the ecosystem. Sustainable grazing practices should be implemented to promote biodiversity and long-term health of the network's natural assets.

Issues of vegetation management

Landowners must adhere to STN policies to avoid fines or legal action, as non-compliance could lead to environmental damage and potential legal consequences, emphasizing the importance of understanding and adhering to these regulations.

Management Priorities - Vegetation	
<u>Vegetation condition</u>	<ul style="list-style-type: none"> ❖ Audit the condition of vegetation to identify areas of thickening and impediments to stock and vehicle access, or impacts to pasture, prioritised for primary stock routes and current usage. ❖ The council is encouraged to inform users and the public about the types and locations of vegetation obstructions affecting the movement of travelling stock. ❖ Collaborate with landowners or stakeholders to manage vegetation effectively, benefiting both the environment and the community. This approach fosters sustainable solutions, promoting biodiversity and ecosystem health, thereby enhancing overall environmental sustainability. ❖ To effectively manage vegetation thickening, it's essential to exclude stock access, manage stock movement, use fire-based strategies, selectively clear vegetation, and clear access roads for both stock and vehicles. ❖ Priority areas with vegetation thickening, including declared weeds, are often targeted for control and eradication efforts to prevent further spread and damage to native ecosystems.
<u>Vegetation clearing</u>	<ul style="list-style-type: none"> ❖ Clearing vegetation on stock route areas may be necessary for road infrastructure, fencing, maintaining, or constructing yards or water facilities, removing invasive plants, or fire management. ❖ Vegetation thinning may be necessary to eliminate obstacles to the movement of moving stock. ❖ Flinders Shire Council and landowners are required to adhere to legislation for clearing native vegetation, which can lead to fines

	<p>or legal action, and it is crucial to obtain necessary permits.</p> <ul style="list-style-type: none"> ❖ Flinders Shire Council plans to provide landowners with clear compliance requirements through the provision of available information.
--	--

Management strategies - Vegetation

<ul style="list-style-type: none"> - Collaborate with local stakeholders, such as fire departments and neighbouring landowners, in planning and control actions. - Council will consult with DAF and DOR to formulate appropriate residual pasture levels for the SRN to aid with decisions over travel and agistment permit applications. - Create a fire management strategy to manage risk and use fire as a management tool. - Conduct cultural heritage surveys to inform management as needed. - Review, monitor and manage the SRN to a level in which the land conditions and season will allow (applies to Permits to Occupy) - Obtain necessary permissions for vegetation clearance activities. - Create assessment and compliance procedures as needed. - Perform vegetation inspections to prioritize management programs such as clearing fence lines for fire breaks and weed control, burning planned areas to control weeds, thickening, and fuel loads, and clearing access tracks for safe stock movement.

3.2 Permits

The Flinders Shire Council is responsible for managing and maintaining the stock route network for travelling stock, issuing permits, grazing on stock routes, and managing local government-controlled land. They also ensure compliance with permits and provide recommendations from state government issues related to new permit applications. Additionally, the council works to promote sustainable land management practices and provides support and advice to landholders on stock route management. They play a crucial role in balancing the needs of travelling stock with environmental conservation efforts in the region.

Goals	
<p>The Council's strategic management of travelling stock and agistment permit applications within the State Stock Route Network (SRN) aligns with SR Management principles, ensuring equal access for landowners, promoting pasture recovery, and minimizing conflicts, while maintaining the network integrity for unobstructed travel of travelling stock.</p>	
Management priorities	Description
<p><u>Permits to Occupy</u></p>	<ul style="list-style-type: none"> • The Rural Lands team makes recommendations to the State Government on suitable management conditions for new Permits to Occupy

	<p>applications that are consistent with this strategy.</p> <ul style="list-style-type: none"> Flinders Shire Council will assess current licenses to occupy and contact permit holders to ensure they understand compliance and condition requirements.
<p><u>Permitted users</u></p>	<p>Users of the stock route network are responsible for ensuring that they meet all standards and have the required permissions. The Flinders Shire Council provides crucial information for permit application and compliance.</p>
<p><u>Agistment permits</u></p>	<ul style="list-style-type: none"> Obtain permit recommendations from the Rural Lands team before publishing a notice for agistment permit applications. The Rural Lands Team must authorize agistment permits, with help from the CEO. To comply with section 116 (2)(c)(i) of the act, a pasture assessment must be conducted to establish if the stock route has enough pasture for traveling animals or to control fire risk. If many applicants are qualified for an agistment permit under section 1116 (2) (c) of the Act, a balloting method will be used to select the successful applicant.
<p><u>Permit fees for agistment permits</u></p>	<ul style="list-style-type: none"> The minimal permit payment for stock route agistment applies to applications made under section 116 (2) (a) or (b) of the Act, when a landowner's land has been adversely damaged by drought, fire, or flood, or where moving stock requires agistment. The maximum permit value for stock route agistment applies to applications submitted under Section 116 (2) (c) of the Act, where notice of agistment is issued owing to excess pasture availability or a significant fire danger.
<p><u>Travelling permits</u></p>	<ul style="list-style-type: none"> Agistment licenses need to be approved by the Rural Lands Team, with assistance from the CEO.

