

# GOONDIWINDI REGIONAL COUNCIL STOCK ROUTE MANAGEMENT PLAN



## Contents

1.0 Introduction .....	3
1.1 Purpose .....	3
1.2 Scope .....	3
1.3 Principles .....	3
1.4 Objectives .....	4
1.5 Plan development .....	4
1.6 Roles and responsibilities .....	5
2.0 Stock Route Network .....	6
2.1 Overview of Network .....	6
2.3 Inventory of Routes and Facilities .....	7
2.4 Stock Route Funding .....	19
2.5 Stock Route Maintenance Requirements .....	19
3.0 Pressures on the Network .....	20
3.1 Limited resources .....	20
3.2 Encroachment of vegetation .....	20
3.3 Straying stock .....	20
3.4 Toxic and/or pest plants .....	20
3.5 Fencing between the stock route and adjoining land .....	20
3.6 Appropriate mob sizes .....	20
4.0 Water facilities .....	21
4.1 Management and maintenance .....	21
4.2 Water facility agreements .....	21
5.0 Compliance Framework .....	21
6.0 Risk and Safety Management .....	21
7.0 Implementation .....	21
7.1 Implementation plan .....	22
8.0 Legislation .....	23
9.0 Appendices .....	23
Appendix 1 - National Livestock Identification System .....	23

## 1.0 Introduction

The stock route network (the network) is a system of State roads and reserves totalling more than 2.6 million hectares that are designated primarily for the purpose of travelling stock. Infrastructure supporting the needs of travelling stock is constructed on the stock route network and consists of facilities such as holding yards, crossings, signage, fencing, water facilities and yards.

The stock route network is governed by the *Stock Route Management Act 2002* and requires local governments to establish a stock route management plan for the management of stock routes in their respective local government areas.

### 1.1 Purpose

The purpose of the local government stock route management plan (the plan) is to guide rural lands officers to manage the network in accordance with the *Stock Route Management Act 2002* and to clearly identify Council's approach to compliance and enforcement on the stock route network so that its values are maintained.

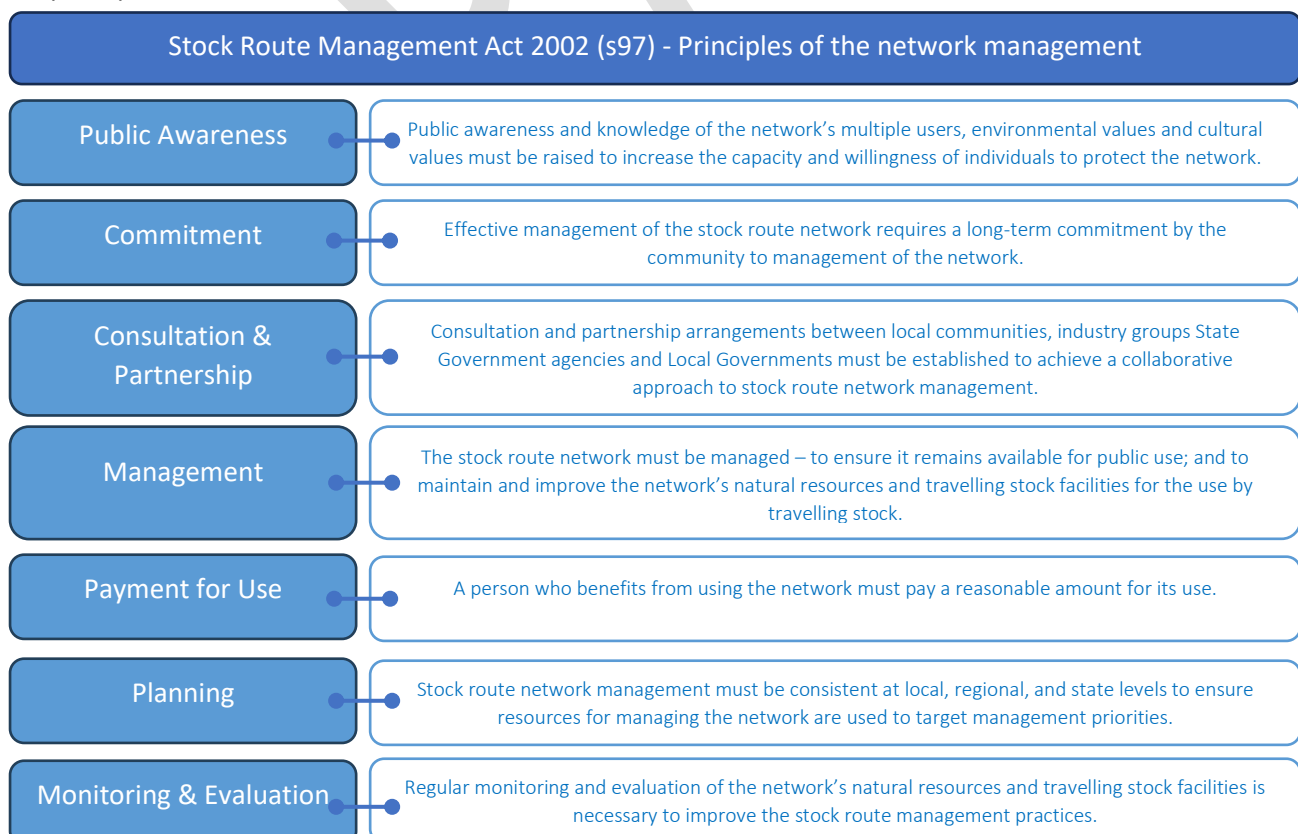
The stock route management plan does not encompass the overall management of the road corridors where the stock routes are located; it is simply the management of impacts from stock and impacts to stock.

### 1.2 Scope

The plan deals with the management of the network within the Goondiwindi Regional Council local government area and identifies how Council will engage with the community and neighbouring councils in the management of the network.

### 1.3 Principles

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 *Stock Route Management Act 2002*. These principles are:



## 1.4 Objectives

The principles provide a foundation for the objectives of the plan, which reflect the context of the network in the Goondiwindi Regional Council local government area. The objectives of the plan are:

- Manage the network integrity of the stock route network so that travelling stock have unobstructed travel on primary routes.
- Manage the pasture on the stock route network in a sustainable way.
- Manage the infrastructure on the stock route so that it is fit-for-purpose for travelling stock on the primary stock routes.
- Manage safety of all users of the stock route network.

## 1.5 Plan development

This plan has been developed in consideration with the *Stock Route Management Act 2002*, *Stock Route Management Regulations 2003* and the *Queensland Stock Route Network Management 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 *Queensland Stock Route Network Strategy* and the principles (see Section 1.3) provided for in the *Stock Route Management Act 2002*.

