



# Stock Route Management Plan 2024 - 2029



**maranoa**  
REGIONAL COUNCIL

## Executive Summary

The Maranoa Regional Council Stock Route Management Plan 2024-29 details how Council will manage its stock route network in accordance with the Act and clearly identify the approach to compliance and enforcement on the stock route network so that its values are maintained.

Maranoa Regional Council covers an area of 58,820 sq km with a population of approximately 13,000 people. The region maintains a proud and productive rural industry. Agricultural industries include beef cattle, sheep, goats, cereal crops, timber production and wild game harvesting, with a total sector value of \$200m. Roma Saleyards is the largest cattle selling centre in Australia with cattle coming from Queensland, New South Wales, and the Northern Territory. Livestock processing accounts for 80% of the region's total agricultural output, while the tourism industry contributes over \$82m in sales and value add. (source: [economy.id.com.au/maranoa](http://economy.id.com.au/maranoa))

The stock route network provides connectivity and access for travelling stock across Queensland, and covers over 72,000 km of roads, reserves, and corridors. The Maranoa Region has one of the largest and most active stock route networks in Queensland, providing connectivity to five neighbouring local government areas.

Maranoa Region Local Government Area has approximately 3,912 km of stock routes, comprising of:

- Primary 1,870 km
- Secondary 995 km
- Tertiary 1,046 km.

Over four years, traveling and grazing permits were issued for 88,500 stock over 2,000 days. In addition to stock grazing, the stock route network is valued for its environmental and cultural heritage values, recreational activities, and tourism.

The Stock Route Management Plan 2024-29 sets the priorities and commitment of Maranoa Regional Council and provides direction for stock route users and the community to implement effective and strategic management of the network in the region.

The Stock Route Management Plan 2024-29 was adopted by Maranoa Regional Council on 24 July 2024.

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## 1. INTRODUCTION

The stock route network (the network) is a system of roads and reserves totalling approximately 3,912 kilometres in the Maranoa Region, designated primarily for the purpose of travelling stock.

The stock route network is governed by the *Stock Route Management Act 2002* (the Act) and *Stock Route Regulation 2023* (the Regulation). Maranoa Regional Council is required to establish a stock route management plan for the management of stock routes in its local government area.

The Maranoa Regional Council Stock Route Management Plan 2024-29 (the plan) addresses the management and use of the network within the Maranoa Region Local Government Area and identifies how Council will engage with the community and neighbouring councils in the management of the network.

### 1.1. Purpose

The purpose of the Maranoa Regional Council Stock Route Management Plan 2024-29 is to guide the Rural Lands Team to manage the network in accordance with the Act and to clearly identify Council's approach to compliance and enforcement on the stock route network so that its values are maintained.

Implementation of the plan will lead to improvements in services to stakeholders, greater accountability by Council and more efficient use of available resources.

### 1.2. Strategic Goals

Maranoa Regional Council Corporate Plan 2023-28 outlines Council's commitment to preserve the region's natural assets whilst enabling a growing and sustainable built environment for our community. The associated Key Project relevant to the stock route network involves management practices that protect our natural assets, enhance opportunities for agricultural land uses and eradicate pests, achieved through the development and implementation of this plan.

### 1.3. Principles

The overriding direction 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

Further to the principles, the following objectives guide the management of the stock route network in the Maranoa Region over the next five years. The objectives are:

- Maintain the network integrity of the stock route network so that travelling stock have unobstructed travel.
- Maintain the pasture on the stock route network to ensure adequate supply for travelling stock.
- Maintain the infrastructure on the stock route so that it is fit-for-purpose for travelling stock.
- Maintain water facilities on the stock route to ensure adequate supply for travelling stock.
- Manage the condition of natural assets of the network for environmental benefit and associated use.
- Manage the network to support recreational, cultural, and other uses by the public.
- Manage risk and safety factors for stock and people using the stock route.
- There is accountable administration and use of the network.
- Compliance and management focus on the primary stock route network.

## 1.5. Preparation of the plan

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.

The Plan has been developed with significant input from the Rural Land Services team. The consultation process with the community and external stakeholders included:

- Five community consultation sessions (Roma, Mitchell, Yuleba, Surat and Injune) attended by landholders, drovers, community groups and other industry representatives.
- Consultation with internal and external stakeholders, including Department of Transport and Main Roads, Department of Agriculture and Fisheries, Department of Resources, Roma Saleyards, Gungari Native Title Aboriginal Corporation, Mandandanji Corporation and AgForce.

The draft Plan was available for public comment on the Maranoa Regional Council Website for the required 28 days, from the 10th of June to the 9th of July 2024. This was advertised through social media and on the radio. The plan will remain current until June 2029.

## 1.6. Delivery

The Maranoa Regional Council Stock Route Management Plan 2024-29 strategically aligns to the Corporate Plan and Local Plans and is delivered through existing mechanisms including Council's projects and programs, policies, and annual operational plans and budgets. Council partners with community, land managers, government agencies, and industry organisations to lead and deliver the priorities in this Plan.

Maranoa Regional Council applies to the Department of Resources for funding to undertake capital maintenance activities on the network. Council prepares an annual budget based on the priority maintenance requirements.

Strategies and actions for each financial year will be reviewed for their effectiveness by 1 April each year and any shortfalls in the completion of its strategies will be amended.

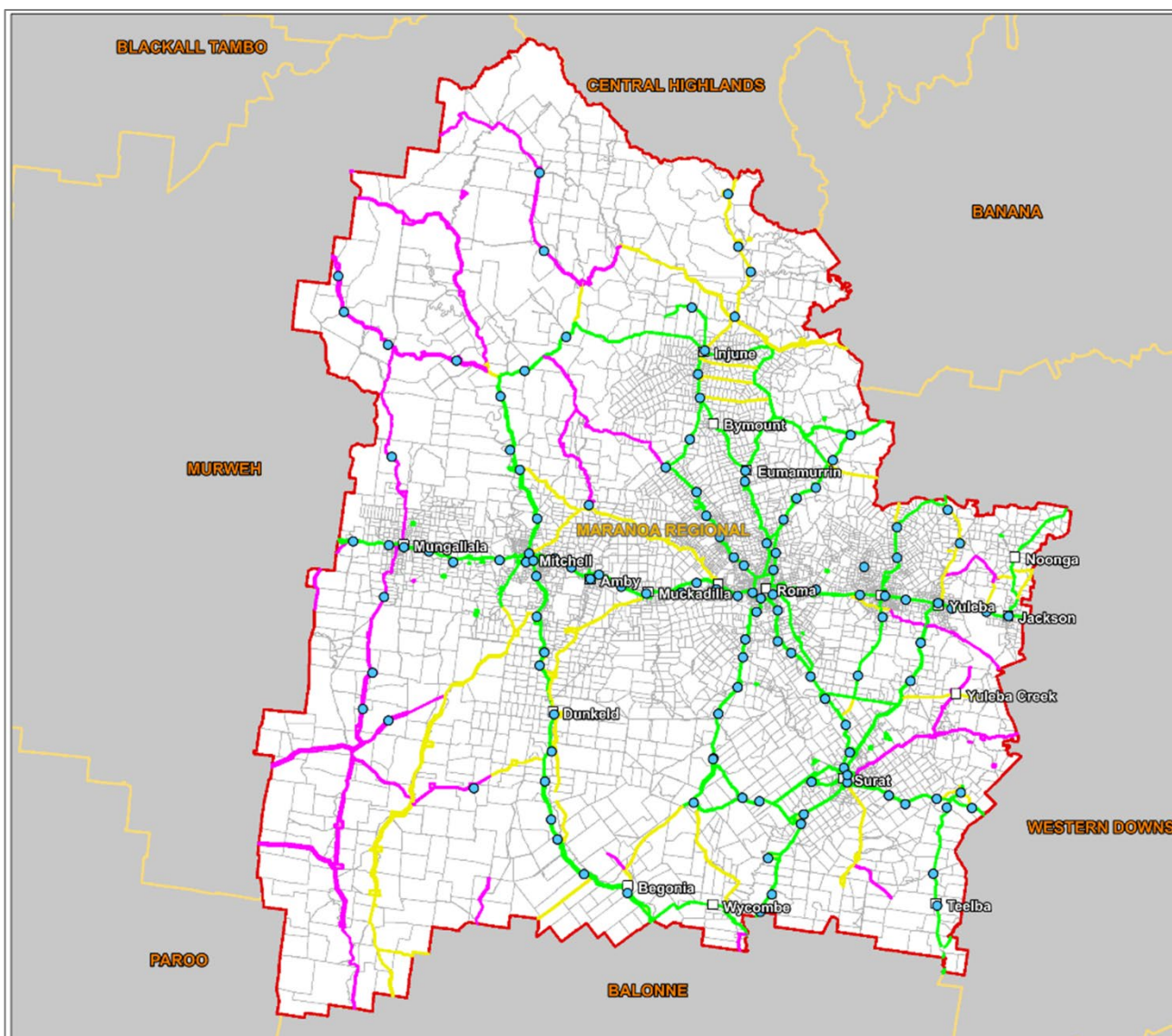
Council will monitor and report progress made against the goals on an annual basis to the community.

