



Restart NSW Fixing Country Roads 2019

Program Guidelines



transport.nsw.gov.au

Tel 02 8202 2200 **Fax** 02 8202 2209

18 Lee Street Chippendale NSW 2008

PO Box K659 Haymarket 1240

Disclaimer

While all care is taken in producing this work, no responsibility is taken or warranty made with respect to the accuracy of any information, data or representation. The authors (including copyright owners) expressly disclaim all liability in respect of anything done or omitted to be done and the consequences upon reliance of the contents of this information.

© Transport for New South Wales

Users are welcome to copy, reproduce and distribute the information contained in this report for non-commercial purposes only, provided acknowledgement is given to Transport for NSW as the source.

Deputy Premier's Message

Across regional NSW, our road and freight corridors are pivotal to keeping our communities and economies connected.

Roads carry our food, produce, livestock, goods and raw materials that power, feed and provide for NSW and beyond.

Importantly, our back roads and regional highways also keep us connected and allow those of us in regional NSW to maintain our way of life.

We live in regional NSW because we value the open space and a unique quality of life. Ensuring we have safe and reliable roads is essential to maintaining our standard of living and will continue to be a priority for the NSW Liberals and Nationals.

That is why the NSW Government has established the highly successful Fixing Country Roads program, a \$543 million commitment which targets significant regional freight improvement projects.

So far more than 300 projects to upgrade roads, bridges and truck washes have been approved through this program. This investment has significantly reduced costs to business and industry and continues to drive economic growth and improve the lives of people in the regions.

Applications to the 2019 program for the upgrade of country roads, bridges and truck washes can be submitted up until 31 December 2019.

Funding under the 2019 program will build on improving connectivity between regional freight points, communities and state roads. Depending on the complexity of the project, we will aim for project completion within two years of commencement.

Transport for NSW will continue to hold information sessions across the state on eligibility, funding criteria and the economic benefits this program has for freight in regional areas.

This program is developed in conjunction with the \$400 million Fixing Country Rail Program, which is revitalising rail in regional NSW, and the \$145 million Bridges for the Bush program, which is making it easier to get product from paddock to plate.

This demonstrates a commitment of over \$1 billion to improving freight efficiency across the State under Rebuilding NSW.

I am thrilled that NSW Government funding, through the Fixing Country Roads 2019 program, will continue to deliver an effective and efficient freight road network for regional NSW.



John Barilaro
Deputy Premier
Minister for Regional New South Wales,
Industry and Trade

Minister's Message

I am pleased to announce the 2019 Fixing Country Roads program and encourage eligible councils to submit their funding applications.

To date the Fixing Country Roads program has delivered more than \$386.8 million to local councils for the repair and upgrade to local and regional NSW roads and infrastructure. That investment has seen improvements to 627 kilometres of roads, 192 bridges and 31 truck washes throughout NSW.

In communities like Greenethorpe, Bourke, Brewarrina, Uralla and Gunnedah, Fixing Country Roads is delivering real benefits to the bush.

With the cost of transporting commodities absorbing up to 30 per cent of the retail price, Fixing Country Roads aims to improve and build efficient freight transport networks.

The program provides funds for projects that better connect local and regional roads to state highways and key freight hubs such as silos, saleyards, rail heads, distribution centres, industrial parks and depots.

It also provides funding for building new or upgrading existing truck washes and effluent disposal projects that improve biosecurity, reduce pollution, reduce water and energy usage, and provide economic and productivity benefits to NSW.

We want local councils to work closely with local industry and transport operators to identify and prioritise projects for Fixing Country Roads that will reduce transport costs from source to destination.

We would also encourage councils to apply for matching funding under Australian Government initiatives such as the Bridges Renewal Program, Heavy Vehicle Safety

and Productivity Program and the Building Better Regions Fund.

Eligible councils can apply for funding for truck wash projects, capital projects for local roads and bridge construction and bridge and route assessments. Information on eligibility and how projects will be assessed are covered in these guidelines.

Transport for NSW will be conducting information sessions across the state, with an emphasis on demonstrating economic and productivity benefits for freight in regional areas.

This program is complementary, to and aligned with, Fixing Country Rail in developing a strong freight transport network in regional NSW.

I am delighted with what we have achieved to date with Fixing Country Roads and proudly open applications for 2019 to further help councils improve freight outcomes in regional NSW.



Paul Toole
Minister for Regional Transport and Roads

Contents

Deputy Premier's Message	2
Minister's Message	4
Contents	5
Invitation	6
Key Dates	6
Funding Streams	7
Assessment Process	7
Benefits Realisation	8
Confidentiality and Disclosure	8
Probity	8
Contact Details	9
Roads and Bridges Construction Stream	10
Eligibility	11
Assessment Criteria	12
How to Apply	14
Bridge and Route Load Assessment Stream	17
Eligibility	18
Assessment Criteria	18
How to Apply	20
Truck Washes Stream	23
Eligibility	24
Assessment Criteria	25
How to Apply	28
Eligible Local Government Bodies	31

Invitation

The NSW Government is inviting applications for eligible Fixing Country Roads projects. The guidelines outline the objectives and desired outcomes of the program, eligibility criteria and detail the application and assessment process.

Fixing Country Roads is a key NSW Government program for unlocking the economic potential of Regional NSW. The program provides targeted funding for projects on Council managed roads and bridges that provide benefits to the movement of freight. Fixing Country Roads aligns with and complements the Fixing Country Rail program in reducing the cost to market for regional businesses.

Fixing Country Roads 2019 is expected to provide up to \$150 million for roads, bridges, bridge and route load assessments, and truck washes. To date, Fixing Country Roads has committed \$386.8 million in funding for 302 projects across Regional NSW. Fixing Country Truck Washes, a joint NSW-Australian Government initiative, awarded over \$9 million for 26 projects across the State in May 2017. In total, the NSW Government has committed \$543 million to the Fixing Country Roads program over multiple rounds, including \$500 million from the Rebuilding NSW State Infrastructure Strategy 2014.

Fixing Country Roads 2019 is expected to provide support for larger, more regionally significant projects than previous rounds.

The application process is competitive, with decisions on projects to be funded based on information and supporting documents provided in the application.

All proposals need to demonstrate how they meet the statutory purpose of the Restart NSW fund as well as delivery value for money. Value for money is a result of the benefits generated by the project relative to the costs; and the level of co-contribution from the applicant, industry or other sources.