	<ul style="list-style-type: none"> • Unless they have a specific authorization, stock must move towards their destination at a minimum speed of 10 kilometres per day. • Applications need to include the start and finish locations in their forms in order to allow neighbouring local governments to be notified and give their written consent.
<p><u>Permit applications</u></p>	<ul style="list-style-type: none"> • Permit application forms are distributed by the Department of Resources; these forms need to be fully completed and adhere to all Act criteria. • Applications must be evaluated seven business days after they are received. • In accordance with section 155 of the Act, the Flinders Shire Council may designate a designated individual to gather livestock on pertinent property within the local government area in order to oversee adherence to a stock route travel or agistment permission.
<p><u>Special permits</u></p>	<ul style="list-style-type: none"> •
<p>Management strategies</p>	
<p>The plan outlines the process for preparing and distributing information sheets for permit applications and holders, communicating with neighbouring shires about travelling permits, and collaborating with the Department of Resources on permit conditions and compliance. The plan also includes land condition and pasture management strategies. Council approval is sought from the Rural Lands Team before advertising tenders or approving permits. Permit compliance is monitored by trained officers, and feeds are collected to offset management costs. The plan also includes developing appropriate assessment and compliance procedures, conducting regular inspections, and keeping accurate records for transparency and accountability. Accurate records are essential for accountability.</p>	
<p>Agreement priorities</p>	<p>Description</p>
<p><u>Grazing without a permit</u></p>	<p>Fencing is the recommended method for areas of the primary stock route that are grazed without a permit. Compliance procedures are followed when landowners are found grazing without a permit. Responses may include restricting access or implementing a permit. Reviewing the situation and discussing with landowners can help determine the most effective solution to prevent future unauthorized grazing, maintaining the primary</p>

	stock route's integrity and ensuring regulatory compliance.
<u>All permits</u>	Landowners of travelling stock or those accessing the SRN must comply with all agreements outlined in the Act and the accompanying paperwork before using the SRN. Failure to do so may result in penalties or restrictions on access. It is crucial for landowners to understand and adhere to these agreements to ensure proper use of the SRN.
<u>Unauthorized use of the stock route</u>	The Stock Route Management Act allows seized stray stock to be released to the owner under specific conditions. If not claimed, the stock must be handled based on the market value, as prescribed by a regulation. The 2023 regulation maintains the previously prescribed market value of \$100.

Market value of Seized Stock

Under the Stock Route Management Act, stray stock on the stock route network that have been seized may be released to the owner under certain conditions. If the stray stock is not claimed, the way it must be dealt with depends on the market value of seized stock as prescribed under a regulation.

Application fee

The Stock Route Management Act in Queensland has been amended to require payment for stock travel and agistment permits under new sections 116(4)(b), 122(2)(b), and 134(2)(b). Local governments can waive this fee if the applicant is experiencing financial hardship, such as droughts or floods. The Stock Route Management Regulation 2023 changes the fee to 150 fee units, reflecting the amount charged by some local governments under the Local Government Act 2009 to recover assessment costs. The Local Government Association of Queensland (LGAQ), AgForce, and most local governments support regulating the fee to ensure consistency. The regulation could affect farmers during times of hardship, and organizations like LGAQ and AgForce are advocating for consistency among local governments. The process for applying for waivers due to hardship can benefit farmers.

Permit fees

The Stock Route Management Regulation 2023 changes the fees payable for travel and agistment of stock as follows:

1. Fees for travelling stock have been increased to a per day rate, allowing for faster stock movement and annual indexation, instead of a per kilometer rate.
2. The prescribed minimum and maximum fees for agisting stock have been adjusted to reflect commercial rates, while local governments still consider factors to determine a reasonable fee.
3. Small stock travel and agistment fees are now set at one seventh of the fee for large stock, ensuring better resource utilization between the two.

The fees were developed through extensive stakeholder consultation on the most appropriate fee regime based on an independent economic analysis of the costs and benefits of the stock route network and the uses on the network.

The Stock Route Management Regulation 2023 continues to exempt the following stock (now defined as ‘excluded stock’) from paying fees for permits issued under the Stock Route Management Act:

1. For a stock route agistment permit - stock mentioned in section 116(2) of the Act being travelled to a gymkhana or rodeo under a stock route travel permit.
2. For a stock route travel permit - stock being travelled to a gymkhana or rodeo under the permit: unweaned stock of less than six months travelling with their mothers under the permit; and horses being used for droving stock under the permit.

3.3 Movement of Stock

The movement of stock along the SRN is Flinders Shire Council’s responsibility to maintain the integrity of the STN by preserving land corridor connections for stock to have unobstructed travel along with adjoining neighbouring local government areas.

Goals

Flinders Shire Council aims to maintain the network's standards, ensure unobstructed travel, and enforce permits without disputes between landholders.

Regarding NLIS-APPROVED ITEMS AND TAGS

Flinders Shire 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 plays a crucial role in the National Livestock Information System (NLIS) and the Stock Route Network. They assign NLIS devices and notify the NLIS database when stock is seized for straying. Breeder devices are used to identify stock born on the property of origin, while post-breeder devices are used to identify animals brought on or left the property. Local government ensures NLIS transfers for stock using the network are transferred within 48 hours of movement. This compliance with NLIS regulations helps maintain accurate records and traceability in the livestock industry, contributing to biosecurity and food safety measures.

Management priorities

The locations and classifications of the stock route network are updated in accordance with the Queensland Government, and the network’s integrity and current usage are assessed in the Flinders Shire Area. To guarantee safe stock transportation, the council is urged to alert managers and users of the stock route network to potential obstacles and dangers. In coordination with drivers and landowners, the council provides advice on appropriate stock transportation.

In addition, the council works with government agencies on issues impacting stock management on the stock route network and exchanges information about issues affecting stock transportation and management with surrounding councils and stakeholders. For the wellbeing of their livestock, landowners may apply for grazing licenses during periods of fire or floods.

