

A review of the impact on the Northern Rivers region of the
World Rally Championship 2009

RepcO Rally

prepared for

State & Regional Development and Tourism Division
Industry and Investment NSW

Homebush Motor Racing Authority

by

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Index

	Page No
RepcO Rally review findings	3
Recommendations	5
Preamble	7
NSW Government	8
Submissions	9
Consultation	9
Economic analyses	10
Tourism industry	14
The environment	16
Aboriginal cultural heritage	17
Public safety	20
Local community	21
Attachment A 2009 Event Attendance	
Attachment B Letter from Tweed Tourism	
Attachment C Extracts containing recommendations from reports prepared by Dr Stephen Phillips, Biolink	

RepcO Rally review findings

The Repco Rally review conducted from late January this year has focused its inquiries and analysis on five key criteria:

- tourism
- environment
- aboriginal cultural heritage
- public safety
- local community

Further to this, the review has assessed submissions that include measurements of the economic impact of the rally on the economy of the Northern Rivers region of NSW and the impact on the state as a whole.

Future Repco Rallies in the region

Despite zealous and enduring opposition to the rally by a tiny minority in a community of around 90,000, the Repco Rally 2009 review found there was no other reason for the rally not to be staged in the Northern Rivers region in 2011.

Future rallies could be conducted with the benefit of key experiences learned from 2009 and be conducted more successfully in terms of positive economic impacts and tourism growth.

Opportunities exist also to better manage issues related to engagement with the traditional owners of the Githabul Nation Aboriginal Corporation and to improve environmental and public safety risk management.

The review found that the rally continued to be supported by a majority of local government councillors and business houses in the Tweed and Kyogle local government areas.

Economy

This review concluded that the 2009 Repco Rally generated between \$14 million and \$16.9 million in new economic activity in the Northern Rivers region and generated around \$13 million for NSW as a whole.

Tourism industry

The review concluded that around 20,000 'unique visitors' travelled to the Northern Rivers region of NSW in September 2009 to attend the Repco Rally.

Total attendance and ticket sales for rally stages and attendance at free events are reliably quantified by the organisers at more than 86,000. There were 1,493 volunteer passes issued to support the event.

The rally, as part of the World Rally Championship, attracted a global television audience of more than 50 million viewers, according to industry reports.

Environment

The review concluded that there was no evidence of any significant damage to the environment caused by the staging of the Repco Rally in 2009.

The reviewer endorses the recommendations contained in the Biolink Ecological Consultants report that forms part of the Rally Australia submission to this review.

Aboriginal cultural heritage

The review found that a lack of time and process meant that consultation with traditional owners represented by the board of directors of the Githabul Aboriginal National Corporation in 2009 was inadequate.

The review notes Rally Australia's acknowledgement of this fact in its submission and its aspiration to address this challenge in the future.

Public safety

The review found that no public safety incidents requiring an emergency response occurred during the Repco Rally.

The practice of slow driving along sealed sections of the rally route by anti rally activists was dangerous and provocative.

There was no statistical evidence to support anecdotal claims by rally opponents that the incidence of hoon copycat driving increased directly as a result of the rally.

Public safety management could be enhanced in the event of any future rallies in the region.

Local community

The review has accepted as robust and credible the findings of an independent market research study commissioned for the Kyogle Chamber of Commerce following the rally in 2009 namely:

- 78 per cent of the general population supported the return of the event
- 83.4 per cent of the general population believed the benefits of the event outweighed the inconveniences
- 38 per cent of businesses reported increased trade performance
- 56 per cent of businesses believed the rally benefited their enterprise
- 76 per cent would like to see the event return to the area

While a vast majority of the community either support or are neutral in terms of their attitude to the rally, a small group in the community remain zealously opposed to it.

Recommendations

Subject to a decision by State Government and organisers to stage a second round of the Repco Rally in the Northern Rivers region of NSW in 2011, the rally review makes the following recommendations:

Overall event management

1. Any future Repco Rally in the region be planned and staged with sufficient time to fully complete the recommendations described under the heading 'Future Improvement Opportunities' in the Rally Australia Pty Limited submission to this review.
2. Detailed key performance indicators should form part of any contractual agreement between Events NSW and Rally Australia.

The economy

3. The economic impact of any future rallies in the Northern Rivers region and in NSW as a whole should continue to be independently and proactively monitored, analysed and publicly reported.

Tourism industry

4. Repco Rally related tourist movements and key indicators such as ticket sales and event attendances should continue to be monitored and publicly reported.

Environment

5. A key recommendation of this review is that strict environmental sensitivity criteria be formulated to determine the identification of any future rally route.

The reviewer believes any future route should avoid unique and environmentally sensitive areas within the region including the Uki area, Byrrell Creek and pristine habitats.

6. All recommendations contained within the Biolink Ecological Consultants report prepared by Dr Stephen Phillips are endorsed by the reviewer and should be retained for any future rally events. (Attachment C)

Aboriginal cultural heritage

7. Sufficient time should be allowed to permit future rally organisers to positively engage with the board of the Githabul Nation Aboriginal Corporation according to the detailed protocols contained in this report.

Public safety

8. Spectator and public safety concerns should be adequately addressed when determining any future rally route. Consideration should be given to discussing proposed routes and risk management procedures associated with public viewing points along those routes with the NSW Volunteer Rescue Association.

Local community

9. The review recommends that an extensive community consultation program occur in the Northern Rivers region of NSW as a key part of engaging with the community if future rallies are staged in the region.

Any such engagement strategy should begin early enough before a rally to be effective.

10. Any future Rally to be held in the Northern Rivers region is to have due consideration and regard to the annual Tyalgum Festival of Classic Music which is held on the first weekend of September each year.

Preamble

A World Rally Championship event called the Repco Rally was held in the Northern Rivers region of NSW from 3 to 6 September 2009.

The rally was strongly opposed by a small, vocal and media savvy group of residents who saw the event as an unwanted affront to a previously tranquil way of life close to nature.

They protested and took direct action on grounds they described as:

- Deprivation of democratic rights and overriding State planning, environmental and other legislation
- A forecast serious impact on fauna and flora in national parks and heritage areas along the proposed rally route
- A clear conflict, in tourism terms, between world heritage listed wilderness, national parks and state conservation areas - 'the green caldera' - and a major motor sports event
- The encouragement of hoon-like behaviour particularly among male P-plate drivers
- Disruption to their lifestyle
- Property access difficulties during the rally
- The presence of police from Sydney

Direct action by anti-rally protestors in reportedly twice placing logs and rocks on Byrrill Creek Rd near Uki and communicating this fact to rally marshals forced the cancellation of stage six of the rally on 4 September.

Other direct action to which protesters have admitted was the practice of 'slow driving' on bitumen sections of the route to frustrate the progress of the rally. This practice was described by police as dangerous and provocative.

Anti-rally graffiti appeared throughout the region.

During the rally, demonstrations were staged at various points along the route.

An unproven allegation of rock throwing targeting rally cars was refuted in February this year when NSW Police chief superintendent for the Tweed Area Local Command told a review public meeting in Murwillumbah that there was no evidence to support the claim.

The small but determined anti-rally movement in the region has dug in and the community in the Tweed Shire and Kyogle Council areas remains divided.

Open tensions continue between the anti-rally activists and their local government councils.

Similar tensions have spilled over into community relations with boycott threats being levelled at local shopkeepers who have publicly expressed either support for or opposition to a re-run of the rally in 2011.

Despite the small minority of people who opposed the rally, this review highlights the fact that a greater majority enjoyed and attended the event.

NSW Government

Events NSW told the review it was approached by the Confederation of Australian Motor Sport Ltd (CAMS) in 2008 to discuss matters including the Australian round of the Federation Internationale de l'Automobile (FIA) World Rally Championship (WRC).

Events NSW described its role as identifying, attracting and nurturing events that provide economic, marketing/strategic and community benefits to Sydney and regional NSW.

Events NSW saw the WRC potential as an event that would, in its terms:

- provide opportunities for the national and international marketing and promotion of Sydney and NSW
- positively engage large and diverse sections of the NSW community.

It negotiated the support of the NSW Government for the rally and the *Motor Sports (World Rally Championship) Act 2009* (the Motor Sports Act) was enacted on 1 July 2009, supported by a majority of government and coalition members in both chambers.

The Motor Sports Act 2009 was modelled on a range of major event precedents including:

- The Sydney 2000 Olympic Games
- World Youth Day 2008

The 2009 Act was designed to override existing legislation in number of jurisdictions and to fast track the facilitation of what was seen as an economically beneficial global entertainment.

Without such legislation, the government argued, major events in modern society would never get off the regulatory ground.

NSW Government agencies and local Authorities that joined the WRC facilitation process included:

- Department of Premier and Cabinet
- State and Regional Development and Tourism Division of Industry and Investment NSW – Homebush Motor Racing Authority
- Events NSW
- NSW Police; RTA; Ambulance Service of NSW; Rural Fire Service; National Parks and Wildlife Service; and NSW Volunteer Rescue Association
- Kyogle and Tweed Shire Councils

Clause 25 of the Motor Sports Act provided that the NSW Minister for State and Regional Development would conduct a review of the impact of the rally to determine whether future rallies should be conducted in the Northern Rivers region.

The review was to include, but not be limited to, the impact of the rally on:

- tourism
- environment
- aboriginal cultural heritage
- public safety
- local community

The review was to be undertaken as soon as practicable and within 12 months of the end of the declared rally period in December 2009.

The review was to include consultation with the local communities of the Northern Rivers region, Kyogle and Tweed Shire Councils.

A report on the outcome of the review was to be tabled in each House of the NSW Parliament before December 2010.

Sydney-based consultant, managing director of IMC – Integrated Marketing Communications Pty Limited, Mike Cahill, was appointed to conduct the review working in association with, but independently of, the Homebush Motor Racing Authority (HMRA).

Mike Cahill has had more than 30 years active engagement with communities in rural, regional and remote Australia. He has no past affiliation with any motor sports organisation or agency nor is he a fan of any form of motor sport – terrestrial or aquatic.

The review process began with a proactive schedule of regional public consultation and face-to-face meetings with rally detractors and supporters and community stakeholders.

Written email and hardcopy submissions addressing the key review criteria were invited with a deadline of 5pm eastern summer time on Friday 19 February 2010.

Submissions

The Repco Rally review received a total of 256 written submissions delivered by post or by email. A total of 190 have been categorised as anti-rally, while 66 have been categorised as pro-rally. All review submissions have been read, analysed and catalogued.

Consultation

The Repco Rally review 2010 began with an extensive round of face-to-face meetings with rally antagonists, protagonists and local community stakeholders in the Kyogle and Tweed Shire Councils beginning on Wednesday 27 January and ending on Thursday 4 February.

Public community consultation meetings, to be held in Kyogle and Murwillumbah on the evenings of 2 and 3 February respectively, were advertised in regional newspapers and publicised in Northern Rivers news media.