One-step application for ready projects

Fixing Country Roads 2019 will run as a single Full Application phase without an initial Expression of Interest phase.

This means all information about the project will need to be provided in the application form economic appraisal Benefit Cost Analysis (BCA) model, and other mandatory forms. This is because the NSW Government is targeting projects that are ready to go. Projects must start within 12 months of the funding being made available, and there will be a “use it or lose it” clause in the funding deed.

Depending on the size and complexity of the project, delivery should be completed within two years of commencement.

Key dates

The key dates for 2019 are shown in the below table. Applicants are encouraged to visit www.freight.transport.nsw.gov.au for any change or updates.

Applications for Funding open 1 January 2019

Applications for Funding close 31 December 2019

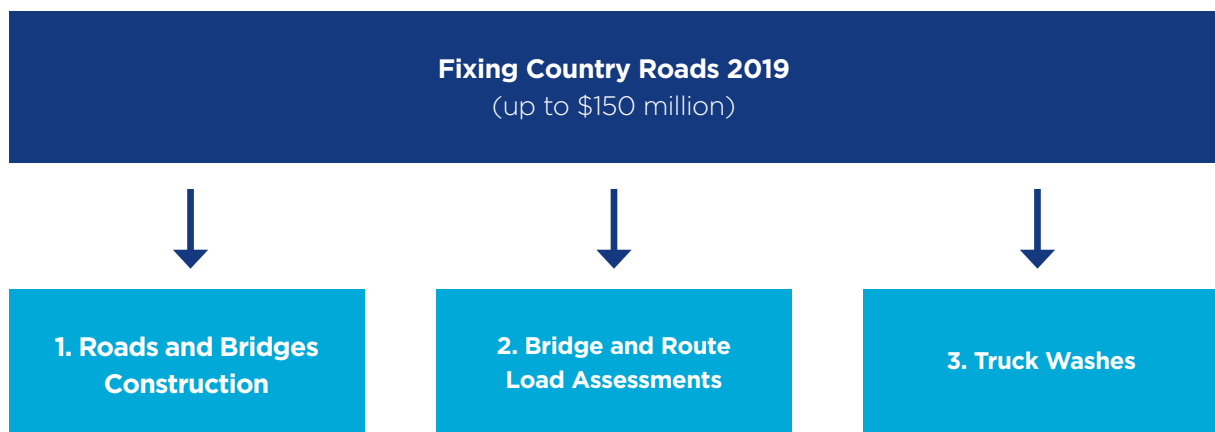
Funding streams

Fixing Country Roads is divided into three streams- roads and bridges construction, bridge and route load assessments and truck washes. Application forms, mandatory documents and assessment criteria vary across each of the streams.

There is no set minimum or maximum funding amount for a single project, nor are there specific allocations for each stream. Applicants can apply for up to 100 per cent of the value of the project, but co-contributions from council, industry and Australian Government programs are strongly encouraged. This includes programs

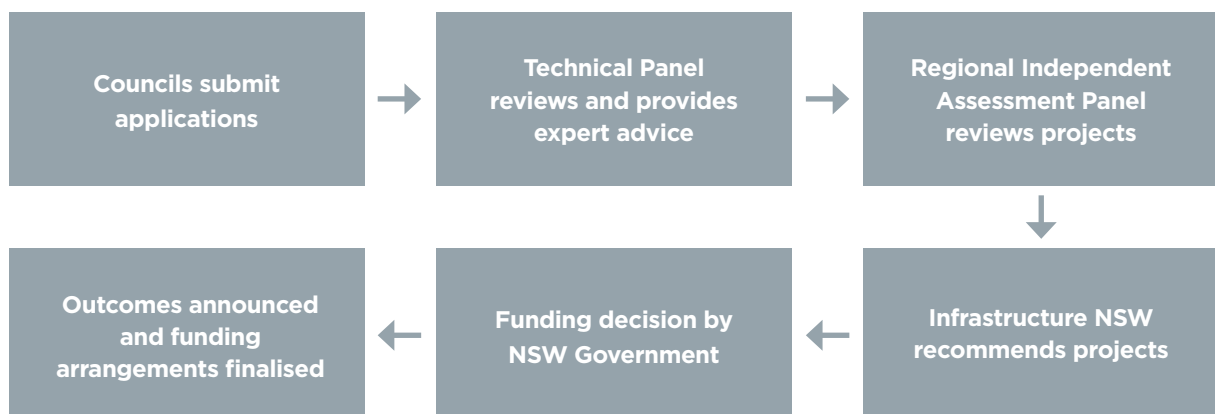
such as the Bridges Renewal Programme (BRP), the Heavy Vehicle Safety and Productivity Programme (HVSPP), or the Building Better Regions Fund (BBRF). The NSW Government continually seeks to align assessment criteria and timing of Fixing Country Roads with these programmes.

There is no limit to how many applications each applicant can submit; however, applicants are advised to prioritise and put forward their most well developed projects, as Fixing Country Roads is a competitive program.



Assessment process

The Freight Industry Branch at Transport for NSW assists Infrastructure NSW to administer the Fixing Country Roads program application and assessment process. An overview of the application process is outlined in the following diagram:



Technical Panel composition

The Technical Panel consists of experts from:

- Transport for NSW
- Roads and Maritime Services (RMS)
- Local Government NSW
- Institute of Public Works and Engineers Australia (IPWEA)

Following the Technical Panel's review all applications are appraised by the Regional Independent Assessment Panel, chaired by Infrastructure NSW. The Technical Panel members include representatives from both government and industry, as well as a probity officer.

Consultation with external parties

Transport for NSW will consult with relevant stakeholder groups which may include other NSW and Australian Government agencies such as the Department of Primary Industries and the Environmental Protection Authority, local council bodies, Members of Parliament, Regional Development Australia, independent experts and other external parties. Advice may be requested on, but not limited to, the history of the applicant in delivering projects, the viability of the project, relationship to other projects, the extent to which the project aligns with or delivers priorities in state and territory plans, confirmation of funding contributions and impact of the project on the region.

Benefits realisation

The application forms require applicants to nominate a set of key performance indicators to allow measurement of benefits following project completion.

Funding recipients for roads and bridges construction projects and truck washes may be required to provide Infrastructure NSW and Transport for NSW evidence of key benefits and project outcomes post completion. This may include confirmation of the level of access provided, traffic counts showing vehicle numbers and profile,

and letters from major users outlining the benefits achieved.