Management strategies

The council is responsible for pest control, stock movement, tick stock, quarantine, illness notification, NLIS, and wild animals. They must ensure proper management and monitoring of livestock moving from polluted to clean nations. The role involves determining cross-border management concerns, participating in regional gatherings,

advocating for railroad fence removal, controlling hazards, mitigating fire, garbage, food waste, and bio-waste effects, maintaining reserve facilities, and coordinating controlled burns. Additionally, the council manages obstacles, reacts to livestock truck rollovers, and creates appropriate evaluation and compliance protocols. The council's role is crucial in preventing the spread of diseases and maintaining clean environments.

Agreement priorities

Priorities for compliance include eliminating risks and obstacles, making sure that laws are followed, and averting any dangers. This covers overseeing the major stock routes, upkeep of fencing, grids, gates, access to water facilities, encroachment of land usage, unauthorized use, and noxious or dangerous plants. To guarantee continuous compliance and avoid potential risks, principal stock routes must be regularly maintained and monitored. It is imperative that stakeholders work together to resolve non-compliance concerns and put helpful measures in place in order to ensure that all users have safe and effective access.

3.4 Fencing

Fencing is critical for ensuring the security and consistency of stock routes, preventing wandering cattle from adjoining properties or roadways, decreasing accidents and disputes, and allowing for successful rotational grazing techniques. It also contributes to the health and productivity of the land by assuring the availability of moving stock and adjacent land usage.

Legislation of fencing around the stock route network

Four pieces of legislation govern fences, gates and grids on state-controlled land, being:

1. The stock route management Act 2002
2. Local government act 2009
3. Transport infrastructure act 1994
4. The land act 1994

Having a fence on a road along the stock route network is unlawful unless you have received proper authorization.

Goals

The Flinders Shire council maintains fencing for unobstructed travel and safety for traveling stock. Regular inspections and repairs ensure the safety of the stock and the environment. The council collaborates with local landowners to promptly address any fencing issues, ensuring efficient and safe operations.

Management priorities

Description

Unauthorised fencing

The council will audit the stock route network to identify unauthorised fences, gates, or grids. They will collaborate with landowners to determine the appropriate location of these structures. If deemed unlawful, the council will

	remove, relocate, or implement permits. Information will be made available for landowners to comply.
<u>New fencing</u>	The delegation entails conducting a detailed evaluation of current fence sites and determining the requirement for additional boundary fencing to regulate cattle movement. Working with landowners, ensuring regulatory compliance, and checking and maintaining fencing on a regular basis are all part of the job to keep animals safe and the stock route intact.
<u>Condition of fencing</u>	The stock route network should regularly audit the condition of fencing, ensuring safety and security for livestock. Users and the public should report any poor condition and its location to the Council. Landowners are responsible for maintaining stock-proof boundary fencing. If not stock-proof or causing safety hazards, the landowner must undertake necessary maintenance, remove it, or replace it. Collaboration between landowners and the Council is crucial for timely and effective fencing maintenance.
<u>Stock access to unfenced stock routes</u>	The audit of the stock route network detects places where landowners' livestock enter unfenced areas without the required authorization. It is critical to collaborate with landowners to regulate stock access to these places by limiting access, installing fence, and establishing permits. Ensure all stock on the route has the relevant permissions and is properly handled to avoid any disputes or accidents. Working closely with landowners allows for the creation of a better structured and secure stock route network.
Management strategies	
Conduct fencing inspections to determine maintenance needs and requirements for new boundary fencing. Prioritize fence maintenance, removal, and building according to use and safety. Maintain accurate records of the location, infrastructure, condition, and upkeep. To guarantee proper maintenance, keep these documents up to date and reviewed on a regular basis. Consult stakeholders such as property owners or land managers to get vital feedback on fence priorities and maintenance schedules.	
Compliance priorities	Description
<u>Grazing without a permit</u>	

<p><u>Non-adherence to fencing regulations</u></p>	<p>The review of stock route areas is crucial to ensure proper maintenance of boundary fencing, gates, and grids. Compliance procedures are followed to resolve identified issues. Clear communication of compliance requirements is made available. The focus is on primary stock routes and current usage, ensuring compliance with regulations and proper maintenance. This efficient allocation of resources helps address any issues that may arise.</p>
--	---

3.4 Cultural Areas

The Flinders Shire Council is implementing effective management methods and monitoring systems to preserve cultural and environmental assets for future generations. They maintain a register and mapping of significant heritage sites, flora, and fauna on council-controlled lands, including stock route networks and reserves. This data is used to inform land management decisions and minimize negative impacts from development and other activities. The stock route supervisor will monitor high biodiversity areas and provide recommendations for addressing problems. Temporary electric tape fences must be used to fence stock within 10 meters of culturally significant areas. The council will ensure Aboriginal cultural heritage is not harmed during stock route activities and comply with the Aboriginal Cultural Heritage Act 2003, 'Duty of Care Guidelines'. Alternative methods of protection, such as signage or monitoring, will also be considered.