## 2. STOCK ROUTE NETWORK

### 2.1. Network Overview

The Maranoa Region Local Government Area has approximately 3,912 kilometres of stock routes comprising of primary, secondary and tertiary routes, as well as various reserves. Mapping of the Stock Routes is available on Queensland Globe <https://www.qld.gov.au/environment/land/access/stock-routes/maps>.

MAP – STOCK ROUTE NETWORK AND FACILITIES IN THE MARANOA REGION



#### Maranoa Regional Council Stock Routes of the Maranoa

- Major Towns
- Travelling stock facilities
- Stock Routes**
- Primary
- Secondary
- Tertiary
- Cadastre Parcel\_Boundaries
- Maranoa Regional Boundary
- Local Government Areas

#### Mapping Provides an Indication of Approximate Location Only

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## 2.2. Stock Route Network Uses and Values

Maranoa Regional Council manages one of the largest and most active stock route networks in the state. Infrastructure supporting the needs of travelling stock is maintained on the network, consisting of facilities including yards, crossings, fencing, and water facilities.

The network provides critical infrastructure supporting the Roma Saleyards, Australia’s largest cattle selling centre, with over 400,000 cattle passing through per year.

In addition to the use of the stock route network for grazing, the stock route network in the Maranoa Region has a range of other uses and values.

PUBLIC USE	VALUES
<ul style="list-style-type: none"> <li>• Grazing – travelling and agistment</li> <li>• Recreation – fishing, camping, 4WD, boating, swimming, bushwalking, bird watching</li> <li>• Riding – horse riding, motorbike endurance, mountain bike</li> <li>• Education – schools, clubs, community</li> <li>• Cultural – historical and cultural heritage</li> <li>• Tourism and events</li> <li>• Other – firewood collection, apiculture</li> </ul>	<ul style="list-style-type: none"> <li>• Pastoral</li> <li>• Cultural heritage</li> <li>• Environment and biodiversity</li> <li>• Natural resources</li> <li>• Recreation</li> <li>• Transport and movement</li> <li>• Utilities and public infrastructure</li> <li>• Amenity</li> </ul>
MANAGEMENT ISSUES AND PRESSURES ON USE AND VALUES	
<ul style="list-style-type: none"> <li>• Pasture use competition between graziers, travelling stock and wildlife</li> <li>• Pasture rundown and overgrazing</li> <li>• Fencing location and maintenance</li> <li>• Straying stock</li> <li>• Infrastructure maintenance and damage</li> <li>• Unlawful use and impact to neighbours</li> <li>• Permit compliance</li> <li>• NLIS cattle movement compliance</li> <li>• Biosecurity and movement records</li> </ul>	<ul style="list-style-type: none"> <li>• Road safety for people, stock, and vehicles</li> <li>• Drought and access to water</li> <li>• Fire</li> <li>• Flood impact to assets and network access</li> <li>• Erosion</li> <li>• Vegetation thickening</li> <li>• Weeds and pests and diseases</li> <li>• Rubbish and degradation at high impact sites</li> <li>• User awareness and compliance matters</li> </ul>

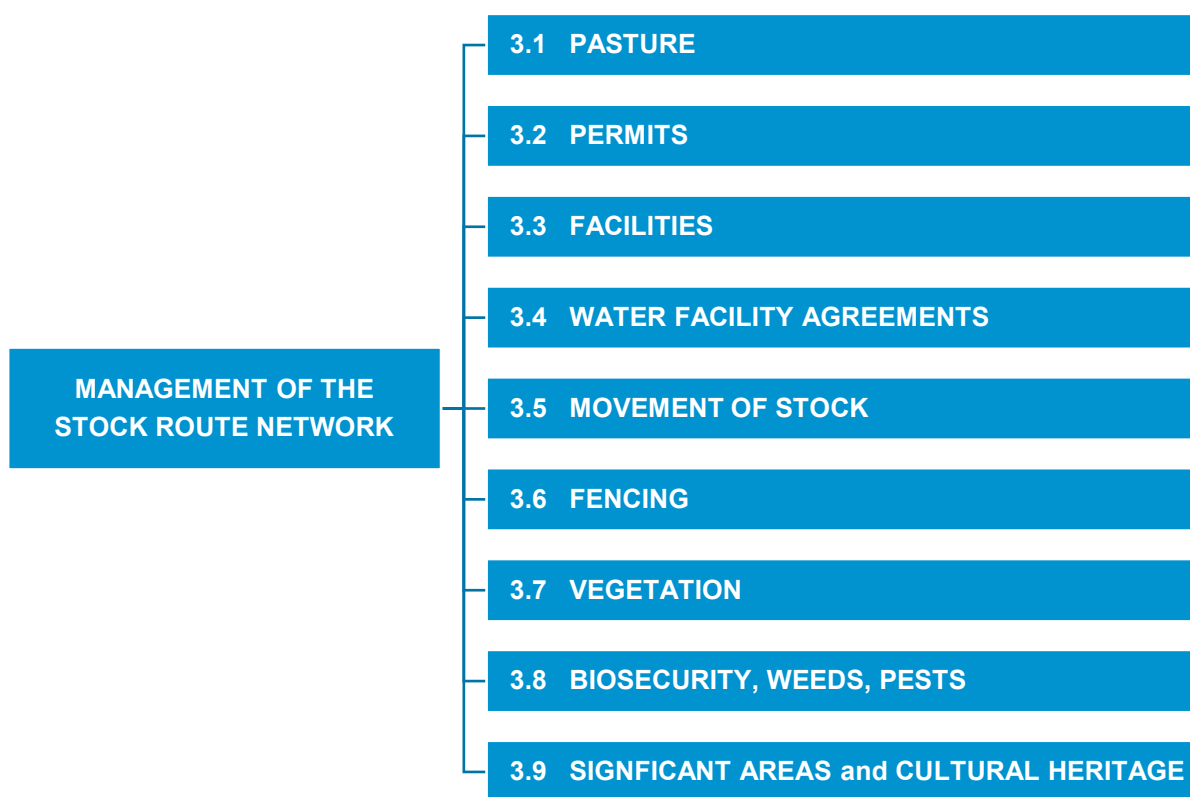
Regard for these uses and values have been considered in the development of this plan, including management of pressures that affect the condition, access, and use of the network. Effectiveness of management activities for the protection of the network’s values will be considered at the annual review periods, and if necessary, amended to ensure that the network’s values are protected.

### 3. MANAGEMENT OF THE NETWORK

The stock route network needs to be actively managed to protect its values, ensure its effective operation, and to maintain the condition of its natural assets and infrastructure. The range of pressures affecting the condition, access and public use of the network also must be managed.

The *Stock Route Management Act 2002*, and *Stock Route Management Regulation 2023* governs the management of the stock route and assigns responsibilities to Maranoa Regional Council. The following outlines how Maranoa Regional Council will execute its responsibilities and approach to management of the network within its local government area.

#### Management Topics





### 3.1. Pasture

Maranoa Regional Council must manage and conserve pasture on the network in its area to ensure, as far as practicable, an adequate supply of pasture is available for travelling stock. Sufficient pasture supply is assessed and monitored by local government officers and informs permit assessment decisions.

Pasture on the network can be impacted by overgrazing and degradation from drovers, grazing permit holders, unpermitted grazing, and feral and native animals. Drought, flood, fire, weeds, vegetation thickening, erosion, and other uses can also impact pasture availability, condition, and management.

#### PASTURE

##### 3.1.1. Objectives

- Maintain the pasture on the stock route network to ensure adequate supply for travelling stock.

