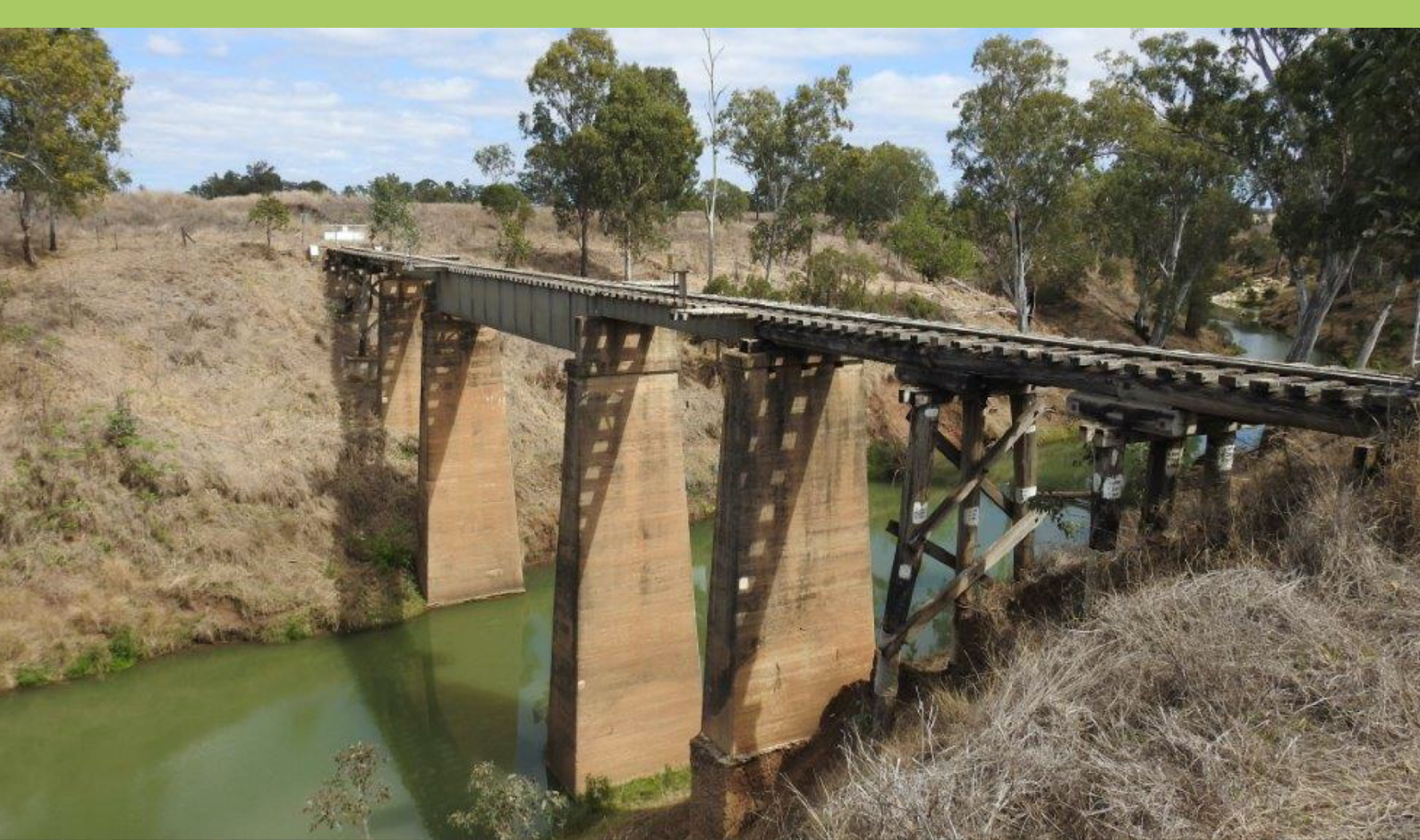




# Strategic Plan 2022





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# Patron

## Foreword



Well, this is the day I have been dreamed about for a round about 7 years, I must admit it hasn't been a smooth ride, I have been derailed a few time, been railroad, put out lots of steam and jumped back on track again and now can see the light at the end of the tunnels, yes the whole 6 of them.

Prior to becoming elected into council in 2016 I was working on this project helping try to preserve some of the rail line and bridges between Monto and Taragoola and felt like all we were doing was spinning wheels. We had several meetings with some very passionate community members and government bodies there always seemed to be a derailment!

Once elected in 2016, I thought maybe this rail trail could be a project that council could pick up but guess what, I felt I was shunted once again! With persistence and determination, I knew that one day someone would realise what a fantastic project this would be for the economic benefit for all the communities along the rail trail from Gayndah to Taragoola. At the time council's resilient officer came to me and said, Desley if this project is going to get traction you need to be the one driving it, but let's have a community meeting and see what community wants to be involved.

So we set a meeting date which was postponed because we had a severe weather event but rescheduled for the 8th December 2017 at the Mungungo Pub and guess what we had over 70 people attend representing 18 different community groups. Well, we were back on track again.

Being the Interim Chair the meeting for 7 month it was time for me to hand over the baton to the community, this is when Mark MacLauchlan was elected in as President and the BBIRT group then became incorporated. Nearly 4 years on with over 200 members and look where the BBIRT group are now opening a world class rail trail. Thanks to Craig, David and Martin from TMR for listening to the BBIRT group managing to save 51 bridges for all users of the rail to enjoy.

The BBIRT group do really appreciate the support of the State government over the last 4 years. I was so excited when the Gladstone Regional council put the Boyne Burnett inland Rail trail project on the list of top 10 priority projects.

From then the word started getting out, many conferences I went to a lot of effort finding the minister that I could speak to about the project.

The BBIRT group were fortunate enough to secure funding to the sum of 80 thousand dollars from the closure of the Bradley Wolf Braveheart foundation to put towards a disability trail & disability toilet so that we can have an all-inclusive rial trail down to tunnel 6, all going to plan the state government will match this funding.

It's so exciting to see everyone here today to explore the beauty and amazing views of the Dawes Range, check the beautiful engineered tunnels that were handmade layer by layer, make sure you check you the from work in each tunnel as they are all different, also when you're in tunnel 2 check out the miss alignment of roof when builder were building from both end they didn't quite align, between tunnels 2 and 1 the builder has scribbled his name and date on 2 of the retaining walls.

Once again, I would like to thank everyone that has help out especially in the last 10 week getting the trail in ship shape condition to open today either by physically, working loaning your machinery or making sandwiches or wraps for the working bees. Thank you to Gladstone Area Water Board for sponsoring and helped out financially with the opening and some kind donors that help with the hire of the toilets. I would also like to thank my husband and family for the support over the last 7 year while I had this crazy idea of having part of opening a rail trail in the region.

I would now like to declare the Dawes Range, Kalpowar to Builyan section of the Boyne Burnett Inland Rail trail Officially Open but the section between Nagoorin and Ridler Creek Ubobo!!

**Desley O'Grady**  
Patron



# Philosophy and Strategy



## Philosophy:

The philosophy of this incorporated association is to conduct ourselves from a paradigm of cooperation, collaboration, and community communication.

## Aims:

- > Promote and enhance economic development through tourism for the wellbeing and benefit of communities adjacent to the Boyne Burnett Inland Rail Trail.
- > Develop and preserve infrastructure along the Boyne Burnett Inland Rail Trail.
- > Preserve the history and culture of the Boyne Burnett Inland Rail Trail and associated communities.
- > Promote and enhance economic development along the Boyne Burnett Inland Rail Trail and adjacent communities.
- > Nurture, enhance, and sustain the natural environment and enable the public to visit the land to gain enjoyment from the natural environment along the Boyne Burnett Inland Rail Trail. Which allows for innovative use of the corridor.

## Goal

- > Attract increasingly significant visitor numbers to the Trail and adjacent communities in coming years.
- > Note: The Boyne Burnett Inland Rail Trail is defined as the transport corridor from Taragoola (near Calliope) to Gayndah. A distance of 270 kilometres, when completed.

## Audience for this Plan

This Strategic Plan will outline the concepts of the Boyne Burnett Inland Rail Trail, in relation to the Incorporated Association, all stakeholders, communities, and all levels of government.

## Trail Development

To assist and prioritise the communities that are actively engaged in the development of the rail trail, to support and recognise that contribution, and to continue to help those communities to build further resilience.

To assist and prioritise infrastructure development works. The rail trail development key actions include:

- > Prioritising the sections of the rail trail, in no particular order:
  - The sections identified in the Concept Plan (Kalpowar to Builyan, Gayndah to Mundubbera, Taragoola to Ubobo)
  - Identify areas that have active community participation
  - Identify areas that could open with minimal investment

The opening of the overall trail as soon as possible  
Identified sections could include (with potential priority infrastructure):

- Kalpowar to Builyan
- Gayndah to Mundubbera
- Taragoola to Builyan
- Kalpowar to Monto
- Monto to Ceratodus
- Ceratodus to Mundubbera

## Finance

Obtain funding for the completion of the Boyne Burnett Inland Rail Trail in its entirety, from Gayndah to Taragoola, including:

- Developing a self-sustainable commercial venture to generate an income that is financially viable (with the entity structure to be NFP, or social enterprise)
- The development of a concept plan that covers the full 270 kilometres
- Physical repair, maintenance, and construction of all infrastructure along the trail corridor
- Marketing of the economic, recreational, environmental and heritage conservation aspects of the rail trail
- Refer to the remainder of this plan, to identify plant and equipment required
- Funding for a flora and fauna study to map out the wildlife and natural habitats within the corridor
- Funding to install satellite and internet coverage in all black spot areas along the entire rail trail
- Funding for the further development and implementation of the risk management plan

## Management

Advocate to all levels of government to progress the aims and visions of the association, and:

- Develop procedures for allowing the secondary use of the corridor, including:
  - Points of interest
  - Historical monuments
  - Commercial ventures (process for applications to be developed)
- > Define all relevant procedures, TMR agreements & future models for the governance of the incorporated association.
- > Management of unauthorised usage, to protect all parties and stakeholders.
- > Embrace strong First Nations working relationships.



# Management of our Trail

## An Overview



The Boyne Burnett Inland Rail Trail traverses the traditional lands of Aboriginal Australians. The land has special cultural significance for the Traditional Owners who have always had a spiritual relationship with their country. This relationship remains strong and important to the people today. We recognise and respect the connection between Traditional Owners and their country.

Trail users are becoming more discerning and have high expectations about their trail experience, which means that quality infrastructure and services and marketing and promotion activities are becoming increasingly important, and the user experience is central to each element of trail design and management.

The Boyne Burnett Inland Rail Trail Incorporated (BBIRT) will contribute to the development of an exceptional trail experience by leading harmonious co-operation between the communities along the Trail. We will seek assistance from Local, State and Federal Governments, businesses, groups, institutions, agencies and individuals to progress this, while maintaining a self-help ethos.