Requirements of Legislation

Nature of Activity and likelihood of it causing harm to Aboriginal Cultural Heritage. Aboriginal Cultural Heritage Act 2003 Section 23(2) (a) Nature & Extent of Past Uses in the Area Affected by the Activity Aboriginal Cultural Heritage Act 2003 section 23(2) (g)

Riparian area management policy	Biodiversity management policy
<p>Riparian areas near stock route watering facilities will be closed to stock to prevent damage. Permittees will be informed of these sites and signage will redirect stock to nearby facilities. Disturbed vegetation or eroded banks in riparian areas will be rehabilitated. Alternative funding sources, such as the Regions DOR body, may be explored to provide artificial waters and fencing in areas degraded by traveling stock.</p>	<p>The council will monitor highly significant areas for biodiversity, using stock route supervisors or other monitoring programs. Results will be considered during plan reviews to rectify issues. Alternative routes and reserves will be investigated to replace those with degraded vegetation. Maps of significant areas will be produced and made available for public reference. The stock route supervisor will evaluate the effectiveness of fencing off significant areas for biodiversity retention and provide recommendations. The council will approve fencing when appropriate.</p>

Issues that could arise:

- Council does not have capacity to monitor the condition of significant areas
- Restricting stock on primary and secondary routes will create controversy
- Diversion of stock may direct them off the SRN



Category of Activity	Examples of Stock Route Activities	Stock Route Network Management Actions
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 	The text states that if an activity does not cause Surface Disturbance in an area, it is unlikely to harm Aboriginal cultural heritage and will comply with duty of care guidelines, making it reasonable and practicable 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 	The Aboriginal Cultural Heritage Act 2003 advises that activities causing no additional surface disturbance are unlikely to harm Aboriginal cultural heritage. If necessary, activities should cease immediately and contact the DOR's Cultural Heritage Coordination Unit for advice. If no agreement is reached, reasonable measures must be taken, including developing a Cultural Heritage Management Plan.
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 	In developed areas, activities that may harm Aboriginal cultural heritage are unlikely to violate duty of care guidelines. However, in some cases, it may be reasonable to proceed without further assessment. If necessary, the activity should cease immediately and contact the DOR's Cultural Heritage Coordination Unit for advice. If the activity doesn't harm Aboriginal cultural heritage, reasonable measures, including a Cultural Heritage Management Plan, must be taken.
Category 4 Areas previously	<ul style="list-style-type: none"> • Desilting a turkey nest • Desilting a dam where the silt will remain within disturbed areas. 	The duty of care guidelines for Aboriginal cultural heritage suggest that ground disturbance activities are unlikely to harm heritage, but certain features, such as

subject to significant Ground Disturbance	<ul style="list-style-type: none"> Clearing previously cleared areas 	colonial places and carved trees, may still be significant. Extra care must be taken before any activity, and if agreement isn't reached, the obligation remains under the Act 2003.
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.) Desilting of a dam where the silt is likely to flow away from previously disturbed areas 	The duty of care guidelines for Aboriginal cultural heritage suggest that activities in areas with significant ground disturbance are unlikely to harm the heritage. However, certain features, such as colonial places, carved trees, burials, rock art, fish traps, occupation sites, quarries, and wells, may still hold cultural heritage significance.

3.5 FACILITIES IN FLINDERS SHIRE

The Flinders Shire Stock Route network has 31 facilities.

The Flinders Shire Council stock route network includes watering facilities and other support facilities that are located at regular intervals.

The Flinders Council uses the Stock Route Management System (SRMS) to keep track of facilities supporting the network's operations. The SRMS database stores the asset's location, type, value, condition, and remaining life. This plan describes the Council's approach to managing facility assets. Council must maintain facilities in order to meet the network's primary objective of stock transit.

Goals

To enhance and maintaining essential infrastructure for use by travelling stock and other purposes, Council meets the 'Management' and 'Monitoring and Evaluation' Principles under the Act and achieves consistency with the Queensland Stock Route Network Strategy.

Management Priorities/strategies

The Flinders Shire Council is responsible for identifying and prioritizing maintenance and construction needs, incorporating them into the Annual Works Program. The SR Supervisor audits the condition of facilities and inputs inspections into the SRMS. The Council applies for capital works funding to address priority issues and completes priority work. Negotiates with state and landholders for maintenance of water facilities on relevant routes in exchange for waiving water agreement fees. A five-year infrastructure requirement plan is established. Water facilities are maintained along principal and secondary routes, and water agreements are arranged. Facilities should be no more than 10 km apart and meet offtake standards to ensure sufficient water supply for moving stock. Regular inspections are conducted to assess the condition of facilities and address maintenance issues promptly.



3.6 Water Facility agreements

These agreements allow landowners to access water from a stock route facility. Landowners may apply to Council to take a supply of water from a facility. If they wish to do so, they must apply to Council for a Stock Route Watering Facility Agreement. Taking water from a Stock Route Watering Facility without an agreement or without a permit is an offence under the Land Protection Act. Agreements also enable water to be supplied to a stock route facility or provide direct access to a landowners' private facility to meet the needs of travelling stock.

Flinders Shire Council keeps a record of these agreements through the SRMS register.

Goals

The Flinders Shire Council aims to ensure adequate water supply for traveling stock and others who have access to water facilities by maintaining water facilities along the Stock Route and collecting water supply revenues through agreements.

NEGOTIATING WATER AGREEMENTS POLICY

When considering water agreement negotiation, include issues such as maintenance standards, responsibilities, access for travelling stock and performance of maintenance versus payment of a fee.

Management Priorities

Strategic management of water facilities within the SRN contributes to the fulfilment of Council's Obligations under the Act to be consistent with the principals of SR Management and the State Stock Route Network Management Strategy. Water agreements with Maintenance also assist Council with the upkeep of stock route water facilities.