##### 3.1.2. Management priorities

###### Pasture condition and management

- Best management practices are applied according to land type.
- Appropriate residual pasture levels are determined for the stock route network to inform decisions over permit applications.
- Land and pasture management and permit decisions consider land condition.
- Appropriate management of areas determined to have excess pasture and fuel load around township areas will be managed by a) advertising short-term agistment, b) fire breaks and burning, and c) dispose of by non-commercial means. For areas subject to regular management, Council will maintain a register of identified lots, management strategies and fees.
- Any clearing of pasture for the erection of temporary holding yards, or other infrastructure, is to be kept to an absolute minimum for the required works.

###### Pasture supply for travelling stock

- Pasture on the stock route network will be managed to ensure adequate supply for travelling stock, as far as practical, by a) restricting the number of agistment stock on the stock route network, b) compliance of Permits to Occupy and lease conditions, and c) fire management.

###### Agistment

- Agistment is only considered when the pasture available exceeds 'reasonable' needs of travelling stock, as determined using current usage figures.
- A pasture assessment must be undertaken to determine to what extent the stock route contains more pasture than is required for travelling stock.
- Recommendation from the Rural Lands Team must be obtained prior to advertising areas for agistment for the purpose of managing excess pasture or reducing fuel loads.

##### 3.1.3. Compliance priorities

###### Grazing without a permit

- Follow compliance procedures where grazing is occurring on the stock route without a permit.

###### Permits to Occupy and Leases

- Enforce compliance to Permits to Occupy or lease conditions to maintain sufficient pasture for travelling stock.
- Provide recommendations for Permits to Occupy and lease applications regarding appropriate pasture management to maintain supply and condition.

### 3.1.4. Management strategies

- Consult with the Department of Resources and the Local Government Association of Queensland regarding appropriate practices and assessments, including the Land Condition Assessment Tool.
- Determine appropriate a) pasture levels and associated carrying capacity across the stock route network, b) pasture management practices, c) supplement feeding conditions, and d) assessment and monitoring tools and schedule.
- Pasture assessments are undertaken by appropriately trained and nominated council officers. All assessments and recommendations are approved by the Rural Lands Coordinator.
- Council is to seek the approval of the Rural Lands Team prior to advertising expressions of interest or approving permits for agistment, trustee leases or trustee permits to a) ensure appropriate pasture assessments have been undertaken, b) pasture supply is available, c) specification of suitable stock route area, number of head and time frame, and d) any other management considerations in this plan.
- Develop and maintain a register of lots subject to regular agistment and management conditions as above.
- Undertake land and pasture management as required.
- Prepare a fire management plan to manage fire risk and use of fire as a management tool.
- Develop appropriate assessment and compliance procedures as required.
- For primary stock routes and reserves, the preference is for long term permits/leases not to be granted in order to maintain pasture on the primary network.

## 3.2. Permits

Maranoa Regional Council has the responsibility of controlling and maintaining the stock route network for travelling stock, including issuing of permits for travelling stock and grazing of stock on the stock routes, reserves for travelling stock, roads, and other land under local government control. Council also has a role in compliance of Permits to Occupy and providing recommendations for new permit and lease applications issued by the State Government.

The conditions of permits and leases aim to ensure the integrity of the network and condition of resources is maintained. Conditions are informed by assessment and monitoring of the networks' resources and use and management for long term sustainability and productivity of the network for future public use.

In issuing stock route agistment permits Council's intention is for landowners to have equal access to the stock route network in difficult times, while providing opportunity for pasture recovery that ensures sustainable ongoing use of the network.

## PERMITS

### 3.2.1. Objectives

- Maintain the network integrity of the stock route network so that travelling stock have unobstructed travel.
- There is accountable administration and use of the network.

### 3.2.2. Management priorities

#### Permitted use

- Users of the stock route network are responsible for ensuring they have the appropriate permits in place and are compliant to conditions.
- Maranoa Regional Council will make available information regarding requirements and local considerations for permit applications and compliance.

### Permit applications

- Permit application forms, issued by the Department of Resources, need to be completed in full and satisfy requirements as set out in the Act, to provide Maranoa Regional Council with the information required to make an appropriate decision.
- Requirements, conditions, or assessment criteria derived from this plan, or associated policies, strategies, or plans, will be considered when assessing applications.
- Applications will be assessed within 7 working days of its receipt.
- Maranoa Regional Council can appoint nominated persons to muster stock on relevant land within the local government area to monitor compliance with a stock route travel or agistment permit, under section 155 of the Act.
- Where permit applications overlap State controlled lands, confer with Department of Transport and Main Roads regarding conditions and local considerations.

### Travelling permits

- Travelling permits are to be approved by the Rural Lands Team.
- Applicants must provide the details of their start and finish destinations in the application form to enable notification and written consent from neighbouring local governments and other considerations that may affect the application decision.
- Travel permit applications will be assessed and allocated on a first in first served basis.
- Council will notify neighbouring local governments of stock entering from the Maranoa Region.
- Stock are required to travel towards their destination at a rate of not less than 10km a day, unless otherwise specified in the permit.
- For travelling permits over 50km, Maranoa Regional Council will approve a reduced rate to allow for one rest day for every five days of travel, or as appropriate.
- Doubling back, or 'looping' of travelling stock within the stock route network is only allowable under special circumstances, such as access to alternative routes due to flooding or fire, or access to water facilities.

### Agistment permits

- Agistment permits are to be approved by the Rural Lands Team.
- Stock route agistment fees are set by Council annually.
- Applications made under section 116(2)(a) of the Act where a landholder's land is adversely affected by drought, fire or flood:
  - The Maranoa Region must be officially drought-declared, or a property has an Individually Droughted Property (IDP) declaration, for land to be determined as being adversely affected by drought under section 116 (2)(a) of the Act.
  - Permit fees for applications under section 116 (2)(a) or (b) of the Act consider circumstances where a landowner's land is adversely affected by drought, fire, or flood, or if travelling stock require agistment.
- Applications made under section 116 (2)(c) of the Act where the stock route contains more pasture than is needed for the use of travelling stock:
  - A pasture assessment is required to determine to what extent the stock route contains more pasture than is required for travelling stock or to manage fire risk, to satisfy section 116 (2)(c)(i) of the Act.
  - Approval from the Rural Lands Team must be obtained prior to notice being published for agistment permit applications.
  - Where there is more than one eligible application for an agistment permit, the successful applicant will be allocated using a ballot process.
  - Permit fees for agistment applications under section 116 (2)(c) of the Act consider commercial opportunities due to surplus pasture availability.

### Permits to Occupy and Leases

- The Rural Lands Team provides recommendations to the State Government regarding appropriate management conditions, in line with this plan, for new Permits to Occupy and lease applications.
- Review current Permits to Occupy and leases on the stock route and contact permit holders to ensure they are aware of compliance and condition requirements, prioritised for the primary stock routes.

#### Special considerations

- Access to the stock route for management of stock in relation to the Roma Saleyards, including holding, trucking, weather conditions, biosecurity, animal welfare, and timing.

#### **3.2.3. Compliance priorities**

##### Grazing without a permit

- Review all stock route areas to check appropriate permits for use are in place.
- Follow compliance procedures where landowners are found grazing stock on the stock route without a relevant permit. Appropriate responses may include a) fencing to restrict stock access, or b) put in place an appropriate permit or tenure.
- Fencing is the preferred course of action for areas of the primary stock route that are grazed without a permit.

##### Other unlawful use of the stock route

- Review all stock route areas to identify areas of adjoining land use encroachment or other unlawful use of the stock route.
- Follow compliance procedures towards a resolution of identified issues.

##### All Permits

- Undertake compliance checks and respond to reported issues.
- Follow compliance procedures towards a resolution of identified issues.
- Make available information to clearly communicate requirements and local considerations for compliance.
- The review of permits and compliance is prioritised for the primary stock routes and current usage.

#### **3.2.4. Management strategies**

- Prepare and distribute information sheets for permit applicants and holders to provide concise guidance on meeting the compliance requirements relating to the different permits.
- Communicate with neighbouring shires regarding travelling permits entering and leaving shire boundaries.
- Collaborate with the Department of Resources regarding permit conditions and compliance, and Permit to Occupy and other relevant lease applications.
- Council develops a policy on the issuing of tenure on land that forms part of the stock route network, outlining Council's preferred tenure options (having regard to trustee leases, permits and local law approvals).
- Permit assessments and conditions are informed by land condition and pasture management strategies, and other management strategies in this plan.
- Council is to seek approval of the Rural Lands Team prior to advertising expressions of interest or approving permits for agistment (as above).
- Permit compliance is monitored and carried out by appropriately trained and nominated council officers.
- Fees are set and collected to offset management costs of the stock route network.
- Develop appropriate assessment and compliance procedures as required.