To assist in the development of the plan, consultation included:



## 1.6 Roles and responsibilities

Broadly, the responsibilities of the relevant key stakeholders are included in the table below:

Stakeholder	Role and Responsibility
State Government	<p>The Department of Resources is the custodian of the land, and the owner of the network and assets. As such, 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>• providing resources for asset replacement, maintenance and timber control</li> <li>• providing support, guidance and strategic direction for the network</li> <li>• management of Permits to Occupy</li> <li>• training local government stock route officers</li> <li>• providing and maintaining the Stock Route Management System (SRMS) for issuing permits</li> <li>• providing and maintaining digital maps of the stock route network</li> </ul>
Local Government	<ul style="list-style-type: none"> <li>• managing the level of grazing occurring on the network to ensure there is sufficient feed for travelling stock</li> <li>• issuing permits for travelling stock and short-term agistment</li> <li>• manage weeds and fire risk along the network</li> <li>• ensuring compliance with permit conditions and responding to complaints of breaches</li> <li>• undertaking capital works to replace assets on the network when funding is allocated by the State Government</li> <li>• day-to-day maintenance of travelling stock facilities</li> </ul>
Road Users	<ul style="list-style-type: none"> <li>• slow down and give way to travelling stock</li> <li>• be mindful of working dogs</li> </ul>
Neighbouring councils	<ul style="list-style-type: none"> <li>• administer permits for section of stock route within their council areas</li> </ul>
Drivers &/or Stock owners	<ul style="list-style-type: none"> <li>• apply for permits to use the network</li> <li>• adhere to conditions of the permit</li> <li>• pay the permit fee as set by the State Government</li> <li>• comply with NLIS requirements (GRC stock Route PIC QJGW8000)</li> <li>• Notify DAF of any biosecurity incidents while on the stock route</li> </ul>
Adjacent landholders	<ul style="list-style-type: none"> <li>• maintain stock proof fences</li> </ul>



## 2.0 Stock Route Network

### 2.1 Overview of Network

In the Goondiwindi Regional Council local government area, there are approximately 1508 KM of stock routes, comprising of:

- Primary: 386 km
- Secondary: 370 km
- Tertiary: 752 km
- And 11,836 hectares of reserves for travelling stock including camping and water reserves, pasture reserves and trucking reserves.

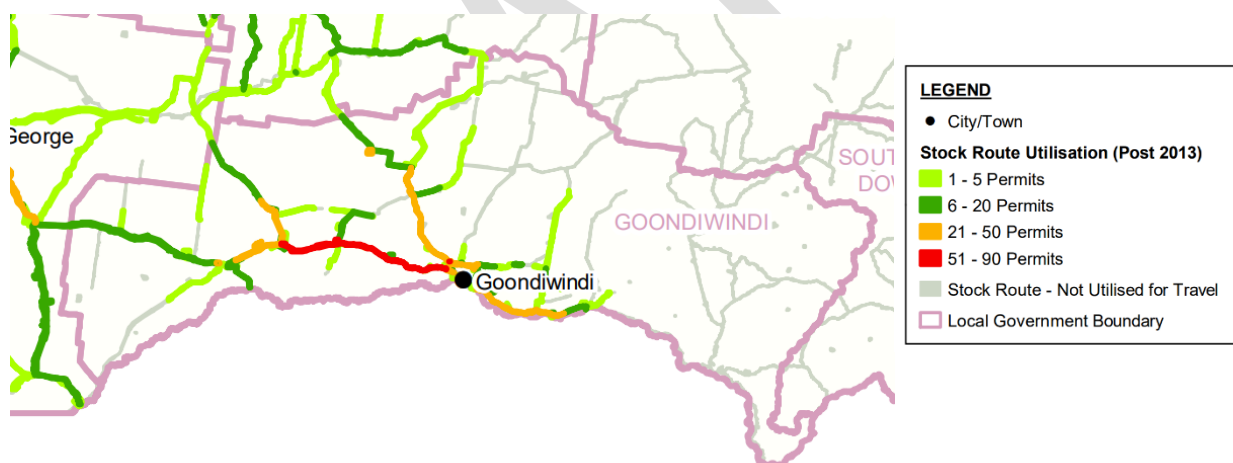
Stock routes are defined in the *Stock Route Management Act 2002* (Qld) as a 'road or route ordinarily used for travelling stock or declared under a regulation as such'.

The stock route network is primarily used by the pastoral industry:

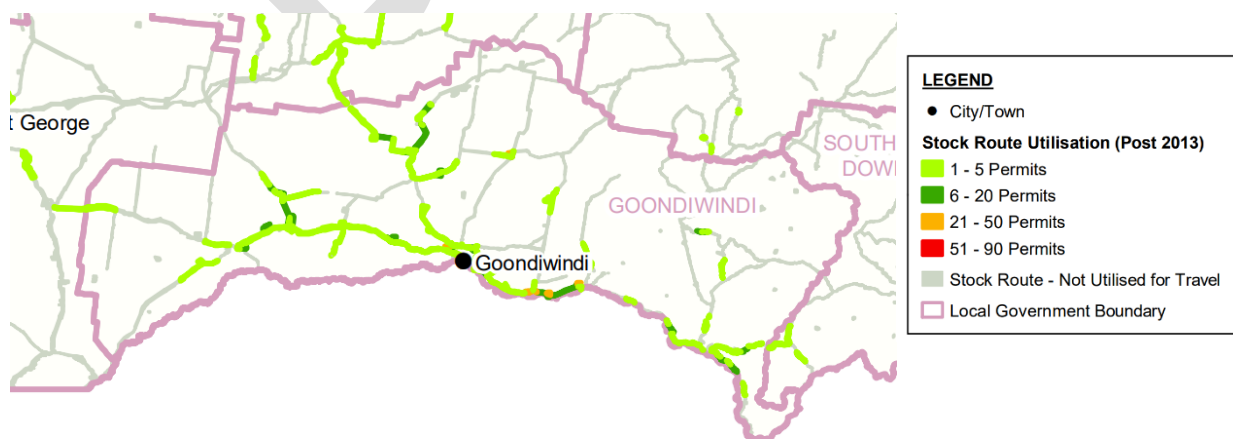
- as an alternative to transporting stock by rail or road.
- for pasture for emergency agistment.
- for short-term grazing.

The use of the stock route network in the Goondiwindi Regional Council local government area has varied seasonally. Below is a summary of the permits issued from 2014 – 2019.

#### Travel permits issued from 2014 – 2019:



#### Grazing permits issued from 2014 – 2019:



## 2.3 Inventory of Routes and Facilities

The stock route network comprises of multiple routes, facilities and reserves to support travelling stock. The below identifies and details the primary & secondary sections of the network within the Goondiwindi Regional Council area.

