

Stock Route Network Management...

the Queensland approach

**Travelling Stock Networks:
Biodiversity Highway of the Eastern Inland
Australian Museum, William St Sydney
Wednesday 9 April 2008**





Queensland's Stock Route Network

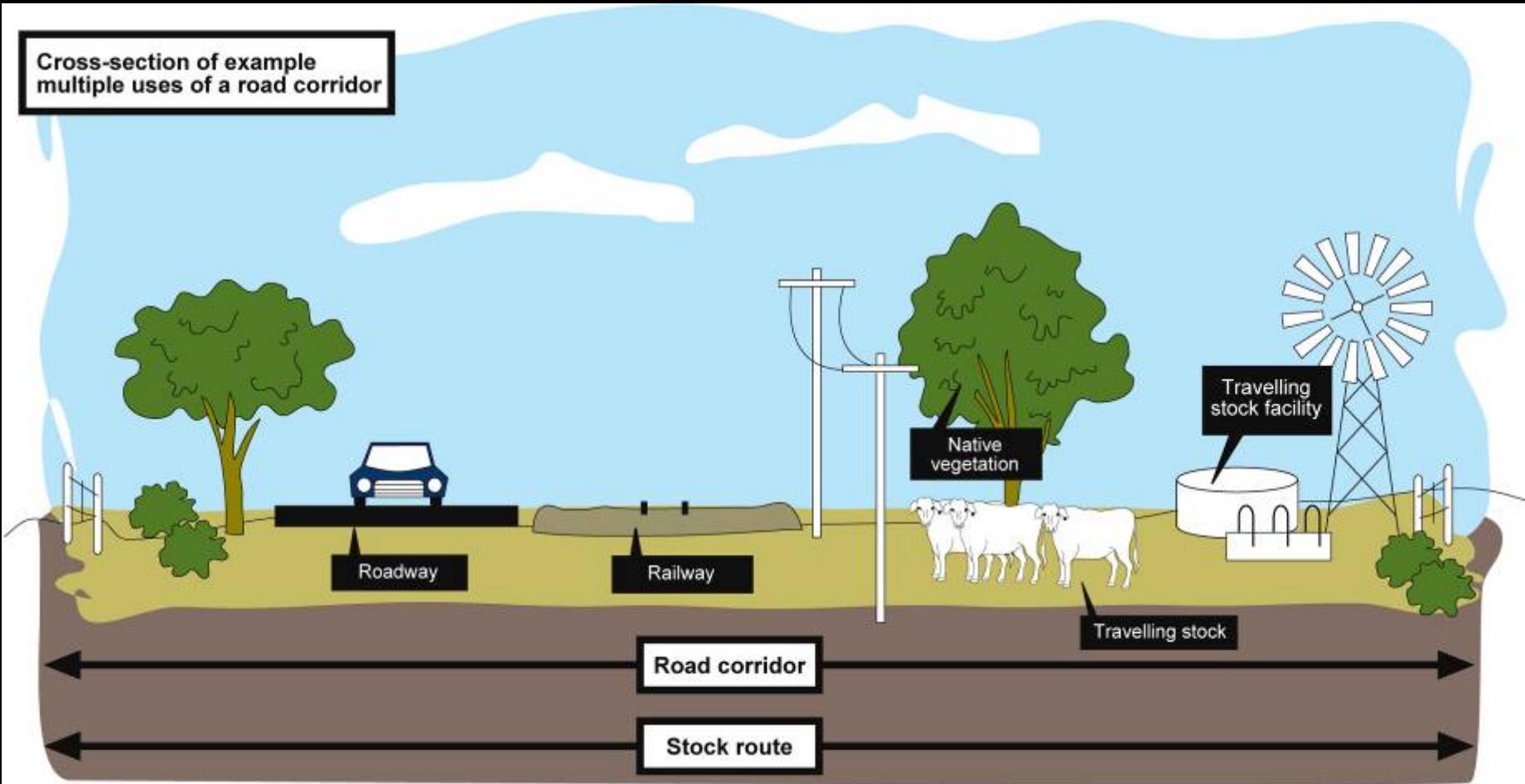
- Primary purpose:
 - To provide an alternative means of transporting stock around the State
- Other values:
 - Conservation, recreation, cultural, utilities etc...



What is a stock route?