### **3.3. Facilities**

Watering facilities are provided at regular intervals for travelling stock, along with other supporting facilities for the movement of stock through the network.

The Maranoa Region stock route network comprises of over 113 facilities, and 683 listed managed assets that are currently in working order or needing repairs. These include:

- 46 bores and 53 excavated storages
- 97 tanks, 130 pumping units and 135 troughs
- 6 holding yards

Maranoa Regional Council maintains a list of facilities that support the network and its operation using the Stock Route Management System (SRMS). The database records the asset location, type, value, condition, and remaining life. This plan outlines Council's approach to managing the facility assets.

## FACILITIES

### 3.3.1. Objectives

- Maintain the infrastructure on the stock route so that it is fit-for-purpose for travelling stock.
- Maintain water facilities on the stock route to ensure adequate supply for travelling stock.

### 3.3.2. Management priorities

#### Facility condition

- Audit the condition of primary stock route facilities on a bi-annual basis, and all other facilities prioritised based on use.
- Facility maintenance and construction needs are to be annually prioritised based on use, with priorities included in Council's annual works program.
- Establish a five year infrastructure requirement plan.
- Maranoa Regional Council applies to the Department of Resources for funding to undertake capital maintenance activities and works on the network.
- Any new infrastructure must meet the Stock Route Network Water Facility minimum standards.

#### Water facilities

- Water facilities should not be more than 10 kilometres apart along primary and secondary stock routes.
- Water facilities are inspected prior to travelling stock arriving.
- Travelling stock always receive priority water supply, unless otherwise stated in a Water Facility Agreement.
- Preference in water agreement negotiations is for the landowner party to maintain water facilities on secondary and tertiary stock routes in exchange for reducing or waiving Water Facility Agreement fees. Water facilities are to meet the Stock Route Network Water Facility minimum standards.
- Water facilities under Water Facility Agreements must meet offtake specifications to ensure sufficient water is available for travelling stock when required.

#### Special considerations

- Relevant infrastructure provides for management of stock in relation to the Roma Saleyards.

### 3.3.3. Management strategies

- Undertake inspections and facility audits and identify and prioritise maintenance and infrastructure requirements. Review use records to inform priorities.
- Prepare five year infrastructure needs plan and annual maintenance and works program and budget and seek funding and resources.
- Maintenance and improvement activities include:
  - Remove aging infrastructure, including windmills and turkey nests, and replace with solar pumps and solar bores, tank and trough systems.
  - Desilting of earth dams and turkey nests.
  - Windmills are serviced at least every two years.
  - Vegetation maintenance and fencing around all water infrastructure.
- Accurate records of all facilities to be maintained by Council, including location, infrastructure, condition, and upgrades or maintenance required and undertaken.
- Undertake appropriate measures to identify and respond to theft of stock route assets.

### 3.4. Water facility agreements

Water Facility Agreements enable landowners to access water from a stock route facility for stock or domestic purposes. Agreements also enable water to be supplied to a stock route facility or provide direct access to a landowner's private facility to meet the needs of travelling stock.

Maranoa Regional Council maintains a register of Water Facility Agreements using the Stock Route Management System (SRMS). In this plan, Maranoa Regional Council is focusing on compliance and ensuring appropriate Water Facility Agreements are in place for all water users.

#### WATER FACILITY AGREEMENTS

##### 3.4.1. Objectives

- Maintain water facilities on the stock route to ensure adequate supply for travelling stock.

##### 3.4.2. Management priorities

###### Permitted use

- Landowners taking water from stock route facilities are responsible for ensuring they have an appropriate Water Facility Agreement in place and are compliant to conditions.
- Water Facility Agreements are reviewed, and parties are contacted to ensure they are aware of compliance and condition requirements, prioritised for primary stock routes and usage.

###### Agreements

- Taking of water from a council facility under a Water Facility Agreement may include:
  - piping water from the facility to the landowner's property,
  - watering stock at the facility, only where a landowner holds a lease or permit for grazing the land adjacent to the facility.
- Fees may be waived or reduced if the landowner negotiates to undertake regular maintenance of the facility in the Water Facility Agreement.
- Landowner responsibility for the maintenance of water facilities is the preferred option for facilities on secondary and tertiary stock routes.

##### 3.4.3. Compliance priorities

###### Taking of water without an agreement

- All water facilities are reviewed to check appropriate agreements for taking of water are in place.
- Follow compliance procedures where landowners are found taking water from a stock route facility without a relevant agreement. Appropriate responses may include a) putting in place a Water Facility Agreement, or b) restricting use of the facility.

###### All agreements

- All Water Facility Agreements are reviewed to check appropriate agreements for taking of water are in place and current.
- Undertake compliance checks and respond to reported issues.
- Follow compliance procedures towards a resolution of identified issues.
- Make available information to clearly communicate requirements for compliance.
- The review of agreements and compliance is prioritised for primary stock routes and current usage.
- Priority matters for compliance include appropriate agreements in place and details current, offtake water is within agreed volumes, water supply is available, and maintenance responsibilities met.

##### 3.4.4. Management strategies

- Review all Water Facility Agreements and undertake compliance inspections.
- Accurate records and register of all Water Facility Agreements to be maintained by Council.
- Prepare and distribute information sheets for agreement applicants and parties to provide concise guidance on meeting the compliance requirements.
- Collaborate with the Department of Resources where relevant regarding Water Facility Agreement conditions and compliance, and new applications.

- Agreement assessments and conditions are informed by water availability and usage, and other management strategies in this plan.
- Council is to seek approval of the Rural Lands Team prior to entering Water Facility Agreements.
- Agreement compliance is monitored and carried out by appropriately trained and nominated council officers.
- Fees as set by the Stock Route Regulations are collected.
- Develop appropriate assessment and compliance procedures as required.

### 3.5. Movement of stock

Maranoa Regional Council has responsibilities to maintain the integrity of the stock route network by preserving land corridor connections for stock to have unobstructed travel through the Maranoa Region and adjoining local government areas.

There are a number of reasons for stock movement to become restricted along the network or force stock onto roadways. Some of these include vegetation, flooding or waterways, fire, hazards, fences, other objects, biosecurity, road incidents, and other exclusion zones. Monitoring the condition of the stock route network and controlling the movement of stock is an important aspect of Council's role and involves working in collaboration with neighbouring shires and other stakeholders.

#### MOVEMENT OF STOCK

##### 3.5.1. Objectives

- Maintain the network integrity of the stock route network so that travelling stock have unobstructed travel.

##### 3.5.2. Management priorities

###### Stock route network condition

- Audit the stock route network integrity and condition, prioritised for primary stock routes and current usage.
- The route locations and categories of the stock route network in the Maranoa Region is taken to be the map as published by the Queensland Government.

###### Impediments

- Encourage users and managers of the stock route network to notify Council of the types and location of impediments to movement or safety of travelling stock.
- Where impediments arise, Council is to advise of suitable stock movement in collaboration with the drover.
- Work with landowners or stakeholders for the appropriate management of impediments and hazards.
- Appropriate management of known impediments, hazards and biosecurity risks include a) exclude stock access, b) manage stock movement, including alternative routes and agistment, c) remove hazards.

###### Partnerships

- Communicate with neighbouring Councils, within Council, and users of the stock route regarding matters affecting stock movement and management.
- Engage with adjoining Councils to collaborate towards consistent management approaches to cross boundary management issues.
- Collaborate with government agencies as required on matters that impact management and movement of stock on the stock route network.

###### Considerations

- Landowners may seek grazing permits during fire or flooding events for stock welfare.

### 3.5.3. Compliance priorities

#### Removal of impediments

- Undertake compliance checks and respond to reported issues.
- Follow compliance procedures towards a resolution of identified issues.
- Make available information to clearly communicate requirements and local considerations for compliance.
- The management and removal of impediments and hazards compliance is prioritised for primary stock routes and current usage.
- Priority matters for compliance include location of fencing, maintenance of fencing, grids and gates, water facility access, land use encroachment, unpermitted use, noxious or hazardous weeds.