For Bridge and Route Load Assessment projects, applicants will be asked to provide Infrastructure NSW and Transport for NSW with details of the load rating of each structure or asset post assessment.

Separately, the NSW Government may select projects to conduct a detailed assessment of benefits post completion.

Confidentiality and disclosure

All information submitted by the applicant may be provided to other organisations for the purposes of eligibility, project proposal appraisal or deed preparation. Applicants should notify Infrastructure NSW when including any information of a confidential nature in their application.

Summary information about the project application will be posted on Transport for NSW's website unless you advise that you do not agree to its publication.

All application information, including Application Forms, Business Cases and Feasibility Studies have commercial-in-confidence information and are not made publicly available.

Any request made under the Government Information (Public Access) Act 2009 for access to an application, including information marked 'confidential' will be determined in accordance with that Act.

Probity

The NSW State Government is committed to ensuring that the process for providing funding under Fixing Country Roads is transparent and in accordance with published guidelines.

The NSW Government intends to provide information sessions to councils wishing to apply for Fixing Country Roads funding. Information regarding the program will be published on <http://www.freight.transport.nsw.gov.au>.

Contact details

Questions about Fixing Country Roads, including eligibility and the application process can be emailed to freight@transport.nsw.gov.au

Relevant questions will be added to the FAQ on <http://www.freight.transport.nsw.gov.au>

Any enquiries relating funding decisions or complaints should be directed to:

Infrastructure NSW

PO Box R220

Royal Exchange NSW 1225

mail@insw.com



Carrathool Bridge, Murrumbidgee River

Roads and Bridges Construction Stream



Eunony Bridge, Wagga Wagga



Upgrade of Abington Creek Bridge, Uralla Shire Council

Eligibility

Who may apply?

The ninety-two eligible local councils listed at the end of this document are invited to apply, as well as the Unincorporated Far West and Lord Howe Island.

Councils are encouraged to work together to achieve improvements on strategic freight routes that span multiple Local Government Areas (LGAs).

Councils are encouraged to work through their respective Joint Organisation of Councils (JOCs), Regional Organisation of Councils (ROCs), and Regional Development Australia (RDA) committees to put forward projects that address regional priorities. Applicants are also encouraged to work with individual firms and industry organisations to develop the case for upgrades.

JOCs may submit joint applications for their member councils (if authorised to do so).

Although ROCs and RDA are not eligible to submit applications, they may assist councils in preparing joint applications. However, actual grants will be provided directly to asset owners.

When submitting a joint application from multiple councils, ROC or RDA, or from a consortium that includes industry and other government organisations, all asset owners must sign the application form. A single point of contact should also be specified (the lead applicant) who will submit a single application on their behalf of the joint applicant. The lead applicant could be an individual eligible council or JOC Executive Officer.

Councils and regional organisations are also welcome to contact Transport for NSW via freight@transport.nsw.gov.au to discuss potential projects and for advice on preparing applications.

Eligible projects under the Local Roads and Bridges Construction Projects Stream

Fixing Country Roads provides funding for bridge and road projects where council is or would be the asset owner, as well as for third party-owned structures on the local and regional road network. Projects can be on existing as well as new routes.

What projects are eligible for funding under the stream?

Examples of eligible projects are:

- Road pavement repair and strengthening to allow higher mass limits (HML)
- Sealing of an unsealed road
- Road widening to allow longer and heavier vehicle combinations
- Replacement of a timber bridge with a new structure
- Strengthening and widening of an existing bridge
- Road and floodway reconstruction to improve access during flood events
- Construction of a new road to shorten distances
- New roads such as access roads to industrial areas
- Culvert replacement
- Intersection realignment and upgrades
- Construction of a heavy vehicle rest area and inspection bay.

What projects are not eligible for funding under the stream?

Fixing Country Roads will not provide grant funding for projects:

- Not related to the movement of freight
- With a Benefit to Cost Ratio (BCR) 1 or less
- Which should ordinarily be funded under other programs
- On the state or federal road network
- On private roads, unless these would become a council asset following the upgrade.

Eligibility checklist

- ☐ Are you a local council listed at the end of this document or a Joint Organisation of Councils (JOCs) representing an eligible council?
- ☐ Is the project on the local or regional road network?
- ☐ Does the project improve the movement of freight?
- ☐ Is your project supported by industry or industry organisations?
- ☐ Can you confirm all costs are not for planning and design purposes only?
- ☐ Can construction commence within 12 months of funding being made available?

Assessment criteria

Projects must start within 12 months of funding being made available and depending on the size of the project must be completed within two years of commencement.

Applicants must clearly state the following:

- Problem definition
What are the current constraints?
- Project scope
What type of work does the project involve?
- Project outcome
What can community and industry expect after the items outlined in the Project Scope have been completed?
- Summary of benefits
What key benefits will be generated from the Project Outcome?

Some examples:

- Problem definition
HML 26m B-Doubles are unable to access ABC Road due to substandard road surface and narrow width.
- Project scope
ABC Road section X to Y will be resurfaced and widen to Z metre.

- Project outcome
ABC Road will be opened up to 26m B-Double HML access for its entire length.
- Summary of benefits
2000 heavy vehicles a year will avoid a 40km detour.

Eligible applications will be assessed against four program criteria:

1. Access, productivity and safety benefits
2. Growth and economic benefits
3. Strategic alignment
4. Deliverability and affordability

Criteria 1: Access, productivity and safety benefits

Applicants will need to demonstrate how the project will achieve access safety and productivity benefits in the region, particularly with regard to removing constraints in the safe movement of freight from origin to destination, or access to key freight networks. Safety is integral to efficient freight movement. Cost effective options to enhance and ensure safety outcomes should be demonstrated by all project applications and will be viewed favourably by the Panel.

The questions an applicant should consider and address include how the project:

- Facilitates integration with key freight networks
- Increases access for higher mass and productivity vehicles
- Where applicable, facilitate improvements to last or first mile freight logistics, or access to key freight precincts
- Leads to improvements in the “whole of journey” for freight in the overall supply chain
- Improves the safety of heavy vehicle operations, of other non-freight modes of transport or of pedestrians.