Approximately 170 attended the Kyogle meeting representing a mix of pro and anti rally interests and the following evening around 183 largely anti-rally activists attended the meeting at Murwillumbah.

The consultation was carried out by the independent reviewer and was facilitated by HMRA CEO Bryan Hardman and HMRA General Manager, Stakeholder Relations Chris Bastic.

Face-to-face meetings were held with:

- Anti-rally activists – including the No Rally Group Inc and 7th Generation Inc
- Members of Parliament
- Tweed Shire Council and Kyogle Council Mayors and General Managers
- Githabul Nation representative
- Four Chambers of Commerce

- Regional media
- Tweed Command Police
- Tweed Tourism
- Hospitality and retail industry representatives
- Landholders

In Sydney, a face-to-face meeting was held also with senior representatives of Events NSW.

The Repco Rally review received the following schedule of surveys and market research reports:

- Byrrell Creek fauna and flora survey July 2009
- Stollznow Research for Events NSW – Direct expenditure assessments
- TNS Sports for Rally Australia – Audit of national and international rally broadcasts
- Research Now for Rally Australia – Online research of regional community approval
- Destination Research and Development for Kyogle Chamber of Commerce – Social Impact Study
- Destination Research and Development for Kyogle Chamber of Commerce and Kyogle Council – Kyogle Fringe Festival
- Small Business Satisfaction Survey – Tweed Monitor Inc for the No Rally Group Inc.
- Media Evaluation – Rally Australia
- Event attendance report – Rally Australia
- TV statistics 2009 – Confederation of Australian Motor Sport Ltd
- Rally Australia Media Report – TNS Sports International Monitoring Agency
- Event Governance – an analysis by the Centre for Tourism Leisure and Work - Southern Cross University

Economic analyses

The Repco Rally review received two key submissions relating to the economic impact of the 2009 WRC event in the Northern Rivers region and the economic impact for the state of NSW.

These analyses were provided by:

- Events NSW with an accompanying independent audit by consultants IER Pty Limited
- A Rally Australia and the Confederation of Australian Motor Sport study completed by consultants Conics

Both analyses were based on a common data set compiled during and after the rally by Stollznow Research and Events NSW.

In conducting analysis on the economic impact of any event, Events NSW reported that it used a direct expenditure assessment model formulated and approved by 'event economic impact' academics from the University of Canberra, the University of New South Wales and Victoria University.

Following a request in March by the NSW Minister for State and Regional Development, the Economic Evaluations Unit of the Innovation Research and Policy Division (IRPD) of the Industry and Investment Department completed a review of the economic impact assessments provided by Events NSW and Rally Australia.

The Events NSW submission concluded that:

- Estimated direct expenditure that flowed into Northern Rivers region: \$16.93 million
- Estimated direct expenditure that flowed into NSW: \$12.49 million

Rally Australia's submission reported:

- Total net expenditure linked to the Rally in September: \$17.46 million
- Total net expenditure for NSW: \$13.02 million

The economic evaluation unit of IRPD noted that:

'The Conics (Rally Australia) report is based on the Events NSW report.

'The principal difference between these two reports is the application of multipliers by Conics to determine the indirect impacts of the event.

'IRPD is of the view that the application of multipliers to expenditure rather than value added may lead to the over-estimation of the economic impact of the event, both at a State and Regional level, even though only first round.

'IRPD considers that the methodology applied by Events NSW to determine the economic impact of the event appears to be generally robust and logical. IRPD is of the view that the estimated amount of \$12.5 million, being the economic impact on the State, is reasonable.'

IRPD said that the Regional economic impact of \$16.9 million may have been overstated by around \$2.4 million.

'IRPD has reviewed both independent reports and believes they were prepared with a high level of rigor and integrity and appear to have been based on sound input and analysis.'

The reviewer also called on IMC Consulting managing partner and Canberra-based economist Jock Kreitals to independently assess the analysis completed by Conics for Rally Australia.

Jock Kreitals said:

'The approach taken (by Conics) has been orthodox, is sound in principle and if adhered to would produce estimates of the economic impact in which confidence could be placed.'

He concluded:

- The estimated benefits are probably overstated, particularly the regional ones
- Costs have not been included in the analysis where they should have been
- As a consequence, the estimated economic impact by Conics probably overstates the benefit
- Nevertheless, after making an allowance for costs, the economic benefits to the region and NSW far outweigh the cost.

Events NSW in its submission and in a face-to-face meeting with the reviewer declined to quantify its investment in the Repco Rally on the grounds that this information was commercially confidential. This is within the rights of the parties to the contract.

In its submission, Events NSW made the following points relating to its involvement with Rally Australia Pty Limited:

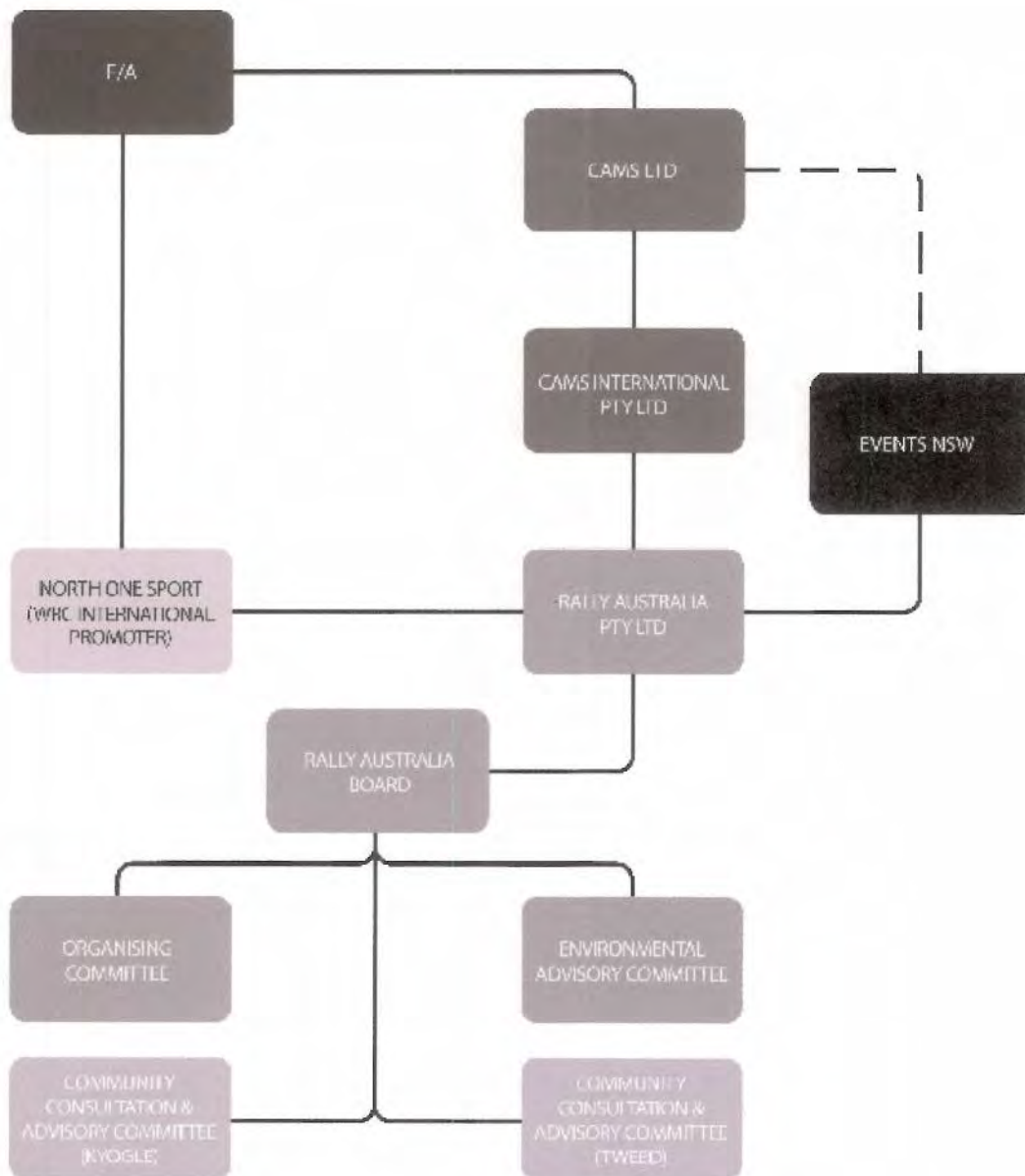
'Events NSW undertook extensive due diligence in relation to Repco Rally Australia and, in particular, examined the results from its previous staging in Western Australia. Indeed, it was reported in the Western Australian Legislative Assembly Estimates Committee on 22 May 2007 by Minister S.M.McHale that "[t]he investment in Rally Australia was \$6.3 million and the economic impact return was \$9.3 million.'

'By way of contrast, Events NSW structured its contractual arrangement with Repco Rally Australia very differently to EventsCorp in Western Australia, with the key difference being that Events NSW is not underwriting the event.

'As such, Events NSW is contributing significantly less funding than the Western Australian government to host Repco Rally Australia and is not taking the financial risk for the event.

'Therefore, with significantly less cost and significantly higher returns than Western Australia, Events NSW identified Repco Rally Australia as an event that could drive compelling economic, marketing and community outcomes for NSW.'

This review concludes therefore that the 2009 Repco Rally generated between \$14 million and \$16.9 million in new economic activity in the Northern Rivers region and generated around \$13 million for NSW as a whole.



• Repco Rally relationships

Tourism industry

Based on a reported total of more than 2,000 face-to-face interviews and online research, Events NSW submitted that more than 19,000 'unique visitors' travelled to the Northern Rivers region of NSW in September last year attracted specifically by the Repco Rally

Rally Australia submitted a table with the title '2009 Event Attendance - Final'. (Attachment A)

The table, which is appended to this report, covers a range of activities including formal Ticketek sales totals for various days and stages of the rally.

These totals include:

- competitive stage attendance – 60,112
- 'unique visits' competitive stages – 33,181
- Total attendance including free events – 86,312

Events NSW advises that there were 2,145 international visitors and 12,388 interstate visitors.

The reviewer has been given access to confidential Ticketek financial reporting of rally sales that serves to confirm the Rally Australia report above.

Rally Australia advised the review that over and above the Ticketek sales, additional selling points were established for:

- The western special stages during the event week
- The Murwillumbah main street ticket box on each night of the 'super special stage'
- Speed On Tweed shop during the lead up to and during the event

The reviewer specifically sought data from Tweed Tourism tracking tourist movements and regional accommodation. This was done to obtain the most up to date statistics on hotel and motel occupancy during the rally period.

Tweed Tourism Inc submitted data with a covering letter this month. The data indicates a sharp spike in domestic overnight visitors to the Tweed region in 2009 compared with 2008. (Attachment B)

At the town level, the number of callers at the Kyogle Visitor Information Centre trebled during the rally week, according to a council officer.