ROUTE ID & CLASSIFICATION		005 GWND - PRIMARY			LOCATION		KILDONNAN ROAD & TOWN BYPASS		64 KM
ROUTE DETAILS	TRAFFIC VOLUME	MODERATE VOLUME			TIMBER	LOW – MODERATE DENSITY			
	GRASS	MODERATE - HIGH PRODUCTIVITY			TOXIC PLANTS	SMALL AREAS OF MOTHER-OF-MILLIONS			
	CORRIDOR WIDTH	40M - 100M				DROVING TEAM SIZE			
	OTHER								
WATER FACILITIES – STATE OWNED					APPROXIMATELY EVERY 10KMS				
KILDONNAN ROAD SECTION									
FACILITY ID	FACILITY NAME	WATER SOURCE	PUMPS	TANKS	TROUGHS	YARDS	OTHER COMMENTS		
W2563	GUNDIP	1 x River pump		2 x Tanks	3 x Troughs	3 x Holding Yards	Small Tank renewed 2019		
N0314	RAINBOW	1 x River access				1 x Holding Yard			
W2633	BENGALLA	1 x Dam 1 x River access				1 x Holding Yard			
N0315	YELLOWBANK	1 x River access				1 x Holding Yard			
	LEES ROAD RESERVE	1 x River access				1 x Holding Yard			
W2590	KEETAH	1 x Bore	40ft Windmill	1 x Tank	2 x Troughs	1 x Holding Yard	Tank replaced 2019		
N0317	BRIGALOW	1 x Creek access				1 x Holding Yard			
F63205	BRIGALOW CROSSING - Cunningham Highway				The Bypass around the northern side of Goondiwindi township requires Council staff to be present to enable safe crossing of the cattle across highways with traffic signs and lights activated to warn road users.				
F60090	LUCKSALL CROSSING - Leichhardt Highway								
RESERVES – STATE OWNED									
RESERVE NAME & AREA (HECTARES)		KNOWN TOXIC PLANTS			PRODUCTIVITY	FLOOD RISK	OTHER COMMENTS		
KEETAH RESERVE	6				Medium	Floods - Deep	Trustee Permit		
GIBINBELL RESERVE	155	Mother-of-Millions			Low	Floods - Shallow			
BENGALLA RESERVE (SOUTH)	93				Medium	Floods - Deep			
YELLOWBANK RESERVE	15	Mother-of-Millions			Medium	Floods - Deep			
RAINBOW RESERVE	111				Medium	Floods - Shallow	Unfenced		
GUNDIP RESERVE	19				Medium	Floods - Deep	Fenced into 3 paddocks		
BRIGALOW RESERVE	67	Mother-of-Millions			Medium	Floods - Shallow			

ROUTE ID & CLASSIFICATION		005 GWND - PRIMARY			LOCATION	BARWON HIGHWAY		140 KM
ROUTE DETAILS	TRAFFIC VOLUME	MODERATE – HIGH VOLUME			TIMBER	MODERATE- VERY HIGH DENSITY. WEST OF TALWOOD 90% TIMBER		
	GRASS	MODERATE - HIGH PRODUCTIVITY			TOXIC PLANTS	AREAS OF MOTHER-OF-MILLIONS TALWOOD AND WEST		
	CORRIDOR WIDTH	40M - 800M (GENERALLY 100M)				FLAT BILLY BUTTON TALWOOD TO BERYL RESERVE		
	OTHER				PIMELEA WEST OF TALWOOD, FUCHSIA EAST OF TALWOOD			
WATER FACILITIES – STATE OWNED				APPROXIMATELY EVERY 10KMS				
FACILITY ID	FACILITY NAME	WATER SOURCE	PUMPS	TANKS	TROUGHS	YARDS	OTHER COMMENTS	
W2551	POUND PADDOCK	1 x Town water			1 x Trough			
W0445	DEATHS	2 x Dams (40m x 60m) (20m x 85m)	40ft Windmill	2 x Tanks	2 x Troughs		Both Desilted 2019	
W2625	CALLANDOON	1 x Dam (90m x 20m)	40ft Windmill	1 x Tank	1 x Trough	1 x Holding Yard	Desilted 2019	
W2162	BERYL EAST	1 x Dam	40ft Windmill	2 x Tanks	1 x Trough			
W2676	BERYL WEST	1 x Dam (5000m3)					Desilted 2019	
W2600	BERBEAH (WINTON)	1 x Dam (100m x 20m)	55ft Windmill	1 x Tank	1 x Trough	1 x Holding Yard	Desilted 2019	
W2675	TOOBEAH WEST	1 x Dam (100m x 20m)				1 x Holding Yard	Desilted 2019	
W2594	PUMP SQUARE (OLD PUMP STATION)	2 x Dams				1 x Holding Yard		
W2608	YARRAWANNA (WELLTOWN)	2 x Dams				1 x Holding Yard	Desilted 2019 Yard renewed 2018	
W2901	BUNGUNYA BIG END	1 x Dam 1 x River access						
W0569	BUNGUNYA LITTLE END	1 x Dam				1 x Holding Yard	Desilted 2019	
W2841	LALAGULI	1 x Dam 1 x River access					Desilted 2019	
W2646	TALWOOD	1 x Dam 1 x Town water			1 x Trough			
N0316	TALWOOD LITTLE END	1 x Dam (40m x 20m)					Desilted 2019	



	TALWOOD BIG END	1 x River access					
W2737	ROCK HOLE	1 x Dam				1 x Holding Yard	
W1738	GRADNA	1 x Dam	55ft Windmill	1 x Tank	1 x Trough	1 x Holding Yard	
W2195	QUART POT	1 x Dam				1 x Holding Yard	
W2196	BELAH HOLE	2 x Dams (16m x 42m)				1 x Holding Yard	Nth Desilted 2019 Yard renewed 2010
W1484	GOVTANK	1 x Dam	40ft Windmill	2 x Tanks	1 x Trough	1 x Holding Yard	
W2761	WEENGALLON	1 x Dam					
W0782	WEENGALLON WEST (LOOPHOLE)	1 x Dam				1 x Holding Yard	Desilted 2018 Yard renewed 2018
<b>RESERVES – STATE OWNED</b>							
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	
DEATHS RESERVE	250		Mother-of-Millions (small area)	Medium	Little end Floods Big end has some high ground		
BERYL RESERVE - EAST	260			Medium	Floods		
BERYL RESERVE - WEST	153			Medium	some high ground		
TOOBEAH RESERVE	215	State Government removed from the stock route network in August 2024					
BUNGUNYA RESERVE – BIG END	397			Medium	Floods		
BUNGUNYA RESERVE – LITTLE END	100			Medium	Floods		
BUNGUNYA RESERVE – SOUTH OF HIGHWAY	223			Low	Floods	Dense timber	
LALGULI RESERVE	425		Fuchsia	Medium	Floods	Fenced into 2 paddocks	
TALWOOD RESERVE – LITTLE END	100		Fuchsia	Medium	some high ground		
TALWOOD RESERVE – BIG END	477		Mother-of-Millions (small area) & Fuchsia	Medium	Floods		
GRADNA RESERVE	487			Medium	Has high ground	Trustee Permit	