- All stock routes are roads
- A stock route is a road that has been declared under the Land Protection Regulation
- When talking about roads we are talking whole road corridor, not only constructed part
- Between 60m and 1600m

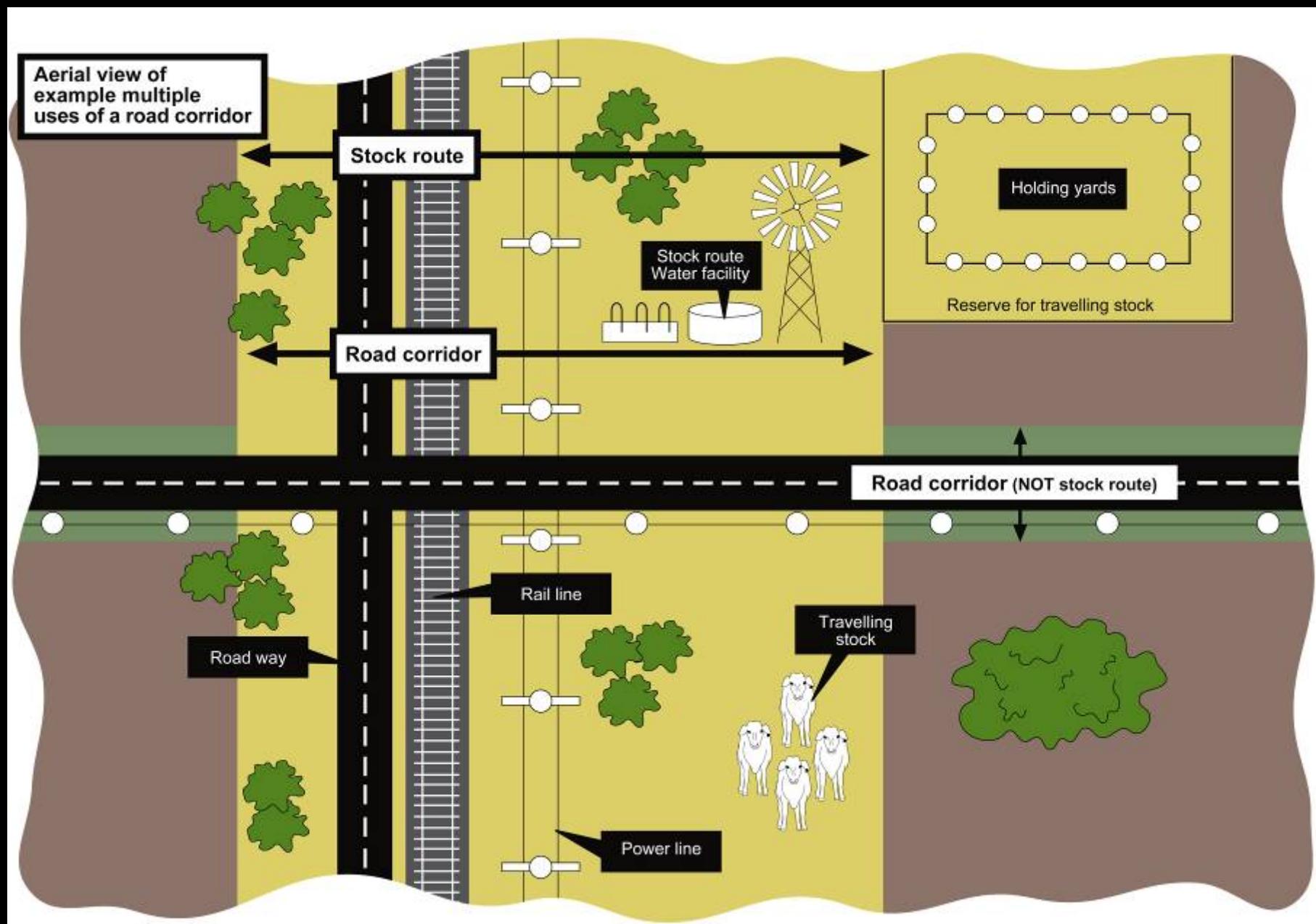
Cross-section of example
multiple uses of a road corridor





What is a stock route?

- Roads are public lands and may contain values other than access provisions
- Roads may only be closed by application under the Land Act
- Closures only permitted following agency and community input, including NRW and local govt on stock route matters





What is the Stock Route Network?

- Network of stock routes and reserves for travelling stock in the State
- Term “relevant land” is used in Land Protection Act
 - Stock route
 - Reserve for travelling stock
 - Road under local govt control



What is the Stock Route Network?