We plan a sustainable, accessible and user focused Trail through a partnership management model. This will mean:

- Understanding user needs
- Developing and implementing strategic business plans and policy
- Identifying partnerships and responsibilities
- Estimating costs and who is to pay
- Identifying land management and approval processes
- Assessing land and environmental suitability
- Exploring and identifying funding opportunities

We will need to consider: Maintenance, Hazard Assessment, Interpretation, Orientation, Safety, Trail Classifications, Branding and Advertising.

After extensive consultation the Department of Transport & Main Roads (DTMR), has issued BBIRT an access licence for the closed rail corridor between Taragoola near Calliope, to Reid's Creek, Gayndah with approval to operate and manage a rail trail between Bullyan and the Barrioon rail siding near Kalpowar.



### BBIRT Management Structure

Boyne Burnett Inland Rail Trail is a not for profit incorporated association.

In 2021, the current management committee includes:

- > PATRON - Cr. Desley O'Grady – Gladstone Regional Council
- > CHAIR – Mark McLachlan – property owner Boyne Valley Region
- > SECRETARY – Vicki Mackay – small business owner North Burnett Region
- > TREASURER – Lyndal Slater – small business owner Boyne Valley Region
- > GAYNDAH AREA REPRESENTATIVE – Mike Goebel – Coordinator Gayndah Heritage Railway Rail Trail
- > COMMITTEE MEMBER – Mick Colyer – property owner & horse trail enthusiast
- > COMMITTEE MEMBER – Faye Harkness – member of Gladstone Bushwalkers association.



### What will BBIRT Management Committee do?

*"In Queensland, the Land Act requires that trustees over State land have a duty of care for the trust land. The trustee must manage the land in accordance with achieving the purpose of the trust, control noxious plants on the trust land, and protect and maintain all improvements on the trust land. The trustee also has a responsibility to keep appropriate records and keep proper books of accounts."*

The BBIRT Committee of Management will be responsible for the following:

#### Powers

- > Managing the corridor;
- > Undertaking works and improvements;
- > Engaging and utilising workers;
- > Deriving income;
- > Spending, borrowing and investing;
- > Controlling users; and
- > Entering into legal proceedings; and

**NOTE: Any separate lease or sub-lease arrangements will be negotiated directly with DTMR**

#### Duties

Financial records and auditing;

- > Reporting – financial, annual, performance;
- > Liability insurance – duty of care;
- > Duties as an employer; and
- > Responsibilities under Freedom of Information, Right to Information and Ombudsman requirements.

BBIRT Committee of Management will be responsible for the development. Management of the corridor and open sections of the Rail trail. of the rail trail (in co-operation with the Gladstone and North Burnett Councils) including the preparation of concept plans, trail development plans and business plans.

The Committee of Management guidelines set out the need to determine recreation, tourism, conservation, economic and social objectives for a rail trail. These objectives translate into a community- driven concept plan, which provides the basis for a Business Plan.



## Boyne inland rail trail given a \$330k boost

**LIANA WALKER  
IN GLADSTONE**

THE Queensland Government has announced \$330,000 to go towards funding the concept design for the Boyne Burnett Inland Rail Trail as part of a \$10 million coup for rail trails across the state.

Minister for Regional Development and Member for Gladstone Glenn Butcher said the money would go towards funding the concept design for three new individual trails including the Awoonga Lake Rail Trail (36.28km), the Kalpowar Tunnels Rail Trail (31.2km) and the Burnett River Bridges Rail Trail (28.8km).

"For every dollar we invest in bike-riding, that means \$5 returned in economic benefit to our region – dollars crucial as we turn the tide on COVID-19," Mr Butcher said.

"When we talk rail trails, we're talking jobs in construction, jobs in tourism and new opportunities for local businesses."

The Boyne Burnett Inland Rail Trail is a joint partnership between Gladstone Regional Council and North Burnett Regional Council.

The concept will mean designing a total of 96km worth of trail, which holds "colossal potential" for locals and tourists to this historic corridor.

### Planning and Development

At this initial stage of the planning and development of the Boyne Burnett Inland Rail Trail, the Committee are focusing on the following tasks:

- > business planning for trail development;
- > ensuring compliance with this corridor management plan incorporating a Trail Policy (Guiding Principles incorporating a set of decisions made about how the trail will operate), a Trail Management Plan, and an Emergency Response Plan (incorporating a Fire Management Plan); and a Trail Maintenance Plan.
- > sourcing extra funding;
- > dealing with legal matters;
- > promoting the business opportunities provided by the trail to local businesses and adjoining landholders;
- > promoting the trail's benefits to the Council and the community; and
- > detailed discussions and negotiations with adjoining landholders.



# Trail Management Plan



The BBIRT Trail Management Plan includes:

- > A 'Trail Policy' or a set of Guiding Principles which incorporates a set of decisions made about how the trail will operate;
- > A Code of Conduct;
- > An Emergency Response Plan (incorporating a Fire Management Plan);
- > A Maintenance Plan;
- > Signage Guidelines;
- > Infrastructure Improvements;
- > A Risk Management strategy/plan.

Bringing these elements together in one framework (a Trail Management Plan) makes ongoing trail development and management an efficient process and ensures ongoing seamless transitions of personnel involved with a trail change.

A set of overarching principles have been developed to serve as a guide to the use, upgrading, maintenance, promotion and management of the trail. The following principles include:

- > **Accessibility** - the Boyne Burnett Inland Rail Trail is accessible by public and private transport from the Boyne Valley, Monto and Gayndah (and several townships in between).
- > **Access for all** – The Boyne Burnett Inland Rail Trail is for non-motorised equipment, however where practical and appropriate, the Boyne Burnett Inland Rail Trail will be developed/upgraded so as to enable access by people in wheelchairs, people with disabilities, family groups and the elderly.
- > **Providing enhanced outdoor recreational opportunities** - the Boyne Burnett Inland Rail Trail will be promoted as an additional component of the range of low-cost outdoor recreational opportunities across the Gladstone and North Burnett regions.
- > **Minimal conflict between trail users** – the Boyne Burnett Inland Rail Trail will cater for non-motorised trail users (walkers, cyclists and horse riders) with minimal conflict. Monitoring of use over time will determine whether there is a need for the progressive development of a separate horse trail off the main trail formation specifically around Tunnel 6 to preserve the hogback sleepers;

- > **Providing access to, and an enhanced understanding of, the natural attributes of both regions** - the Gladstone and North Burnett regions have a diverse and outstanding range of physical attributes, and the Boyne Burnett Inland Rail Trail will enable greater opportunities to access these natural features.
- > **Providing access to and an enhanced understanding of the history of the Gladstone and North Burnett regions** - the many physical reminders of past land uses and activities can be a major component of interpretive information available on the Boyne Burnett Inland Rail Trail, and a greater inducement for visitors to use the trail;
- > **Quality promotion** - the Councils will be asked to promote the Boyne Burnett Inland Rail Trail as part of a broader visitor experience in the regions.
- > **Effective and ongoing maintenance** - the Boyne Burnett Inland Rail Trail will be the subject of a regular maintenance regime, and a detailed audit every 2–3 years, ensuring that all defects along the trail receive prompt attention, thereby keeping the trail up to the requisite standard and quality.
- > **Quality construction** – the trail will be built to appropriate standards, and to a high quality, thereby minimising the need for maintenance, and giving users a quality experience.
- > **Quality information**, including brochures and mapping - the Boyne Burnett Inland Rail Trail will have quality on-trail information, as well as a professionally produced and widely available trail brochure and map. All means of distribution of these products need to be utilized.
- > **Outstanding interpretive material** - the Boyne Burnett Inland Rail Trail will have on-trail interpretive material, and will be included within other trail and publicity brochures, providing trail users with a greater appreciation of the more interesting features to be found along the trail.
- > **Consistency and uniformity of signage** - signage is recognised as an essential element of a quality trail, and all signage erected at trailheads, along nearby and adjoining roads and along the Boyne Burnett Inland Rail Trail will conform to accepted standards in line with Rail Trails Australia expectations, and will maintain a consistent theme along the entire trail.



- > **Adherence to recognised standards** - trail construction, signage and trail markers, and trail classification will comply with recognised Australian Standards, thereby ensuring a high quality and safe experience for all trail users.
- > **Community involvement** – the management and maintenance of the Boyne Burnett Inland Rail Trail will consistently seek to involve the local communities along the corridor on an on-going basis and in the formulation of critical decisions and maintenance. This on-going involvement with adjoining landowners and the community will ensure that the use of the rail trail does not impinge on private operations and that disputes are resolved wherever possible to the satisfaction of both the trail manager and the landowner. The on-going involvement with other sectors of the community will ensure that the trail is meeting their expectations.
- > **Trail user survey** – trail users will be surveyed on a bi-annual basis to ensure the trail is meeting their needs and expectations, and a survey of adjoining landowners and businesses will be undertaken to ensure the trail is meeting their expectations.
- > **Regularly policed** – the Boyne Burnett Inland Rail Trail will be regularly policed by BBIRT Trail Rangers and an ongoing effort be maintained to deter and police unauthorised motor vehicle use (notably trail bikes).

- > Prohibit the transfer of ownership rights through the use of easements or other mechanisms. The trail policy to be developed will cover the following:

#### ENFORCEMENT PROCEDURES

BBIRT will work with the Gladstone and North Burnett Regional to understand the local laws covering a range of matters such as riding motorbikes in parks (a common issue); and form a network for Trail Rangers to contact nominated council representatives immediately where issues arise.

A limitation in enforcement will be the ability to obtain licence or personal details from an alleged offender as Councils have no powers to force a person to provide this information. A coordinated approach between Council’s Local Law Officers and the Police will be required for enforcement matters should these arise.

#### DOGS ON THE TRAIL

Dogs are allowed on the trail however they will be required to be kept on a leash at all times. This will allow people to walk or run their dogs under control without interfering with the rural practices of adjoining landholders or disturbing other trail users. Dog waste is to be collected and disposed of by the dog handlers.

BBIRT will cater for cycling, hiking, horse-riding, and paddling experiences.

#### Trial Policy

A comprehensive trail protection policy provides BBIRT with the authority to do the following:

- > Regulate all secondary uses of the trail corridor in a fair and consistent manner.
- > Minimise inconvenience to trail patrons, and assure protection of wildlife habitat and natural and historic resources within the trail corridor.
- > Minimise damage to the trail corridor at all times.
- > Establish uniform standards for construction and restoration of the trail corridor if it is damaged by a secondary use.
- > Ensure that the managing agency recovers all its administrative costs and receives appropriate compensation for use of, and damage to, the trail corridor by secondary uses.
- > Inform all public and private interests of the expectations and intentions of the trail managing agency with respect to secondary uses.
- > Issue permits and licences for secondary uses.



#### HORSES ON THE TRAIL

Horses are to be allowed on the trail with some exceptions (e.g. bridges). Major road crossings can present difficulties for horse riders. Rider should ensure there is no oncoming traffic from either direction prior to attempting to cross a road.

No bridges are to be used by horses (unless it is not possible to proceed any other way and sufficient planning, design and construction has been undertaken to enable horses on bridges). Horses may not be permitted to enter Tunnel 6. This needs further consideration. It is recommended that riders dismount and walk their horses when crossing roads and entering tunnels.