<b>ROUTE ID &amp; CLASSIFICATION</b>		007 GWND - PRIMARY			<b>LOCATION</b>	MEANDARRA ROAD (BARWON HWY – ALTON ROAD) & BUNGUNYA/ALTON ROAD		48 KM
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	LOW VOLUME			<b>TIMBER</b>	VERY HIGH DENSITY - ROUTE 90% TIMBER		
	<b>GRASS</b>	MODERATE PRODUCTIVITY			<b>TOXIC PLANTS</b>	MOTHER-OF-MILLIONS LARGE INFESTATION FROM BOOGERA TO THREE VALLEYS. SPARATIC THERE AFTER		
	<b>CORRIDOR WIDTH</b>	GENERALLY, 150M				FUCHSIA ON SOUTHERN SECTION		
	<b>OTHER</b>					PIMELEA ON NORTHERN SECTION		
					<b>DROVING TEAM SIZE</b>	RECOMMEND 4-5 IN TEAM DUE TO TIMBER		
<b>WATER FACILITIES – STATE OWNED</b>				<b>APPROXIMATELY EVERY 10KMS</b>				
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>	
W1533	BOOGERA	1 x Bore scheme 2 Dams (80mx12m) (50mx50m)		2 x Tanks 10,000L	1 x Trough	1 x Holding Yard	Scrapper hole south of reserve desilted 2019	
W2583	ARANYI (TORI)	1 x Dam				1 x Holding Yard		
W2161	THREE VALLEYS (AURIFER)	1 x Dam				1 x Holding Yard		
W1661	MEDILLS	1 x Dam	50ft Windmill	1 x Tank	1 x Trough	1 x Holding Yard	Tank renewed 2018	
<b>RESERVES – STATE OWNED</b>								
<b>RESERVE NAME &amp; AREA (HECTARES)</b>		<b>KNOWN TOXIC PLANTS</b>		<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>		
BOOGERA RESERVE	163	Mother-of-Millions		Medium		Regrowth issue, Fenced into 2 paddocks		

ROUTE ID & CLASSIFICATION		008 GWND - PRIMARY			LOCATION		GOODAR ROAD, KONDAR ROAD (GOODAR- LIENASSIE ROAD), LIENASSIE ROAD		83 KM
ROUTE DETAILS	TRAFFIC VOLUME	LOW VOLUME			TIMBER	VERY HIGH DENSITY - ROUTE 90% TIMBER NORTHERN SECTION			
	GRASS	MODERATE PRODUCTIVITY			TOXIC PLANTS	MOTHER-OF-MILLIONS LARGE INFESTATION ALONG LIENASSIE ROAD			
	CORRIDOR WIDTH	GENERALLY, 150M				FUCHSIA			
	OTHER				DROVING TEAM SIZE	RECOMMEND 4-5 IN TEAM DUE TO TIMBER			
WATER FACILITIES – STATE OWNED				APPROXIMATELY EVERY 10KMS – 20KMS					
FACILITY ID	FACILITY NAME	WATER SOURCE	PUMPS	TANKS	TROUGHS	YARDS	OTHER COMMENTS		
N0311	BROOMFIELD	1 x Creek access				1 x Holding Yard			
W1847	MINIMA SWAMP (GOONDARRA)	2 x Dams							
N0313	GOODAR	1 x Dam					Desilted 2019		
W1522	TARRAWINNABAR (GOODNABAR)	1 x River access							
W2645	LUNDAVRA	1 x Dam				1 x Holding Yard	Desilted 2019		
W2902	NOORAMUNGA	1 x Dam							
W2217	LIENASSIE	1 x Dam (30m x 30m)	40ft Windmill	1 x Tank	1 x Trough	1 x Holding Yard			
RESERVES – STATE OWNED									
RESERVE NAME & AREA (HECTARES)			KNOWN TOXIC PLANTS	PRODUCTIVITY	FLOOD RISK	OTHER COMMENTS			
UNDABRI RESERVE	10					Trustee Permit			
BROOMFIELD RESERVE	60			Medium	Floods				
MINIMA SWAMP RESERVE	328		Native Fuchsia	Low	Floods				
TARRAWINNABAR RESERVE	269			Low		Heavy timber			
LUNDAVRA RESERVE	242		Mother-of-millions	Medium	Floods	20 ha unfenced, Trustee Permit over rest			

<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>009 GWND - PRIMARY</b>			<b>LOCATION</b>	<b>BOONANGA ROAD</b>	<b>17KM</b>
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	MODERATE VOLUME			<b>TIMBER</b>	LOW DENSITY	
	<b>GRASS</b>	MODERATE PRODUCTIVITY			<b>TOXIC PLANTS</b>	FLAT BILLY BUTTON	
	<b>CORRIDOR WIDTH</b>	GENERALLY, 100M				FUCHSIA	
	<b>OTHER</b>				<b>DROVING TEAM SIZE</b>		
<b>WATER FACILITIES – STATE OWNED</b>				<b>APPROXIMATELY EVERY 20KMS</b>			
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
F11997	BOONANGA CROSSING	1 x River access				1 x Holding yard	
<b>RESERVES – STATE OWNED</b>							
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	
BOONANGA RESERVE	46				Floods - Deep		

<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>081 GWND - SECONDARY</b>			<b>LOCATION</b>	<b>SOUTH KURRUMBAL ROAD &amp; WONDALI/KURRUMBAL ROAD</b>	<b>16KM</b>
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	LOW VOLUME			<b>TIMBER</b>	HIGH DENSITY – ROUTE 90% TIMBER	
	<b>GRASS</b>	LOW PRODUCTIVITY (DUE TO TIMBER)			<b>TOXIC PLANTS</b>	MOTHER-OF-MILLIONS	
	<b>CORRIDOR WIDTH</b>	GENERALLY, 40-60M					
	<b>OTHER</b>	TRAIN CROSSING			<b>DROVING TEAM SIZE</b>		
<b>WATER FACILITIES – STATE OWNED</b>				<b>NO FACILITIES</b>			
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
<b>RESERVES – STATE OWNED</b>							
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	
KURRUMBAL RESERVE	98					State added to stock route in 2023 – has been cropped under a permit to occupy for decades	