Applicants are encouraged to make use of the NSW Freight Network Map to help visualise how their project fits into the overall freight network. The map contains information on heavy vehicle routes, rail network and shows key intermodal terminals, grain receival sites, saleyards and mines, and can be accessed at:

<http://www.freight.transport.nsw.gov.au/maps-and-statistics>.

Information about road trauma on local or regional roads can be obtained in partnership with Roads and Maritime or accessed at: <http://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/nsw.html?tabnsw=8>.

Criteria 2: Growth and economic benefits

Applications must make a strong case, backed by appropriate letters of support and other evidence, to demonstrate how a project would have a positive impact on cost saving and economic growth. Applicants are advised to start with the Benefit Cost Analysis (BCA) model as it helps articulate the project.

The applicant should consider and address how the project:

- Benefits certain commodity supply chains
- Results in, or triggers any new freight movements
- Decreases transport operating costs
- Reduces distances travelled and/or travel time
- Impacts on traffic volumes, including any changes in the use of heavy and higher productivity vehicles such as B-doubles or larger vehicle combinations
- Reduces road or vehicle maintenance costs.

It is important the applicant states whether the project benefits and delivery are dependent on any other projects, be these within or outside the applicant's local government area, on the State road network or across State borders.

All applications in the Local Roads and Bridges Construction Stream must include a completed BCA Model provided by Transport for NSW, which calculates a BCR for the project. Model inputs include:

- Total project costs including cost breakdown by element
- Maintenance profile of relevant routes before and after the project
- Traffic, commodity movements as well as freight vehicle profile before and after the project
- Data on safety before and after the project.

Transport for NSW will provide applicants with training and advice in the use of the BCA tool. In exceptional cases where the use of the provided tool may not be appropriate, Transport for NSW Freight Industry Branch will assist applicants in developing alternative calculations.

Criteria 3: Strategic alignment

Applicants should show how the project aligns with Australian, State and Local Government, regional and industry priorities. The questions that an applicant should consider and address include how the project:

- Aligns with national priorities
e.g. Does the project align with other strategic Australian Government plans?
Does the project have co-funding from an Australian Government programme?
- Aligns with State priorities
e.g. Does the project support state initiatives such as the NSW Freight and Ports Strategy's Strategic Action Programs or the NSW Road Safety Strategy?
- Aligns with council priorities
e.g. Does the project feature as a high priority item as part of a council plan and include a level of co-contribution from council? Do neighbouring councils support the upgrade?
- Aligns with regional priorities
e.g. Is upgrading the route a regional priority as evidenced by a regional transport plan?
- Aligns with industry priorities
e.g. Does the project support the efficiency and expansion of businesses within the region as evidenced by appropriate letters of support and industry financial contribution?

The expectation for this round of the program is to fund more projects that span multiple LGAs and are submitted as joint applications. Applicants are encouraged to take a regional approach, so the Restart NSW investment addresses freight constraints at the network level. Proposed Fixing Country Roads projects are expected to be included in Regional road investment priorities and freight studies, which have been prepared by JOCs, ROCs and RDAs.

Applicants are encouraged to collaborate with industry to gain a better understanding of transport bottlenecks and the benefits of upgrades. Applicants should provide letters of support from industry and other stakeholders. Support letters should clearly articulate the specific benefits the project provides and the freight volumes on the network.

Applicants should demonstrate they have considered the level of monetary and in-kind co-contribution to the project from industry, council, and the Australian Government. Projects with co-contribution from multiple sources are viewed favourably by the Panel as they provide compelling evidence of stakeholder alignment.

The applicant will need to indicate whether the contribution is confirmed or unconfirmed, whether it is cash or in-kind, and provide appropriate evidence. If the applicant has not received written confirmation of co-contribution at time of application, then the Panel will only be able to recommend qualified funding contingent on council receiving confirmation of said funds.

The same applies to cases where council has applied or expresses the intention to apply for funding under other programs, such as the Bridges Renewal Programme, the Heavy Vehicle Safety and Productivity Programme, or the Building Better Region Fund, among others.

Criteria 4: Deliverability and affordability

Applications should demonstrate the level of shovel readiness and capacity of the proponent to deliver the project through robust strategies for procurement, project management and risk management.

Applicants should provide sufficient evidence to show:

- The amount of planning already completed and that the project can be commenced within 12 months of funding being made available
- Which approvals are required for the project, and what steps have been taken to obtain and manage these approvals

- The risks and impediments which may impact on project commencement and completion and how these have been addressed
- Quotes and a detailed breakdown of expected costs, level of confidence and factors that could materially impact cost estimates
- Key milestones dates
- Expected date of when the project will deliver planned benefits to community and industry (usually within two years after the project starts, depending on its scope).

Applicants need to show the project is affordable, taking into account net life-cycle cost impacts and allowing for on-going operating, maintenance and replacement requirements.

How to apply

Unlike the previous rounds of Fixing Country Roads, the application will run in a single competitive phase. This means there will be no initial Expressions of Interest phase. Transport for NSW will host a number of regional workshops and – if required – individual meetings to assist councils with their applications.

Freight Funding Portal

Applications under the Roads and Bridges Construction Stream must be submitted online via the **“Freight Funding Portal”** which can be accessed at

<https://freightfundingportal.fluidreview.com>.

Applicants will be required to create or use an existing Freight Funding Portal user login and password and will be prompted to choose the relevant stream for their project i.e. **“Roads and Bridges Construction Stream”**.

Supporting documents are to be uploaded with the application forms. However, each supporting document may not exceed 5 MB and 30 characters in length for the file name. Separate arrangements for lodgement may be made in exceptional circumstances by contacting freight@transport.nsw.gov.au.

Application requirements

Applicants must provide all of the information required in the application form, including the mandatory documents and are encouraged to provide additional materials to support their case in relation to the assessment criteria.

Applicants need to indicate the project is affordable, taking into account net life-cycle cost impacts and allowing for on-going operating, maintenance and replacement requirements.

Only completed applications submitted by an authorised member of the organisation including 92 eligible councils as listed at the end of these guidelines and JOCs (if authorised to do so) will be accepted and appraised. Submissions which include an incomplete application form or missing mandatory documents will be deemed as ineligible.

Applications can be submitted at any time between the opening and closing dates. Applications must be received by

midnight local time on the closing day. Late submissions will not be accepted, unless Transport for NSW considers exceptional circumstances beyond the applicant's control.

Applicants are advised to read these guidelines before proceeding to the application form.