Horses should be restrained from entering creeks where possible, other than to cross via the designated crossing area to the opposite side in order to continue on the trail. When crossing creeks, riders are to use the designated crossing area only so as to prevent erosion and degradation of the creek banks.

When horses are tethered, they are to remain under the supervision of a responsible person.

Riders are required to provide adequate water for their horse to drink. No drinking water troughs are provided on the trail for horses.

Horses should not be ridden (where possible) on the hard path designed for bike riders and pedestrians to preserve the integrity of the path. Parts of the corridor, e.g. in cuttings only have a narrow pathway so this requirement will be varied in those places.



**CAMPING ON THE TRAIL**

Camping is not permitted within the rail trail corridor, except in designated sidings.

**WEED ERADICATION AND CONTROL**

Sections of the trail may be sprayed from time to time as required for weed control. The spraying routine should also include maintenance around bridge pylons to prevent a build-up of vegetation and reduce any associated fire risk. The herbicide spray treatment be conducted combined with a slashing regime.

Declared pest weeds will be registered within both regions and a plan to eradicate will be built into the maintenance program on a regular basis.

Ongoing monitoring for declared pest weeds should be conducted by a person knowledgeable in pest weeds. Any new incursions should be treated promptly.

**STRATEGIES FOR THE PROTECTION OF NATIVE VEGETATION**

Together with road reserves, railway reserves play an important role as wildlife corridors and habitats for native birds and animals. The rail corridor will be managed in a manner that maintains and enhances their nature conservation values.

Revegetation is considered important in some areas for visitor comfort, as some long sections of the rail trail are unpleasant to walk along on hot days due to the complete absence of shade. Some revegetation areas may be fenced off from stock and planted with native trees, shrubs, herbaceous plants and grasses.

**COMPLAINTS/COMMUNICATIONS – PROCEDURES AND RESPONSIBILITIES**

A dedicated email address will be created for the trail users, adjoining landholders and the public to have contact with BBIRT and the Trail Rangers. This will help ensure that the trail is managed properly, that maintenance matters are attended to readily, that any regulations are complied with, and that general feedback can be given. Contact details will be placed on all trail literature and maps, on trailhead signage, and on relevant websites.

**ON-TRAIL EVENTS AND GROUP USE POLICY**

BBIRT Inc will notify, and seek input from both councils, local police and other emergency service personnel when any sizeable event is planned. Risk assessments must be conducted prior to any event.

**TARGET USER GROUPS NEED TO BE IDENTIFIED**

A promotion and marketing plan will need to be included in the set of initial decisions. Tasks will need to be allocated both in the initial stage and in ongoing trail development and operation.

**ON-TRAIL ADVERTISING**

On-trail advertising is one avenue of revenue generation. The main impacts of such advertising will be visual impacts and safety impacts. Any permitted advertising signs should not impede trail users nor create a safety hazard (for example, by obscuring an advance warning sign).

**COMMERCIAL USAGE POLICY**

The Boyne Burnett Inland Rail Trail is free to access for all.

**USE OF THE TRAIL CORRIDOR BY UTILITIES**

A linear corridor such as a rail trail lends itself to a range of potential future uses– many of which are not excluded by the possibility of the corridor being converted into a recreation trail.



This former railway corridor, like so many others around the world, is also ideally suited for the placement of utilities, such as wires, cables and pipes. Data, telephony and energy can and are all carried in pipes alongside or underneath rail trails. These uses can be complementary to the corridor's use as a recreation trail. Provided the intended co-use does not disturb the natural, scenic and historical qualities of the trail, it can be permitted with BBIRT and DTMR approval.

#### CONSIDERATION AND AMELIORATION OF IMPACTS ON ADJOINING LANDHOLDERS.

This covers issues such as fencing, privacy issues, trespassing, the rights to graze, who will pay for construction works that allow farmers to continue activities etc.

BBIRT will ensure that through the management and maintenance of the Trail they will consistently seek to involve the local communities along the corridor on an on-going basis and in the formulation of critical decisions.

This on-going involvement with adjoining landowners and the community will ensure that the use of the rail trail does not impinge on private operations and that disputes are resolved wherever possible to the satisfaction of both the trail manager and the landowner. Matters likely to arise include fencing, privacy issues, trespassing, licensing agreements etc.



The feasibility statement confirmed generally that developing three (3) sections of the trail is **FEASIBLE** and potentially **SUSTAINABLE!**

#### Code of Conduct

When using the Boyne Burnett Inland Rail Trail, respect other users, the natural environment and the privacy of adjacent land holders.

#### ATTACHMENT 1 – BBIRT CODE OF CONDUCT





# Emergency Response Plan



The key elements of an emergency response plan for a trail such as this are:

- > general risk management;
- > fire risk and fire management;
- > the provision of appropriate signage;
- > trail access for emergency service vehicles;
- > emergency responses – how and who;
- > the provision of adequate information and mapping to the services' communications centers;
- > the need for special agreements between emergency service providers and the trail manager and trail rangers; and
- > the provision of on-trail communication systems.

## General Risk Management

### ATTACHMENT 2 – BBIRT RISK MANAGEMENT

#### Fire Risk and Management

As trail manager, BBIRT will be responsible for implementing fire protection and management along the rail trail corridor to protect life, property, public assets and natural and cultural values from fire, reduce the incidence of fire, reduce the severity and restrict the spread of fire.

The aim of fire management is to ensure trail users and adjoining landholders are protected from fire commencing on or travelling along the rail trail corridor. To reduce the incidence of fire starting from the rail trail all open or solid fuel fires are restricted to designated areas.

At visitor facilities, slashing should be used to reduce fuel loads. Where the corridor has tree cover or where revegetation is to occur, there will be a need to provide a buffer zone along the boundary or alternatively seasonal grazing of the vegetated area to reduce fuel loads will be permitted. Relevant signage at trailheads needs to include fire warnings.



#### Fire management issues include

- A** Fire risk factors in the area – risk profile is influenced by a number of factors including slope of the land (hilly terrain and north and west facing slopes increase risk), response time for emergency vehicles (the closer to a town a trail location, the less time for emergency vehicles to get there), proximity of roads and how heavily trafficked they are (highways and major arterials increase risk due to higher numbers of passing motorists), and closeness of refuges including fire-proof buildings and roads.
- B** Ideally, trail design should allow for fire vehicle passing bays (15 metres long by 6 metres wide) every 2 kilometres. Given the limited number of “isolated sections”, this is not such a major issue for this trail as it is for others.
- C** Fire management responses for the trail. These included closure on days of total fire ban (and consequent policing). Mapping technology may be available that provides good indicators as to fire paths which would allow parts of the trail to be ranked in terms of fire risk (recognising that nothing can be absolutely precise). Possible management responses in zones of highest fire risk may include appropriate warnings, and possible longer closures on these sections (rather than just on days of total fire bans). Sections of trail in zones of lower fire risk could have a lower level of fire management response.
- D** The possibility of banning smoking on the rail trail under legislation governing smoking in outdoor areas. It is acknowledged that this is difficult to enforce except by having a constant presence; it is however a possible ‘tool in the toolbox’ for managing fire risk.

It is of major importance to develop a Rural Fire Risk Management Plan early in the planning process in consultation with the Queensland Fire and Rescue Service and the Rural Fire Service.

This is an issue with many rail trails (and in fact with any activity that takes people out into the bush in significant numbers).



### ATTACHMENT 3 – BBIRT FIRE MANAGEMENT PLAN

#### **Appropriate Signage**

Trailhead signage specify what to do in an emergency, the numbers to call, the location of public phones, and the capacity for a flip-down sign indicating trail closure (due primarily to fire, flooding or maintenance work). It will also include codes of conduct for trail users and area specific safety requirements. Along the trail signage for trail users will warn of potential hazards ie road crossings, major logging truck routes, changes to gradient, areas of no mobile service.

#### **Trail access for Emergency Vehicles**

Emergency vehicles will have access to the trail.

#### **Emergency responses – who and how**

In an emergency situation, the emergency number from a landline is 000, while the emergency number that works best from a mobile phone is 112. Once a call is made by a trail user, the communications centres for the appropriate service will dispatch the required personnel and vehicles. BBIRT will only be involved after the emergency situation is resolved, to review and record the incident, and to review the response.

If the emergency is a slowly emerging situation, such as a period of total fire ban (or very high fire risk) or the likelihood of flooding, BBIRT will close the trail under such circumstances (under relevant state government legislation). Once the trail manager advises police that the trail (or part of the trail) is closed, police have the powers to ensure that people do not go onto the trail or can be removed from the trail if they are on it (an administrative trespass) though most people accept the advice of police.

#### **Provision of adequate information for communications centres**

GPS coordinates and access routes to the trail have been provided to local emergency services and BBIRT will ensure that every year or the rotation of emergency services staff out of the region, information is updated. On-trail communications systems.

Public phones are located in the townships of Kalpowar, Many Peaks and Builyan.



# Trial Maintenance Plan



Ongoing trail maintenance is a crucial component of an effective management program –it is therefore essential that funds be set aside in yearly budgets for maintenance of this trail - to ensure user safety and enjoyment, and to minimise liability risks for land managers. A detailed trail maintenance plan is a critical element of a Trail Management Plan.

Annual costs for government-run trails average just over \$1250/km. This is not much more than the overall average of \$940/km, but it nearly triples the average for volunteer-run trails of just under \$440/km.

Estimating how much time is spent on many of the maintenance tasks (for a trail that is not yet built) is essentially guesswork, although some assumptions can be made. As a general rule, trail maintenance costs (at full commercial rates) are as follows:

- > \$5/linear metre/year for sealed path maintenance.
- > \$20/metre/year for bridge maintenance.
- > \$2/metre/year for non-hardened surface (a decomposed granite or similar) maintenance.
- > \$0.60/square metre/year for slashing of the corridor (based on a square metre cost of \$0.06 and an allowance for 10 slashing runs/year)

As noted above, the opportunity exists to minimise future maintenance demands through careful planning and construction.

The goals of BBIRT Trail Maintenance Plan are to:

- > Ensure that trail users continue to experience safe and enjoyable conditions;
- > Guard against the deterioration of trail infrastructure, thereby maintaining the investment made on behalf of the community;
- > Minimise the Government/Council's exposure to potential public liability claims arising from incidents which may occur along the trail; and
- > Set in place a management process to cover most foreseeable risks

## Public Liability and Risk Management

BBIRT has a significant duty of care towards those visitors accessing the trail. The maintenance of a quality trail is therefore critical from this perspective.

Liability generally rests with the land managers and hence, every attempt should be made to minimise the risk of accident or injury to trail users (and therefore the risk of legal action). BBIRT holds \$20,000,000 in public liability insurance cover.



**A formal Hazard Inspection process is crucial in the ongoing maintenance plan. This will be conducted annually.**

## Trail Maintenance Activities

Maintenance on the trail should be divided between regular inspections and simple repairs, a one (or two) person job, and quarterly programs undertaking larger jobs such as significant signage repairs or weed / vegetation control. A range of basic machinery, tools and equipment will be required for this work.