<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>083 GWND - SECONDARY</b>		<b>LOCATION</b>	<b>MOOROOBIE LANE &amp; BOGGABILLA LANE</b>		<b>20KM</b>
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	MODERATE VOLUME		<b>TIMBER</b>	MODERATE – HIGH DENSITY. BOGGA LANE 90% TIMBER		
	<b>GRASS</b>	MODERATE PRODUCTIVITY (MOOROOBIE)		<b>TOXIC PLANTS</b>	MOTHER-OF-MILLIONS		
	<b>CORRIDOR WIDTH</b>	GENERALLY, 40-100M					
	<b>OTHER</b>	TRAIN CROSSING		<b>DROVING TEAM SIZE</b>			
<b>WATER FACILITIES – STATE OWNED</b>				<b>NO FACILITIES</b>			
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
<b>RESERVES – STATE OWNED</b>				<b>NO RESERVES</b>			
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	

<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>084 GWND – SECONDARY</b> <b>802 GWND – SECONDARY</b>		<b>LOCATION</b>	<b>MINNEL ROAD (TOOBEAH TO GOORAY ROAD)</b> <b>GOORAY ROAD ONTO BURUMBDAH ROAD</b>		<b>37KM</b>
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	LOW VOLUME		<b>TIMBER</b>	LOW DENSITY ON MINNEL RD, HIGH DENSITY THROUGH FORESTRY		
	<b>GRASS</b>	VERY LOW - MODERATE PRODUCTIVITY		<b>TOXIC PLANTS</b>	POTENTIALLY MOTHER-OF-MILLIONS – ROUTE NOT ACCESSIBLE DUE TO TIMBER		
	<b>CORRIDOR WIDTH</b>	GENERALLY, 100-200M			FUCHSIA		
	<b>OTHER</b>	FORESTRY SECTION UNFENCED		<b>DROVING TEAM SIZE</b>			
<b>WATER FACILITIES – STATE OWNED</b>				<b>NO FACILITIES</b>			
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
<b>RESERVES – STATE OWNED</b>				<b>NO RESERVES</b>			
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	
WAR WAR RESERVE	211		Mother-of-millions		Floods - deep	122ha unfenced, 89ha Trustee Permit	

<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>086 GWND – SECONDARY</b>			<b>LOCATION</b>	<b>WYAGA ROAD &amp; CUNNINGHAM HWY (SLOSS ROAD – WYAGA ROAD)</b>	<b>65KM</b>
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	MODERATE – VERY HIGH VOLUME			<b>TIMBER</b>	VERY HIGH DENSITY – ROUTE 90% TIMBER	
	<b>GRASS</b>	LOW PRODUCTIVITY			<b>TOXIC PLANTS</b>	AREAS OF MOTHER-OF-MILLIONS	
	<b>CORRIDOR WIDTH</b>	GENERALLY, 100-200M					
	<b>OTHER</b>	FORESTRY SECTION UNFENCED			<b>DROVING TEAM SIZE</b>		
<b>WATER FACILITIES – STATE OWNED</b>				<b>APPROXIMATELY EVERY 20KMS</b>			
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
W2231	WONDALLI	1 x Bore		1 x Tank	1 x Trough		
	GOONDBILLA	1 x Creek					Waterhole not permanent
W0344	RAINMORE (BENDIDEE)	2 x Dam					Dam outside reserve desilted 2019
<b>RESERVES – STATE OWNED</b>							
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	
RAINMORE RESERVE						Choked with timber	
GOONDBILLA RESERVE							

<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>806 GWND – SECONDARY</b>			<b>LOCATION</b>	<b>YAGABURNE LINK ROAD &amp; GORE HIGHWAY (WYAGA ROAD – YAGABURNE LINK ROAD)</b>	<b>19KM</b>
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	VERY HIGH VOLUME ON HIGHWAY			<b>TIMBER</b>	VERY HIGH DENSITY – ROUTE 90% TIMBER	
	<b>GRASS</b>	VERY LOW (LINK) - MODERATE PRODUCTIVITY			<b>TOXIC PLANTS</b>	MOTHER-OF-MILLIONS AT YARRILL CREEK	
	<b>CORRIDOR WIDTH</b>	GENERALLY, 50-100M					
	<b>OTHER</b>	LINK RD UNFENCED WITH CROPS EITHER SIDE			<b>DROVING TEAM SIZE</b>		
<b>WATER FACILITIES – STATE OWNED</b>				<b>NO FACILITIES</b>			
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
		1 x Creek (Yarrill)					
<b>RESERVES – STATE OWNED</b>							
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	
YARRILL CREEK RESERVE					Floods	Permit to Occupy	

<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>807 GWND – SECONDARY</b>			<b>LOCATION</b>	<b>MT CARMEL ROAD &amp; YAGABURNE /BOONDADILLA ROAD (TO DOG FENCE)</b>	<b>39KM</b>
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	LOW VOLUME			<b>TIMBER</b>	VERY HIGH DENSITY – ROUTE 90% TIMBER	
	<b>GRASS</b>	MODERATE PRODUCTIVITY			<b>TOXIC PLANTS</b>	MOTHER-OF-MILLIONS	
	<b>CORRIDOR WIDTH</b>	GENERALLY, 150M				<b>DROVING TEAM SIZE</b>	RECOMMEND 4-5 IN TEAM DUE TO TIMBER
	<b>OTHER</b>						
<b>WATER FACILITIES – STATE OWNED</b>							
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
W2584	MCKEHNIES	1 x Bore		1 x Tank	2 x Troughs	1 x Holding Yards	
<b>RESERVES – STATE OWNED</b>							
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	
MCKEHNIES RESERVE			Mother-of-millions		HIGH GROUND	Regrowth issue	

<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>808 GWND – SECONDARY</b>			<b>LOCATION</b>	<b>TALWOOD MUNGINDI RD</b>	<b>17KM</b>
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	VERY HIGH VOLUME ON HIGHWAY			<b>TIMBER</b>	MODERATE - HIGH DENSITY	
	<b>GRASS</b>	MODERATE PRODUCTIVITY			<b>TOXIC PLANTS</b>	MOTHER-OF-MILLIONS	
	<b>CORRIDOR WIDTH</b>	GENERALLY, 200 - 800M				FUCHSIA – TALWOOD END	
	<b>OTHER</b>	SEVERAL PERMITS TO OCCUPY OVER ROUTE MAKING IT NARROWER			<b>DROVING TEAM SIZE</b>		
<b>WATER FACILITIES – STATE OWNED</b>				<b>NO FACILITIES</b>			
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
		1 x River					
<b>RESERVES – STATE OWNED</b>							
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	
WOLONGA RESERVE		216				Gravel pit	
MERRIOTT RESERVE		28				No fences – water at river	
NEWINGA RESERVE		318					