Applicants may withdraw an application at any time by providing written advice to Transport for NSW to freight@transport.nsw.gov.au.

Roads and Bridges Construction Stream documents

Applicants must use the application form and BCA model applicable to the relevant project stream as developed by Transport for NSW for Fixing Country Roads Round Three. Mandatory forms and documents as well as examples of further optional documents are listed below:

Documents	Requirement	Note
Roads and Bridges Construction Projects application form	Mandatory	The application form must be filled in and submitted online via the Freight Funding Portal. The form can be downloaded at: http://www.freight.transport.nsw.gov.au/strategy/projects/fixing-country-roads
Roads and Bridges Construction Projects BCA model	Mandatory	A relevant BCA model should be completed and submitted. The most recent BCA model can be downloaded from: http://www.freight.transport.nsw.gov.au/strategy/projects/fixing-country-roads
Evidence of Authorisation	Mandatory	In the case of a joint application, the lead council must provide an Authorisation Letter.
Map showing a comparison of route before and after the project	Optional	Evidence to support Access, Productivity and Safety, and Growth and Economic Benefits criteria. Transport for NSW has developed a map containing key information which can be accessed at: http://www.freight.transport.nsw.gov.au/maps-and-statistics Roads and Maritime Services map shows access levels: http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html
Traffic survey data	Optional	Evidence to support Growth and Economic Benefits criterion providing number and type of heavy vehicles on the said route in the case of a joint application, the lead council must provide an Authorisation Letter.

Documents	Requirement	Note
Route maintenance costs data	Optional	Evidence to support Growth and Economic Benefits criterion supporting BCA model inputs, this may include periodic and major maintenance costs and bills
Freight and transport studies or plans	Optional	Evidence to support Growth and Economic Benefits and Strategic Alignment criteria such as the transport or investment plan showing proposed project listed as priority work. Applicants may include studies that demonstrate commodity tonnage originated, destined or as throughput in the council, region or State
Letters of support	Optional	Evidence to support Growth and Economic Benefits and Strategic Alignment criteria. This may include letters of support from council and industry showing expected benefits, any financial contribution as well as industry's current and future freight tonnage, traffic data and vehicle fleet profile
Quotes	Optional	Evidence to support Deliverability and Affordability criterion supporting cost breakdown inputs in BCA model
Risk matrix or registry	Optional	Evidence to support Deliverability and Affordability criterion showing that applicants have considered potential risks and how to overcome them
Approval documents	Optional	Evidence to support Deliverability and Affordability criterion showing a degree or project's shovel readiness
Other documents i.e. photos	Optional	To visibly demonstrate project requirements



Ardlethan Temora - grain harvesting

Bridge and Route Load Assessment Stream



Brookers Bridge pre-upgrade, Singleton, NSW



Truck rest area

Eligibility

Who may apply?

The ninety-two eligible local councils listed at the end of this document are invited to apply. Councils are encouraged to work together to achieve improvement on the strategic freight routes that span multiple Local Government Areas (LGAs).

JOCs may submit joint applications for their member councils (if authorised to do so).

Although ROCs and RDA are not eligible to submit applications, they may assist councils in preparing joint applications. However, actual grants will be provided directly to asset owners.

When submitting a joint application from multiple councils, ROC or RDA, or from a consortium that includes industry and other government organisations, councils should nominate a lead applicant who will submit a single application on their behalf. The lead applicant could be an individual eligible council or JOC.

Councils and regional organisations are also welcome to contact Transport for NSW via freight@transport.nsw.gov.au to discuss potential projects and for advice on preparing applications.

Eligible projects under Bridge and Route Load Assessments Stream

Fixing Country Roads provides funding for bridge and route load assessments on the local and regional road network.

What projects are eligible for funding under the stream?

- Bridge and culvert assessments that confirm or determine the load rating of the structures assessed. Generally, the structures should be assessed for load rating up to at least B-Double HML standard
- Route load assessments that confirm or determine the suitability of pavement for higher mass limits

The use of the BCA tool is not required for projects seeking funds for Bridge and Route Load Assessments projects. However, the Bridge and Route Load Assessments database sheet is required. Successful applicants will be asked to provide assessment results by filling in additional column in the Database Sheet post project completion.

What projects are not eligible for funding under the stream?

Fixing Country Roads will not provide grant funding for assessments:

- That do not carry freight.
- On state or federal road network, as well as on private roads.

Eligibility checklist

- ☐ Are you a local council listed at the end of this document or a Joint Organisation of Councils (JOCs) representing an eligible council?
- ☐ Are the assets to be assessed on the local or regional road network?
- ☐ Are assets to be assessed on freight routes?
- ☐ Will the assessments be completed within six (6) months of funding being made available?

Assessment criteria

The bridge and route load assessments must be completed within six months of funding made available.

Applicants must clearly state the following:

- Problem definition
What are the current constraints?
- Project scope
What type of work does the project involve?
- Summary of benefits
What key benefits will be generated from the project outcome?

Example:

- Problem definition
The shire has 50 timber bridges with unknown condition. Most of these bridges are the only the access points to farmlands
- Project scope
Complete Level 3 bridge structural assessment for 50 timber bridges and assess suitability for HML B-double loads
- Summary of benefits
Establish the plan/strategy to prioritise bridge strengthening or replacement and ensure bridges will not be constraint points for HML access on XYZ route

Applications will be assessed against the eligibility and four program criteria:

1. Access, productivity and safety benefits.
2. Growth and economic benefits.
3. Strategic alignment.
4. Deliverability and affordability.

Criteria 1: Access, productivity and safety benefits

Applicants will need to demonstrate the significance of the bridges, culverts or routes to be assessed in providing productivity and access benefits for freight in the region. Specifically, the application should describe how the structures:

- Facilitate integration with key freight networks.
- Provide access for higher mass and productivity vehicles.
- Where applicable, facilitate improvements to first or last mile freight logistics, or access to key freight precincts.
- Are important for the “whole of journey” for freight in the overall supply chain.

Applicants should indicate the expected consequences of a revised load rating. This could include likely changes in vehicle profile, movements and travel distances:

- If load limits or closures need to be imposed.
- If load rating can be increased to higher mass limits (HML).

- If new heavy vehicle routes could be opened up, following positive assessment of structures.