Permitted use	Agreements
<p>Landowners using water from stock route facilities must have a suitable agreement and adhere to the conditions, as failure to do so may result in penalties or termination of access. Understanding and following the rules in the water facility agreement is crucial for proper use and maintenance.</p>	<p>The water facility agreement allows landowners to negotiate fees for regular maintenance, which can be waived or reduced for those willing to commit to the facility's continuous use. This cost-effective option ensures the facility remains in good shape for long-term use.</p>
<p>Review water facility agreements and notify parties about compliance and condition requirements, prioritizing primary stock routes and usage</p>	<p>Landowners are responsible for maintaining water facilities on secondary and tertiary stock routes if agreed in the agreement; ensuring efficient management and proper maintenance for all users. This prevents potential issues like contamination or disrepair, which could harm livestock and the environment.</p>
	<p>Taking of water from a council facility under a Water Facility Agreement may include:</p> <ul style="list-style-type: none"> - Piping water from the facility to the landowners property. - Watering stock at the facility, only where a landowner holds a lease or permit for grazing the land adjacent to the facility.

Compliance priorities

Council to terminate water agreement where non-compliance with water agreement terms and conditions occurs.

Taking of water without an agreement	Other compliance priorities
<p>Ensure and review that all water withdrawn from stock route facilities is done so with agreement. Evaluating water agreement applications requires documenting, examining facilities, conducting extensive water quality testing, and producing a detailed report explaining necessary changes or revisions for approval.</p>	<p>When reviewing water agreements, it is recommended to include maintenance as the landholder's responsibility instead of a fee. This approach ensures proper care and maintenance of facilities, benefiting all parties involved. Defining maintenance responsibilities in the agreement can prevent future misunderstandings or disputes, ensuring a smoother transition to new water agreements.</p>
<p>Follow compliance procedures where landowners are found taking water from a stock route</p>	<p>Review all water facility agreements to ensure that appropriate water-taking agreements are in place and current.</p>

<p>facility without a relevant agreement. Appropriate responses may include:</p> <ul style="list-style-type: none"> - Putting in place a water facility agreement. - Restricting use of the facility - Issuing fines or penalties for non-compliance - Providing education and outreach to ensure understanding of the regulations and agreements. <p>It is important to address unauthorized water usage promptly to prevent further violations and protect the integrity of the stock route facility. By enforcing compliance procedures, landowners can be held accountable for their actions and ensure fair and legal use of the water resources.</p>	
	<p>Follow compliance procedures to resolve any issues that are identified.</p>
	<p>Make information available that will help to clearly communicate compliance requirements.</p>
	<p>The primary stock routes and current usage are prioritized for agreement and compliance reviews, ensuring that appropriate agreements are in place, offtake water is within agreed-upon volumes, water supply is available, and maintenance obligations are met.</p>

Management strategies for water facility agreements

Review all water facility agreements and conduct compliance checks.

The Council is set to collaborate with the Department of Resources to explore potential solutions to ensure compliance with water facility agreements applications.

Flinders Shire Council to prepare and distribute information sheets for agreement applications, enabling applicants to provide clear information to meet compliance requirements.

Council is responsible for keeping accurate records and registers (on SRMS).

Fees will be determined by the Stock Route Regulations.

Council are to develop appropriate assessment and compliance procedures.

Flinders Shire Council has dealt with the following ongoing issues

- Council expenditure on maintaining water facilities on all routes is high - these facilities are often only used by the adjoining landholder - maintenance instead of payment of a fee.
- Some landholders are taking water from stock route facilities without agreements and are reluctant to change.
- Non-compliance with terms and conditions of water agreements.
- Multiple off takes, only one agreement.
- Resources to compile new water agreements.



3.7 Biosecurity, weeds, and pests

The Flinders Shire Council aims to ensure that the SRN is a viable and safe route for livestock transportation, and it will do so by cooperating with stakeholders. To safeguard the animals and the surrounding ecology, it is imperative to implement efficient disease and pest management measures in accordance with the principles of SR management and the State Stock Route Network Management Strategy.

Flinders Shire Council also refers to FSC Biosecurity Management plan 2022-2027 that applies to management of the SRN.

GOALS

The goal of the Flinders Shire Council is to reduce the spread of pests and eliminate any new animals, illnesses, or pests from the network. It controls natural resources for the sake of the environment and preserves the quality of the stock route network to allow uninterrupted transit. In order to stop the spread of pests and safeguard the environment, regular monitoring and management methods are essential. Active management of natural resources, such as vegetation and water supplies, guarantees their sustainable use for the benefit of the environment and the continuation of travel by people.

The National Livestock Identification System (NLIS): An Overview

In Australia, the National Livestock Identification System (NLIS) is a nationwide system that tracks the movements of goats, pigs, sheep, and cattle throughout their lives. It is essential for managing disease and chemical residues as well as for biosecurity reasons. The Biosecurity Act of 2014 establishes guidelines for devices that are approved for use with certain animal species. Queensland understands the need of maintaining national uniformity in the types and specifications of devices for different species. Assigning NLIS devices and informing the NLIS database when stock is confiscated due to wandering are among the duties of the local authority. A "breeder device" is required for stock born on the original property; animals transported onto another property or those that have left their birthplace must be recognized with a "post-breeder NLIS device." Within 48 hours after transportation, the local government guarantees that NLIS transfers for stock that uses the network are completed. Enforcing timely reporting contributes to biosecurity and food safety measures by assisting the cattle business in maintaining correct records and traceability.

COMPLIANCE PRIORITIES

It is the responsibility of the Flinders Shire Council to carry out compliance audits and address any issues that may arise by following compliance procedures. The FSC Council should make information about local concerns and standards for compliance available.