<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>891 GWND – SECONDARY</b>			<b>LOCATION</b>	<b>RUGBY RD &amp; LEICHHARDT HWY (KONDAR RD – TALINGA RD)</b>	<b>66KM</b>
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	VERY HIGH VOLUME ON HIGHWAY			<b>TIMBER</b>	HIGH DENSITY	
	<b>GRASS</b>	LOW PRODUCTIVITY			<b>TOXIC PLANTS</b>	MOTHER-OF-MILLIONS NEAR BILLA BILLA	
	<b>CORRIDOR WIDTH</b>	GENERALLY, 200M				FUCHSIA	
	<b>OTHER</b>				<b>DROVING TEAM SIZE</b>	RECOMMEND 4-5 IN TEAM DUE TO TIMBER	
<b>WATER FACILITIES – STATE OWNED</b>				<b>NO FACILITIES</b>			
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
W2591	R43 (NOMBY)	1 x Dam					
<b>RESERVES – STATE OWNED</b>							
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	
RAYMONDS RESERVE R43	200				Floods	Trustee Permit	
MONTE CRISTO RESERVE	26				Floods	Choked with timber	

<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>892 GWND – SECONDARY</b>			<b>LOCATION</b>	<b>RETREAT ROAD</b>	<b>57KM</b>
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	LOW VOLUME			<b>TIMBER</b>	HIGH DENSITY - ROUTE 90% TIMBER	
	<b>GRASS</b>	LOW PRODUCTIVITY			<b>TOXIC PLANTS</b>	MOTHER-OF-MILLIONS	
	<b>CORRIDOR WIDTH</b>	GENERALLY, 200-400M					
	<b>OTHER</b>	STATE GOVERNMENT UPGRADED FROM UNUSED ROUTE TO SECONDARY IN 2023			<b>DROVING TEAM SIZE</b>	RECOMMEND 4-5 IN TEAM DUE TO TIMBER	
<b>WATER FACILITIES – STATE OWNED</b>							
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
W0780	MINNABELLA	1 x Dam (50m x 50m)					
W1520	CURRAJONG	1 x Dam (50m x 50m)				1 x Holding Yard	
<b>RESERVES – STATE OWNED</b>							
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	
MINNABELLA RESERVE	181					Trustee Lease	
IMINBAH RESERVE	1180	Access to river				No fences, heavily timbered	



<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>894 &amp; 893 GWND – PRIMARY</b>	<b>LOCATION</b>		<b>CUNNINGHAM HWY (CEMETERY RD-SLOSS RD)</b>	<b>8KM</b>	
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	VERY HIGH VOLUME	<b>TIMBER</b>		HIGH DENSITY - ROUTE 90% TIMBER		
	<b>GRASS</b>	LOW PRODUCTIVITY	<b>TOXIC PLANTS</b>		UNKNOWN		
	<b>CORRIDOR WIDTH</b>	GENERALLY, 20-30M	<b>DROVING TEAM SIZE</b>				
	<b>OTHER</b>	STATE ADDED THIS SECTION TO THE NETWORK IN 2023 – TRAFFIC VOLUME AND WIDTH MAKE IT UNSUITABLE FOR TRAVELLING STOCK. DUPLICATES THE ACTUAL PRIMARY ROUTE.					
<b>WATER FACILITIES – STATE OWNED</b>			<b>NO FACILITIES</b>				
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
<b>RESERVES – STATE OWNED</b>			<b>NO RESERVES</b>				
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	

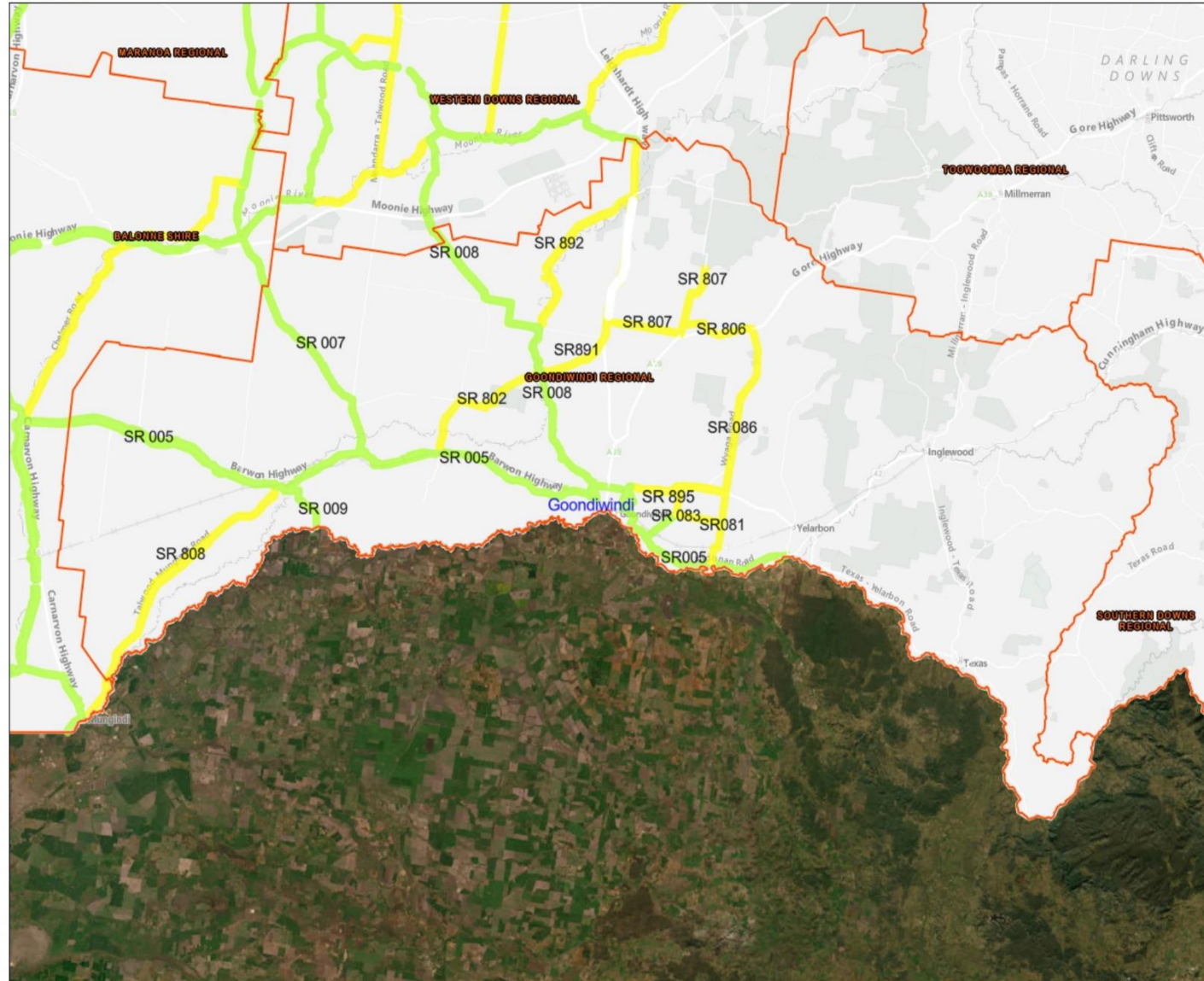
<b>ROUTE ID &amp; CLASSIFICATION</b>		<b>895 GWND – SECONDARY</b>	<b>LOCATION</b>		<b>BENSONS LANE</b>	<b>7KM</b>	
<b>ROUTE DETAILS</b>	<b>TRAFFIC VOLUME</b>	LOW VOLUME	<b>TIMBER</b>		HIGH DENSITY - ROUTE 90% TIMBER		
	<b>GRASS</b>	LOW PRODUCTIVITY	<b>TOXIC PLANTS</b>		MOTHER-OF-MILLIONS		
	<b>CORRIDOR WIDTH</b>	GENERALLY, 15M – MOSTLY FORMED ROAD	<b>DROVING TEAM SIZE</b>				
	<b>OTHER</b>	STATE ADDED AS A ROUTE IN 2023					
<b>WATER FACILITIES – STATE OWNED</b>			<b>NO FACILITIES</b>				
<b>FACILITY ID</b>	<b>FACILITY NAME</b>	<b>WATER SOURCE</b>	<b>PUMPS</b>	<b>TANKS</b>	<b>TROUGHS</b>	<b>YARDS</b>	<b>OTHER COMMENTS</b>
<b>RESERVES – STATE OWNED</b>			<b>NO RESERVES</b>				
<b>RESERVE NAME &amp; AREA (HECTARES)</b>			<b>KNOWN TOXIC PLANTS</b>	<b>PRODUCTIVITY</b>	<b>FLOOD RISK</b>	<b>OTHER COMMENTS</b>	