Applicants are encouraged to make use of the NSW Freight Network Map to help visualise how their project fits into the overall freight network. The map contains information on heavy vehicle routes, the rail network and shows key intermodal terminals, grain receival sites, saleyards and mines, and can be accessed at: <http://www.freight.transport.nsw.gov.au/maps-and-statistics>

Criteria 2: Growth and economic benefits

The applicant should discuss whether increased load ratings would:

- Benefit certain commodity supply chains.
- Result in, or trigger any freight movements.
- Decrease transport operating costs.
- Reduce distances travelled and/or travelled time.
- Impact on traffic volumes, including any changes in the use of heavy and higher productivity vehicles such as road trains or B-doubles.
- Reduce maintenance costs.

Conversely, the applicant should articulate the impact of reduced load ratings.

A Benefit Cost Analysis (BCA) model is not required for Bridge and Route Load Assessments projects, however, all applications must include the Bridge and Route Load Assessments project database sheet. The database sheet inputs include:

- Bridge/Route name, type, profile and GIS coordinates.
- Heavy vehicle traffic on the bridge/route before and after the project.
- Intended standard of bridges/routes to upgrade.
- Previous assessment date (if applicable)

Criteria 3: Strategic alignment

Applicants should demonstrate that they have considered the degree of co-contribution to the project from industry, council, or other sources. In-kind contribution is also regarded as co-contribution under the program. Projects with co-contribution from various sources are viewed favourably as they provide compelling evidence of stakeholder alignment.

The applicant will need to indicate whether the contribution is confirmed or unconfirmed and whether it is cash or in-kind and provide appropriate evidence. If the applicant has not received written confirmation of co-contribution at time of application, then the Technical Panel and Regional Independent Assessment Panel will only be able to recommend qualified funding that is contingent on council receiving confirmation of said funds.

Criteria 4: Deliverability and affordability

Applicants should confirm that assessments can be completed within six months of funding being made available.

Applicants should seek detailed quotes or provide detailed cost estimates and description of scope of work to be performed. The Panel will use this information to assess value for money.

How to apply

Applications will run in a single competitive phase. This means there will be no initial Expressions of Interest phase. Applicants are required to submit their projects in one detailed application form. Transport for NSW will host regional information sessions to assist councils with their applications.

Freight Funding Portal

Applications under the Bridge and Route Load Assessments Projects Stream must be submitted online via the **“Freight Funding**

Portal” which can be accessed at <https://freightfundingportal.fluidreview.com>.

Applicants will be required to create or use an existing Freight Funding Portal user login and password and will be prompted to choose application stream in Freight Funding Portal. Applicants must choose the relevant stream to their project i.e. **“Bridge and Route Load Assessments Stream”**.

Supporting documents are to be uploaded with the application forms. However, each supporting document may not exceed 5 MB and 30 characters in length for the file name. Separate arrangement for lodgement may be made in exceptional circumstances by contacting freight@transport.nsw.gov.au.

Application requirements

Applicants must provide all of the information required in the application form, including the mandatory document and are encouraged to provide additional documents to support their case in relation to the assessment criteria.

Only completed applications submitted by an authorised member of an eligible council or JOCs (if authorised to do so) will be accepted and appraised. Incomplete submissions including an incomplete application form or missing mandatory documents will be deemed as ineligible.

Applications can be submitted at any time. Applications must be received by midnight local time on the closing day. Late submissions will not be accepted, unless Transport for NSW considers exceptional circumstances beyond the applicant's control.

Applicants are encouraged to read these guidelines before proceeding to the application form.

Applicants may withdraw an application at any time, with written advice of the withdrawal to be provided to Transport for NSW via email to freight@transport.nsw.gov.au.

Bridge and Route Load Assessments Projects Stream documents

Applicants must use the application form applicable to the relevant project stream and Database Sheet as developed by Transport for NSW for Fixing Country Roads. Mandatory forms and documents as well as examples of optional documents are listed below:

Documents	Requirement	Note
Bridge and Route Load Assessments application form	Mandatory	The application form must be filled in and submitted online via the Freight Funding Portal. The form can be downloaded at: http://www.freight.transport.nsw.gov.au/strategy/projects/fixing-country-roads
Bridge and Route Load Assessments database sheet	Mandatory	Applicant must use the latest database sheet and attach the completed sheet with their online application form. The database sheet can be downloaded from: http://www.freight.transport.nsw.gov.au/strategy/projects/fixing-country-roads . Successful applicants will be asked to provide assessment results by filling in an additional column in the Database Sheet post project-completion.
Evidence of Authorisation	Mandatory	In the case of a joint application, the lead council must provide an Authorisation Letter.
Quotes/ Detailed Breakdown of Costs	Mandatory	Evidence to support Deliverability and Affordability criteria.



Narrabri Murrurundi Bridge

Documents	Requirement	Note
Map showing bridges or routes to be assessed	Optional	<p>Evidence to support Access, Productivity and Safety, and Growth and Economic Benefits criteria.</p> <p>Transport for NSW has developed a map containing key information which can be accessed at: http://www.freight.transport.nsw.gov.au/maps-and-statistics</p> <p>Roads and Maritime Services map shows access level: http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html</p>
Traffic survey data	Optional	Evidence to support Growth and Economic Benefits criteria providing number and type of heavy vehicles on the said route
Route maintenance costs data	Optional	Evidence to support Growth and Economic Benefits criteria, this may include periodic and major maintenance costs and bills
Freight and transport studies or plans	Optional	Evidence to support Growth and Economic Benefits and Strategic Alignment criteria, such as the transport or investment plan showing the proposed project listed as a priority. Applicants may include studies that demonstrate commodity tonnage originated, destined or as throughput in the council, region or State
Letters of support	Optional	Evidence to support Growth and Economic Benefits and Strategic Alignment criteria, such as letters of support from council and industry showing expected benefits, any financial contribution as well as industry's current and future freight tonnage, traffic data and vehicle fleet profile
Other documents i.e. photos	Optional	As identified by the applicant



Narrabri Murrurundi Bridge

Truck Washes Stream



Truck wash in Gunnedah

Eligibility

Who may apply?

The eligible local councils listed at the end of this document are invited to apply. An eligible council can apply on behalf of a consortium that includes private sector or other organisations. The council or consortium must intend to own or operate the truck wash and or livestock effluent disposal point, for which they are applying for funding.

Applicants are encouraged to work with individual firms and industry organisations such as the Livestock, Bulk and Rural Carriers Association (LBCRA) to develop the case for upgrades. If a council and private organisation are submitting a joint application, the lead applicant on the application must be the eligible council.