Biosecurity Priorities (pest/weed Priorities)	Disease Priorities
<ul style="list-style-type: none"> • Pest Plants • Weed Hygiene Declarations • Pest Animals • Permits to Occupy 	<ul style="list-style-type: none"> • Disease prevention • Tick fever • NLIS
Biosecurity Prevention (pest/weed Priorities)	Disease Prevention
<ul style="list-style-type: none"> • Identify and manage biosecurity risks associated with the use and access to the STN, including traveling stock, stray stock, feral animals, wildlife, people, vehicles, equipment, carcass, materials, Restricted Animal Material, and waste. • Manage damage to infrastructure from pests and wildlife 	<ul style="list-style-type: none"> • Determine and control the risk of contamination exposure for stocks. • Recognize and reduce illness and safety concerns that arise from human interaction with livestock and pest animals.
Biosecurity Management strategies (pest/weed Priorities)	
<ul style="list-style-type: none"> • Ensure pest management conditions of Permits to Occupy are met. • Weed seed spread protocols for travelling and Agisted stock such as: <ul style="list-style-type: none"> - Spelling contaminated stock as per Pest Management Plan. - Time of year stock are permitted to travel through prickly acacia areas. - Priority control of pest plants of routes. • Drivers to produce WHD'S upon entry to the Shire. • Baiting of known pest animals' habitat on the SRN. • Refrain from using chemicals on the stock route and adhere to the required withholding periods following chemical use. • Implemented suitable evaluation and adherence protocols as necessary. • Surveillance and monitoring of stock routes against biosecurity management objectives. This includes regular inspections of livestock and vehicles entering and exiting the area to prevent the spread of diseases and pests. Additionally, data collected from these monitoring efforts can help inform future biosecurity strategies and policies. • Ensure that planning and management activities are coordinated with stakeholders. • Council to control priority weeds along the stock route. • Council coordinates control activities with landowners and offers assistance where possible. • Exclusion fencing of high-risk areas and appropriate stock exclusion boundary fencing. This will help prevent livestock from accessing sensitive areas and protect them from potential hazards. Additionally, it can also help reduce soil erosion and improve water quality in the surrounding environment. 	
Disease Management strategies	

- Liaise with DAF Stock Inspector
- Regular inspections of stock, including checking waybills
- Ensure NLIS responsibilities are met.
- Clear all cattle passing through infected tick areas. Do not issue permits unless pre-treated.
- The FSC must be equipped to identify, report, and address newly emerging diseases, pests, or weeds.
- Implemented hygiene procedures to prevent biosecurity threats.
- Raise awareness among the public about appropriate food waste disposal, particularly in reserves.
- Appropriate carcass disposal.
- When working with animals, prioritize safety, personal protective equipment, hygiene, and vaccinations.
- All stock route network users practice proper hygiene to prevent the spread of biosecurity issues.
- Regularly check spelling yards for maintenance issues.

DRAFT

4 Compliance Framework

Flinders Shire Council is responsible for managing non-compliances on the network. The Council is to provide a compliance approach that involves awareness and education, informal and formal warnings, and pursuing appropriate enforcement action, depending on the severity of the offence. The compliance framework aligns with the principles of public awareness, responsible management, and fair payment for use.

To achieve compliance, the Council will undertake the following:

- Undertake appropriate actions, including legal action, to enforce compliance.
- Appoint an authorized person from Flinders Shire Council to promptly address all reported suspected breaches.
- Provide a verbal and written warning to notify individuals of the compliance breach and the consequences.

Offence	Acceptable Outcome	Implementation Approach
Maintenance of boundary fencing/ Fencing is not stock proof or has not been maintained.	Compliance to the ‘act’ for landowners to maintain boundary fencing in a stock proof condition. / Removal of fencing that is not maintained in a stock proof condition and is causing hazards to stock and integrity of the stock route network.	<ol style="list-style-type: none"> 1. Warning letter 2. Compliance notice issued under the Act 3. Issuing of a PIN under the State Penalty Enforcement Regulation.
Grazing stock without a permit on the stock route network	All stock grazing on the stock route network should be grazing under a current permit	<ol style="list-style-type: none"> 1. Warning letter 2. Compliance notice issued under the Act 3. Issuing of a PIN under the State Penalty Enforcement Regulation.
Overgrazing on the stock route network	Compliance with the ‘Permit to occupy’ conditions to maintain sufficient pasture on the stock route for travelling stock.	<ol style="list-style-type: none"> 1. Warning letter 2. Compliance notice issued under the Act 3. Issuing of a PIN under the State Penalty Enforcement Regulation.
Taking of water from a water facility without a water agreement	All water offtakes have a water facility agreement in place and comply offtake specifications.	<ol style="list-style-type: none"> 1. Warning letter 2. Compliance notice issued under the Act 3. Issuing of a PIN under the State Penalty Enforcement Regulation.
Biosecurity risks	All permit holders and users of the stock route network comply with normal biosecurity obligations and permit conditions.	<ol style="list-style-type: none"> 1. Warning letter 2. Compliance notice issued under the Act 3. Issuing of a PIN under the State Penalty Enforcement Regulation.

5 Risk and Safety Management

A number of risk factors exist on the network, of which Council is required to undertake appropriate management activities to minimise any risk to travelling stock, drovers, surrounding landholders and the community. Risk and safety management is critical to ensure consistency with the principles of public awareness, consultation and partnerships, and monitoring and evaluation.