# Stock route map

Primary and Secondary routes with Route ID numbers

27°28'42"S 148°48'9"E

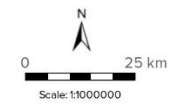
27°28'42"S 151°48'7"E



29°31'15"S 148°48'9"E

29°31'15"S 151°48'7"E

A product of  
Queensland Globe



Printed at: A3  
Print date: 6/9/2024

Not suitable for accurate measurement.  
Projection: Web Mercator EPSG 102100 (3857)

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## 2.4 Stock Route Funding

Each year, the Department of Resources allocates a limited amount of funding for capital maintenance activities on the network. This funding is awarded through a competitive process, where local governments submit bids for maintenance projects.

The table below outlines the revenue generated from stock route usage within the Goondiwindi Regional Council area over the past five years. During this period, the Goondiwindi Regional Council retained \$81,837.66 in fees, averaging \$16,367.53 per year, while the remainder was returned to the State Government.

Financial Year	Travel Permits (exc gst)	Grazing Permits (exc gst)	Total
2019/2020	\$190.66	\$14,788.25	<b>\$14,978.91</b>
2020/2021	\$40.00	\$23,185.93	<b>\$23,225.93</b>
2021/2022	\$20.00	\$18,830.85	<b>\$18,850.85</b>
2022/2023	\$786.39	\$44,854.64	<b>\$45,641.03</b>
2023/2024	\$2,869.41	\$27,619.89	<b>\$30,489.30</b>

*Note: 2019/2020 through to 2022/2023 saw 50% of the revenue shown below returned to the State Government. Due to a change in State policy 2023/2024 onwards has 100% of the revenue retained by Council to assist with the cost of managing the network.*

## 2.5 Stock Route Maintenance Requirements

Over the past five years, the Council has invested \$613,533 in maintaining and managing the State's stock route network. This averages to \$122,700 annually, highlighting a significant gap between the retained user fees of \$16,367 per year and the actual operating costs.

The table below shows the range of maintenance activities involved in ensuring the stock route network is fit for purpose.

Activity	
Water troughs (19)	Replace failed rubbers
	Replace broken floats
	Replace broken troughs
	Clean troughs
	Replace rock around troughs
Water pipes	Repair leaking pipes
	Replace old pipes
Dams (41)	Desilt dams
Windmills (9)	Service windmills annually
	Repair windmills (buckets, heads etc)
Water tanks (18)	Replace storage tanks
	Clean storage tanks
Route signage	Replace stolen or damaged signage
Fencing	Repair damaged holding yards
	Replace holding yards
	Replace and/or repair damaged reserve fencing
Natural resources	Control regrowth timber
	Install and maintain fire breaks

## 3.0 Pressures on the Network

Affecting the operation of the network, several pressures exist that must be managed. These include pressures on the values of the network as well as pressures on the network itself.

### 3.1 Limited resources

The cost of network maintenance and operational management of the stock route network is far above the revenue received from the use of the stock routes.

Council will pursue a policy of rationalising the network to enable limited resources to be directed to the routes identified as having substantial demand upon them by travelling stock. Council will apply to the State to have those routes not deemed to be necessary for the integrity of the network removed from the stock route network.

### 3.2 Encroachment of vegetation

The encroachment of vegetation impacts the likelihood of sufficient pasture along the network, as well as creating obstructions to travelling stock. Council has identified the historic encroachment of vegetation along all stock routes. Council will continue to seek funding from the State Government as owner of the network, to deal with this issue.

### 3.3 Straying stock

Stock continually straying onto the stock route network could impact the management of pasture for travelling stock and be a hazard for road users. Council can issue penalty infringement notices, should enforcement be required.

### 3.4 Toxic and/or pest plants

The supplementary feeding of stock on the network increases the risk of the introduction of pests and enables use of the routes when they are at their most vulnerable stage (i.e. with little pasture for soil protection). For these reasons, no supplementary feeding will be allowed.

There are plants on the network that are toxic to livestock; these include introduced pest plants such as Mother-of-millions and native plants such as Fuchsia and Pimelea. Council will manage introduced pest plants within the limited available resources.

### 3.5 Fencing between the stock route and adjoining land

There has been a decline in boundary fence maintenance along the stock route for the railway corridor and adjoining freehold land under cropping.

When non-stock proof fencing areas are identified, Council will write to the landowner requesting they bring their boundary fence up to a stock proof standard. If the landowner does not bring the fence up to a stock proof standard, Council can (*under Local Law 4 section 9(2)*) issue a compliance notice to fence.