At the core of BBIRT trail maintenance program is an inspection program. The relevant Australian Standards sets out the basis for frequency of trail inspections. It only covers walking tracks and provides for inspections every 30 days (or less) for Class 1 trails, every 90 days for Class 2 trails, and annually for Class 3-6 trails. This sets the minimum standard for inspections and is a guide only. What the Australian Standards do not include but should include is an inspection of any trail after significant weather events such as storms, fire, floods, and high winds in addition to the regular inspection program. The trail should have its own maintenance plan that may, for particular reasons, have more frequent inspections. Particular needs should be recognised in an individual trail maintenance plan.

Maintenance Plans are based around regular inspections, at which time simple maintenance activities should take place concurrently. More time-consuming maintenance activities should take place every six months, while detailed Hazard Inspections should occur annually.

Table A provides a schedule for BBIRT general maintenance activities to achieve acceptable maintenance levels whilst Table B provides explanatory notes pertaining to each Activity.



TABLE A: BBIRT - GENERAL MAINTENANCE ACTIVITIES		
Activity	Site	Frequency
Undertake full inspection of the trail	Entire trail	Every third month
Check signage and clean, replace or repair as required esp. road crossing signage and directional markers	All locations	Every third month - at each trail inspection
Slashing of trail environs	Various locations	Monthly in spring and summer, less frequently in autumn and winter (6 times/year)
Check trail surface and arrange repair as required	Entire trail	Every third month. Check for erosion at each inspection.  Arrange repairs immediately if acute, or schedule maintenance for six monthly work sessions if not
Maintenance of trail surface	Entire trail	Every six months
Sweep or rake debris from trail surfaces, especially at road crossing points	Various locations	Every six months
Maintenance of culverts and other drainage measures	Entire trail	Every six months
Cut back regrowth, intruding and overhanging vegetation	Entire trail	Every six months, unless obviously requiring attention at regular inspections
Check structural stability of interpretive signage, and interpretive shelters	Various locations	Every six months
Undertake Hazard Inspection and prepare Hazard Inspection Report	Entire trail	Annually
Check structural integrity of bridges	Various locations	Every 3 years
Major repairs and replacements	Entire trail	Every 5 years
Major repairs and replacements	Entire trail	Every 10 years

(It should be noted that this schedule does not allow for repair works above and beyond 'normal' minor activities. For example, if a section is subject to heavy rain, and erosion control fails, additional repair works will need to be undertaken.)

TABLE B: KEY ELEMENTS FOR THE BBIRT TRAIL MAINTENANCE PROGRAM	
Activity	Site
Check, repair or replace all trail signage, esp. road-crossings and directional markers.	<ul style="list-style-type: none"> <li>&gt; Particular attention needs to be given to signs at road crossings or junctions. Each crossing should be carefully checked to ensure that all signage is present, and that all signs are clearly visible. Particular attention must be given to ensuring that "Trail Crossing Ahead" signs (on roadside at approach to trail crossing) are not obscured by overhanging vegetation.</li> <li>&gt; Each trailhead should be carefully checked to ensure that all signage is present, and that all signs are clearly visible and legible. An inventory of locations needs to be prepared to assist in regular maintenance.</li> <li>&gt; Interpretive panels should be checked for vandalism and cleaned if necessary. If damage is too great, replacement is essential. An inventory of locations needs to be prepared to assist in regular maintenance.</li> </ul>
Check and cut-back overhanging or intruding vegetation (not trail surface)	<ul style="list-style-type: none"> <li>&gt; Undergrowth vegetation grows quickly, and over time will continue to intrude into the trail 'corridor'. Such intruding vegetation will be cut back to provide clear and safe passage as per the trail use.</li> <li>&gt; Care will be taken to ensure that sharp ends are not left protruding into the trail as these can harm trail users. It should be noted that trailside vegetation hangs lower when wet, and allowances should be made for this when assessing whether or not to prune. "Blow-downs" - trees or limbs that have fallen across the trail - will be cleared as a part of this process. Sight lines must be kept clear either side of road crossings as a part of this process, to ensure that users can clearly see a safe distance either way at road crossings.</li> </ul>



Activity	Site	
Check condition of trail surface for erosion (or other) damage and arrange repairs if necessary; trim off regrowth vegetation.	<ul style="list-style-type: none"> <li>&gt; Some of the trail sections will require regular surface maintenance, though this should be minimal as the rail formation was originally constructed with drainage a major consideration. Primary focus will be on erosion damage caused by water flowing down or across the trail and by illegal motor vehicle use. This must be repaired as soon as it is noted, or it will get worse, quickly.</li> <li>&gt; Earthen surfaces may need to be topped up after heavy storms (2/year), though good design will minimise such washouts.</li> </ul>	<p>BBIRT Corridor Management Plan will ensure that consideration to all aspects of trail planning from the initial concept stage through development, maintenance and operation is provided and maintained through good management principals.</p> <p>Our plan will be subject to monitoring and review mechanisms.</p> <p>Considerations that we value as main benefits can be summarised as follows:</p> <ul style="list-style-type: none"> <li>&gt; Community and social benefits – providing opportunities for families and friends to enjoy time together and enhancing quality of life</li> <li>&gt; Economic benefits – increased tourism revenues, greater business investment and enhanced property values</li> <li>&gt; Educational benefits – providing an outdoor classroom for nature, culture and history</li> <li>&gt; Environment benefits – enhanced environmental awareness, improved understanding of our natural heritage, and stewardship of the environment</li> <li>&gt; Health and fitness benefits – improved health and physical well-being for both individuals and communities, reduced health care costs, and enhanced productivity</li> <li>&gt; Heritage and cultural benefits – recognition and respect for Aboriginal culture and historical values</li> <li>&gt; Transportation benefits – greener transportation and commuting use of trails contributing to reduced greenhouse gas emissions and improved health and wellness of individuals.</li> </ul>
Check and clear drains	<ul style="list-style-type: none"> <li>&gt; Drainage maintenance is critical. Drains need to be checked and cleared once or twice/year (absolute minimum) and after heavy rainfall events. Regular maintenance especially after heavy rainfall is essential.</li> <li>&gt; Most maintenance will involve clearing of material from silted up or blocked drains.</li> <li>&gt; Any scouring out of table drains should be stabilised as soon as possible.</li> <li>&gt; Drain blockages should be cleared as urgent priority.</li> <li>&gt; Silt traps at culvert discharges or entry points should be cleared regularly.</li> </ul>	<p>It is fundamentally important to the Boyne Burnett Inland Rail Trail (BBIRT) that our trail is socially, economically and environmentally sustainable and that we ensure to continue to contribute to community health and wellbeing by improving the livability of communities and attracting visitors, with economic and social benefits shared amongst our communities.</p>
Check structural stability of built structures such as viewing platforms, boardwalks, interpretive signage, interpretive shelters	<ul style="list-style-type: none"> <li>&gt; Visual inspection is appropriate though detailed inspection should follow storm events.</li> </ul>	<p><b>Signage Guidelines</b></p> <p><b>ATTACHMENT 4 – BBIRT SIGNAGE GUIDELINES</b></p>
Maintain all non-slip surfaces	<ul style="list-style-type: none"> <li>&gt; Maintenance on these surfaces is critical to prevent buildup of conditions that can lead to deterioration. Leaf blowing, sweeping, gurneying and the application of algaecide are all appropriate techniques. The appropriate technique and efficiency will be subject to site conditions.</li> </ul>	<p><b>Infrastructure Improvements</b></p> <p><b>ATTACHMENT 5 – BBIRT INFRASTRUCTURE IMPROVEMENTS</b></p>
Undertake Hazard Inspection and prepare Hazard Inspection Report	<ul style="list-style-type: none"> <li>&gt; This should be done annually</li> </ul>	



# Appendix



## Appendix 1 – BBIRT Code of Conduct

When using the Boyne Burnett Inland Rail Trail, respect other users, the natural environment and the privacy of adjacent land holders.

### BBIRT CODE OF CONDUCT

The BBIRT is a shared use recreational trail suitable for **walking, bike riding, horse only (kayaking in some areas)**. Except for motorised wheelchairs & e-bikes, motor vehicles including motorbikes are not permitted on the trail. When using the trail, please respect other users, the natural environment, and the privacy of adjoining landowners.

#### Members Only Trail

BBIRT (unlike others) is managed and maintained by BBIRT Inc. Need to review with committee.

#### Emergency

- > Safety markers will be located every kilometre along the BBIRT. In the event of an emergency, **call 000 or 112** (from mobile services) and quote the marker location ID found on the safety marker (for example, BBIRT-023).
- > For non-emergency situations, trail users can communicate their location to a third party by asking them to visit [www.QR2id.com](http://www.QR2id.com) and entering the marker location ID.

#### Safety Information

The BBIRT is a recreational trail and all users should exercise caution and ride to their skill level and trail conditions. For your safety and comfort, please note the following:

- > Take care at road and waterway crossings along the trail; young and inexperienced riders should dismount.
- > Bike riders must wear an approved helmet and suitable clothing for the conditions.
- > Horse riders must ride in control of their horses. We strongly recommend horse riders wear a helmet.
- > Observe all signs and local regulations.
- > Be prepared for changes in weather and trail conditions; ensure you have adequate clothing, sun and weather protection.
- > Carry adequate drinking water and food for your journey.
- > You can buy more at local townships along the way.

- > Be aware of snakes and swooping magpies.
- > Carry bike repair, first-aid and snake bite kits in case of emergency.
- > If travelling by yourself, alert others of your whereabouts and carry a mobile phone. There are some mobile phone blackspots along the BVRT so consider carrying a personal locator beacon in case of emergency.
- > Take care when using the trail in the later evening or at night where there is no lighting.
- > Before you leave, please be aware of any weather and bushfire warnings that may be in place while you are on the trail:
- > Visit the Bureau of Meteorology website at [www.bom.gov.au](http://www.bom.gov.au)
- > Visit the Queensland Fire and Emergency Services website at [www.qfes.qld.gov.au](http://www.qfes.qld.gov.au)

#### All Trail Users

- > Keep on the rail trail.
- > Leave gates as you find them.
- > Take your rubbish home with you.
- > Fires are prohibited on the trail except in designated sidings.
- > Camp in designated areas only.
- > Clean your bike, shoes, equipment and/or horses' hooves before and after your trip to help stop the spread of weeds and plant diseases.
- > Avoid riding on soft, wet and muddy tracks.
- > Do not approach pets or livestock in adjacent properties. You may encounter livestock on the trail – please move quietly and quickly past with care.
- > Dogs are permitted on the trail on a leash. Dog owners should be aware that landholders carry out baiting with 1080 poison from time to time on adjoining lands. Cows with young calves sometimes aggressively chase dogs.
- > Do not interfere with native plants or animals.

#### Bike Riders

- > Keep left, where possible, and give way to walkers and horses.
- > Take care travelling around corners and blind spots and be prepared to stop.
- > To safely alert horses of your approach, slow down and speak to the rider in advance of your approach – please do not ring your bell. Be prepared to stop if you see a horse is agitated and/or the rider requests you to do so.