International media monitoring agency TNS Sport is reported to be 'a leader in evaluating sponsorships, providing customised, impartial and actionable research to the world's leading sponsors, teams, rights holders and federations'.

Events NSW and Rally Australia submitted the following global television program and audience statistics to the review derived from a TNS Sports report:

- 862 international rally broadcasts
- 487 hours of coverage
- 54 million TV audience (2009 WRC average 47.6)

Rally Australia reported that TNS had measured this exposure for three sponsors, Repco, CTEK and Castrol

TNS measured exposure for tourism bodies that it said received US\$2,360,375 in media value.

NSW received US\$1,101,508 million of media value globally, according to TNS.

It is clear that the Repco Rally in September delivered a significant boost to regional tourism and a number of non-resident rally goers wrote to the review and expressed their intention to return to the region as tourists.

Many anti-rally submissions claimed that there was a clear conflict between the region's special ecotourism status as the 'green cauldron' and the objectives and culture of a World Rally Championship event.

The total land area and land use patterns in the Tweed and Kyogle local government areas however mean that, given a more environmentally sensitive choice of rally route, ecotourism and motorsports need not be mutually exclusive.

One Kyogle resident who described herself as a '27-year-old ratepayer' submitted that she would be happy if the rally became an annual event:

'I am not a motor sports fan however I found the Repco rally event to be a social, entertaining and for the most part enjoyable experience.

'Overall, I was very pleasantly surprised with how enjoyable the rally was having no expectations of it being enjoyable for my family or myself. I look forward to it continuing in Kyogle in the future and would be happy if it was an annual event. With consideration and better planning I think it could be a fantastic event that really becomes a social and family friendly occasion for the majority of Kyogle citizens.'

This review acknowledges the unintended impact the Repco Rally had on audience numbers attending the Tyalgum Festival of Classical Music that will celebrate its 20th birthday in 2011.

An organiser of the event writing on behalf of the festival committee reported a slump in attendance in 2009 with audience sizes down to between 75 and 60 per cent of those the previous year.

'We believe that road closures and confusion regarding the presence of rally vehicles in Tyalgum and Murwillumbah and the lack of accommodation in Murwillumbah contributed to the negative results.'

The music festival is clearly an important and unique attraction and the reviewer recommends any future rally organiser liaise with the festival committee regarding dates.

The review concludes that around 20,000 'unique visitors' travelled to the Northern Rivers region in September 2009 to watch the Repco Rally.

Total attendances during rally stages and free events are reliably quantified by the organisers at more than 86,000. There were 1,493 volunteer passes issued to support the event.

The rally, as part of the World Rally Championship attracted a global television audience of more than 50 million viewers, according to industry reports.

The environment

A Rally Australia Pty Limited executive told the review in a private submission that the organisers had gone to 'unprecedented lengths' to make the event environmentally accountable:

'At great expense we hired Biolink Pty Ltd ... all recommendations were implemented and Biolink's post event report proves that there was insignificant impact on the environment.'

'We also committed to purchasing carbon credits for the local activities of all rally competitors, spectators and, media and officials – an unprecedented step for a sporting event.'

In the report prepared for Rally Australia in October last year, Uki-based Biolink Ecological Consultants found that:

'Road-kill surveys were completed for all of the 28 competitive special stages run over the three day course of the event. Fresh road-kill was recorded from 5 of the 14 stages, the deaths of 11-12 animals (4 reptiles, 6-7 birds and 1 mammal) considered to be directly attributable to rally activity, while a further two animals were determined to have been killed in the preceding few hours leading up to rally activity, one of which has some uncertainty associated with its identity and origins. No threatened fauna species were recorded as road-kill. A variety of other species were reported as road-kill outside of the special stages. While this is unfortunate, it is also difficult to partition individual road-kill events that occurred outside of the designated special stages. Thus any apportionment of blame and/or responsibility must not just be carefully considered, but also borne across a greater spectrum of the community than just the event itself.'

'The report concludes with a number of recommendations relating to the running of any future events; these include the need to maintain a high standard of ecological assessment, monitoring and reporting, specialized training for those interested in the role of environmental monitors and/or guardians, and broader measures relating to the matter of peripheral road-kill.'

NSW National Parks and Wildlife Service in its submission to this review notes:

'There were two reports of fauna injuries by non-rally vehicles (1 carpet snake and 1 wallaby).'

While the predicted road kill carnage and long-term damage to native fauna and flora along the Repco Rally route in September may not have come to pass, there remained the potential for damage to occur in some highly sensitive and arguably pristine environs.

The reviewer was genuinely surprised that the 2009 rally route included a controversial stage through the special rainforest and waterways of Byrill Creek Rd.

This area is described by a local resident as a major wildlife corridor between World Heritage National Parks and an intensive breeding ground for a range of native fauna including platypus, koalas and threatened giant barred frog species



• *Byrill Creek Rd ... nursery to the threatened giant barred frog, platypus and koalas*

This resident's submission to the review was accompanied by a Byrill Creek Fauna and Flora Survey, dated July 2009, which she says she compiled and submitted unsuccessfully to the rally organisers in a bid to alter the planned route.

If any WRC rallies are held in the Northern Rivers region in the future, a key recommendation of this review is that strict environmental sensitivity criteria be formulated to determine the route.

The reviewer believes any route should seek to avoid unique and environmentally sensitive pristine habitats within the region including the Uki area, Byrill Creek.

The reviewer also endorses the recommendations contained in the Biolink Ecological Consultants report that forms part of the Rally Australia submission to this review.

Aboriginal cultural heritage

Aboriginal cultural heritage was one of five key criteria that formed the brief for the Repco Rally review.

The reviewer understands Rally Australia commissioned a Cultural Heritage Assessment report of the Rally which was undertaken by Davies Heritage Consultants Pty Ltd in April 2009.

This report said that the rally would not impact on cultural sites, however it recommended that Rally Australia negotiate directly with the Githabul Nation Aboriginal Corporation in respect to the event.

It is clear that consultation with the traditional owners was poorly handled during what apparently became a scramble to meet critical deadlines leading into the event.

The reverberations of this are still being felt within the regional community.

The Regional Manager for the NSW National Parks and Wildlife Service in a submission to the Repco Rally review in February reported that:

'It appears that problems with communications/negotiations with the Githabul Community has contributed to a poorer relationship not limited to the rally organisers but extending to government agencies.'

During the rally review consultation process, opposition to the rally was publicly expressed by a number of traditional owners.

Two Githabul men both spoke passionately at public consultation meetings in Kyogle and Murwillumbah in February complaining about the impact of the Repco Rally on aboriginal cultural heritage in the region.

The review received a written submission from Githabul woman who opposed the rally on the same grounds as the Williams'.

The review received also a written submission from 'Local Githabul People' opposed to the rally signed by an elder, a daughter, two grandchildren and two nieces.

Another local resident submitted a complaint on behalf of a 'Ngaraakwal Githabul elder and chairman and director of the Ngaraakwal Ngandowal Aboriginal Corporation.

The reviewer has been advised that the board of the Githabul Nation Aboriginal Corporation has endorsed as its official submission to the review the following contribution from the coordinator of the Githabul Working on Country Program:

'Outlined below are the key issues highlighted to me by community representatives during the meeting.

- Consultation was undertaken far too close to the event to ensure proper consideration of the potential impacts to the area. There was limited background information provided to GNAC on the level of infrastructure and visitation expected in the lead up to and during the event, which limited the input that could be provided to organisers by community representatives.
- During the lead up to the event there was confusion about the authority responsible for approving the event and whether or not GNAC was talking to the lead agent. GNAC was approached or contacted by a number of agencies throughout the consultation process and had to repeat information about community concerns regarding the event.
- No consultation was undertaken on the development of the 'special' legislation implemented shortly before the event. GNAC was informed of its development upon consideration of the legislation by parliament.
- The passing of the legislation, limited consultation and rushed manner in which discussions were undertaken indicated that the decision for the event to be undertaken on Githabul country had been determined well before consultation was undertaken. As such there was little trust for the intentions of those undertaking consultation, which reduced the willingness to provide community concerns to the government and actively engage on its implementation.
- Consultation should have been undertaken with all of the Directors at all stages of the process and not with individuals. There is an established

process for consultation by third parties outlined within the Githabul ILUA and Future Act Regime under the Native Title Act 1993 – this was not followed.

- The forms of involvement offered to the GNAC appeared tokenistic and were not given proper consideration by all parties. In the future these types of offerings should be workshopped with GNAC Members and a plan be developed for their implementation.
- Any form of compensation should be agreed upon in writing and considered at a formal meeting of the Githabul Corporation. This includes determining monetary amounts offered for consultation or activities undertaken during the event, which should be finalised and ratified by both parties well in advance of the event.

In the future, for an event that has been considered of 'State Significance' by the NSW Government, consultation with traditional owners should commence well in advance (~12 months) and be ongoing to ensure appropriate consideration is given to the concern of all involved. There also needs to be an understanding by the party authorising the event that the GNAC Governing Committee is comprised of representatives from each of the 10 Githabul Family Groups. Consultation should therefore typically include the following steps at a minimum:

- Provision of initial information to all 10 Directors in writing and at a formal meeting of the GNAC Governing Committee
- An allowance for the 10 Directors to provide the information received to their Family Group Members and seek their input
- A second round of consultation with Directors so that family group feedback can be provided to the third party
- An initial round of negotiation on any benefits provided to the community and drafting of an agreement
- An allowance for Githabul Representatives to gain feedback from Family Group Members on the proposed benefits;
- A second round of negotiation on the draft benefits taking into account Family Group Feedback
- Finalisation of an agreement and provision to the 10 Directors of the Final Draft Agreement outlining all potential impacts, benefits, compensation if payable and an implementation plan
- A period of time for the final agreement to be considered by all Directors and Family Group Members at a formal non-public meeting of the Corporation
- A final meeting with the third party and all 10 Directors to exchange signatures and ratify the final agreement.'

In its submission to the rally review, Rally Australia appears to accept that the indigenous consultation process related to the rally was too brief, too narrow and not terribly well managed:

'Indigenous relations remains an issue of concern to the organisers. With the support of Government and appropriate process of engagement with the indigenous community within the area must be established.

'... a more structured and understood process needs to occur for this to be achieved in an efficient and effective manner.'

The reviewer commends the engagement protocols outlined above.

Public safety

NSW Volunteer Rescue Association (VRA) Inc Far North Coast told the Repco Rally review the event took place free of incidents requiring an emergency response:

'The VRA was prepared to respond and handle any emergency incident should any happen. Fortunately no road accidents were reported that required response.

'On a number of times the VRA crews initiated themselves as traffic controllers for safety purposes in incidents caused when rally cars parked off the road to check their vehicles / change tyres etc.

'From the VRA viewpoint, the rally was professionally organized and conducted with events being staged as planned and on time. No accidents happened that resulted in the emergency services being activated and full credit for this must go to everyone for the way they conducted themselves during the event.