### 3.6 Appropriate mob sizes

Discussion with adjoining route managers: Balonne, Western Downs & NSW Local Land Service suggests that we set a maximum mob size to reduce issues regarding traffic safety, water availability and pasture protection and ensuring consistency between stock route areas. Stock in common ownership should be separated by an appropriate time frame to mitigate these issues. (E.g. A minimum of 4 days)

For stock crossing the State border, NSW Local Land Services have a maximum mob size of 1000 head for large animals and 5000 for small animals.

## 4.0 Water facilities

### 4.1 Management and maintenance

Water facilities along the network play a critical role in supporting users of the network.

Council is responsible for day-to-day management these water facilities (listed in Section 2.3) with capital works and maintenance funded by the State Government. The management regime employed by Council involves the use of remote sensors to monitor tanks for leaks or pumping issues allowing matters to be prioritised and addressed.

### 4.2 Water facility agreements

Water facility agreements are necessary to ensure the water needs of travelling stock are met, whilst ensuring that the water resources and those with rights to the water are not negatively affected.

Water facility agreements are entered into before water is taken from a stock route water facility, and can be for domestic, stock watering, or combined purposes. Council will consider expressions of interest from adjoining landowners seeking to take water from stock route facilities.

## 5.0 Compliance Framework

Council is responsible for managing non-compliances on the network. Council's compliance approach 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.

## 6.0 Risk and Safety Management

Several 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. The below table records identified risks and hazards in the network and highlights Council's strategies for management and mitigation:

Risk/ Hazard	Risk Assessment	Management
Stock impact on road users	Users of the network are not aware of their obligations to erect signs and manage traffic.	Ensure drovers have signage out.
	Thick timber along the route forces drovers to walk closer to roadway where it is open.	Cap stock mobs at 1000 -1200 for large stock and 5000 for sheep.
Boggy dams	Stock can bog in silted up dams making them dangerous and potentially deadly for weak stock.	Apply for desilting funding from the State Government when dams are silted up and as weather conditions allow.
Toxic plants (native and introduced) present on routes	Toxic plants are present on most of the stock route network in the council area.	Inform permit applicant of potential toxic plants on their chosen route.
	Insufficient resources to control toxic plants.	Prioritise strategic control when resources are available.

## 7.0 Implementation

Council is committed to achieving a system of stock route management that is both viable and equitable to all the stakeholders within the Goondiwindi Regional Council local government area.

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

## 7.1 Implementation plan

<b>Objective 1 – Manage the network integrity of the stock route network so that travelling stock have unobstructed travel on primary routes.</b>			
<b>No.</b>	<b>Strategic action</b>	<b>Responsibility</b>	<b>Priority</b>
1.1	Continue to encourage State Government to invest resourcing in vegetation management where over thickening is occurring.	Council & DoR	High
1.2	Encourage drovers to report obstructions if they encounter any.	Council	High

<b>Objective 2 - Manage the pasture on the stock route network in a sustainable way.</b>			
<b>No.</b>	<b>Strategic action</b>	<b>Responsibility</b>	<b>Priority</b>
2.1	Accept expressions of interest for grazing stock reserves all year round to allow for reduction of fire risk when required.	Council	High
2.2	Limit any one user of the stock route to no more than 3 months grazing on the stock route in any one financial year.	Council	High
2.3	Ensure there is sufficient pasture for stock prior to issuing travel permits.	Council	High
2.4	Encourage pastures on the stock route to seed at least every second or third year.	Council	High
2.5	No supplement feeding is to occur on the stock route network.	Council	High
2.6	Limit stock owners to only utilising one reserve at any one time.	Council	High

<b>Objective 3 - Manage the infrastructure on the stock route so that it is fit-for-purpose for travelling stock on the primary stock routes.</b>			
<b>No.</b>	<b>Strategic action</b>	<b>Responsibility</b>	<b>Priority</b>
3.1	Manage the replacement of failing infrastructure as required when State funding is allocated.	Council & DoR	High
3.2	Use remote sensors to monitor water infrastructure.	Council	High
3.3	Request that the State Government undeclare all routes designated as “minor/unused” to enable limited resources to be concentrated on primary routes, thereby expanding the management options available for minor/unused routes.	Council & DoR	High

<b>Objective 4 – Manage safety for all users of the network.</b>			
<b>No.</b>	<b>Strategic action</b>	<b>Responsibility</b>	<b>Priority</b>
4.1	Due to the high volume of traffic, narrow nature of routes and existence of thick vegetation and obstacles, stock route travel permits will not be issued for travel on the following sections of highway: <ul style="list-style-type: none"> <li>Entire length of the Leichhardt Highway excluding from retreat road to the northern council boundary,</li> <li>Entire length of the Gore Highway,</li> <li>Entire length of the Cunningham Highway.</li> </ul>	Council	High
4.2	Cap travelling mob sizes at 1000 for large stock and 1200 for weaners and 5000 for sheep with 4 days walking between mobs in common ownership.	Council	High
4.3	No bulls allowed to graze or travel on the network.	Council	High

## 8.0 Legislation

The primary legislation that the stock route network operates under is the *Stock Route Management Act 2002*, in addition to this there are several other Acts that need to be consider including:

- Biosecurity Act 2014
- Vegetation Management Act 1999
- Aboriginal Cultural Heritage Act 2003
- Information Privacy Act 2009
- Animal Care and Protection Act 2001
- Land Act 1994

## 9.0 Appendices

Appendix 1 - National Livestock Identification System

### **National Livestock Identification System (NLIS) & Local Government Management of the Stock Route Network**

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

The National Livestock Identification System (NLIS) commenced in Queensland on 1 July 2005. Under the NLIS, from 1 July 2005, all cattle must be identified with an approved NLIS device (ear tag or rumen bolus) prior to movement from the property of origin (unless they meet the approved pathways). Each NLIS device will have a Property Identification Code (PIC) recorded against it. This will allow stock to be traced back to their property of origin for disease and contamination management.

#### ***Role of Local Government***

Local governments' role in the administration of the NLIS in terms of stock route activities is limited. It is not the responsibility of local governments to notify the NLIS database of stock movements associated with agistment or travel on relevant land. Local government will, however, have responsibility to notify the NLIS database of the movements of stock seized for straying on the stock route network.

#### ***Travel on Relevant Land***

Stock travelling on relevant land should have their NLIS devices read before leaving the property of origin and read again when they reach their destination. **It is not the responsibility of local governments to identify or read animals that enter the Council area for grazing and travel along a stock route.** The person in control of the stock will have to notify the NLIS database when a new PIC is entered (such as another local government area).

Any calves/lambs born on relevant land will not require identifying and will receive a post-breeder NLIS device once they reach a destination whether it is a property or a saleyard. They will not need to be identified with an NLIS device from the local government responsible for that part of the stock route.