**Walkers**

- > Keep left, where possible, and give way to horses.

**Horse Riders**

- > We recommend horses be shod.
- > We recommend young and/or inexperienced horses do not use the trail without previous exposure to bike riders and walkers.
- > Do not allow horses to remain in natural watercourses.

**Kayaks/Canoes**

- > Be aware of weather conditions and water temperature.
- > Prepare for changes in weather and the possibility of a capsized.
- > Always follow the boating rules of the area you're in.
- > Seek qualified instruction to learn proper aquatic techniques, water safety and basic first aid.
- > Most importantly, WEAR YOUR PERSONAL FLOATATION DEVICE.

**Appendix 2 –  
General Risk Assessment  
Biosecurity Risk Assessment and Risk  
Mitigation Plan**

VERSION 1  
Date 28/06/2021

**Description**

This Risk Assessment and Risk Mitigation Plan is developed to support the Boyne Burnett Inland Rail Trail Corridor Management Plan through the consultation processes with the Dept of Transport and Main Roads, the Gladstone and North Burnett Regional Councils, our volunteer groups and communities to meet the requirements of the Boyne Burnett Inland Rail Trail Risk Management.

The Boyne Burnett Inland Rail Trail is a trail that is built on a former railway corridor length of 270kms from Calliope, Taragoona to Reid’s Creek and Gayndah for passive recreational use. Because it follows the original train line, the trail is ideal for recreational use such as; (non- motorised trail users) walkers, cyclists and horse riders. While the Boyne Burnett Inland Rail Trail is for non-motorised equipment, it is planned where practical and appropriate, the Boyne Burnett Inland Rail Trail will be developed / upgraded so as to enable access by people in wheelchairs, people with disabilities, family groups and the elderly;

The trail has the added benefit of passing through picturesque countryside and historical towns and communities of Queensland.

**General Risk Assessment Biosecurity Risk Assessment  
and Risk Mitigation Plan Review**

This plan will be subject to ongoing review. Any aspect of the risk assessment, implementation plan or processes referred to in the plan will be subject to review when relevant information becomes available, or an event indicates a review is required.

An annual audit will be conducted to test the plan’s compliance with legislation, the application of the plan, and the effectiveness of the plan.

**Risk Framework**

A risk assessment has been applied to assign a level of risk to an identified hazard. In this process two factors are determined – the likelihood of occurrence of the risk and the consequences that result from an occurrence of the risk (Table Below). These factors are outlined below. Risk is estimated as a product of likelihood and consequence Risks are highest when both likelihood and consequences are high.

RISK CALCULATOR					
Likelihood	Consequence				
	Insignificant No injury, no-low \$ cost	Minor First aid treatment, low- medium \$ cost	Moderate Medical treatment, medium-high \$ cost	Major Serious injuries, major \$ cost	Catastrophic Death, huge \$ cost
Almost Certain Expected to occur at most times	H	H	E	E	E
Likely Will probably occur at most times	M	H	H	E	E
Possible Might occur at some time	L	M	H	E	E
Unlikely Could occur at some time	L	L	M	H	E
Rare May occur in rare conditions	L	L	M	H	E

**However**

Risks may be low even if the consequence is ‘extreme’ but the likelihood is ‘rare’; or even if likelihood is ‘almost certain’ but the consequence is ‘insignificant’.



RISK MANAGEMENT ASSESSMENT – TRAIL USERS / HUMAN HEALTH AND SAFETY						
Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Encountering Vehicles at a road crossing/s</b>  <b>Road accidents involving cyclists or pedestrians / Trail Users</b>	Almost Certain	Catastrophic	Extreme	Avoid / Active Management	<b>Unlikely E</b>	<ul style="list-style-type: none"> <li>&gt; Appropriate Signage and Warning Advice. If possible avoid road crossings where vehicle speeds are high and / or visibility is low.</li> <li>&gt; Install signs to warn motorists of crossings.</li> <li>&gt; Create crossing infrastructure such as gates or grid crossings for trail users where the trail crosses a roadway.</li> </ul>
<b>Conflict between User Groups</b>	Possible	Minor	Medium	Active Management Reduce Likelihood	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Appropriate Signage and Code of Conduct for use of trail.</li> <li>&gt; All users to ensure good communications.</li> <li>&gt; Establish rapport and leadership with Participants / Others involved.</li> <li>&gt; Remain approachable and open to questions. Defer difficult questions to a later time for follow up.</li> <li>&gt; If unresolvable, note details, contact numbers and report to relevant person.</li> </ul>
<b>Encountering illegal trail users such as cars/4WD and trail bikes</b>	Likely	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Appropriate Signage, Code of Conduct, Barriers to deter motorised users on the trail.</li> <li>&gt; Active reporting processes.</li> </ul>
<b>Falling from unprotected Bridge Crossing</b>	Possible	Major	Extreme	Active Management Avoid Reduce Likelihood	<b>Unlikely H</b>	<ul style="list-style-type: none"> <li>&gt; Barricades located at bridges, Appropriate clear signage. Controls / Fences to be maintained and monitored for hazards. All maintenance activities to be completed in such manner to avoid exposure to risk / hazard</li> </ul>



RISK MANAGEMENT ASSESSMENT – TRAIL USERS / HUMAN HEALTH AND SAFETY						
Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<p><b>Bush fire risk and subsequent loss of stock increased by people traversing this</b></p> <p><b>Being caught in a bush fire</b></p>	Unlikely	Major	High	Avoid / Active Management	<b>Unlikely H</b>	<ul style="list-style-type: none"> <li>&gt; Appropriate Signage and Warning Advice / Maintenance programs and Trail Users must manage activities during fire season / High fire periods.</li> <li>&gt; Appropriate information on works going on around trails Provide appropriate facilities for safe cigarette disposal at rest points along the trail. Smokers do not discard butts.</li> <li>&gt; Ensure that the rail trail is maintained in good order to reduce the build-up of vegetation along the sides of the trail. No Smoking policy but realise it will happen.</li> <li>&gt; Ensure that a Trail Management and Maintenance Plan is developed and implemented. Hazard Reduction Burning.</li> <li>&gt; Ensure that an Emergency Response plan is developed and implemented.</li> <li>&gt; Include Emergency Services in planning phase to reduce fire risk and consequences of fire response.</li> <li>&gt; Include adjacent farmers in planning / communications to improve awareness of fire management procedures.</li> </ul>



**Being bitten  
by a Snake,  
Spider,  
Leach,  
Wasp... Etc.**

Possible

Major

Extreme

Avoid /  
Active  
Management

**Unlikely H**

- > All Volunteers / Trail Users to be informed to the potential of the presence of bite hazards in advance.
- > All Volunteers / Trail Users to maintain awareness of the presence of snakes, ant nests, bee/wasp nests at all times.
- > Avoid handling and/or antagonising snakes where observed.
- > All Volunteers / Trail Users should be first aid trained and carry/have first aid kits and at least a compression bandage for snake bites on guided walks.
- > All Volunteers / Trail Users to carry emergency and key contact numbers with a mobile phone and ensure location of the group is known to others.

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RISK MANAGEMENT ASSESSMENT – TRAIL USERS / HUMAN HEALTH AND SAFETY						
Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Being bitten by a Snake, Spider, Leach, Wasp... Etc.</b> Continued...	Possible	Major	Extreme	Avoid / Active Management	<b>Unlikely H</b>	<ul style="list-style-type: none"> <li>&gt; All Works and Trail Use, Bushwalking Etc. complies to Code of Conduct for using trail and overall responsibility and assumed duty of care is by all individuals.</li> <li>&gt; Insect repellent. Users to carry</li> <li>&gt; All participants must know of allergies and carrying medication for such. All incidents to be alerted to their responsible person and condition reported.</li> <li>&gt; Appropriate Signage, Close proximity to local hospital and adequate mobile reception, First Aid.</li> </ul>
<b>Weather Extremes</b> <b>Sunburn</b> <b>Dehydration</b>	Possible	Major	Extreme	Avoid / Active Management	<b>Unlikely H</b>	<ul style="list-style-type: none"> <li>&gt; Appropriate Signage and Communication of weather forecasts to users. Users to wear appropriate protection.</li> <li>&gt; All Volunteers / Trail Users to use sunscreens, Suitable Hat Have plenty of drinking water available.</li> <li>&gt; Ensure regular breaks.</li> </ul>
<b>Becoming lost</b> <b>Overexertion, Manual Handling, Illness or Negative Effects of Pre-existing Medical Conditions.</b>	Possible	Major	Extreme	Active Management Avoid / Reduce Likelihood	<b>Rare H</b>	<ul style="list-style-type: none"> <li>&gt; Plan all work or Trail Activities.</li> <li>&gt; Appropriate signage, Code of Conduct for using trail. All Participants are advised and must be aware of the likelihood of strenuous activities.</li> <li>&gt; All Participants to carry any appropriate medications and self-administer when required.</li> <li>&gt; Report any incidents.</li> </ul>
<b>Personal Injuries Through: Trail Activity Using or Operating Maintenance Equipment.</b>	Likely	Major	Extreme	Active Management Avoid / Reduce Likelihood	<b>Unlikely H</b>	<ul style="list-style-type: none"> <li>&gt; Trail Users to be prepared for the activity.</li> <li>&gt; Appropriately trained/qualified volunteers.</li> <li>&gt; Appropriate P.P.E. for task. Risk Assessment.</li> <li>&gt; All equipment to be inspected before use and appropriate for the task.</li> </ul>



RISK MANAGEMENT ASSESSMENT – TRAIL USERS / HUMAN HEALTH AND SAFETY						
Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Walking on Bushland / Trail Corridor</b>  <b>Slips / Falls</b>  <b>Personal Injuries</b>	Possible	Major	Extreme	Active Management Avoid / Reduce Likelihood	<b>Rare H</b>	<ul style="list-style-type: none"> <li>&gt; Appropriate Signage and Warning Advice.</li> <li>&gt; Known Potential Hazards advised to Groups / Participants.</li> <li>&gt; All Participants must be advised to wear closed, sturdy footwear.</li> <li>&gt; Move with care and maintain awareness of slippery, loose or rough surfaces, particularly logs and rocks.</li> <li>&gt; Postpone activity if too wet.</li> <li>&gt; Trail Users should conduct activities on well-established trails and paths.</li> <li>&gt; Stay away from edges on sloped areas.</li> <li>&gt; At night or where poor light exist. Use a torch/lighting to enable clear vision of possible obstacles.</li> <li>&gt; Stop Look Listen for traffic before crossing roads. When waiting or walking on or near roads and an oncoming vehicle is approaching, move off the road to one side in a highly visible location until the vehicle has passed or stopped moving.</li> <li>&gt; When using torch/spotlights, turn off or face down to reduce the risks of dazzling on-coming driver.</li> <li>&gt; Adults to supervise children when crossing roads</li> <li>&gt; Code of Conduct for using trail.</li> </ul>
<b>Falling from high embankments</b>	Possible	Major	Extreme	Active Management Avoid / Reduce Likelihood	<b>Unlikely H</b>	<ul style="list-style-type: none"> <li>&gt; Appropriate signage, Controls / Fences to be maintained and monitored for hazards.</li> <li>&gt; All maintenance activities to be completed in such manner to avoid exposure to risk / hazard.</li> </ul>
<b>Injury Falling into Water Bodies or Creeks</b>	Possible	Major	Extreme	Active Management Avoid / Reduce Likelihood	<b>Rare H</b>	<ul style="list-style-type: none"> <li>&gt; Supervise volunteers at all times when near water bodies. If standing in, wading or crossing water place feet with caution, wear appropriate footwear e.g., boots, gumboots, hold onto fixed objects for support.</li> </ul>



- > Do not drink from water bodies / Avoid skin contact especially face, eyes & mouth.