'The costs the VRA incurred by the Rally being held has been met by the squads and the volunteer members as the rally organizing committee has not met the claim presented prior to the rally.'

The VRA submission concluded with a number of rally route and risk management suggestions for any future rally in the region that the reviewer recommends for future consideration if a second WRC is staged in the region.

Many of the anti-rally submissions cited 'hoon driving' before during and after the event as a reason to stop the rally. There is no doubt that hoon driving occurred and continues to occur.

The only evidence of an on-going increase in bad driving is anecdotal. Tweed police told a public meeting in Murwillumbah in February that they were circumspect about the claims and that hoon driving by young men particularly was an unfortunate everyday reality in our society.

Police described the practice of slow driving by anti rally protesters along the rally route as dangerous and provocative.

A Burringbar resident's submission to the Repco Rally review raised a number of clearly valid concerns about public safety along isolated stretches of the rally route. He described the lack of public safety management as 'negligent'.



- *Scarpering across the track between rally cars*

A Northern Rivers photographer and rally enthusiast was among a group of who argued that, in fact, rally drivers were positive role models for young people.

'The view that people copy rally drivers is so far from the truth. If anything, local kids would wake up to the fact that doing burnouts in the local industrial area is plain stupid. These drivers highlight the skills that are required to participate at the top level of the sport.'

The reviewer is aware that public safety was maintained over the four days of the event by the rally organisers, however there are areas of public safety that could be improved to ensure public risks at any future events are minimised.

The reviewer recommends that viewing points along any future rally route be selected with the express aim of maximising public safety and minimising risk.

Local community

Founding member of both the No Rally Group Inc and 7th Generation Inc. told the Repco Rally review that active membership of the two anti rally organisations totalled around 300.

The population of the Kyogle and Tweed local government areas totalled 88,577 at the 2006 national census according to the Australian Bureau of Statistics.

Relativity table

ABS census 2006 Kyogle and Tweed LGA	88,577
No Rally Group Inc/ 7th Generation Inc reported membership	300*
2009 Repco Rally registered volunteers	1,493**
Repco Rally total event attendance report	86,312

* *NRG and 7th Generation foundation spokesperson to reviewer 29 January 2010*

** *Rally Australia passes issued*



• *NRG/7th Gen membership compared with total population.*

Professional market research conducted for the Kyogle and District Chamber of Commerce by consultants Destination Research and Development in October 2009 reported the following results:

- 78 per cent of the general population supported the return of the event
- 83.4 per cent of the general population believed the benefits of the event outweighed the inconveniences
- 38 per cent of businesses reported increased trade performance
- 56 per cent of businesses believed the rally benefited their enterprise
- 76 per cent would like to see the event return to the area

These results were supported by submissions from Tweed Shire and Kyogle Councils, by letters received from business houses and letters from local Rotary and Lions clubs.

Anti-rally organisation Tweed Monitor Inc submitted that it had conducted a survey of retail business operators in the region in November 2009 and reported that:

'... overall between 71 per cent and 76 percent of surveyed businesses reported either no change or a drop in takings in the year to the end of the rally week compared with 2008.'

The Tweed Monitor report did not quantify the size of the sample but rather contained a list of retail business names, addresses and contacts attached to a summary of results.

While the reviewer reports Tweed Monitor results in good faith, it seems unusual that retailers are willing to discuss their 'net cumulative takings' with walk-in market researchers.

On the issue of probity, the author of the BioLink ecological impact report for Rally Australia Dr Stephen Phillips in October noted:

'... a web message attributable to the name "Congdon" was posted on the website of rally driver Sebastien Loeb:

"For twenty five years I have dedicated my life to saving Bettongs in Nth NSW (peacock creek/cambridge plateau). Last night I found a road kill it was a female with a joey pouch also dead. Every time you look at your trophy I hope you think about how you have undone 25 years of my life's work in four days and how you and your lifestyle and friends have helped the demise of a threatened sp. CONGRATULATIONS"

'For the record, Dr. Brad Congdon is a research ecologist based at James Cook University who has co-authored a number of published works on Bettongs; I personally contacted Dr. Congdon and he has confirmed that he is not the author.'

There are deep divisions about the rally within the communities of towns and villages throughout the Tweed and Kyogle local government areas,

These divisions no doubt existed before the rally but the event has created what seems to be an enduring rift between formerly more tolerant neighbours. Time will no doubt help heal resentments.

The reviewer canvassed attitudes extensively with anti rally activists during the consultation stage of the review.

All were undoubtedly sincere people with what they saw as genuine grievances discussed elsewhere in this report. They were clear in their expression that their lifestyle was a matter of personal choice and preference and the rally had no place in their region.

While those anti-rally activists interviewed were engaged in their communities, universally they demonstrated no empathy for motor sports supporters and little empathy for working people.

Undoubtedly, the behaviour of some rally fans was offensive.

One Burringbar resident wrote:

'The rally attracted many aggressive and often drunken hoons (personally witnessed). Rubbish was thrown from cars, sometimes at anti rally protestors. These people seem more interested in the smell of burning rubber, petrol and oil and the throb of their V8 greenhouse gas producers than the natural environment.'

This claim is supported by video presentations sent to the review that captured on tape unpleasant and boozey behaviour by a few rally fans.

To balance this, there is ample evidence to support the conclusion that a majority in the region enjoyed the novelty and spectacle of the rally.

In an email to the review, one resident wrote:

'My husband and I live at Homeleigh, Kyogle on one of the rally routes. We had a very positive experience with the rally. Even though some people felt it caused a division in the community we actually found that it brought our neighbourhood

together in a sense of community. We held no malice toward anti-rally protesters, it is their right to have an opinion, but we saw no effect on the animals (both wild and domestic) nor to the environment.

'We had a small gathering of guests 39 people in all. To cater for them we spent a considerable amount of money in Kyogle as did those visitors themselves. There was no consumption of alcohol at the event and our visitors were very safety conscious.'

A rally volunteer and local businessman told the review in an email submission:

'The Lions Clubs/Rotary had excellent income from parking fees and food sales at spectator points. This income flows directly into local community projects.

'Town pride (particularly Kyogle): We had coffee/snacks between the spectator points at cafes in Kyogle. The locals we spoke with were very positive and 'blown away' by the fact that their town had so many overseas and interstate visitors. No other event had ever had such a positive effect on local pride.

'Many locals held parties at their properties for their friends/relatives to view the competition. These parties were still going when we went on the competitive stages at the completion of the rally proper.

'We did interviews at the spectator points (as-in a walk through the crowd). We talked to people in the crowd who were all very happy with the event and its great location in N/E New South Wales. Many/most had never visited this region of NSW and were pleasantly surprised at its beauty and the lovely local people they had come into contact with. I interviewed some VIPs including Dawn Fraser, Dick Johnson and Mick Doohan who were all very positive.'

It was reported that the Kyogle Lions Club raised around \$30,000 which has been donated to local charities during the rally weekend.

Many anti rally activists complained to the reviewer about the police presence during the rally and police attendance in numbers at various protests along the rally route.

On reflection, the reviewer believes the police presence acted to protect the protesters from the possible excesses of the type of motor sports fan described above.

The police presence was as a direct result of anti-rally activity before the event and uncertainty about the nature of incidents that might have occurred during the rally.

The majority of anti-rally groups staged peaceful demonstrations in accordance with the 'protest protocols' that had previously been negotiated between protest groups and police.



M.A. Cahill

16 April 2010

Attachment A **Ticketing Report including Ticketek End Of Show**

Attachment B **Data with letter from Tweed Tourism**

DISCLAIMER

The information contained in this document is not comprehensive. This information may not be entirely accurate, up to date or applicable to the circumstances of any particular case.

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IMC - Integrated Marketing Communications Pty Limited does not accept liability for any direct, indirect, special, consequential or other losses or damages arising out of the use of any information contained in this document.

Attachment A: 2009 Event Attendance

2009 EVENT ATTENDANCE - FINAL						
		Number Issued/ Sold	Number of Days	Total Attendees	Total Ticketek Tickets Sold by category	Category Total Attendees
Ticketek Ticket Sales						
Super Special Stage						
	3 Day Pass	204	3	612		
	Grandstand	94	3	282		
Sub-total 3 day passes		298				
	Thursday	517	1	517		
	Friday	496	1	496		
	Saturday	1046	1	1046		
Sub-total 1 day passes		2059			2357	2953
Special Stages						
	3 Day	219	3	657		
	Weekend	317	2	634		
	Saturday	851	1	851		
	Sunday	270	1	270		
Total 1 Day passes		1121			1657	2412
Event Super Pass (including Weekend Super pass)						
	GA	2689	4	10756		
	Stands	728	4	2912		
Total Super Passes		3417			3417	13668
Saturday Super Pass (Murwillumbah)						
	Adult	833	1	833	833	833
Total Ticketek Tickets					9111	
Total Daily Event Attendees on Ticketek Tickets						19860
Wizid Tickets						
	Register	1933	1	1933		
	Overall	2040	1	2040		
	Kids Ticket Promo	5300	1	5300		
	Kids SS	6500	1	6500		
Total Wizid Tickets						15773
Corporate/Special Groups						
	Thursday	176	1	176		
	Friday	499	1	499		
	Saturday	589	1	589		
	Sunday	213	1	213		
	Rally tour	76	4	304		
Total Corporate/Special Groups Passes						1766
Credentials						
	Guests	642	4	2568		
	Official	1499	4	5972		
	Volunteer Support	150	4	600		
	Organisation	27	4	108		
	Senior Official	171	4	684		
	Teams	675	4	2700		
	Contractor	520	4	2080		
	Media from 13 different countries	69	4	276		
	ISCF/A	76	4	304		
	TV	195	4	740		
Total Credentials						16032
Speed On Tweed						
	Adult Sunday	1966	1	1966		
	Insignia Club	75	2	150		
	Official	250	2	500		
	Senior Official	80	2	160		
	Teams	800	4	3200		
	Contractor	100	3	300		
	Media	29	4	100		
	Ticket Promo	300	1	300		
Total Speed On Tweed Passes					847	8676
Total Competitive Stage Attendance				60113		
Total Unique Visits - Competitive Stages			33480			
FREE Activities and Attractions						
	Yabby Show	5000	1	5000		
	SSS Start Area - Wharf St Murwillumbah	1500	3	4500		
	Resident Spectators/Guests	3700	1	3700		
	Kyogle Remote Service	3000	1	3000		
	Services Park	2500	4	10000		
FREE Activities and Attractions						26200
Total Event Attendance				86313		



Administration
World Heritage Rainforest Centre
Off Tweed Valley Way & Airlie St
Murwillumbah NSW 2484
PO Box 5129
Murwillumbah South NSW 2484
Phone (02) 6672 4955
Fax (02) 6672 4956
info@tweedtourism.com.au
ABN 63 056 796 857

13 April 2010

Mr Mike Cahill
Managing Director
Integrated Marketing Communications
PO Box 519
ST LEONARDS NSW 1590

Sent via email to: mabc@imcanz.com.au

Dear Mike

Re: Tweed Tourism's Review of the 2009 Repco World Rally

To assist you with your report to the state government as part of the review process for the 2009 Repco World Rally, I would like to share some thoughts and experiences about the impact of the event in the region from Tweed Tourism's perspective.