Councils and their consortia are also welcome to contact Transport for NSW via freight@transport.nsw.gov.au to discuss potential projects, eligibility and for advice on preparing applications.

Eligible projects under Truck Washes Project Stream

- Funding may be provided for truck wash and effluent disposal projects that provide economic and productivity benefits to NSW. Eligible projects are not limited to livestock-related truck wash facilities and can include those that cater for other industries. All applicants must demonstrate that the upgraded or new facility can lawfully dispose of and comply with the relevant EPA Guidelines or sustainability reuse all collected effluent or wastewater.
- Fixing Country Roads provides funding for truck washes projects in NSW where council or the member of their consortium would own or operate the asset. Projects can involve building new or upgrading existing truck washes.

What projects are eligible for funding under the stream?

Both upgrades to existing and new truck washes or effluent disposal points are eligible for funding under Fixing Country Roads. Some examples of eligible projects are:

- Construction of new bays or extending existing bays to accommodate the largest vehicle size on the route
- Construction of effluent disposal point bay
- Water pump upgrade to increase pressure and decrease wash time
- Drainage upgrade
- Effluent disposal treatment system upgrade to improve biosecurity measure
- Installation of reticulation system to utilise captured rainwater to be used at the truck wash
- Lighting upgrade or installation to improve safety and extend operating hour
- Toilet and shower facility upgrades to improve safety and reduce fatigue

What projects are not eligible for funding under the stream?

Fixing Country Roads will not provide grant funding for projects that:

- Have with a Benefit to Cost Ratio of 1.0 or less than 1.0
- Involve facilities that restrict third party access
- Are not available 24/7
- Seek funding for
 - Land acquisition
 - Road upgrades (this should be a part of the Roads and Bridges Construction Stream)
 - Maintenance
 - Ongoing repairs
 - Planning and design only.

Eligibility checklist

- ☐ Are you an eligible local council listed at the end of this document?
- ☐ Do you or anyone in your consortium own or intend to own and operate a truck wash and/or livestock effluent disposal point?
- ☐ Is or will your truck and/or livestock effluent disposal point be open to all third parties?
- ☐ Can you confirm that the truck wash will not have any access restrictions?
- ☐ Does or will your truck and/or livestock effluent disposal point comply with the relevant EPA guidelines and conditions?
- ☐ Can you confirm all costs are for a project aimed at improving a truck wash and/or effluent disposal facility?
- ☐ Can you confirm the project is not for land acquisition, road works, maintenance and/or ongoing repairs or solely planning and design?
- ☐ Can the construction works for the project commence within 12 months of funding being made available? (Construction means actual on ground works at the project site and/or the fabrication of major components off site)



Gunnedah Truck Wash

Assessment criteria

Projects must start within 12 months of funding made available and be completed within two years of commencement.

Applicants must clearly state the following:

- Problem definition
What are the current constraints?
- Project scope
What type of works does the project involve?
- Project outcome
What can community and industry expect after the items outlined in the Project Scope have been completed?
- Summary of benefits
What key benefits will be generated from the Project Outcome?

Example:

- Problem definition
Wash bay is not long enough to accommodate B-doubles, no lightings for night time use and low water pressure.
- Project scope
Construction of 2 B-Double bays, lighting and water pump upgrade.
- Project outcome
2 B-Double bays truck wash available 24/7.
- Summary of benefits
Improve safety for night time user, reduce operating costs and water bill by \$, decrease wash and wait time by mins.

Applications will be assessed against the eligibility and five program criteria:

1. Access, productivity and safety benefits.
2. Growth and economic benefits.
3. Biosecurity benefits.
4. Strategic alignment.
5. Deliverability and affordability.

Criteria 1: Access, productivity and safety benefits

Applicants will need to demonstrate how the project will achieve access, productivity and safety benefits for freight in the region. The questions that applicants should consider:

- How the project leads to improvements in the 'whole of journey' for freight in the overall supply chain i.e. truck is only required to travel from point A to B instead of A to B to C, as there is now a truck wash at B, whereas previously there was not
- How the project Improves the safety of heavy vehicle operations and/or any other modes i.e. improved road conditions due to lower spill rates and accidents
- Whether the current or proposed sites located on a route covered by a productivity scheme such as the livestock loading scheme?
- What is the regional significance of the location in terms of industry i.e. which major facilities are within the catchment area
- Whether the upgrade is related to or dependent on any other projects inside or outside the applicant's Local Government Area i.e. development of a high productivity route or opening of new saleyard
- Is available 24/7 and provides open access.

Applicants are encouraged to make use of the NSW Freight Network Map to help visualise how their project fits into the overall freight network. The map contains information on heavy vehicle routes, rail network and shows key intermodal terminals, grain receival sites, saleyards and mines, and can be accessed at: <http://www.freight.transport.nsw.gov.au/maps-and-statistics>.

Criteria 2: Growth and economic benefits

Applications must quantify the benefits of the project. Applicants must make a strong case backed up by appropriate letters of support and other evidence. Applicants are advised to start with Benefit Cost Analysis (BCA) Model as it helps articulate project.

Applicants should describe how the project:

- Benefits commodity supply chains e.g. livestock, grain
- Impacts on the number of washes at the site
- Reduces distances that need to be travelled i.e. vehicle travels to a saleyard and can now wash out at the saleyard, instead of travelling to an alternate site.
- Reduces truck wash wait and/or wash times
- Decreases transport operating costs
- Impacts on traffic volumes e.g. reduced number of movements including any changes in the use of heavy and higher productivity vehicles such as road trains or B-doubles
- Reduces truck wash and/or effluent disposal point maintenance and operating costs e.g. improved facility reduces the amount of maintenance required or improved efficiency reduced the amount of water per wash.



The submission should include information on current and expected:

- Annual tonnes or head of stock
- Number of wash trips

All applications in Truck Washes Stream must include a completed BCA Model in a template provided by Transport for NSW, which calculates a BCR for the project. Model inputs include:

- Total project costs including cost breakdown by element
- Maintenance and operating costs profile before and after the project
- Route, traffic, commodity movements as well as freight vehicle profile before and after the project
- Average wait and wash time before and after the project
- Data on safety before and after the project
- Data on biosecurity before and after the project

Transport for NSW will provide applicants training and advice in the use of the BCA tool.