The below table identifies risks and hazards in the network and highlights Council’s strategies for management and improvement:

Risk/ Hazard	Risk Assessment/ improvement strategies	Responsible Party
Unsafe stock route water facilities	Identify the hazards during an audit	FSC Council
Road safety - car accidents if drivers have not notices droving signs etc	To provide road signage. Provide warning signs at common crossings. Apply to Main Roads to erect permanent signs where routes cross main roads. Signage and “stop-go” personnel at identified hazardous road crossings (apply conditions to drovers).	
Thickening vegetation of stock routes- increasing fire risk	Council to assess grass loads along routes and manage these areas with hazardous reduction burns as an alternative method. Mosaic burns where appropriate at various times of the year to reduce hazardous fuel loads therefore conserving the biodiversity of the SRN. Address in the fire management plan.	FSC Council Rural Fire Service SRS
Biosecurity; staff/public contact with livestock and pest animals And safety risks due to unmaintained or absence fencing/materials/gates/troughs/tanks	Maintain fencing, identify and manage hazard areas (such as stock route water areas), expose risks, and post warning signs (such as authorised entry only, hot water, no swimming, and hygiene practises) as per 3.7 Biosecurity, weeds, and pests. Collaborate with neighbouring Councils and Queensland Rail on these tasks.	FSC Council Funding from DOR Neighbouring Councils Queensland Rail
Permits to occupy on stock routes without appropriate gates/grids/ thickened vegetation for travelling stock to access permitted area, forcing stock onto roads.	Permit to Occupy compliance procedures, as per 3.2 Permits. Management of vegetation and access compliance as per 3.1 pasture/ Vegetation	

FLINDERS SHIRE COUNCIL - COST RECOVERY FEES & COMMERCIAL CHARGES 2023-2024

TYPE OF CHARGE	UNIT OF MEASURE	AMOUNT	GST	RECEIPT TYPE	GENERAL LEDGER	COST RECOVERY FEE / COMMERCIAL CHARGE	NEW AUTHORITY	LEGISLATION & SECTION	LGA 2009 PARAGRAPH
----------------	-----------------	--------	-----	--------------	----------------	---------------------------------------	---------------	-----------------------	--------------------

STOCKROUTE

Agistment Permit - Minimum Fee - Large Stock (Cattle)	Per Head / Per Week	\$ 1.26	✓	182	2390.0722.0180	CRF	LGA 2009	S262(3)(c)	
Agistment Permit - Maximum Fee - Large Stock (Cattle)	Per Head / Per Week	\$ 3.02	✓	182	2390.0722.0180	CRF	LGA 2009	S262(3)(c)	
Agistment Permit - Minimum Fee - Small Stock (Sheep)	Per Head / Per Week	\$ 0.12	✓	182	2390.0722.0180	CRF	LGA 2009	S262(3)(c)	
Agistment Permit - Maximum Fee - Small Stock (Sheep)	Per Head / Per Week	\$ 0.48	✓	182	2390.0722.0180	CRF	LGA 2009	S262(3)(c)	
Stock Route Travel Permit - Large (Cattle) for each 1km	Per 20 Head or Part Thereof	\$ 0.02	No GST	184	02390.0722.0182	CRF	LGA 2009	S262(3)(c)	
Stock Route Travel Permit - Small Stock (Sheep) for each 1km	Per 100 Head or Part Thereof	\$ 0.02	No GST	184	02390.0722.0182	CRF	LGA 2009	S262(3)(c)	
Inspecting Watering facility Agreement Register		\$ 14.00	✓	500	02390.0722.0111	CC	LGA 2009	S262(3)(c)	

6 IMPLEMENTATION OF PLAN

In the Flinders Shire local government region, the Council is dedicated to a fair and sustainable stock route management system. The plan's execution will be overseen by the Rural Lands Team. The Council wants to keep everyone safe on the network, offer alternate uses, and preserve it. Working together with stakeholders, the Rural Lands Team will efficiently implement and oversee the management initiatives. A balanced approach to stock route management in the Flinders Shire region is what the Council hopes to achieve by placing a high priority on sustainable practices and teamwork.

Delivery of the plan

The Stock Route Management Plan 2024-2029 of the Flinders Shire Council is being implemented through a range of mechanisms, such as projects, programs, policies, and yearly operating plans, in accordance with Corporate and Local Plans. Partnerships with the local community, land management, governmental groups, and business associations are all part of the strategy. Every year, the council examines strategy and creates an annual budget based on the most important maintenance needs. Any gaps in completeness will be filled in. The council will keep an eye on the community's annual progress toward its goals.

Stock route funding

Flinders Shire Council applies to the Department of Resources for funding for capital maintenance activities on the network each year. The funding is provided through a competitive process, with local governments bidding for maintenance activities. The council prepares an annual budget based on priority maintenance requirements, and the Department of Resources allocates funding based on submissions received, considering the urgency and impact of the maintenance activities. This process ensures timely and effective implementation of critical infrastructure projects for the local community.

Monitoring and evaluation of the plan

Flinders shire council is committed to regular monitoring and evaluation of the network's natural resources and travelling stock facilities, as per section 97 of the Act, to enhance stock route management practices.

Council will monitor and report progress made against the goals on an annual basis to the community.

PERFORMANCE INDICATORS

Performance indicators have been included with each of the management components of the plan. These indicators will be monitored prior to review to monitor the achievement of targets.

REVIEW

FSC agrees to regularly review the plan at Pest Management Meetings and make amendments where necessary.