We were made aware of the possibility of the rally being held in the region during a debrief held by Mr Mike Rayner, General Manager of Tweed Shire Council, in September 2008. Following this, the announcement that the rally would take place within and around the Tweed Shire was made by Events NSW in Sydney in December 2008. This announcement became one of the major signings for that new organisation.

After the local announcements, it emerged that certain sections of the community were strongly opposed to the rally taking place in this region, mainly due to the perceived impacts on the environment which is something that the Tweed is famous for. Our tourism branding is "Tweed Naturally" and earlier in that same year the Tweed, along with the adjoining regions of both NSW and QLD was granted National Landscapes status and as a whole branded "Australia's Green Cauldron".

The aim of the National Landscapes program, a partnership between Tourism Australia and Parks Australia, is to target the "international experience seeker" and promote each landscape via TA's vast marketing exposure. The impact on the local community was very positive due to the very good local media coverage of the national landscapes program we received, although with the announcement of the rally and the name of the brand, the concept was misunderstood as being very much a domestic campaign.



Visitor Information Centres
Murwillumbah
Tweed Heads

Reservations 1800 674 414
Fax (07) 5536 6151
info@tweedtourism.com.au

www.tweedtourism.com.au

Book your holiday online



Tweed Tourism saw the event as very positive on a number of levels, namely:

1. Exposure to international and domestic markets
2. Economic impact for our members, especially in the accommodation sector
3. Marketing and promotion of the whole Northern Rivers region, which we are part of
4. Giving the local community a chance to experience an international event

The members that we know of who benefited directly from the rally were Mantra Resort @ Salt South Kingscliff, Peppers Resort @ Salt South Kingscliff that was Rally Headquarters, BreakFree Resort Kingscliff, Domain Resort Casuarina, The Beach Apartments Cabarita, Blue Waters Motel Kingscliff, Outrigger Twin Towns, Tweed Ultima Apartments, Kingscliff Guesthouse, Drifter Holiday Park, Kingscliff Holiday Park, North Kingscliff Holiday Park, Cabarita Lake Apartments, Chinderah Motel, Hastings Cove Apartments, Crystal Creek Rainforest Resort, North Star Holiday Park, Tweed Colonial Holiday Park, Kirra Beach Apartments, Cooks Endeavour Motel, City Lights Motel, Crabbes Creek Cottage, Greenhill's Caravan Park, Homestead Holiday Park, Mt Warning Holiday Park, Poinciana Motel, Shambala B&B and the Tweed River Motel.

From the Tweed Tourism booking system we received 308 room nights with a total of \$44,009.50 in revenue for our members (less our 12% for booking fee).

On top of this, two other rally events were attracted to the region as part of the Repco World Rally. They were the Australian Tarmac Rally and the Classic Outback Trial. Both these events held major functions at Twin Towns and Tweed Ultima and stayed with these operators during the rally period.

Rally Sports Magazine, who was appointed official tour spectator by Repco, brought up to 70 people from all parts of Australia, UK, Ireland, New Caledonia, Japan and New Zealand. Carolyn Schonafinger was the organiser for Rally Sports magazine and she conducted a survey after the event and wrote the following comment as a result:

"Our guests were extremely happy with the location of the event given its close proximity to major domestic and international airports and its natural beauty."

She also stated in a letter of support for the event:

"In order to boost local economy of the Tweed and Kyogle shires as much as possible we used local suppliers wherever possible. This included local airport shuttle company, local coach company who transported us to the rally each day (Five Toyota Coasters) plus local businesses like the Salt Bar, cafes and restaurants in Murwillumbah etc. All guests stayed at the Mantra Resort during their stay and a number of guests stayed on after the event".

Pirelli Tyres brought 100 clients from different parts of Australia and held a function at the Ivory Hotel, Tweed Heads. All who attended took part in the Rally events throughout the weekend. The only downside was that Pirelli Tyres had insisted on the event managers sourcing accommodation in Surfers Paradise, as opposed to the local region in which the rally was being held. Given the distance from Surfers Paradise to Kyogle, we attempted to persuade them otherwise and have since heard that it proved to be a negative for many of their clients who failed to attend the event on the Sunday due to not wanting to travel.

Speed on Tweed is a much loved local event that had been cancelled at the end of the 2008 due to lack of funding. With the assistance of Rally Australia it was resurrected and became part of the rally program. The special night stages added a new dimension to the event and, as indicated by the Murwillumbah Chamber submission, the town of Murwillumbah benefited greatly from this. There was some backlash from a few business owners who had assumed the program would be the same

as in previous years and had not anticipated the night time event however, this was simply a communication breakdown which will be rectified for future events.

Media exposure was focussed on the promotion of the event being aimed at the Northern Rivers Region of NSW and this was agreed upon by Events NSW, Rally Australia and all media partners prior to the event. Even though the majority of accommodation, the service park and command centre were all located within the Tweed, and a lot of focus was on Kingscliff, both the international and domestic TV coverage prominently portrayed a vision of the Northern Rivers region. With an audience of over 52 million international viewers, plus 10 hours of telecast aired by Channel 10 and their sports channel, Channel ONE, you would never be able to pay for this type of publicity exposure. On top of this the region was given a major boost in the publicity stakes via websites, magazines, national and local newspapers and radio. Tweed Tourism would never be able to afford this alone.

A media function was arranged by Tweed Tourism, in conjunction with Tweed Economic Development and Tweed Shire Council at the Salt Bar function centre in Kingscliff to welcome all the media attendees here for the rally from around the world and also to take advantage of the opportunity to showcase the region to them. The function was attended by 50 people who took away information packs on the region. Those unable to attend also received the information packs. This event was well accepted by attending media and the benefits for the Tweed will be forthcoming now and into the future, given the vast and varied array of media that were here as part of the WRC media accreditation program.

Visitors statistics for the end of September 2009 have been collated and are attached at the end of this document. They clearly show increases in overnight visitors, visitor nights and day trippers to the Tweed compared to the same period 2008. It is hard to disseminate the numbers down to pre, during and post event, but with the increases in the accommodation and day tripper sectors that we do know about I am sure that the Repco Rally had an impact on the overall increase. These figures also highlight that mainland Regional NSW had a down turn in numbers during this same time with domestic visitors, where the Tweed seen an increase. Web traffic was also very strong and we received many referrals from the rally website via the visitnsw.com.au website.

In closing, as a Tourism organisation that represents a wide and varied membership, we tried to assist the Rally management wherever possible in order to get the best results for the region and our members. We did have some members who viewed the event as a negative for the region and we took their views on board. Although the projected figure that was in the economic report of \$13m benefit for the region and 97,000 room nights was lower than what was delivered, you can see clearly from the information provided that the overall economic impact was strong for our industry with an estimate value of over \$600,000 based on rooms nights, visitor spend during the event and the media exposure value in the millions of dollars.

If you need any further information please don't hesitate to call.

Regards

Yours sincerely



Phil Villiers
General Manager
Tweed Tourism Inc.

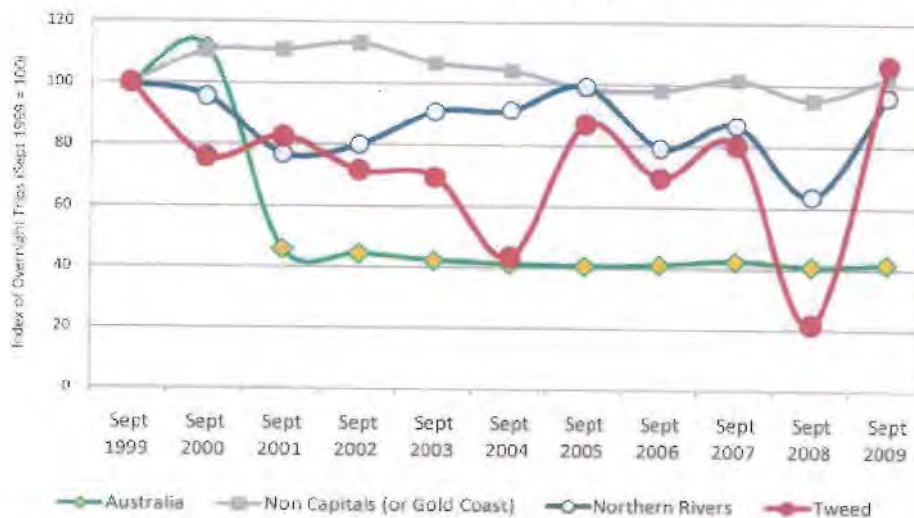
Domestic Overnight Visitors

Month Returned September - Various Destination Filters

Cautions: Refer notes at bottom of page

	RAW DATA				INDEXED			
	Filters: Month returned = September; Destination = Australia	Filters: Month returned = September; Destination: Non Capital Cities (or Gold Coast)	Filters: Month returned = September; Destination: Northern Rivers	Filters: Month returned = September; Destination: Tweed	Australia	Non Capitals (or Gold Coast)	Northern Rivers	Tweed
Sept 1999	5,343	3,399	166	46	100	100	100	100
Sept 2000	5,963	3,761	159	35	112	111	96	76
Sept 2001	6,142	3,775	128	38	46	111	77	83
Sept 2002	5,957	3,848	133	33	46	113	80	72
Sept 2003	5,672	3,629	151	32	42	107	91	70
Sept 2004	5,520	3,547	152	26	41	104	92	43
Sept 2005	5,439	3,354	165	40	41	96	99	87
Sept 2006	5,514	3,337	152	32	41	98	80	70
Sept 2007	5,701	3,456	144	37	43	102	87	80
Sept 2008	5,465	3,237	106	10	41	95	64	22
Sept 2009	5,586	3,486	160	49	42	103	96	107

Index of Domestic Overnight Visitors - Month Returned from trip = Sept



Data Source: Tourism Research Australia; National Visitor Survey

Note 1: Estimates are subject to sample survey error which increases from Australia to Northern Rivers respectively

Note 2: Month returned Sept filter excludes those visitors who visited destination in Sept but returned in different month

Note 3: The change in domestic overnight visitor volume for Tweed YE 2009 vs YE 2008 is statistically significant

however note that the individual data for these periods (ie 10 and 49) are themselves subject to significant sample error.

Extracts containing recommendations from the following reports prepared by Dr Stephen Phillips:

- Biolink Ecological Assessment - proposed World Championship Rally event in Tweed Local Government Area - April 2009 (pages 45, 93, 109, 122-126)
- Koala Plan of Management for proposed World Championship Rally activities in parts of the Tweed LGA - April 2009 (pages 13-15)
- Ecological Assessment - proposed World Championship Rally event in parts of Kyogle Local Government Area (pages 28, 94-95, 155, 163-166)
- Koala Plan of Management for proposed World Championship Rally activities in parts of Kyogle LGA - April 2009 (pages 17-20)

at least 15% of the total number of trees in the upper or lower strata of the tree component."