- 72,000 km of stock routes
- 2.6 million ha

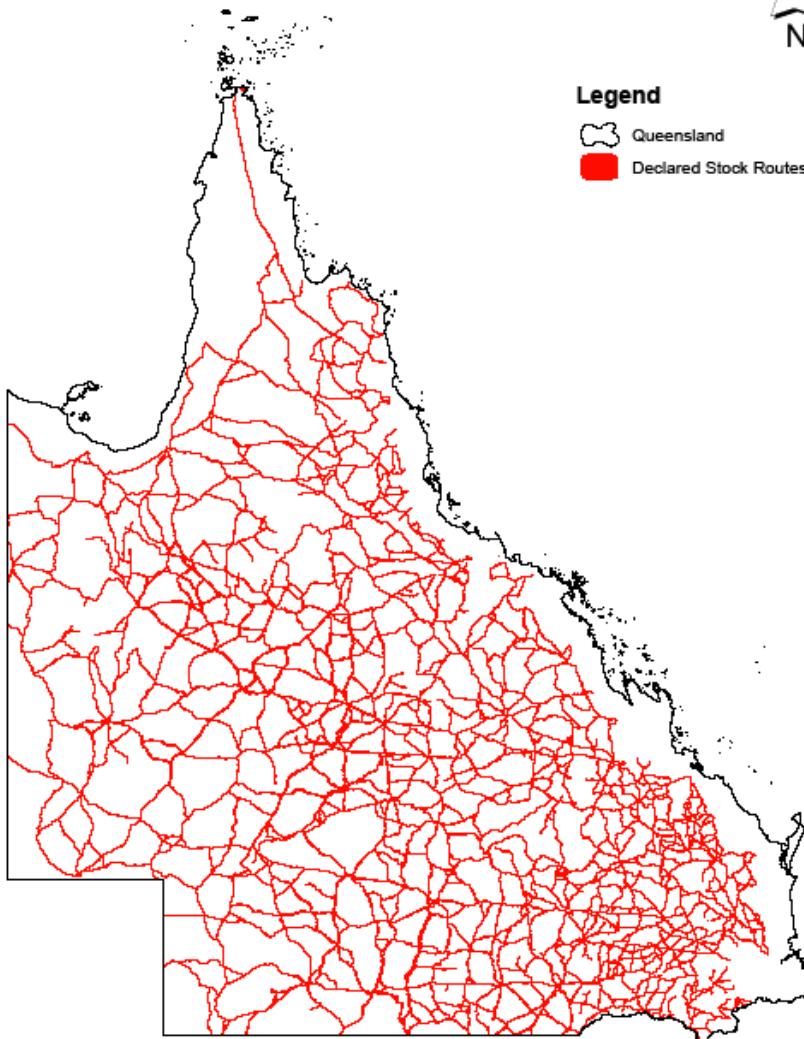
Declared Stock Routes of Queensland

August 2007



Legend

- Queensland
- Declared Stock Routes



Queensland Road Network

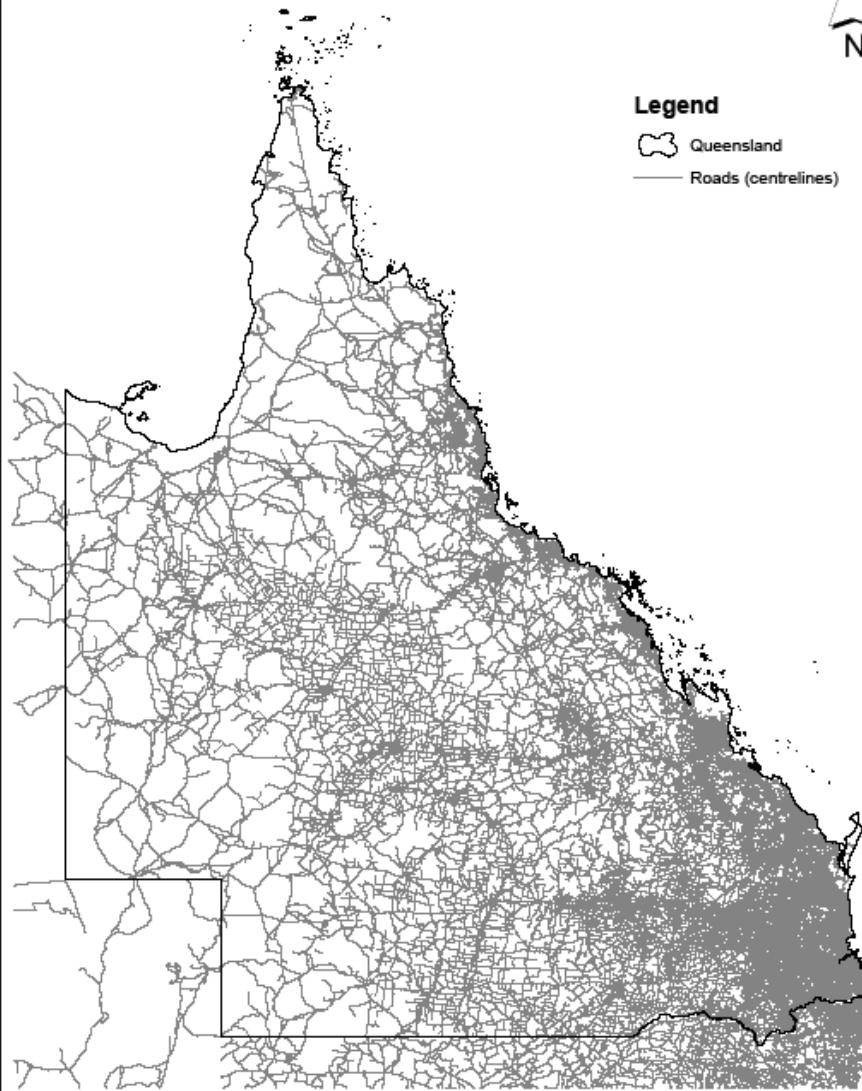
August 2007



Legend

Queensland

Roads (centrelines)





Back to the Review...

- Picking up from where Malcolm left off...
- NRW responded to AECgroup report by forming a broader working group to clarify issues and agree on a way forward for their resolution
- This lead to the drafting of the Land Protection Council's recommendations



Land Protection Council recommendations

- Use of the stock route network is managed so as to support bona fide travelling stock as its primary function;
- Pursuing a vision of an unencumbered stock route network i.e. free of unauthorised long-term static grazing;
- Rationalising the stock route network by identifying a core network of stock routes for travel;



Land Protection Council recommendations

- Forming a Stock Route Assessment Panel (SRAP) to oversee the stock route rationalisation process, and, to provide recommendations on stock route fees and charges and water infrastructure. The SRAP is to comprise representatives from NRW, local government, the cattle and droving industries and the Land Protection Council.
- Local governments continue to manage the stock route network in each local government area, with support from dedicated, regional NRW stock route officers;



Land Protection Council recommendations

- Developing a protocol to allow for all permissions to travel and agist on the stock route network to be issued by local government, including the ability to issue longer term grazing permits on non-essential parts of the network;
- Multiple amendments to current legislation required to support implementation of recommendations



Land Protection Council Review

- In March 2007, Minister approved LPC recommendations for implementation
- The Minister appointed the membership of the Stock Route Assessment Panel
- The Minister approved the development of new stand alone stock route network management legislation
 - Splitting of Land Protection Act