7 ABBREVIATIONS

Abbreviation	Meaning
FSC	Flinders Shire Council
NLIS	National Livestock Identification System
DTMR	Department of Transport and Main Roads
EPA	Environmental Protection Agency
LGA	Local Government Area
DN RME	Department of Natural Resources, Mines and Energy
DAF	Department of Agriculture and Fisheries
QPWS	Queensland Parks and Wildlife Service
SGC	Southern Gulf Catchment
SRS	Stock Route Supervisor
SRN	Stock Route Network
SRNMP	Stock Route Network Management Plan
The Act	The <u>Stock Route Management Act 2002.</u>
DOR	Department of Resources
LOLA	<u>Land and Other Legislation Amendment Act 2023</u>

New Definitions

Stock Route Management Regulation 2023

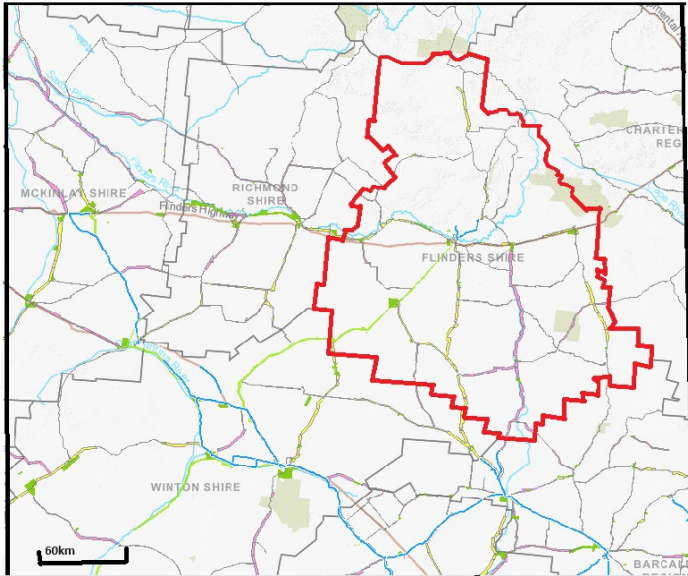
1. Eligible Large Stock
2. Eligible Small Stock
3. Excluded Stock



8 MAPS

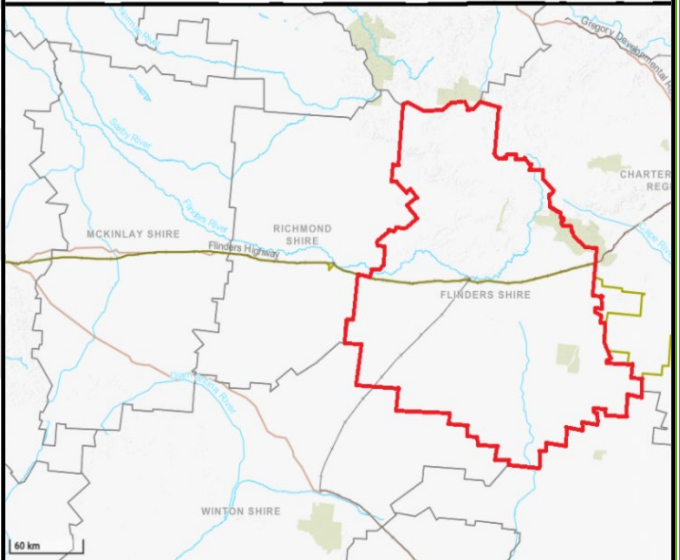
Stock Route Network

Flinders Shire Stock Routes & Reserves



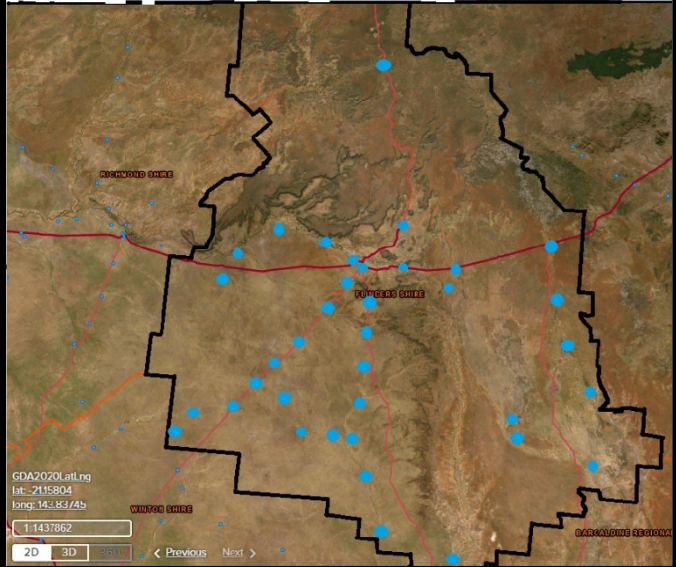
Stock Route Network

Flinders Shire



Stock Route Network

Flinders Shire - Water Facilities



9 REGIONAL ECOSYSTEMS SUMMARY

Broad vegetation groups (BVGs) are a higher-level classification of vegetation communities in Queensland, which encompasses diverse landscapes across temperate, wet, dry, and semi-arid to arid climatic zones. They offer a comprehensive overview of vegetation communities, enabling comparison with other states and aiding in mapping, monitoring, and managing vegetation on a broad scale.



The Desert Uplands Region spans 75,000 square kilometers in Outback Queensland, straddling the Great Dividing Range and between coastal and inland catchments. It is home to two major catchments, the Burdekin and Lake Eyre Basin, which almost split the region in half. The region is bounded by a line from Blackall to Hughenden through Barcaldine and the Belyando River. Major towns in the Desert Uplands include Barcaldine, Jericho, Alpha, Hughenden, Prairie, Torrens Creek, Pentland, Aramac, and Muttaborra. The Mitchell Grass Downs Region is largely treeless plains with occasional ridges, rivers, and gorges, with the dominant vegetation being Mitchell tussock grasslands. Land use is predominantly grazing cattle in the Northern Territory and cattle and sheep in Queensland. Major population centers are Longreach, Blackall, and Hughenden.