Two species of preferred koala food tree - Tallowwood *E. microcorys* and Grey Gum *E. propinqua* occur in vegetation communities associated with this stage. Without regard for either Schedule 2 of the SEPP or the SEPP's 15% rule, we consider the presence of these tree species *per se* to best indicate the presence of *potential koala habitat*. From this perspective we have identified *potential koala habitat* along much of the proposed stage (Fig 2.2 refers).

B. Is the land core koala habitat?

Response: For the purposes of SEPP 44, core koala habitat "*means an area of land with a resident population of koalas, evidenced by attributes such as breeding females (that is, females with young) and recent sightings of and historical records of a population.*"

Evidence of occupancy by koalas was present in one locality (250m in length) within the central portion of the stage. Based on this outcome we conclude for the purposes of SEPP 44 that the corresponding part of the proposed stage qualifies as *Core Koala Habitat* (Fig 2.2 refers).

An Individual Koala Plan of Management prepared in accord with Part 3 of SEPP 44 accompanies this report.

2.7 Recommendations

1. That volunteers be placed at safe distances on both sides of roadside verges at no more than 100m intervals within the area identified as important for Albert's Lyrebird. Volunteers are to be supplied with compressed air sirens or other form of bird deterrent from which a signal must be released at no less than 5 minute intervals for the duration of rally activity.

2.8 Statutory considerations

1. Vegetation removal is to be restricted to the central portion of the proposed spectator area, and no vegetation modification is to be undertaken in those areas described as having rainforest characters.
2. No live stem having a diameter at breast height greater than 150mm or any cone-bearing *Allocasuarina* is to be removed.
3. All individual ROTAP species in the general vicinity of any proposed vegetation modification must be located and clearly identified by a qualified botanist prior to the commencement of such works.
4. The botanist referred to in 1 above must be present at all times while works are being undertaken and ensure that no ROTAP plants are harmed.
5. Upon cessation of activity, removed vegetation is to be replaced over the area as cover and to provide seed bank for regeneration purposes.

5.8 Statutory considerations

Consideration of potential rally associated impacts in accord with the administrative guidelines of the *Environment Protection and Biodiversity Conservation Act 1999* (if relevant) and Sec. 5A of the *Environmental Planning and Assessment Act 1979* (as amended) are addressed below.

5.8.1 EPBC Act

Flora

Of the eight threatened flora species recorded by surveys along the stage, three – Davidson's Plum *Davidsonia jerseyana*, Crystal Creek Walnut *Endiandra floydii* and Spiny Gardenia *Randia moorei* are listed as Endangered, and Red Lilly Pilly *Syzygium hodgkinsoniae* and Durobby *S. moorei* are listed as Vulnerable for purposes of the EPBC Act. Individuals of these species are at risk only in the event that a rally vehicle leaves the road resulting in the removal of the plant and/or its habitat, the probability of which is considered to be low. The criteria by which these species are required to be assessed are detailed in Table 5.4.

Table 5.4. Assessment criteria and responses for threatened flora for purposes of the *Environment Protection and Biodiversity Conservation Act 1999* derived from the EPBC Act

Based on the results of field survey and information provided in Appendices 1 & 2, Table 6.3 lists those species we consider to be at either medium or high risk from proposed rally activity, three of which (Rose-crowned Fruit-doves, White-eared Monarch and Spotted-tailed Quoll) remain problematic in terms of amelioration.

Table 6.3 Threatened fauna species deemed to be at potential risk of adverse impact as a consequence of proposed rally activity along the Urliup stage.

Species	Common name	Risk	Comment on risk determination
<i>Calyptorhynchus lathami</i>	Glossy Black-cockatoo	medium	Food trees present but no records from general area.
<i>Dasyurus maculatus</i>	Spotted-tailed Quoll	medium	Presence of suitable habitat, known to occur in general area.
<i>Ptilinopus regina</i>	Rose-crowned Fruit-dove	medium	Known food plants present, known to occur in general area.
<i>Menura alberti</i>	Albert's Lyrebird	high	Evidence of habitat use, known to occur in general area.
<i>Monarcha leucotis</i>	White-eared Monarch	high	Possible habitat present, known to occur in immediate area.

6.7 Recommendations

1. that volunteers be placed at safe distances on both sides of roadside verges at no more than 100m intervals within the area identified as important for Albert's Lyrebird. Volunteers are to be supplied with compressed air sirens (or other suitable bird deterrent) from which a signal must be released at no less than 5 minute intervals for the duration of rally activity.

6.8 Statutory considerations

Consideration of potential rally associated impacts in accord with the administrative guidelines of the *Environment Protection and Biodiversity Conservation Act 1999* (if relevant) and Sec. 5A of the *Environmental Planning and Assessment Act 1979* (as amended) are addressed below.

8. Concluding discussion & Recommendations

As stated at the commencement of this report, the proposed development being the subject of investigation in this instance initially presented us with a number of novel challenges in terms of not just how to best assess a development of this kind, but also how to both undertake and interpret the results of field survey so that meaningful biodiversity outcomes and appropriate risk assessments could be accomplished. We believe the content of this report demonstrates that we have accomplished these tasks in an objective and considered manner.

By virtue of their conservation status, threatened species generally occur at lower densities across the landscape than their more common counterparts. We reiterate that our approach to the assessment process has erred on the side of caution and hence the extent of any risks deemed to be associated with a given species of threatened flora or fauna are likely to have been overstated by us; we hope that this is true. Such considerations aside, we nonetheless consider that those threatened species we *have* isolated as being at some risk are also intuitively (i.e. risk assessment process aside) those most likely to be based on current knowledge of the ecology of those threatened species so identified.

Throughout the assessment process the one question returned to time and time again was that of exactly what the real probability was of one or more individuals of a given threatened species being injured or killed by collision with a competition vehicle was – the answer to which must be in all probability less than what we have determined, but as we have also said repeatedly herein, neither can it be discounted entirely. This issue was considered to be of particular concern for species such as Spotted-tailed Quolls, relatively large predators which because of their position towards the top of the food chain, must naturally occur at low density anyway. This particular species was consistently identified as being at risk by our assessment process singularly because some daytime movement has been documented (Appendix 2), whereas the ecological reality is that the majority of movement by individuals will tend to occur more at dusk and at night than in daylight hours. Therein lay the conundrum in terms of how does one factor in such probabilistic

considerations for the purposes of an objective risk assessment. Moreover, and as demonstrated by some survey results, incidental road strike already accounts for some mortality amongst threatened fauna populations, the road killed Coastal Planigale from along the proposed Lynches stage in the Kyogle LGA being one of the few records that now exist for this species in that area. While not attempting to draw similar parallels, both the planigale and the issue of probability in general served to remind us of circumstances surrounding rediscoveries of the Night Parrot (Boles *et al* 1991) and the Adelaide Pygmy Blue-tongue (Armstrong and Reid 1992), both of which, but by slightly different processes, were a direct consequence of motor vehicle strike. The message we took from these events is that however small the chance might seem, there can be no denying its reality.

The issue of how best to ameliorate any potential impacts also proved problematical. While there are a variety of measures such as exclusion fencing and underpasses that can be readily applied to both new and old roads that are known to effectively mitigate road kill, the short duration of the proposed event (~ 3 hrs for each of the proposed stages) places constraints on the type of measures that can effectively be put in place. To this end and amongst measures we did consider included the fitting of each competition vehicle with ultrasonic deterrent devices, only to find the promoted efficacy of such devices lacks the necessary scientific support (Bender 2001; Magnus 2006). While in some instances a number of stage-specific ameliorative measures such as driver awareness, bird-scarers, pollution barriers and the use of temporary fencing have been proposed, there is actually little in the way of further measures that we consider could be applied effectively. However, there is a number of standard safety measures associated with the conduct of a WCR event that will in effect work to offer some deterrent value.

Rally-associated safety measures

The proposed rally incorporates a number of measures that will have some effect in terms of reducing the risk of injury or death for threatened species and other wildlife:

a) Rally Deterrent Factor (RDF)

1. three motor vehicles designated “000”, “00” and “0” for rally purposes will be traversing each of the proposed stages at increasing speeds at intervals leading up to commencement of rally activity proper; these vehicles will be equipped with flashing lights and sirens, and
2. a helicopter will also be making up to three low-level passes over the proposed stage, the last in conjunction with the first competitive vehicle to leave the starting point.

While not ideal in terms of offering a more passive deterrent, we do consider that the preceding measures will generally have some utility in terms of dispersing the majority of wildlife from the immediate vicinity of the proposed rally stage, while noise associated with regular passes by ensuing competitive vehicles will likely maintain some measure of ongoing deterrent value during the time period that rally activity will be occurring.

b) Minimising the risk of fire and potential fuel spill

All competition vehicles have a full moulded bash plate and sump guard, and carry between 55 and 80 litres of fuel that is housed in a strengthened fuel cell. Vehicles also have a plumbed in fire extinguisher that is automatically triggered in the event of fire, and also contains hand-held fire extinguishers and a GPS transponder unit which is monitored from a central control room. Should a competition vehicle during the course of rally activity not move for 10 seconds an alarm is triggered and a helicopter despatched to investigate. An alarm is also triggered in the control room if the boot or bonnet is opened, or manually if a competitor requires assistance; following vehicles can also be contacted via radio should any vehicle require assistance.

c) Other measures

A non-competitive vehicle will follow behind the last competitive vehicle to leave the starting point; this vehicle will contain one or more individuals experienced in wildlife care/welfare, the intent to collect any injured wildlife. A qualified veterinarian will also be in attendance at all times during the course of rally activity.

8.1 Recommendations

In addition to those measures detailed above, the IKPoM and any stage-specific ameliorative measures detailed in the preceding sections, we propose the following requirements:

a) Additional measures

(i) That a person experienced with handling of venomous reptiles be present for the explicit purposes of removing any snakes encountered along the proposed stage prior to the commencement of rally activity.

b) Monitoring

The documenting of road kill generally tends to be an unpleasant contemplation for most biologists. However, for an event such as this it becomes important to fully understand the extent of any adverse effects that may arise, in addition to having the capacity to refine currently proposed ameliorative measures. For these reasons monitoring is important.

1. Pre rally survey

As soon as is practical in the time leading up to the commencement of rally activity – but preferably on the morning of the day on which rally activity is proposed for a given stage, the relevant section of road must be inspected for existing road kill. Where possible, existing road kill must be identified to species and the precise coordinates, general locality detail and associated ecological data (vegetation type and structural complexity), recorded for each specimen encountered.

2. Post rally survey

Immediately following the vehicle referred to in 8.1(c) above, the stage must again be inspected for road kill to the level of detail and documentation specified in 1 above.