RISK MANAGEMENT ASSESSMENT – TRAIL USERS / HUMAN HEALTH AND SAFETY						
Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Overhead Hazards</b>	Possible	Major	Extreme	Active Management Avoid / Reduce Likelihood	<b>Unlikely H</b>	<ul style="list-style-type: none"> <li>&gt; Appropriate Signage and Warning Advice.</li> <li>&gt; Appropriate maintenance to trail. Inspect all routes, paths and stop areas, including campsites for hazardous limbs and hang-ups / Especially after a significant storm event.</li> <li>&gt; Select alternative route if necessary.</li> <li>&gt; Report all hazards identified.</li> </ul>
<b>Rail Trail Users are injured by: Livestock Fences</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Fencing along the rail trail boundary to be appropriate for controlling stock, but not dangerous to people (appropriate use of barbed or electrified wires).</li> <li>&gt; Fences to be maintained and monitored for hazards. Trail Users to remain on the Rail Trail Corridor.</li> <li>&gt; Provide signs advising users that the main domestic animals they will encounter will be cattle, that cows with calves may be protective of their calves and to move away from them quickly.</li> <li>&gt; Advise that cattle are naturally inquisitive and may want to sniff people.</li> </ul>
<b>Reduced privacy in buildings and paddocks adjacent to rail trail.</b>	Likely	Major	Extreme	Active Management Avoid / Reduce Likelihood	<b>Unlikely H</b>	<ul style="list-style-type: none"> <li>&gt; Include landholders in planning through a consultation process.</li> <li>&gt; Proponent to consider installation privacy screens blocking line of sight between buildings and trail.</li> </ul>
<b>Trail users access pest animal baits laid by landholders close to the trail</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Erect signage at access points to the trail which includes warnings regarding the possibility of baiting occurring in the area.</li> <li>&gt; Adjoining farmers have a responsibility to adhere to the requirements for notification, signage and restrictions for safe use of pesticides as per Queensland Health for 1080 Bait Products.</li> <li>&gt; Good communications.</li> </ul>



- > Adults to supervise children.  
Code of Conduct for using trail.

RISK MANAGEMENT ASSESSMENT – LIVESTOCK HEALTH AND WELFARE						
Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Trail Users introduce exotic animal diseases</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely H</b>	<ul style="list-style-type: none"> <li>&gt; Position signs at access points reminding people of their General Biosecurity Duty and the penalties for breaches of the Biosecurity Act.</li> <li>&gt; Signage to advise all rubbish must be taken away from the trail.</li> <li>&gt; Any bins at access points to the trail be fully enclosed so that scraps cannot be recovered or scavenged by birds/animals.</li> <li>&gt; Position signs at access points to the trail instructing people to have no contact with animals and to warn of trespass and biosecurity obligations and risks.</li> <li>&gt; Include biosecurity risk and responsibilities in the rules for use of the rail trail. Include warnings about food scraps, human waste, animal waste, soil, seeds, organisms and people who have been outside Australia in the last 7 days.</li> <li>&gt; Position signs at access points to the trail reminding people of the existing trespass laws which prohibit entry of rail trail users onto private land.</li> <li>&gt; Where no bin available the Trail User must take their waste with them and dispose of correctly.</li> </ul>





<b>Trail users introduce non-endemic animal diseases</b>	Possible	Minor	Medium	Active Management Reduce Likelihood	<b>Unlikely L</b>	<ul style="list-style-type: none"> <li>&gt; Position signs at access points to the trail instructing people to have no contact with animals and to warn of trespass and biosecurity obligations and risks.</li> <li>&gt; Position signage at access points to the trail to indicate wheels and shoes must be clean and free of dirt and vegetable matter before entering the trail.</li> <li>&gt; Position signs at access points to the trail reminding people of the existing trespass laws which prohibit entry of rail trail users onto private land</li> </ul>
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**RISK MANAGEMENT ASSESSMENT – LIVESTOCK HEALTH AND WELFARE**

Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Trail Users introduce exotic animal diseases (continued)</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely L</b>	<ul style="list-style-type: none"> <li>&gt; Ensure that an emergency response plan is in place which includes closure of the trail during a disease emergency. Consult with adjoining farmers around specific biosecurity risks on their farms and any additional measures which may need to be considered.</li> </ul>
<b>Animals move and spread established diseases between farms</b>	Possible	Minor	Medium	Active Management Reduce Likelihood	<b>Unlikely L</b>	<ul style="list-style-type: none"> <li>&gt; Construct gates and/or grids at the border of farms with identified biosecurity risks.</li> <li>&gt; Establish fencing along the boundary of the rail trail with crossings created where stock or vehicles need to move between each side. These crossings must be designed after consideration of the biosecurity risks specific to the situation, if the adjoining landholder has such requirements.</li> <li>&gt; Position signs at access points to the trail reminding people of the existing trespass laws which prohibit entry of rail trail users onto private land.</li> <li>&gt; Ensure that an emergency response plan is in place which includes closure of the trail during a disease emergency.</li> </ul>



<b>Livestock is released from the containment of their paddock or otherwise enter the rail trail</b>	Unlikely	Minor	Low	Avoid / Active Management	<b>Unlikely L</b>	<ul style="list-style-type: none"> <li>&gt; Include gates along the trail that allow stray stock to be easily moved off the trail.</li> <li>&gt; Position signs at access points to the trail reminding people of the existing trespass laws which prohibit entry of rail trail users onto private land. Ensure that there are plenty of openings in any trail fences to ensure cattle can easily move away if adjoining landholder is grazing the corridor. Provide signs advising users that the main domestic animals they will encounter will be cattle, that cows with calves may be protective of their calves and to move away from them quickly. Advise that cattle are naturally inquisitive and may want to sniff people.</li> </ul>
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**RISK MANAGEMENT ASSESSMENT – LIVESTOCK HEALTH AND WELFARE**

Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Trail users act cruelly towards livestock on adjacent farms.</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Rare M</b>	<ul style="list-style-type: none"> <li>&gt; Position signs at access points to the trail instructing people to have no contact with animals and to warn of trespass and biosecurity obligations and risks.</li> <li>&gt; Position signs at access points to the trail reminding people of the existing trespass laws which prohibit entry of rail trail users onto private land.</li> <li>&gt; Provide signage at access points to the trail to remind people of the Prevention of Cruelty to Animals Act to improve farm animal welfare.</li> </ul>
<b>Rail trail fences prevent stock accessing watering points located on the other side of the rail trail.</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Farmers construct new watering points where needed to provide water to stock on both sides of the rail trail.</li> <li>&gt; Create crossings or underpasses where stock or vehicles need to move between each side of the trail.</li> <li>&gt; Consult with adjoining farmers around specific requirement.</li> </ul>



<b>Pets on rail trail attack farm animals</b>	Unlikely	Minor	Low	Avoid / Active Management	<b>Rare L</b>	<ul style="list-style-type: none"> <li>&gt; Erect signage at access points to the trail which includes directives that dogs must be on leash and under control of owner at all times and that all animals other than domestic dogs, horses and cattle are prohibited on the trail. Request the Local Council monitors stray dog activity on the trail and responds promptly to any notifications of the presence of stray dogs.</li> <li>&gt; Display phone number of Council Dog Catcher at main access points to the trail to encourage reporting of stray dogs or misuse of the trail.</li> <li>&gt; Consult with adjoining farmers around specific reporting requirement and feedback.</li> </ul>
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**RISK MANAGEMENT ASSESSMENT – LIVESTOCK HEALTH AND WELFARE**

Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Faeces from pet dogs spread parasites and diseases along the trail which could transfer to adjoining properties.</b>	Possible	Minor	Medium	Active Management Reduce Likelihood	<b>Unlikely L</b>	<ul style="list-style-type: none"> <li>&gt; Consider provision to dog poop bags at access points to the trail for trail users.</li> <li>&gt; Erect signage to direct pet owners on the trail to pick up their dog droppings.</li> </ul>
<b>Rail trail users frighten livestock in adjacent paddocks</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Position signs at access points to the trail instructing people to have no contact with animals and to warn of trespass and biosecurity obligations and risks.</li> <li>&gt; Provide signage at access points to the trail to advise of appropriate behaviour when on the trail, e.g., not making excessive noise that may frighten stock along the trail.</li> <li>&gt; Erect signage at access points to the trail which includes requirement for trail users to maintain control of dogs on leashes. Position signs at access points to the trail to advise that motorbikes, quadbikes and motor vehicles are not allowed on the rail trail.</li> </ul>



RISK MANAGEMENT ASSESSMENT – PEST ANIMALS						
Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Rail trail acts to harbour Pest Animal i.e., burrow site for rabbits</b>	Possible	Minor	Medium	Active Management Reduce Likelihood	<b>Unlikely L</b>	<ul style="list-style-type: none"> <li>&gt; Ensure that maintenance and monitoring of this potential and Council are informed to the requirement. E.g., rabbit control in the corridor.</li> </ul>
<b>Foxes, pigs, and wild dogs are attracted by food scraps on rail trail</b>	Possible	Minor	Medium	Active Management Reduce Likelihood	<b>Unlikely L</b>	<ul style="list-style-type: none"> <li>&gt; All users to manage the removal of their rubbish.</li> <li>&gt; Include biosecurity risk and responsibilities in the rules for use of the rail trail. Include warnings about food scraps, human waste, soil, seeds, organisms and people who have been outside Australia in the last 7 days.</li> <li>&gt; Request Local Council monitors dog activity and responds promptly to any notifications of stray dogs on the trail.</li> </ul>

RISK MANAGEMENT ASSESSMENT – PLANTS AND WEEDS						
Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Weeds are transferred along the corridor from other properties and from outside the corridor.</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Ensure that maintenance and monitoring of this potential. Include biosecurity risk and responsibilities in the rules for use of the rail trail. Include warnings about food scraps, human waste, soil, seeds, organisms and people who have been outside Australia in the last 7 days.</li> <li>&gt; Position signage at access points to the trail to indicate that wheels and shoes must be clean and free of dirt and vegetable matter before entering the trail.</li> <li>&gt; Position signs at access points to the trail reminding people of the existing trespass laws which prohibit entry of rail trail users onto private land.</li> </ul>