### 3.5.4. Management strategies

- Identify cross boundary management issues for drovers and users, such as stock numbers, type of stock, stock route network connectivity, water facility location.
- Participate in regional meetings of neighbouring Councils, government, and other stakeholders.
- Collaborate with other Councils to lobby for the removal of rail corridor fencing where causing significant hazards to stock.
- Identify and map hazards and take appropriate actions to exclude stock access and manage risks. Hazards may include sheep dips, tips, contaminated sites, abandoned fencing.
- Coordinate prescribed burns to ensure alternate route access at all times.
- Maintain reserve facilities accessed by the public considering rubbish, amenities, signage, compliance, roads, and access, to manage and avoid impacts to travelling stock.
- Manage and avoid impacts to travelling stock from fire, general waste, food waste, bio-waste.
- Undertake management and maintenance activities as required to remove impediments.
- Develop procedures and responsibilities to respond to livestock truck rollovers, to manage safety, biosecurity, stray stock, burials, and neighbour and permit holder notifications.
- Develop appropriate assessment and compliance procedures as required.

## 3.6. Fencing

Fencing is an important aspect of managing the integrity and continuity of the stock route to be fully available for travelling stock and management of adjoining land use.

Four pieces of legislation govern fences, gates, and grids on state-controlled land, namely the *Stock Route Management Act 2002*, *Local Government Act 2009*, *Transport Infrastructure Act 1994*, and *Land Act 1994*.

This section relates to fences on the boundary of land adjoining the network. Fencing is required to prevent landowner's stock entering a part of the network and to restrict travelling stock access to private land. There may also be animal welfare and biosecurity risks in the absence or poor maintenance of fencing.

Landowners are responsible for the construction and maintenance of boundary fencing. Council may give notice for landowners to build or maintain fences for the purposes of managing stock access.

## FENCING

### 3.6.1. Objectives

- Maintain the network integrity of the stock route network so that travelling stock have unobstructed travel.
- Maintain the infrastructure on the stock route so that it is fit-for-purpose for travelling stock.

### 3.6.2. Management priorities

#### Fencing condition

- Audit the condition of fencing, prioritised for primary stock routes and current usage.



- Encourage users of the stock route network and the public to notify Council of fencing in poor condition and the location.
- Landowners are responsible for maintaining boundary fencing in a stock-proof condition.
- Work with landowners for the appropriate maintenance of boundary fencing.
- Appropriate management of fencing that is not stock proof or causing safety hazards are a) landowner undertakes required maintenance, b) fencing is removed, c) fencing is replaced.
- Maranoa Regional Council will make available information to landowners to clearly communicate requirements for compliance.

#### New fencing

- Audit the location of fencing and identify needs for new boundary fencing to manage stock movement or access to the stock route, prioritised for primary stock routes and current usage.
- Work with landowners where new boundary fencing is required, under appropriate authorisations.
- Landowners must contact Maranoa Regional Council prior to erection of any new boundary fencing of the stock route to ensure it meets the required standards and erected in the correct location.
- New fencing infrastructure must meet the Stock Route Network Fencing minimum standards.

#### Stock access to unfenced stock routes

- Audit the stock route network to identify areas where landowner's stock has access to an unfenced area of the stock route without an appropriate permit or tenure, prioritised for primary stock routes and current usage.
- Work with landowners to appropriately manage stock access to the stock route.
- Appropriate management of stock access to unfenced areas of stock route include a) stock access is restricted, b) fencing is erected, c) permits or tenure in place.

#### Unauthorised fencing

- Audit the stock route network to identify unauthorised fences, gates or grids, prioritised for primary stock routes and current usage.
- Work with landowners for the appropriate location of fences, gates and grids.
- Appropriate management of fencing that is found to be unlawful are a) fencing is removed, b) fencing is relocated, c) permits or tenure in place.
- Maranoa Regional Council will make available information to landowners to clearly communicate requirements for compliance.

### **3.6.3. Compliance priorities**

#### Non-compliance of fencing

- Review all stock route areas to check appropriate maintenance of boundary fencing.
- Review all stock route areas to check fencing, gates and grids are lawful.
- Follow compliance procedures towards a resolution of the identified issues.
- Make available information to clearly communicate requirements for compliance.
- The review of fencing condition, location and compliance is prioritised for primary stock routes and current usage.

#### Grazing without a permit

- See permit compliance priorities.

### **3.6.4. Management strategies**

- Undertake inspections of fencing and identify maintenance needs and any requirements for new boundary fencing.
- Prioritise fencing maintenance, removal and construction based on priority use and safety.
- Accurate records of fencing should be kept, including location, infrastructure, condition, and maintenance required or undertaken.
- Review use records to inform priorities.
- Develop appropriate assessment and compliance procedures as required.

### 3.7. Vegetation

Vegetation cover along the stock route network provides important environmental and aesthetic functions, as well as shade for stock and other values for users of the network. Thickening and encroachment of certain vegetation may however impact the likelihood of sufficient pasture along the network, as well as creating obstructions to travelling stock.

Native vegetation may be cleared on the stock route network for specific purposes, which may or may not require authorisation or approval. It is the responsibility of Maranoa Regional Council or the respective landowner to ensure compliance to relevant legislation.

#### VEGETATION

##### 3.7.1. Objectives

- Maintain the network integrity of the stock route network so that travelling stock have unobstructed travel.
- Maintain the pasture on the stock route network to ensure adequate supply for travelling stock.
- Manage the condition of natural assets of the network for environmental benefit and associated use.

##### 3.7.2. Management priorities

###### Vegetation condition

- 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.
- Encourage users of the stock route network and the public to notify Council of the types and location of vegetation impediments to movement of travelling stock.
- Where access impediments arise, Council is to advise of suitable stock movement in collaboration with the drover.
- Work with landowners or stakeholders for the appropriate management of vegetation.
- Appropriate management of vegetation thickening are a) exclude stock access, b) manage stock movement, including alternative routes and agistment, c) vegetation thinning strategies using fire, d) vegetation thinning using selective clearing methods, d) clear access roads for stock and vehicles.
- Priority areas for management programs with vegetation thickening include areas with declared weeds.

###### Vegetation clearing

- Clearing of vegetation on the stock route area may be necessary for road infrastructure, fencing, maintaining or constructing infrastructure including yards or water facilities, removing invasive plants, or fire management.
- Thinning of vegetation may be necessary to remove impediment to the movement of travelling stock.
- Maranoa Regional Council and landowners must comply to legislation for clearing native vegetation.
- Maranoa Regional Council will make available information to landowners to clearly communicate requirements for compliance.

##### 3.7.3. Management strategies

- Undertake inspections of vegetation to identify priority areas to implement management programs, including a) clearing fence lines for fire breaks, weed control access, b) planned burns to control declared weeds, manage thickening, and reduce fuel loads, and c) clearing access tracks to allow drovers access and keep stock off roads for safety.
- Engage with local stakeholders, including fire brigades, adjoining landowners and Traditional Owners in planning and control activities.
- Prepare a fire management plan to manage fire risk and use of fire as a management tool.
- Undertake cultural heritage surveys to inform management as required.

- Review use records to inform priorities.
- Obtain appropriate approvals for all vegetation clearing activities.
- Develop appropriate assessment and compliance procedures as required.

### 3.8. Biosecurity, weeds, and pests

Maranoa Regional Council Biosecurity Management Plan 2023-27 details Council's priorities and course of action to manage biosecurity risks and weed and pest impacts within the region. This plan applies to management of the stock route network and roles and responsibilities of stakeholders.

Biosecurity risks for the stock route integrity and use include disease, weed and pest introduction and spread, animal exposure to contaminants, animal access to waste contaminants and restricted animal material, carcass exposure, access to effluent, people exposure to stock and animals, and preparedness to respond to risk occurrence.

## BIOSECURITY, WEEDS AND PESTS

### 3.8.1. Objectives

- Maintain the network integrity of the stock route network so that travelling stock have unobstructed travel.
- Maintain the infrastructure on the stock route so that it is fit-for-purpose for travelling stock.
- Manage the condition of natural assets of the network for environmental benefit and associated use.