3. Reporting

A report detailing the extent and location of all road kill directly attributable to rally activity must be provided to the NSW Department of Environment and Climate Change, the Commonwealth Department of the Environment, Water, Heritage and the Arts, and Tweed Shire Council. The report must include any matters dealt with by the attending veterinarian.

All costs of monitoring and preparing the abovementioned report are to be met by the proponent.

PART 2 – Management Aim and Objectives

2.1 The singular aim and objective of the plan is to minimize the risk of a koala being injured and/or killed by a competition vehicle during the course of rally activity.

PART 3 – Driver awareness

3.1 All drivers and navigators of a competition vehicle must be briefed by event organizers about the possible presence of koalas along various stages of the event route.

3.2 The briefing must include provision of a map or maps showing the location of *core koala habitat* areas along each of the proposed stages.

3.3 For the purposes of both reconnaissance *and* rally activity, the organizers must erect signage indicating the commencement and end of *core koala habitat* areas.

PART 4 – Rally activity through areas identified as *potential koala habitat*

4.1 An inspection of trees along each stage must be undertaken on the morning on which rally activity is proposed to be undertaken by a person experienced in the detection of koalas.

(i) If a koala is observed within an area that has not been identified as an area of core koala habitat by Figures 1 & 2 of this plan, Part 5 of the plan must be applied.

PART 5 – Rally activity through areas identified as *core koala habitat*

5.1 Where rally activity will pass through an area that has been identified as *core koala habitat*, the following provisions will apply:

(i) All preferred koala food trees and others immediately adjacent to such trees within at least 5m of the roadside verge must be inspected on the morning of the day on which rally activity is to be conducted by personnel experienced in the detection of koalas.

(ii) Where a koala is detected in a tree in close proximity to the road, a guardian must be present to ensure the koala does not come to the ground during the course of motor rally activity, or – if the guardian is deemed to be potentially at risk – a temporary enclosure must be erected that will function to confine the koala to the tree in which it has been observed for the duration of rally activity and thereafter

observed from a safe distance. The temporary enclosure must be removed immediately upon the cessation of rally activity.

(iii) The guardian must remain with the koala for the duration of rally activity.

and/or

(iv) On the day or days immediately preceding that of the proposed rally activity, a temporary fence constructed of hessian sheeting no less than 90cm in height must be erected along both sides of the road for the length of that area identified as core koala habitat.

(v) If fencing is erected on the day or days before rallying activity commences, it must not be made functional until the morning of the day on which rally activity is to be undertaken.

(vi) Any fencing must be removed prior to the evening of the day on which the rally activity has been conducted.

5.2 For the purposes of this part, fencing and the use of guardians can work in conjunction with each other, but only following guidance and instruction from a suitably qualified koala ecologist.

PART 6 – Communications & Contingencies

6.1 Guardians must be in radio contact with a central koala coordinator who will be in radio contact with rally organizers.

(i) Rally activity on a given stage can not be commenced until the all clear is given to rally organizers by the koala coordinator.

(ii) If a koala is observed on the ground and seen to be approaching an area of the road that is not fenced, the animal must be intercepted by a guardian and encouraged to ascend the nearest tree until such a time as rally activity ceases.

PART 7 – Monitoring

7.1 Within all areas of both *potential* and *core koala habitat* identified for purposes of this plan the following will apply:

(i) Each stage must be inspected immediately prior to the commencement of rally activity to record any koala road kill already present within the proposed staging area.

- (ii) Each stage must be inspected immediately following the conclusion of rally activity to record any koala road kill within the proposed staging area.
- (iii) A report detailing the results of the monitoring program for all stages must be completed within 30 days of the cessation of all rally activity and be forwarded to the Consent Authority, DoP and DECC.
- (iv) All costs of koala management and monitoring as detailed by the plan must be met by the proponent.

1.7 Recommendations

In addition to ameliorative measures arising from the aforementioned IKPoM, the following stage-specific measures will be required in order to reduce the *considered* risk assessments for threatened flora and fauna populations:

1. all individual rare and/or threatened flora species in the general vicinity of envisaged road works must be located by a qualified botanist prior to the commencement of such works,
2. the botanist referred to in 1 above must be present at all times while road works are being undertaken and ensure that no rare and/or threatened plants are harmed,
3. volunteers be placed at safe distances on both sides of roadside verges at no more than 100m intervals within the area identified as important for Albert's Lyrebird. Volunteers are to be supplied with compressed air sirens (or other suitable bird deterrent) from which a signal must be released at no less than 5 minute intervals for the duration of rally activity,
4. Sediment fencing to a standard approved by DECC & FNSW must be installed in all localities where road works are proposed in areas that are managed by these authorities, and elsewhere to the satisfaction of Kyogle Council,
5. where required, restoration of roads to a pre-rally condition must be completed within 7 – 10 days following completion of rally activity, and
6. no less than 24 hours prior to the commencement of rally activity, floating barriers designed to specifically contain fuel/oil spill must be installed on the downstream side of the three primary water crossings traversed by the western sections of this stage.

1.8 Statutory considerations

Consideration of potential rally associated impacts in accord with the administrative guidelines of the *Environment Protection and Biodiversity Conservation Act 1999* (if relevant) and Sec. 5A of the *Environmental Planning and Assessment Act 1979* (as amended) are addressed below. For the

Based on the results of field survey and information provided in Appendices 1 & 2, Table 6.3 lists those species we consider to be at either medium or high risk from proposed rally activity, at least five of which (Brown Treecreeper, Grey-crowned Babbler, Rose-crowned/Superb Fruit-doves, Spotted-tailed Quoll and Red-legged Pademelon) arguably remain problematical in terms of amelioration.

Table 6.3 Threatened flora and fauna species deemed to be at risk of adverse impact as a consequence of proposed rally activity along the Peacock stage. The "Risks" column presents both potential and considered risk outcomes (P/C) respectively (H = High, M = Medium, L = Low). Note that the *considered* risk determination is provided without regard for of any stage-specific amelioration measures.

Species	Common name	Risks	Comment on risk determination
<i>Mixophyes iteratus</i>	Giant Barred Frog	H/H	Population at and/or downstream of water crossing
<i>Calyptorhynchus lathami</i>	Glossy Black-cockatoo	H/M	Food trees present; known to occur in immediate area.
<i>Climacteris picumnus</i>	Brown Treecreeper	M/L	Suitable habitat present; known to occur in general area.
<i>Menura alberti</i>	Albert's Lyrebird	H/M	Evidence of occupancy along roadside verges
<i>Pomatostomus temporalis</i>	Grey-crowned Babbler	M/L	Suitable habitat present; known to occur in general area.
<i>Ptilinopus spp.</i>	Rose-crowned/Superb Fruit-doves	M/L	Food plants present but no records for general area.
<i>Dasyurus maculatus</i>	Spotted-tailed Quoll	H/M	Known to occur in immediate area.
<i>Phascolarctos cinereus</i>	Koala	M/M	Presence of core koala habitat.
<i>Thylogale stigmatica</i>	Red-legged Pademelon	H/M	Known to occur in immediate area.

6.7 Recommendations

In addition to both the aforementioned IKPoM and the general measures outlined in Sec 11 of this report, the following stage-specific measures will be required in order to reduce the risk assessments for threatened flora and fauna populations to the maximum extent possible:

1. that volunteers be placed at safe distances on both sides of roadside verges at no more than 100m intervals within the area identified as

- important for Albert's Lyrebird. Volunteers are to be supplied with compressed air sirens from which a signal must be released at no less than 5 minute intervals for the duration of rally activity, and
2. no less than 24 hours prior to the commencement of rally activity, floating barriers designed to specifically contain fuel/oil spill must be installed on the downstream side of the three primary water crossings traversed by the western sections of this stage.

6.8 Statutory considerations

Consideration of potential rally associated impacts in accord with the administrative guidelines of the *Environment Protection and Biodiversity Conservation Act 1999* (if relevant) and Sec. 5A of the *Environmental Planning and Assessment Act 1979* (as amended) are addressed below.

6.8.1 EPBC Act

Flora

Of the four threatened flora species recorded by field survey, Tall Knotweed is listed as Vulnerable for purposes of the EPBC Act. Our knowledge of exactly where this particular species is located along the Peacock stage places it at risk only in the event of a competitive vehicle leaving the road and damaging known individuals and associated habitat; something we consider to be a remote possibility. Table 6.4 details both the criteria by which this species must be assessed and our responses to each of the matters requiring consideration.

Table 6.4. Assessment criteria for Tall Knotweed for purposes of the *Environment Protection and Biodiversity Conservation Act 1999* as derived from the EPBC Act Policy Statement 1.1 (2006). U=unknown, P=possible, N=no.

Considerations under the EPBC Act	Assessment
Will development lead to a long-term decrease in the size of an important population?	N
Will development reduce the area of occupancy of the species?	N
Will development fragment an existing population into two or more populations?	N
Will development adversely affect habitat critical to the survival of the species?	N
Will development disrupt the breeding cycle of an important population?	N
Will development modify, destroy, isolate or decrease the availability or quality of habitat to such an extent that the species is likely to decline?	N
Will development result in invasive species that are harmful to the species	N

koalas and (likely) Albert's Lyrebird, in addition to the presence of potential habitat indicators for several others. Based on the information detailed Appendix 2, Table 10.3 lists those species we consider to be at some risk, at least four of which (White-eared Monarch, Grey-crowned Babbler, *Ptilinopus spp.* and Spotted-tailed Quoll) arguably remain problematic in terms of amelioration.

Table 10.3 Threatened flora and fauna species deemed to be at risk of adverse impact as a consequence of proposed rally activity along the Upper Clarence stage. The "Risks" column presents both potential and considered risk outcomes (P/C) respectively (H = High, M = Medium, L = Low). Note that the *considered* risk determination is provided without regard for of any stage-specific amelioration measures.

Species	Common name	Risks	Comment on risk determination
<i>Calyptorhynchus lathami</i>	Glossy Black-cockatoo	H/M	Food trees present; known to occur in immediate area.
<i>Menura alberti</i>	Albert's Lyrebird	H/M	Likely activity on roadside verges.
<i>Monarcha leucotis</i>	White-eared Monarch	M/L	Suitable habitat present; known to occur in general area.
<i>Pomatostomus temporalis</i>	Grey-crowned Babbler	M/L	Suitable habitat present; known to occur in general area.
<i>Ptilinopus spp.</i>	Rose-crowned/Superb Fruit-doves	M/L	Food plants present; known to occur in general area.
<i>Dasyurus maculatus</i>	Spotted-tailed Quoll	H/M	Known to occur in immediate area.
<i>Phascolarctos cinereus</i>	Koala	M/M	Presence of core koala habitat.