**RISK MANAGEMENT ASSESSMENT – POLITICAL/PUBLIC CONCERNS**

Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>A biosecurity incident occurs along the rail trail.</b>	Possible	Moderate	High	Active Management Reduce Likelihood Avoid	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Ensure that maintenance and monitoring of this potential.</li> <li>&gt; Ensure that biosecurity risk mitigation actions are implemented and monitored.</li> <li>&gt; Ensure that Government agencies include rail trail in their current emergency management plans.</li> </ul>

**RISK MANAGEMENT ASSESSMENT – ECONOMIC CONCERNS**

Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Farmers will have less access to previously leased land in rail corridor.</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Consult with farmers to explain how the rail trail itself will not reduce grazing land in the corridor.</li> </ul>
<b>Decreased land value due to negative impact of rail trail.</b>	Unlikely	Minor	Low	Avoid / Active Management	<b>Rare L</b>	<ul style="list-style-type: none"> <li>&gt; Share reports from other rail trails showing that rail trails have had a neutral or positive impact on land values.</li> <li>&gt; Encourage positive media around the rail trail to ensure it is perceived as an opportunity rather than a threat.</li> <li>&gt; Support landholders adjoining the rail trail to encourage productive businesses that can benefit from the rail trail where possible.</li> </ul>






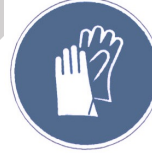





RISK MANAGEMENT ASSESSMENT – ECONOMIC CONCERNS						
Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Disruption to farming practices due to paddocks being cut and access to creeks and water supplies restricted.</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Consult and negotiate with the adjoining landholders regarding fencing requirements along the rail trail. Consult and negotiate with the adjoining landholders regarding stock access mechanisms so that stock can access land on either side of the trail where required.</li> </ul>
<b>Risk of bushfire caused by rail trail users and subsequent loss of stock, vegetation, and fencing.</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Provide education/information on a No Smoking policy</li> <li>Ensure that the rail trail is maintained in good order to reduce the build-up of vegetation along the sides of the trail.</li> <li>Ensure that a Trail Management and Maintenance Plan is developed and implemented.</li> <li>Ensure that an Emergency Response plan is developed and implemented.</li> </ul>
<b>Risk of bushfire caused by rail trail users and subsequent loss of stock, vegetation, and fencing.</b>	Possible	Moderate	High	Active Management Reduce Likelihood	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Include Emergency Services in planning phase to reduce fire risk and consequences of fire response.</li> <li>&gt; Include adjacent farmers in planning to improve awareness of fire management procedures.</li> </ul>
<b>Spray drift from herbicides used to control weeds on trail impacts adjoining land or contaminates produce.</b>	Possible	Moderate	High	Active Management Reduce Likelihood Avoid	<b>Unlikely M</b>	<ul style="list-style-type: none"> <li>&gt; Ensure that Rail Trail Activity to spraying protocols are followed and that these include reducing spray drift, use of low-risk chemicals and practices and informing adjacent landholders of planned spray events.</li> </ul>



RISK MANAGEMENT ASSESSMENT – ENVIRONMENTAL						
Potential Risk	Likelihood	Consequence	Risk Rating	Risk Treatment Options	Residual Risk Rating after Controls	Activities to address risk / Controls
<b>Endangered plants and animals are damaged along the rail corridor</b>	Possible	Minor	Low	Avoid / Reduce Likelihood Active Management	<b>Rare L</b>	<ul style="list-style-type: none"> <li>&gt; An environmental assessment is completed and appropriate actions taken based on recommendations, (Where Applicable).</li> <li>&gt; Any endangered species are identified and actions taken to minimise negative impacts resulting from the rail trail. Appropriate Signage.</li> </ul>
<b>Endangered Cultural Heritage Sites are damaged along the rail.</b>	Possible	Minor	Low	Avoid / Reduce Likelihood Active Management	<b>Rare L</b>	<ul style="list-style-type: none"> <li>&gt; An environmental assessment is completed and appropriate actions taken based on recommendations, (Where Applicable).</li> <li>&gt; Any endangered species are identified and actions taken to minimise negative impacts resulting from the rail trail.</li> <li>&gt; Appropriate Signage.</li> </ul>
<b>Rail Trail Activities pollute or contaminate surrounding land / waterways.</b>	Possible	Minor	Low	Avoid / Reduce Likelihood Active Management	<b>Rare L</b>	<ul style="list-style-type: none"> <li>&gt; Include Appropriate Services in planning phase to reduce risk and consequences of pollution or contamination.</li> <li>&gt; Ensure that maintenance and monitoring of this potential. Where it may be identified additional toilets are required / installed, this may involve consultation with the</li> <li>&gt; Environmental Protection Agency and others involved in planning of toilets.</li> <li>&gt; Make sure runoff doesn't carry chemicals into the stormwater drain or a local waterway.</li> <li>&gt; All earthworks carried out in manner so as to avoid silt carried by run-off water into creeks and rivers.</li> <li>&gt; Avoid land being cleared, excavated and potential erosion.</li> <li>&gt; Trail Users ensuring our waste does not end up in waterways.</li> </ul>



<b>Example Personal Protective Equipment required to undertake most activities:</b>			
<p>This section is to capture PPE required for this job. It does not include the Mandatory PPE for outdoor work environment            When using hazardous chemicals, ensure the SDS has been reviewed for the correct PPE.</p> <p>This should be attached to and styled to suit various activities and toolbox documents</p>			
 <p>Eye protection must be worn:            Y <input checked="" type="checkbox"/> N <input type="checkbox"/>            Details: <b>To be worn at all times</b></p>	 <p>Full face mask respiratory protection must be worn:            Y <input type="checkbox"/> N <input checked="" type="checkbox"/>            Details:</p>	 <p>Half mask must be worn:            Y <input checked="" type="checkbox"/> N <input type="checkbox"/>            Details: As identified to be necessary</p>	
 <p>Hard hat must be worn:            Y <input type="checkbox"/> N <input checked="" type="checkbox"/>            Details:</p>	 <p>Hearing protection must be worn:            Y <input type="checkbox"/> N <input checked="" type="checkbox"/>            Details:</p>	 <p>Hand protection must be worn:            Y <input checked="" type="checkbox"/> N <input type="checkbox"/>            Details: <b>To be worn at all times</b></p>	
 <p>Foot protection must be worn:            Y <input checked="" type="checkbox"/> N <input type="checkbox"/>            Details: <b>To be worn at all times</b></p>	 <p>Protective body clothing must be worn:            Y <input checked="" type="checkbox"/> N <input type="checkbox"/>            Details: <b>To be worn at all times</b></p>	 <p>Face protection must be worn:            Y <input checked="" type="checkbox"/> N <input type="checkbox"/>            Details: <b>To be worn while decanting chemicals</b></p>	

**Note:** This document forms an initial draft of the General Risk Assessment & Biosecurity Risk Assessment and Risk Mitigation Plan. The document should be reviewed by each participant and consideration given to all recommended modifications to allow the plan development.

The plan shall be subject to ongoing review to assist Boyne Burnett Inland Rail Trail identify and manage risks and meet its biosecurity duties.





## Appendix 3 – BBIRT Fire Management Plan

Version 1 – 13 July 2021

### Preamble

(This is a draft document.)

While it would be great to say there is no need for fire if the whole corridor is mown, recognise this is not feasible. Fire, used wisely and appropriately, can be a valuable tool to enhance the corridor and protect our assets. Overgrown vegetation and raging wild fire can destroy it.

At the local level, prevailing conditions should dictate our recommended way to manage fire on the corridor between Gayndah and Taragoola.

Managing fire along such a length is only possible with good co-operation with neighbours. We must develop a plan for those places where mowing is not possible or practical.

Consideration must be given as to who will apply for a permit to burn, and why. Hazard reduction will have a different methodology from pasture management, and be carried out at differing times with different moisture levels. This will be dependent upon whether the trail is in a grazed area, or a non-grazed and unmown condition.

Consideration will also have to be given to trail closures during fire related maintenance, or times of bush fire affecting the trail area. Trees planted within the trail corridor or plants of value will need protection, as will any other infrastructure and assets.

### Aim

Provide guidelines to enable good fire management in co-operation with adjoining landholders and integrate with different fire regimes desired by different agendas.

E.g. Forestry, National Parks, & townships etc. will want to burn at different times for different reasons to other landholders.

Members of BBIRT may have varying required fire regimes. e.g. Burning land open to grazing may need to be done at a different time to parts of the corridor locked up with heavy fuel load.

Bridges and other infrastructure need to use fire and other means for protection from bushfire.

There will be places where vegetation or trees need protection from bushfire.

There will be places where a fire at the start of winter is the best option for our purposes but not for neighbours. Define a way to resolve this.

Get all neighbours to recognise that we have legitimate aspirations to protect assets along the corridor.

### Result

Map to identify corridor assets and areas where different requirements for fire usage are needed.

Suggest best methodology for different requirements / regimes.

Eg. fire management for remote heavy fuel load areas.

Aim for a cool winter burn to reduce fire hazard in spring in conjunction with neighbours. Get them to recognise their fire plans will need to include protection of our assets.

Graded breaks to be avoided if possible except on flat land. For fire management for heavy fuel load areas close to infrastructure, clear 2 meter width break, or wet edge and blower: cool burn away to defined edge if neighbour do not want to burn.

For fire management for heavy fuel load areas close to townships, slash first and only burn if absolutely necessary in conjunction with neighbours if possible. Get them to recognise their fire plans will need to include protection of our assets. Protect wanted trees etc. with a 2 metre cleared break.

For fire management for remote grazed light fuel load areas, burns to fit in with, or be conducted by neighbours, and getting them to recognise their fire plans will need to include protection of our assets.

### Permits

Clearly identify who owns the fire, and who should apply for the permit to burn. Ensure all conditions on the permit are met and complied with.

While it is possible the fire Warden may make trail closure a condition of the permit, always be alert that public safety is always to the fore, with trail closures put in place for safety, of both the public, and also of those conducting the burn.

### Action

I intend to table this document in its present form to the BBIRT meeting for consideration. This will be a living document, with ongoing updates and revision as decided by the members of BBIRT as conditions dictate.

All actions should include all stakeholders, neighbours, Fire Wardens and Rural Fire Brigades along the corridor to ensure the most appropriate conditions are considered and implemented.

### Example Burn Plan

Conditions. Must receive 15 to 20 mm at site of rain gauge near burn area, with-in 10 days since last fall of 40+ mm.

Must burn with-in three days of such rain fall when wind is from south to south-east. Fire not to be lit before 3.00 pm.

Burn will be in conjunction with XXXXXXXX or agent, XXXXXX XXXX, XXXXXXXX or agent from XXXXXX, and XXXXXXXX XXXX or agent from XXXXXXXX. None of the mentioned people need to be on the actual fire ground, but can if they desire. QPWS is happy for the burn to proceed, subject to the following of conditions on the burn permit.

The burn will comprise of two elements. The first element will utilise the track high up in XXXXXXXX XXXX, and will proceed as so. At least four people will conduct this element.



One drip torch, two knapsacks, and one leaf blower will be the minimum equipment required. Method will be the leaf blower operator will ensure all leaf matter is cleared from the dozed track, then clear a trail to the gully where the burn will start. XXXXX will ensure this location, either verbally or in person, as he sees fit.