### 3.8.2. Management priorities

#### Biosecurity priorities

- Prevent the establishment of new weeds and pests and minimise the spread of current priority weeds and pests.
- High value areas and high risk areas are managed for biosecurity risks.
- All users of the stock route network have general biosecurity obligations. Permit holders are responsible for ensuring they are compliant to permit conditions, including biosecurity matter declarations and NLIS transfer and NVD records.
- Council maintains appropriate accreditations for the National Livestock Identification System (NLIS), Livestock Production Assurance (LPA) and National Vendor Declaration (NVD).

#### Prevention of priority biosecurity risks

- Identify and manage for biosecurity risks associated with use and access to the stock route network, including from travelling stock, stray stock, feral animals, wildlife, people, vehicles, equipment, carcass, materials, Restricted Animal Material, effluent, or feed.
- Identify and manage disease and safety risks associated with people in contact with livestock and pest animals.
- Identify and manage stock exposure risk to contaminants.
- Manage damage to infrastructure from pests or wildlife.

#### Biosecurity, weed and pest management

- Maranoa Regional Council will make available information regarding requirements and local considerations for permit applications and compliance.
- Encourage landowners to participate in wild dog and feral animal control programs.
- Council conducts appropriate control of priority weeds on the stock route.
- Council coordinates control activities with landowners and provide support where possible.
- All stock route users practice appropriate hygiene measures to prevent spread of biosecurity matter.
- Exclusion fencing of high risk areas and appropriate stock exclusion boundary fencing.
- Appropriate management is determined by the Maranoa Regional Council Biosecurity Management Plan 2023-27.

### 3.8.3. Compliance priorities

#### All Permits

- Undertake compliance checks and respond to reported issues.
- Ensure biosecurity requirements are met before permits are issued and stock are transported onto the network.
- Follow compliance procedures towards a resolution of identified issues.
- Make available information to clearly communicate requirements and local considerations for compliance.

### 3.8.4. Management strategies

- Council maintains capacity to manage stock routes, road reserves, town reserves and public lands.
- Council preparedness to detect, report or respond to new endemic or emergency disease, pest or weed.
- Liaise with Biosecurity Queensland to meet animal welfare and general biosecurity obligations, and follow instruction as required during an event.
- Surveillance and monitoring of stock routes against biosecurity management objectives.
- Coordinate planning and management activities with stakeholders.
- Hygiene measures in place to prevent the spread of biosecurity matter.
- Exclusion fencing of high risk areas, including all town water treatment and waste facilities.
- Public awareness of appropriate disposal of food waste, especially in reserves.
- Appropriate carcass disposal.
- Water trough inspections and maintenance.
- People likely to be exposed to animals apply safety, PPE, and hygiene practices, and vaccination where possible.
- Avoid use of chemicals on the stock route and observe withholding periods after chemical use, and explicitly avoid use of flupropanate herbicide on the stock route.
- Develop appropriate assessment and compliance procedures as required.

## 3.9. Significant areas and cultural heritage

The Maranoa Region is home to a spectacular range flora, and fauna, with over 1,830 recorded native plant species, and 650 recorded native fauna species in the Maranoa Region Local Government Area. Aboriginal people of the Maranoa region maintain traditional connection to country, which encompass many significant sites, such as camp sites, burial sites, battle sites, waterholes and wells, artefact sites and other historically important places.

Cultural heritage places, flora, fauna, and their habitats are susceptible to Council activities on the stock routes, including maintenance and construction works on roads, facilities maintenance and works, fire use and prevention activities, installation and maintenance of utility services, and other stock route management activities. Stock access, recreation, and tourist activities, as well as weeds and pest animals, can also impact the preservation of significant areas and cultural heritage areas. Council has a duty of care to provide effective recognition, protection, and conservation of indigenous and non-indigenous cultural heritage.

### SIGNIFICANT AREAS

#### 3.9.1. Objectives

- Manage the condition of natural assets of the network for environmental benefit and associated use.
- Manage the network to support recreational, cultural, and other uses by the public.

### 3.9.2. Management priorities

#### Significant areas condition

- Manage the stock route network to maintain or improve current condition of flora, fauna, habitats, and waterways, or other areas identified as significant.
- Manage impacts to the condition and values of significant areas, such as erosion, clearing, fire, stock, weeds and pests, waste, contaminants, and vandalism.
- Encourage the public and users of the stock route network to notify Council of areas of significance.
- Identify and document the values, stakeholders, and assess site specific management requirements.
- Work with landowners and stakeholders for the appropriate management of significant areas.
- Appropriate management of significant areas are a) exclude or manage stock access, b) exclusion fencing, c) signage and interpretative information, d) site specific management of risks or impacts.
- Maranoa Regional Council will make available information to stock route users, landowners, and the public to clearly communicate requirements for site management.

#### Cultural heritage condition

- Manage the stock route network to maintain current condition and avoid impact to areas identified as having cultural heritage significance.
- Prior to any activity involving site or ground disturbance that may have cultural heritage value, follow Council's Cultural Heritage Management Process to plan and assess the activity and site appropriately to ensure appropriate duty of care.
- Manage impacts to the condition and values of cultural heritage, such as erosion, clearing, fire, stock, weeds and pests, waste, contaminants, and vandalism, in collaboration with local Aboriginal people.
- Undertake the appropriate process to identify, report and register cultural heritage significant places and where necessary a management plan is developed.
- Work with Traditional Owners and stakeholders for the appropriate management of cultural heritage areas, including fire management on the stock route network.
- Appropriate management of cultural heritage areas may include a) exclude or manage stock access, b) exclusion fencing, c) signage and interpretative information, d) site specific management of risks or impacts.
- Maranoa Regional Council will make available information to stock route users, landowners, and the public to clearly communicate requirements for site management.

### 3.9.3. Management strategies

- Undertake inspections of areas identified as significant.
- Engage with local Aboriginal people, stakeholders and adjoining landowners in planning and management activities.
- Consider legislative requirements and consult with relevant Departments where appropriate.
- Consider significant area and cultural heritage management when conducting other maintenance and works on the stock route and maintain mapping to inform decisions.
- Staff awareness and understanding of cultural heritage management processes and site management requirements and are appropriately trained.
- Develop appropriate assessment and compliance procedures as required.

## 4. COMPLIANCE FRAMEWORK

Maranoa Regional Council is responsible for managing non-compliances on the network. Maranoa Regional Council needs to establish a compliance policy, and associated assessment and compliance procedures, specifically for stock route management. The compliance approach adopted for this plan involves awareness and education, informal and formal warnings, and pursuing appropriate enforcement action, depending on the severity of the offence. The compliance framework is consistent with the principles of public awareness, management, and payment for use.

To achieve compliance, Council will generally undertake the following course of action:

1. An Authorised Person appointed by Maranoa Regional Council will clarify with the offender their obligations under the Act, specify the breach of compliance, and negotiate with the offender for them to undertake the necessary action set out in the Act, along with any additional conditions imposed by Maranoa Regional Council.
2. Provide a verbal warning.
3. Provide a written warning.
4. Undertake appropriate actions, including legal action, to enforce compliance.

The compliance priorities and desired outcomes for this plan cycle focus on the following matters, with priority given for primary stock routes and informed by current usage.

COMPLIANCE PRIORITY	DESIRED OUTCOME
Grazing stock without a permit on the stock route network.	All stock grazing on the stock route network are grazing under a current permit.
Overgrazing on the stock route network.	Compliance to Permit to Occupy and lease conditions to maintain sufficient pasture on the stock route for travelling stock.
Taking of water from a water facility without a Water Facility Agreement.	All water offtakes have a Water Facility Agreement in place and meet offtake specifications.
Maintenance of water facilities under Water Facility Agreements.	Compliance to Water Facility Agreements conditions to maintain water facilities where required.
Maintenance of boundary fencing.	Compliance to the Act for landowners to maintain boundary fencing in a stock proof condition.
Fencing not maintained in stock proof causing impediments to stock movement.	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.
Unlawful fencing or encroachment causing impediments to stock movement.	Removal of unlawful fencing or other impediments located in the stock route network, or other appropriate measures to allow unrestricted stock movement.
Biosecurity risk	All permit holders and users of the stock route network are compliant to general biosecurity obligations and permit conditions.

## 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 records identified risks and hazards in the network and highlights Council's strategies for management and mitigation.