10.7 Recommendations

In addition to both the aforementioned IKPoM and the general ameliorative measures outlined in Sec 11 of this report, the following stage-specific measures will be required in order to reduce the risk assessments for threatened flora and fauna populations to the maximum extent possible:

1. that volunteers be placed at safe distances on both sides of roadside verges at no more than 100m intervals within the area identified as important for Albert's Lyrebird. Volunteers are to be supplied with compressed air sirens from which a signal must be released at no less than five minute intervals for the duration of rally activity,

11. Concluding discussion & Recommendations

As stated at the commencement of this report, the proposed development being the subject of investigation in this instance initially presented us with a number of novel challenges in terms of not just how to best assess a development of this kind, but also how to both undertake and interpret the results of field survey so that meaningful biodiversity outcomes and appropriate risk assessments could be accomplished. We believe the content of this report demonstrates that we have accomplished these tasks in an objective and considered manner.

By virtue of their conservation status, threatened species generally occur at lower densities across the landscape than their more common counterparts. We reiterate that our approach to the assessment process has erred on the side of caution and hence the extent of any risks deemed to be associated with a given species of threatened flora or fauna are likely to have been overstated by us; we hope that this is true. Such considerations aside, we nonetheless consider that those threatened species we *have* isolated as being at some risk are also intuitively (i.e. risk assessment process aside) those most likely to be based on current knowledge of the ecology of those threatened species so identified.

Throughout the assessment process the one question returned to time and time again was that of exactly what the real probability was of one or more individuals of a given threatened species being injured or killed by collision with a competition vehicle was – the answer to which must be in all probability less than what we have determined, but as we have also said repeatedly herein, neither can it be discounted entirely. This issue was considered to be of particular concern for species such as Spotted-tailed Quolls, relatively large predators which because of their position towards the top of the food chain, must naturally occur at low density anyway. This particular species was consistently identified as being at risk by our assessment process singularly because some daytime movement has been documented (Appendix 2), whereas the ecological reality is that the majority of movement by individuals will tend to occur more at dusk and at night than in daylight hours. Therein lay the conundrum in terms of how does one factor in such probabilistic

considerations for the purposes of an objective risk assessment. Moreover, and as demonstrated by some survey results, incidental road strike already accounts for some mortality amongst threatened fauna populations, the road killed Coastal Planigale from along the proposed Lynches stage being one of the few records that now exist for this species in the general area. While not attempting to draw similar parallels, both the planigale and the issue of probability in general served to remind us of circumstances surrounding rediscoveries of the Night Parrot (Boles *et al* 1991) and the Adelaide Pygmy Blue-tongue (Armstrong and Reid 1992), both of which, but by slightly different processes, were a direct consequence of motor vehicle strike. The message we took from these events is that however small the chance might seem, there can be no denying its reality.

The issue of how best to ameliorate any potential impacts also proved problematical. While there are a variety of measures such as exclusion fencing and underpasses that can be readily applied to both new and old roads that are known to effectively mitigate road kill, the short duration of the proposed event (~ 3 hrs for each of the proposed stages) places constraints on the type of measures that can effectively be put in place. To this end and amongst measures we did consider included the fitting of each competition vehicle with ultrasonic deterrent devices, only to find the promoted efficacy of such devices lacks the necessary scientific support (Bender 2001; Magnus 2006). While in some instances a number of stage-specific ameliorative measures such as driver awareness, bird-scarers, pollution barriers and the use of temporary fencing have been proposed, there is actually little in the way of further measures that we consider could be applied effectively. However, there are a number of standard safety measures associated with the conduct of a WCR event that will in effect work to offer some deterrent value.

Rally-associated safety measures

The proposed rally incorporates a number of measures that will have some effect in terms of reducing the risk of injury or death for threatened species and other wildlife:

a) Rally Deterrent Factor (RDF)

1. three motor vehicles designated “000”, “00” and “0” for rally purposes will be traversing each of the proposed stages at increasing speeds at intervals leading up to commencement of rally activity proper; these vehicles will be equipped with flashing lights and sirens, and
2. a helicopter will also be making up to three low-level passes over the proposed stage, the last in conjunction with the first competitive vehicle to leave the starting point.

While not ideal in terms of offering a more passive deterrent, we do consider that the preceding measures will generally have some utility in terms of dispersing the majority of wildlife from the immediate vicinity of the proposed rally stage, while noise associated with regular passes by ensuing competitive vehicles will likely maintain some measure of ongoing deterrent value during the time period that rally activity will be occurring.

b) Minimising the risk of fire and potential fuel spill

All competition vehicles have a full moulded bash plate and sump guard, and carry between 55 and 80 litres of fuel that is housed in a strengthened fuel cell. Vehicles also have a plumbed in fire extinguisher that is automatically triggered in the event of fire, and also contains hand-held fire extinguishers and a GPS transponder unit which is monitored from a central control room. Should a competition vehicle during the course of rally activity not move for 10 seconds an alarm is triggered and a helicopter despatched to investigate. An alarm is also triggered in the control room if the boot or bonnet is opened, or manually if a competitor requires assistance; following vehicles can also be contacted via radio should any vehicle require assistance.

c) Other measures

A non-competitive vehicle will follow behind the last competitive vehicle to leave the starting point; this vehicle will contain one or more individuals experienced in wildlife care/welfare, the intent to collect any injured wildlife. A qualified veterinarian will also be in attendance at all times during the course of rally activity.

11.1 Recommendations

In addition to those measures detailed above, the IKPoM and any stage-specific ameliorative measures detailed in the preceding sections, we propose the following requirements:

a) Additional measures

(i) That a person experienced with handling of venomous reptiles be present for the explicit purposes of removing any snakes encountered along the proposed stage prior to the commencement of rally activity.

b) Monitoring

The documenting of road kill generally tends to be an unpleasant contemplation for most biologists. However, for an event such as this it becomes important to fully understand the extent of any adverse effects that may arise, in addition to having the capacity to refine currently proposed ameliorative measures. For these reasons monitoring is important.

1. Pre rally survey

As soon as is practical in the time leading up to the commencement of rally activity – but preferably on the morning of the day on which rally activity is proposed for a given stage, the relevant section of road must be inspected for existing road kill. Where possible, existing road kill must be identified to species and the precise coordinates, general locality detail and associated ecological data (vegetation type and structural complexity), recorded for each specimen encountered.

2. Post rally survey

Immediately following the vehicle referred to in 11.1(c) above, the stage must again be inspected for road kill to the level of detail and documentation specified in 1 above.

3. Reporting

PART 1 - Preliminaries

1.1 Definitions

“Competition vehicle” – means a motor vehicle that will be participating in rally activity.

“Consent Authority” – means Kyogle Council and/or DoP.

“Core Koala Habitat” – means any area of a proposed stage within which evidence of occupancy and/or habitat use by koalas has been recorded.

“DECC” – means the NSW Department of Environment and Climate Change.

“DoP” – means the NSW Department of Planning

“Guardian” – means a person with the specific task of observing and reporting on the movements of one or more koalas deemed to be at risk by crossing the road while rally activity is being undertaken.

“Potential Koala Habitat” – means any area within a stage not currently identified as *core koala habitat* but which otherwise contains preferred koala food trees.

“Preferred koala food tree” – means a tree species listed as occurring in the North Coast KMA in Appendix 2 of the Approved Koala Recovery Plan (DECC 2008).

“rally activity” – means use of the area by competition vehicles traveling at high speed.

“The plan” – means the *“Koala Plan of Management for proposed World Motor Rally activities in parts of Kyogle LGA.”*

“The proponent” – means Repco Rally Australia

1.2 Land to which the plan applies

The plan applies to road reserves comprising each of the proposed stages detailed in Figures 1 – 5 of the plan.

1.3 Duration of Plan

The plan will come into force once approved by Local and State Government consent authorities and shall remain in force for the duration of rally activity in 2009.

PART 2 – Management Aim and Objectives

2.1 The singular aim and objective of the plan is to minimize the risk of a koala being injured and/or killed by a competition vehicle during the course of rally activity.

PART 3 – Driver awareness

3.1 All drivers and navigators of a competition vehicle must be briefed by event organizers about the possible presence of koalas along various stages of the event route.

3.2 The briefing must include provision of a map or maps showing the location of *core koala habitat* areas along each of the proposed stages.

3.3 For the purposes of both reconnaissance *and* rally activity, the organizers must erect signage indicating the commencement and end of *core koala habitat* areas.

PART 4 – Rally activity through areas identified as *potential koala habitat*

4.1 An inspection of trees along each stage must be undertaken on the morning on which rally activity is proposed to be undertaken by a person experienced in the detection of koalas.

(i) If a koala is observed within an area that has not been identified as an area of core koala habitat by Figures 1 - 5 of this plan, Part 5 of the plan must be applied.

PART 5 – Rally activity through areas identified as *core koala habitat*

5.1 Where rally activity will pass through an area that has been identified as *core koala habitat*, the following provisions will apply:

(i) All preferred koala food trees and others immediately adjacent to such trees within 5m of the roadside verge must be inspected on the morning of the day on which rally activity is to be conducted by personnel experienced in the detection of koalas.

(ii) Where a koala is detected in a tree in close proximity to the road, a guardian must be present to ensure the koala does not come to the ground during the course of motor rally activity, or – if the guardian is deemed to be potentially at risk – a temporary enclosure must be erected that will function to confine the koala to the tree in which it has been observed for the duration of rally activity and thereafter observed from a safe distance. The temporary enclosure must be removed immediately upon the cessation of rally activity.

(iii) The guardian must remain with the koala for the duration of rally activity.

and/or

(iv) on the day or days immediately preceding that of the proposed rally activity, a temporary fence constructed of hessian sheeting no less than 90cm in height must be erected along both sides of the road for the length of that area identified as core koala habitat.

(v) If fencing is erected on the day or days before rallying activity commences, it must not be made functional until the morning of the day on which rally activity is to be undertaken.

(vi) Any fencing must be removed prior to the evening of the day on which the rally activity has been conducted.

5.2 For the purposes of this part, fencing and the use of guardians can work in conjunction with each other, but only following guidance and instruction from a suitably qualified koala ecologist.

PART 6 – Communications & Contingencies

6.1 Guardians must be in radio contact with a central koala coordinator who will be in radio contact with rally organizers.

(i) Rally activity on a given stage can not be commenced until the all clear is given to rally organizers by the koala coordinator.

(ii) If a koala is observed on the ground and seen to be approaching an area of the road that is not fenced, the animal must be intercepted by a guardian and encouraged to ascend the nearest tree until such a time as rally activity ceases.

PART 7 – Monitoring

7.1 Within all areas of both *potential* and *core koala habitat* identified for purposes of this plan the following will apply:

(i) Each stage must be inspected immediately prior to the commencement of rally activity to record any koala road kill already present within the proposed staging area.

(ii) Each stage must be inspected immediately following the conclusion of rally activity to record any koala road kill within the proposed staging area.

(iii) A report detailing the results of the monitoring program for all stages must be completed within 30 days of the cessation of all rally activity and be forwarded to the Consent Authority, DoP and DECC.

(iv) All costs of koala management and monitoring as detailed by the plan must be met by the proponent.