 - Incorporation of LPC/SRAP review outcomes



Stock Route Assessment Panel

- SRAP tasked with working out the complex issues required to deliver the concepts in the LPC recommendations:
 1. Payment for use
 2. Cost neutral management
 3. Generally improving SRN management
- Membership includes: LPC, local govt, pastoral and droving industries and NRW



Stock Route Assessment Panel

- The SRAP has finalised recommendations in a report that is currently with the Minister
- No decisions as yet = not much detail today
- Following is broad overview only...



Stock Route Assessment Panel

- Payment for use
 - Capturing all uses
 - Includes current unauthorised use
 - Contemporary payment
 - Existing use – not looking to exploit SRN to detriment of primary purpose or values
 - Provides opportunity for regulating and conditioning use
 - Use of mgt plans – use of land won't simply be a 'right' for landholders



Stock Route Assessment Panel

- Cost neutrality
 - Reduce local govt mgt costs
 - Apportion mgt costs to users rather than all rate payers
 - Payment for use options (previous)
 - Reduce local govt mgt burden
 - Rationalisation no longer favoured – can achieve same outcomes by retaining all current stock routes



Stock Route Assessment Panel

- Generally improving management
 - Review of current legislative provisions
 - New systems
 - Enhanced resourcing within NRW
 - Enhanced assistance to local govt
 - Enhanced monitoring & compliance activities



Summary

- Current system of management affords protection to SRN, both for travelling stock and biodiversity values
- Looking to consolidate that protection through further reforms
- Qld govt has no plans to fragment or dispose of any of the SRN
- Proposed reforms will be communicated following Minister's consideration of SRAP report



STOCK ROUTES
WATER FACILITY
CORRENA MILL

19° 45'







18 10 2004



18 10 2004





13 10 2006



13 10 2006



13 10 2006



12 10 2006

Aramac Review 200707

DSCF2018

28

Bill Prow



55 S 0262223 7490999

20-07-07 2:09:17 PM



13 10 2005



Craig Magnussen
A/Principal Policy Officer
Stock Route Management
Dept. Natural Resources & Water

craig.magnussen@nrw.qld.gov.au

(07) 3224 2408