

~~The Charitable and Non Profit Gaming (Two up) Amendment Bill 2011 addresses these issues. The authority to conduct two up games will be restricted to significant days of the year when Australians commemorate the sacrifice of service personnel at RSL clubs, sub branches and services clubs, or at other licensed premises if the person who conducts the game is approved in writing by an RSL club or sub branch. Minors are prohibited from participating. The organiser cannot take a commission on money wagered and any entry fees must go to supporting ex service men and women and their families.~~

~~Furthermore, the authority to conduct two up games is provided for in a gaming act, the Charitable and Non Profit Gaming Act 1999, consistent with the current legislative framework for gaming. I commend the bill to the House.~~

First Reading

~~**Hon. PT LUCAS** (Lytton—ALP) (Deputy Premier and Attorney General, Minister for Local Government and Special Minister of State) (3.43 pm): I move~~

~~That the bill be now read a first time.~~

~~Question put—That the bill be now read a first time.~~


~~Motion agreed to.~~

~~Bill read a first time.~~

~~**Mr SPEAKER:** In accordance with standing order 131, the bill is now referred to the Finance and Administration Committee.~~

STOCK ROUTE NETWORK MANAGEMENT BILL

Introduction and Referral to the Transport, Local Government and Infrastructure Committee

 **Hon. RG NOLAN** (Ipswich—ALP) (Minister for Finance, Natural Resources and the Arts) (3.43 pm): I present a bill for an act about the management of the stock route network and associated land and to make consequential amendments to the Aboriginal Land Act 1991, the Cape York Peninsula Heritage Act 2007, the Fisheries Act 1994, the Forestry Act 1959, the Land Act 1994, the Land Protection (Pest and Stock Route Management) Act 2002, the Stock Act 1915, the Transport Infrastructure Act 1994, the Transport Infrastructure (State-controlled Roads) Regulation 2006, the Vegetation Management Act 1999, the Water Act 2000 and the Water Supply (Safety and Reliability) Act 2008. I table the bill and the explanatory notes. I nominate the Transport, Local Government and Infrastructure Committee to consider the bill.

Tabled paper: Stock Route Network Management Bill.

Tabled paper: Stock Route Network Management Bill, explanatory notes.

I am pleased to introduce the first stand-alone Stock Route Network Management Bill 2011 into parliament today. Members are no doubt familiar with the many droving tales that are integral to Queensland's folklore. They may not, however, be aware of the extent to which this public asset network of routes, roads and reserves for travelling stock, which crisscrosses the state, continues to be used today both by drovers to drive stock 'on the hoof', and its secondary benefits to graziers for grazing of stock and as biodiversity corridors.

The bill recognises that while the primary purpose of the network is to provide for the movement of travelling stock now and into the future, other important attributes associated with these lands such as biodiversity and cultural heritage also warrant preservation. Accordingly, the new legislation introduces changes to the way in which the stock route network and related local government public lands are managed and used.

The network includes roads declared as stock routes, state controlled roads and reserves for travelling stock, and related other local government controlled roads and lands connected to the stock route network. The stock route network is 72,000 kilometres in length and covers over 2.6 million hectares of Queensland. As well as supporting the pastoral industry, it supports a diverse range of flora and fauna from the springs of the Great Artesian Basin to the brigalow woodlands and to the tropical rivers of the gulf country. The stock route network traverses a number of national parks, conservation reserves and state forests as well as leasehold and freehold land, so its corridors have a critical role to play in climate change adaptation.

The cost of maintaining the network is significant and is primarily the responsibility of local governments, who are the day-to-day managers. Under the existing arrangements, an independent assessment for LGAQ showed that only four per cent of the costs of operating and maintaining the stock route network are recovered from the fees paid by users. What this means is that general ratepayers subsidise the use of the stock route by drovers who move stock around and many adjoining landholders

who graze stock on the network. Agriculture is a business, like any other, and a 96 per cent subsidy is not fair or sustainable in the longer term. It is important to note that under the arrangements proposed in this bill 65 per cent of the revenue received from grazing stock routes and 90 per cent of the revenue from grazing roads together with 75 per cent of droving fees will go to councils.

The bill replaces the legislative framework for stock route management established under chapter 3 of the Land Protection (Pest and Stock Route Management) Act 2002—the Land Protection Act—separating it from the pest management provisions in that act. The new bill provides the legislative basis for implementing a new grazing management framework that integrates provisions previously dealt with separately under the Land Protection Act, the Land Act 1994 and the Transport Infrastructure Act 1994.

Operational responsibility for the network and related local government public lands in their respective management areas remains with local governments. This bill provides that the network and its operational responsibility will include the issuing of all permits and authorities for travelling stock and grazing over stock routes, reserves for travelling stock, local roads and state controlled roads—the latter subject to approval by the Department of Transport and Main Roads. Local governments will also retain most of the associated revenue. Much of the stock route network is currently grazed without authorisation. The new grazing authority framework introduced under this bill will regulate all uses, ensuring that appropriate fees are paid by those benefiting from using these public lands.


The legislation introduces several other key reforms, such as a revised classification system. The network will be classified according to recorded patterns of usage and appropriate management conditions will then apply for each classification. Routes and associated reserves used more regularly by travelling stock will be classed as either 'Primary A' or 'Primary B'. Those used minimally or not at all by travelling stock will be classified 'secondary'.

There is a greater emphasis on the need to retain adequate residual pasture levels on more travelled roads for use by travelling stock and reducing the risk of overgrazing and subsequent degradation of this public asset. While emergency and short-term grazing will be available in times of drought, it is recognised that the stock route network cannot sustain prolonged use for this purpose. Longer-term grazing will only be allowed on routes and roads that can support both grazing and travelling stock.

As grazing permits will only be issued for short-term use, they are to be charged on a weekly agistment rate. The rental fee for a grazing authority is to be calculated as a percentage of the unimproved value for the authority area, based on the pro rata value of adjoining land. This fee is similar to that charged for existing state grazing leases and permits to occupy. The initial proposal was for councils to be allowed to charge grazing permit fees of between 1.5 and five per cent of unimproved value; however, through consultation with stakeholders it was established that this should be reduced to between 1.5 and three per cent of unimproved value.

The user-pays fee model is another key reform. Fees and payments will better reflect the benefits derived by network users and allow the costs of management to be recovered so that the network and ancillary facilities can be adequately maintained. Cost efficiencies will be achieved by focusing maintenance efforts on the primary network to ensure that residual pasture levels and stock facilities are adequate for the needs of travelling stock. Several legislative initiatives introduced under this bill will help to ensure that the stock route network is sustainably managed. Land and pasture condition are to be regularly assessed, standard management conditions are to be imposed for droving and grazing uses, and monitoring of compliance with the imposed conditions will be improved. Provision has also been made for the declaration of areas requiring special management. Biodiversity and cultural heritage values will be protected by recording sites on the special management area register and establishing special management conditions for the use of those declared sites. These legislative changes will all play a significant part in ensuring that Queensland's stock route network is managed sustainably for the benefit of all Queenslanders now and into the future. I commend the bill to the House.

First Reading

 **Hon. RG NOLAN** (Ipswich—ALP) (Minister for Finance, Natural Resources and the Arts) (3.50 pm): I move—

That the bill be now read a first time.

Question put—That the bill be now read a first time.

Motion agreed to.

Bill read a first time.

Mr SPEAKER: Order! In accordance with standing order 131, the bill is now referred to the Transport, Local Government and Infrastructure Committee.