RISK ASSESSMENT	MITIGATION STRATEGIES
Identified need for risk assessment process to be updated.	Risk assessment and identification of mitigation strategies as part of audit and assessment process, as per the audit section 6.0 Implementation.
Surplus pasture forming increased fuel loads around towns may present high fire risks to residential areas.	Management of surplus pasture and fuel loads as per section 3.1 Pasture, and address in the fire management plan.
Drover fatigue.	Allow for rest days, as per section 3.2 Permits.
Road safety risks relating to Travel Permits on Highways, where road users are not noticing driving signs and not slowing down.	Investigate permanent signs with flashing lights when drovers are using for Highways with a high number of Travel Permits. Compliance to signage in high risk areas.
Permits to Occupy or leases on stock routes without appropriate gates for travelling stock to access permitted area, forcing travelling stock onto formed roads.	Permit to Occupy compliance procedures, as per section 3.2 Permits.
Unsafe access to water facilities on public roads and reserves, for example open concrete tanks, open dams, crossing roads for water.	Identify potential hazards during audit and assessment processes and address in the facility management plan, as per section 3.3 Facilities.
Rail corridor fencing in poor condition, causing unsafe access for people and stock to stock route, fencing material being dragged into the stock route and potentially onto Highways by travelling stock.	Work with neighbouring Councils and Department of Transport and Main Roads, seeking to replace or remove the fences that are in poor condition, as per section 3.6 Fencing.
Vegetation thickening of stock routes forcing travelling stock onto the formed road.	Management of vegetation thickening and access as per section 3.7 Vegetation.
Biosecurity and safety risks associated with animal access to hazard areas or materials on the stock route, due to unmaintained or absence of fencing.	Maintain fencing, identify and manage hazard areas and exposure risks, surveillance, hygiene practices, and other strategies, as per 3.8 Biosecurity, weeds, and pests.
Staff and public contact with livestock and pest animals.	Identify and manage disease and safety risks, as per 3.8 Biosecurity, weeds, and pests.

## 6. IMPLEMENTATION

Council is committed to achieving a system of stock route management that is both viable and equitable to all the stakeholders within the Maranoa Region local government area. Implementation of the plan's management actions will be led by the Rural Lands Team (RLT).

Council is committed to maintaining the network to improve and sustainably manage its use as a valuable resource and provide for compatible alternative uses, whilst providing a safe and well managed environment for all potential and prospective users. This supports the delivery of the principles of commitment, management, and planning.

MANAGEMENT STRATEGIES	MANAGEMENT ACTIONS	WHO	PERFORMANCE MEASURES
<b>Mapping</b>			
Stock route network map for Maranoa Region visualising facilities and infrastructure, significant areas, management considerations, and network values.	Update and maintain regional mapping of water facilities, facilities and infrastructure; permit history; current permits; water facility agreements; disease, pest and weed risks and events; significant areas; cultural sites; fencing; fencing hazards; contamination or other hazard sites; vegetation thickening; fire history; any other special considerations. Make available other maps such as amenities, natural resources, soils and land types, regional ecosystems, flood risks, fire risk, to inform users and management decisions. Review and update mapping on an annual basis. Collaborate with Department of Resources on state-wide mapping matters.	GIS and Rural Lands Team (RLT)	Stock Route Map
<b>Auditing and condition assessments</b>			
Audit of Stock Route Network and condition assessment to inform management	Develop stock route network audit and condition assessment procedures, including for land condition and pasture condition; facilities and infrastructure; water supply; taking of water volume; network integrity and impediments; hazards; biosecurity risks; fencing; gates and grids; stock access from unfenced areas; roads; vegetation thickening; fire breaks; weeds; access for stock, drovers, weed control, fire breaks and control, and maintenance; safety risk; cultural sites; significant sites and areas. Undertake audits and condition assessments, scheduled based on priority and needs basis. Maintain audit and monitoring records.	RLT	Procedures in place and audits undertaken annually.
<b>Works program and management activities</b>			
Works program and capacity in place to support the achievement of management priorities and strategies.	Pasture and land condition best management practices, agistment and bailing of surplus pasture to manage fuel loads and fire risks and rehabilitate degraded areas on the stock route network.	RLT, Landowners	Sufficient pasture for travelling stock. No areas of overgrazing.
	Maintenance and improvement activities on water facilities and infrastructure. Monitoring mechanisms in place for water supply and volume of take.	RLT, Landowners	Facilities maintained in good working order.
	Controlled burns, fire management strategies and fire breaks.	RLT, Landowners	Reduced wildfires and fire impacts to pastures and values.
	Maintenance of boundary fencing, build new fencing where notice given.	Landowners	Stock movement and access managed.
	Fence, remove or manage hazards, risks and impediments to stock movement, safety and biosecurity.	RLT, Landowners	Stock have unobstructed travel. Risks to stock and people minimised.
	Maintenance of reserves and areas used by the public.	RLT	
Manage stray stock, muster or manage stock on the stock route, and burial sites as required.	RLT	Risks to stock and people minimised.	



MANAGEMENT STRATEGIES	MANAGEMENT ACTIONS	WHO	PERFORMANCE MEASURES
	Control priority weed outbreaks on the stock route network.	RLT	No further spread of weeds.
	Encourage landowner participation in the baiting program.	RLT, Landowners	Landholder participation in baiting program.
	Vegetation clearing and thinning activities as required.	RLT	Stock have unobstructed travel. Values maintained.
	Significant area management as required. Cultural site management as required.	RLT, Landowners	No impact to values.
	Pursue the use of technology to enhance management options.	RLT	Adoption of technology and improved management delivery.
	Rapid response capability and capacity available.	RLT	Capacity to respond as required.
	Maintain records of works and management activities and update the Stock Route Management System.	RLT, Landowners	Records maintained and current.
	Coordinate with adjoining landowners and stakeholders and provide support where possible.	RLT, stakeholders	Stakeholder participation.
<b>Operational planning and reporting</b>			
Plan and resource priority actions and impact.	Annual operational plan and budget for the delivery of priority management strategies, activities and works, reported quarterly and annually.	RLT	Annual operational plan and budget.
	Five year infrastructure plan.	RLT	Infrastructure Plan prepared.
	Prepare a fire management plan in collaboration with stakeholders.	RLT	Fire Management Plan prepared.
	Prepare site based management plans as required.	RLT	Site plans prepared.
	Alignment to delivery of Local Plans other management plans as appropriate.	RLT	
<b>Resources</b>			
Resource priority actions.	Secure and leverage resources for the delivery of management strategies, including capital works, materials and equipment, technology, maintenance, and extension.	RLT	Sufficient resources to undertake annual priority works program.
	Apply to the Department of Resources for capital maintenance and works.	RLT	Sufficient resources to undertake annual priority works program.
	Council policy to set fees annually, post on website. Collect fees and recover costs for fee for services provided.	Corporate Services, RLT	Cost recovery
<b>Compliance</b>			
Meet legislative responsibilities and compliance priorities.	Authorised persons appointed to execute compliance responsibilities delegated by the <i>Stock Route Management Act 2002</i> , and all other relevant legislation.	RLT	Authorised person appointed.
<b>Policies and procedures</b>			
Policies and procedures set consistent and clear standards for compliance and risk management.	Council policies and procedures in place for operations, monitoring, and compliance roles and responsibilities.	Corporate Services, RLT	Compliance.
	Prepare stock route management policy, tenure policy and compliance procedures.	Corporate Services, RLT	Policy and compliance procedures in place.
	Where relevant, meet requirements for the Integrated Maranoa Management System Environment Process; Register of Locally Significant Heritage Places, Flora and Fauna Policy; Cultural Heritage Management; Local Disaster Management Group; Master Risk Schedule.		
	Review relevant policies as required.		