The fire will be lit and controlled by leaf blower and the two knapsacks, and brought down to the dozed break. It will then be brought along to the XXXXXX XXXX boundary. Two people with knapsacks will stay in the top section to ensure fire does not escape. The other two can now prepare for the second segment. At this stage, the second element can commence.

Second section will commence as soon as the top section is secure. A combination of leaf blower and fire appliance can now be the controlling elements, along with the drip torch operator to progress the burn downward along the fence; ensuring fire is kept out of XXXXX XXXX.

This will be done in usual Rural Fire Brigade fashion, and when completed, the whole area will be damped down, then totally blacked out. The fire area will be patrolled until it is totally out. Recommended that two brigade vehicles attend, or one Brigade unit and a ute with a slip-on unit be used. All parties to share ideas.

### Appendix 4 – BBIRT Signage

All BBIRT Signage will be constructed in line with DTMR guidelines and regulations. We will work with the BVRT to ensure

TRAILHEADS will provide appropriate signage at both ends of the trail including:

- > Section of the Trail
- > Reference to BBIRT
- > Types of Users permitted ie Walkers, Cyclists, Horseriders, Kayaks/Canoes
- > Facilities in the section of the trail ie parking, camping, toilets, shelters
- > Facilities and Users not permitted in this section of the trail
- > Mapping of the Section including the entire track, specific points of interest and position marking
- > Distance of the section of the trail
- > Grade of the Track and Gradient
- > Details of the local government region.

Example of Trail Head Signage:



### Signage along the trail for users

All signs will be in accordance with the requirements of Local Trail routes and will warn trail users in advance of road crossings. These will be necessary where sight distance may not be suitable for either the trail user or the motorists while crossing a main road. It should be noted that logging trucks frequent the road adjacent to the BBIRT. BBIRT signs will follow these examples:



### Signage along the main roads for road users warning of trail users

In conjunction with DTMR, all signs will be erected in accordance with the requirements of Local Trail crossing signage requirements warning of the presence of the crossing mounted generally 300 m in advance of the crossing with a TRAIL CROSSING sign (W6-Q3) warning motorists that the trail is either adjacent to the road or will cross the road ahead where trail users will frequently cross the road on foot, on bicycle or with horses.

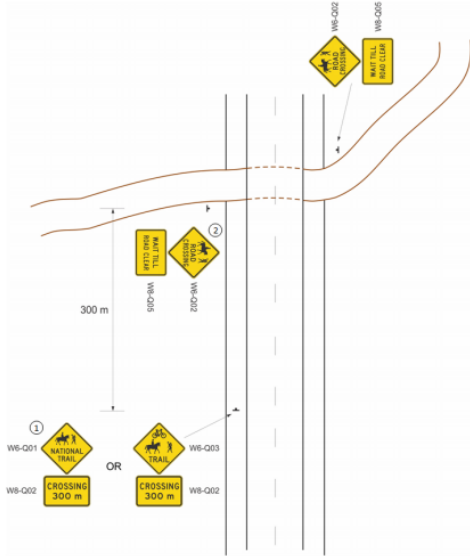
W6-Q03		Shall be used to warn of the presence of a Local Trail crossing. Shall be used with the supplementary plate CROSSING 300 m (W8-Q02) mounted below it.
W8-Q02		Shall be mounted 300 m in advance of the crossing with either the NATIONAL TRAIL CROSSING sign (W6-Q01) or TRAIL CROSSING sign (W6-Q03).
W8-17-1		Shall be used to warn motorists that the trail is adjacent to the road (that is, within or in close proximity to the road reserve). The NATIONAL TRAIL CROSSING sign (W6-Q01) or TRAIL CROSSING sign (W6-Q03) is used with the supplementary plate NEXT ... m (W8-17-2) or NEXT ... km (W8-17-1) as appropriate.
W8-17-2		This signing arrangement shall also used to warn motorists that the road ahead will be shared by trail users and motorists: for example, on bridges, in narrow cuttings, or at any other location where a separate trail route is not practicable.



**Placement of Signage**

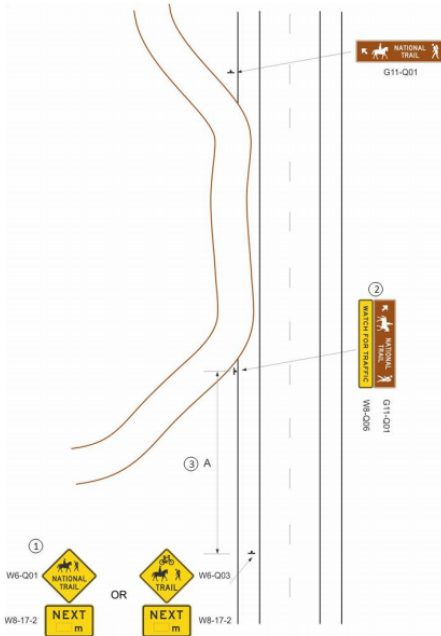
BBIRT will follow DTMR guidance on placing of these signs either crossing or running adjacent to main roads for maximum impact for both trail users and motorists.

Figure 6.3.3(a) – Example signage layout for a trail (National or Local) route crossing



- NOTES:
1. The W6-Q01 / W8-Q02 assembly is used on National Trails, and the W6-Q03 / W8-Q02 is used on Local Trails, see Clause 6.3.1 for guidance. Advance warning signs, where used, shall be used on both approaches to the trail crossing.
  2. The W6-Q02 / W8-Q05 assembly may be used on both Local and National Trails, see Clause 6.3.2.1 for guidance.

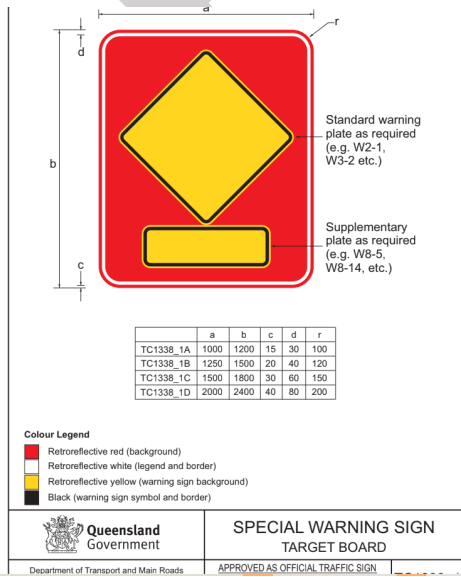
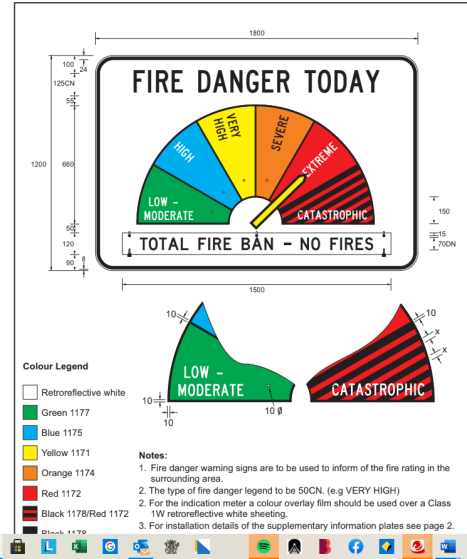
Figure 6.3.3(b) – Example signage layout for a trail (National or Local) along a road corridor



- NOTES:
1. The W6-Q01 / W8-Q02 assembly is used on National Trails, and the W6-Q03 / W8-Q02 is used on Local Trails, see Clause 6.3.1 for guidance. Advance warning signs, where used, shall be used on both approaches to the trail crossing.
  2. The G11-Q01 / W8-Q06 assembly is used on National Trails to guide trail users, see Clause 6.3.2.2 for guidance. National Trail guide signs shall be used in both directions of travel along a National Trail.
  3. For dimension A, refer to Queensland MUCTD Part 1 Clause 1.12.2.

**Warning signage along the trail**

BBIRT will be directed by DTMR on placing warning signs along the trail to educate trail users on the environmental dangers and emergency information. Examples:





### Signage along the trail as place markers

Directional signage along the trail will be placed in line with the BVRT standard marking out the trail for users advising direction to travel and any changes to gradient and rating of the trail.

Example of placer signage:



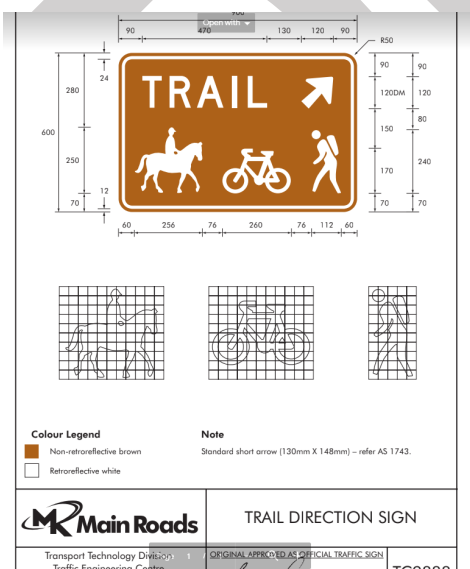
### BBIRT specific signage

Where possible BBIRT will use our logo on signage to provide guidance to trail users.



### BBIRT Information Signage

To promote the historical and environmental significance along the trail we will strategically place promotional boards at sidings and areas of interest based on the BVRT Rail Trail. Example as follows:





## Appendix 5 - BBIRT Infrastructure Improvements

### Funding

BBIRT has been the beneficiary of a bequest, has sought and won funding from the Gambling Community Benefit Fund, the Federal Government and has worked hard raising funds through raffles etc.

Other community organisations such as the Community Shed, Nagoorin have sought and won funds for slashing and maintenance of their siding. (\$5000)

Builyan & Many Peaks development association has applied for funds to enable work on their siding.

BBIRT forwarded maintenance money (\$440) to Eidsvold which enabled slashing 11 klm of corridor. Three businesses in the town have combined to slash another 11 klm and committed to maintain the slashing in that area.

Several businesses have donated machinery hire, sawn timber, website development etc at no cost.

Funding from TMR for maintenance has enabled the start of slashing and other maintenance projects from Gayndah to Ubobo.

We have sufficient funds to hand to enable adequate work to be done to open the Trail from near Kalpowar to Builyan.

We will continue to do this type of fund raising and funding applications. In time we may be able to work with the state to enable significant funds for other works.

### Priorities

BBIRT is developing a list of works to be done by priority.

Disabled or 'all of community' access to the trail is a priority in areas where possible. The Burnett River Bridges section is well advanced in enabling access. Disabled access to Tunnel 6 at Barrimoon is planned and funded, and due to be done before September.

Several bridges will require decking and railings. Each of these locations really has no other safe way to open the Trail in those locations. Work is underway to cost these projects.

Priorities are established on need and the willingness of the local community to work in their areas.

### Work Done

Through the generosity of community and willing volunteers, BBIRT has done significant work on the tunnels section of the Trail.

<https://www.facebook.com/boyneburnettinlandrailtrail/posts/1170761126755551>