MANAGEMENT STRATEGIES	MANAGEMENT ACTIONS	WHO	PERFORMANCE MEASURES
<b>Administration</b>			
Administration and workflow standards in place.	Processes in place for administration of enquiries, compliance, permits, reporting, complaints.	Corporate Services, RLT	Administration requirements met.
<b>Qualifications and training</b>			
Staff are appropriately qualified and trained.	Human resource management systems in place to assess, provide and review appropriate qualifications and training for staff to conduct all roles and responsibilities, including compliance, safety, condition assessments, and works.	Human Resources, RLT, Dept Resources	Staff are appropriately trained and qualified to complete duties.
<b>Communication</b>			
Community is informed of management objectives, responsibilities, and opportunities to participate.	Prepare and implement a communication plan to facilitate community awareness and participation in the implementation of the Stock Route Management Plan.	RLT, Dept Resources	Communication plan prepared.
	Communicate with community and stakeholders via Council's website, annual reports, newsletters, social media, and email to share resources, information and raise awareness. Communicate via external channels such as radio, publications, events.	Comms and RLT, Dept Resources	Community kept informed.
	Support research, knowledge, awareness, and extension activities in the region.	RLT, Dept Resources	
Community and responsible parties have access to information to meet compliance requirements and management objectives.	Prepare and distribute information sheets on all relevant and priority compliance and management matters to provide guidance on meeting compliance requirements.	RLT, Dept Resources	
<b>Coordination</b>			
Coordinate planning and management activities with stakeholders.	Coordinate with adjoining landowners and stakeholders to manage values, deliver works programs and provide support where possible.	RLT, landowners, stakeholders	Good neighbour relations and delivery of management objectives.
	Engage, coordinate, and collaborate with government, industry and community stakeholders and landowners across all management strategies.	RLT, landowners, stakeholders	Stakeholder collaboration on shared priorities and values.
	Roles and responsibilities of all stakeholders are clear, defined, documented, and communicated.	RLT	Stakeholder responsibilities are understood.
<b>Performance Monitoring and Evaluation</b>			
Review progress and achievement of management objectives.	Regional and site based operational and performance monitoring. Evaluation of impact, effectiveness, appropriateness, efficiency, and value for money of all strategies and activities.	RLT	Annual review undertaken.
	Seek feedback from the community and stakeholders on priorities, issues, challenges, needs, achievements, and opportunities.	RLT	Community feedback on priority matters.
<b>Strategic planning and reporting</b>			
Demonstrate leadership, responsibility and strategic direction regarding stock route management.	Review the Stock Route Management Plan and update every five years.	RLT	Plan updated.

## 7. RESPONSIBILITIES

### 7.1. Legislation

This plan addresses Maranoa Regional Council's assigned obligations and responsibilities within its local government area primarily under the *Stock Route Management Act 2002*. This plan has been prepared within the parameters of all relevant government legislation and policy, including those listed below.

#### Local Laws and Policies

Local Law No. 1 (Administration) 2011  
 Local Law No. 3 (Community and Environmental Management) 2011  
 Subordinate Local Law No. 3 (Community and Environmental Management) 2012  
 Subordinate Local Law No. 1.16 (Gates and Grids) 2011  
 Local Law No.4 (local Government Controlled Areas Facilities and Roads) 2011  
 Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2010  
 Maranoa Planning Scheme  
 Procurement Policy 2020  
 Grazing Council Land Policy P22/20  
 Environmental Management Policy  
 Register of Locally Significant Heritage Places, Flora, and Fauna P23/8

#### Queensland Legislation

Aboriginal Cultural Heritage Act 2003	Nature Conservation Act 1992
Agricultural and Veterinary Chemicals (Queensland) Act 1994	Planning Act 2016
Agricultural Chemicals Distribution Control Act 1966 and Regulation 1998	Public Health Act 2005
Animal Care and Protection Act 2001	Queensland Heritage Act 1992
Biosecurity Act 2014	Soil Conservation Act 1986
Chemical Usage (Agricultural and Veterinary) Control Act 1988	Stock Route Management Act 2002
Environmental Protection Act 1994	Stock Route Management Regulation 2023
Fire and Emergency Services Act 1990	Transport Infrastructure Act 1994
Land Act 1994	Vegetation Management Act 1999
Land Title Act 1994	Water Act 2000
Local Government Act 2009	Weapons Act 1990
Medicines and Poisons (Poisons and Prohibited Substances) Regulation 2021	Workplace Health and Safety Act 2011

### 7.2. Links To Maranoa Regional Council Plans

The Stock Route Management Plan directly aligns to the Maranoa Regional Council Corporate Plan and Local Development Plans and informs the annual Operational Plan priorities and resourcing. The planning and delivery framework sets clear intentions with desired outcomes for the management of the stock route network in the Maranoa Regional Council Local Government Area.

### 7.3. Links To Other Plans

The preparation and delivery of this plan further aligns to other local, regional, state, and national plans, strategies, and policies. The overarching principles, objectives, and management strategies of these plans have been adopted as best practice where relevant to achieve the shared desired outcomes.

### 7.4. Stakeholders

Stakeholders are individuals, businesses, organisations, or agencies that have a stake in, or are affected by the Maranoa Regional Council Stock Route Management Plan and its delivery in some way.

Government

Department of Resources  
 Department of Transport and Main Roads  
 Department of Environment and Science  
 Department of Agriculture and Fisheries  
 Biosecurity Queensland  
 Queensland Rail

Industry and Community

Landowners  
 Drovers  
 Stock route and reserve users  
 Roma Saleyard managers and users  
 Industry organisations  
 Public and private service providers  
 Emergency Services  
 Natural resource management organisations  
 Community interest groups  
 Mandandanji and Gunggari people

### 7.5. Roles and responsibilities

The State Government, Maranoa Regional Council, stock route users and other stakeholders have responsibilities and other roles in the management of the stock route network. These are outlined below.

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. The State Government is responsible for:</p> <ul style="list-style-type: none"> <li>• providing policy and legislative advice</li> <li>• operational guidelines</li> <li>• compliance support</li> <li>• reviewing decisions</li> <li>• managing asset maintenance</li> <li>• training local government stock route officers.</li> </ul>
Maranoa Regional Council	<p>Maranoa Regional Council is responsible for managing the stock route network and to control the movement of travelling stock, which includes:</p> <ul style="list-style-type: none"> <li>• pasture management and network integrity</li> <li>• issuing permits for travelling stock and agistment</li> <li>• managing values and impacts</li> <li>• asset and facilities maintenance and capital works</li> <li>• compliance and responding to complaints</li> </ul>
Neighbouring councils	<p>Collaborate on matters affecting integrity and connectivity of the network and permits across shires.</p>
Adjoining landowners	<p>Landowners adjoining the stock route network have responsibilities including compliance to legislation and permit conditions relating to matters such as fencing, stock access, permitted grazing, pasture management, general biosecurity obligations, take of water, grids and gates, and any other use of the stock route network.</p> <p>Notify Council of any issues relating to the stock route network and cooperate with Council when required to do so.</p>
Drovers and permit holders	<p>Compliance to all permit conditions and legislative requirements.</p>
All users and public	<p>Compliance to legislative requirements, general biosecurity obligation, and maintain the values of the network.</p> <p>Notify Council of any issues relating to the stock route network and cooperate with Council when required to do so.</p>
Industry	<p>Contribute to regional planning processes and priorities, assist in shaping relevant policies, land manager engagement, leadership of best management practice, technical advice.</p>

## 8. RESOURCES

### 8.1. Contacts

Enquiries or report to Maranoa Regional Council on 1300 007 662  
Report notifiable animal disease, weed, pest or matter to Biosecurity Queensland on 13 25 23  
Emergency Animal Disease Watch Hotline on 1800 675 888

<https://www.maranoa.qld.gov.au/>  
<https://www.maranoa.qld.gov.au/stock-routes>

### 8.2. Fact Sheets and Mapping

Stock Route Map

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

Stock Route Management and Permits

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

Land Dealings Affecting the Stock Route Network

[https://www.resources.qld.gov.au/?a=109113:policy\\_registry/land-dealings-affecting-the-stock-route-network.pdf&ver=6.00](https://www.resources.qld.gov.au/?a=109113:policy_registry/land-dealings-affecting-the-stock-route-network.pdf&ver=6.00)

Fences on Stock Routes

[https://www.resources.qld.gov.au/?a=109113:policy\\_registry/fences-on-stock-routes.pdf&ver=1.00](https://www.resources.qld.gov.au/?a=109113:policy_registry/fences-on-stock-routes.pdf&ver=1.00)

### 8.3. Plans

Maranoa Regional Council Corporate Plan

<https://www.maranoa.qld.gov.au/council-plans>

Maranoa Regional Council Local Plans

<https://www.maranoa.qld.gov.au/community-local-plans>

Queensland Stock Route Network Management Strategy 2021–2025

[https://www.resources.qld.gov.au/\\_data/assets/pdf\\_file/0018/1550304/stock-route-management-strategy-2020-25.pdf](https://www.resources.qld.gov.au/_data/assets/pdf_file/0018/1550304/stock-route-management-strategy-2020-25.pdf)

This plan was prepared by Cornerstone Sustainability Pty Ltd, 2024.