Criteria 3: Biosecurity benefits

Applicants will need to demonstrate how a project would have a positive impact on biosecurity and the environment. The questions that applicants should consider include how the project:

- Improves biosecurity e.g. preventing the spread of weeds or disease.
- Reduces pollution and improves amenity e.g. reduced spillage on roads.
- Reduces water and energy usage e.g. facilities are more efficient.
- Leads to an improvement in effluent treatment.

Criteria 4: Strategic alignment

Applicants should show how the project aligns with Australian, State and Local Government, regional and industry priorities.

The questions that an applicant should consider and address include whether and how the project:

- Aligns with national priorities
e.g. Does the project align with other strategic Australian Government plans? Does the project have co-funding from an Australian Government programme?
- Aligns with State priorities
e.g. Does the project support state initiatives such as the NSW Freight and Ports Strategy's Strategic Action Programs?
- Aligns with council priorities
e.g. Does the project feature as a high priority item as part of a council plan and include a level of co-contribution from council? Do neighbouring councils support the upgrade?
- Aligns with regional priorities
e.g. Is upgrading the route a regional priority as evidenced by a regional transport plan?
- Aligns with industry priorities
e.g. Does the project support the efficiency and expansion of businesses within the region as evidenced by appropriate letters of support and industry financial contribution?

Applicants are encouraged to collaborate with industry and industry organisations such as the Livestock, Bulk and Rural Carriers Association (LBCRA) to develop the case for upgrades.

Applicants should provide letters of support from industry and other stakeholders. Support letters should clearly articulate the specific benefits that the project would provide.

Applicants should demonstrate that they have considered the level of monetary and in-kind co- contribution to the project from industry, council, and the Australian Government. Projects with co-contribution from multiple sources are viewed favourably by the Panel as they provide compelling evidence of stakeholder alignment.

The applicant will need to indicate whether the contribution is confirmed or unconfirmed, whether it is cash or in-kind, and provide appropriate evidence. If the applicant has not received written confirmation of co-contribution at time of application, then the Panel will only be able to recommend qualified funding that is contingent on council receiving confirmation of said funds.

The same applies to cases where council has applied or expresses the intention to apply for funding under other programs, such as the Heavy Vehicle Safety and Productivity Programme, or the Building Better Region Fund, among others.

Criteria 5: Deliverability and affordability

Applicants should demonstrate the capacity of the proponent to deliver the project through robust strategies for procurement, project management and risk management. Applicants should provide sufficient evidence to show:

- The planning that has already been undertaken and that the project can be commenced within 12 months of funding made available
- What approvals are required for the project, and the steps taken to obtain and manage those approvals
- The risks and impediments that could impact on project commencement and completion and how these have been addressed
- Quotes and a detailed breakdown of expected costs, level of confidence and factors that could materially impact cost estimates
- Key milestones dates
- Expected date of when the project will deliver planned benefits to community and industry (usually within two years after the project starts, depending on its scope).

Applicants need to indicate that the project is affordable, taking into account net life-cycle cost impacts and allowing for on-going operating, maintenance and replacement requirements.

How to apply

Fixing Country Roads 2019 Round Three will run in a single competitive phase. This means there will be no Expressions of Interest phase. Applicants are required to submit project in one detailed application form. Transport for NSW will host a number of regional information sessions to assist councils with their applications.

Freight Funding Portal

Applications under Truck Washes Projects Stream must be submitted online via the **“Freight Funding Portal”** which can be accessed at <https://freightfundingportal.fluidreview.com>.

Applicants will be required to create or use an existing Freight Funding Portal user login and password and will be prompted to choose application stream in Freight Funding Portal. Applicants must choose the relevant stream to their project i.e. “Truck Washes Stream”.

Supporting documents are to be uploaded with the application forms. However, each supporting document may not exceed 5 MB and 30 characters in length for the file name. Separate arrangement for lodgement may be made in exceptional circumstances by contacting freight@transport.nsw.gov.au.

Application requirements

Applicants must provide all of the information required in the application form, including the mandatory document and are encouraged to provide additional documents to support their case in relation to the assessment criteria.

Only completed applications submitted by an eligible council will be accepted and appraised. Submissions including an incomplete application form or mandatory document will be deemed as ineligible.

Applications can be submitted at any time between the opening and closing dates for each round. Applications must be received by midnight local time on the closing day. Late submissions will not be accepted, unless Transport for NSW considers exceptional circumstances beyond the applicant's control.

Applicants are encouraged to read these guidelines before proceeding to the application form. Applicants may withdraw an application at any time, with written advice of the withdrawal to be provided to Transport for NSW via email to freight@transport.nsw.gov.au.

Truck Washes Projects Stream documents

Applicants must use the application form and BCA model applicable to the relevant project stream as developed by Transport for NSW for Fixing Country Roads Round Three. Mandatory forms and documents as well as examples of optional documents are listed below:

Documents	Requirement	Note
Truck Washes application form	Mandatory	The application form must be filled in and submitted online via the Freight Funding Portal. The form can be downloaded at: http://www.freight.transport.nsw.gov.au/strategy/projects/fixing-country-roads
Truck Washes Projects BCA model	Mandatory	A relevant BCA model should be completed and submitted. The most recent BCA model can be downloaded from: http://www.freight.transport.nsw.gov.au/strategy/projects/fixing-country-roads
Evidence of Authorisation	Mandatory	In the case of a joint application by council and private organisations, an Authorisation Letter must be provided by the lead council
Map showing a comparison of route before and after the project	Optional	<p>Evidence to support Access, Productivity and Safety, and Growth and Economic Benefits criteria.</p> <p>Transport for NSW has developed a map containing key information which can be accessed at: http://www.freight.transport.nsw.gov.au/maps-and-statistics. Roads and Maritime Services map shows access level: http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html</p> <p>NSW Livestock Loading Scheme network map: http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/livestock/map/</p>

Documents	Requirement	Note
Traffic survey data	Optional	Evidence to support Growth and Economic Benefits criteria, providing the number and type of heavy vehicles on the said route or to the facility
Truck Wash usage data	Optional	Evidence to support Growth and Economic Benefits criteria, providing the number of wash trips and wash time. This may include an Avdata report or other truck wash operating system report
Commodity/stock data	Optional	Evidence to support Growth and Economic Benefits criteria, providing commodity tonnage such as stock head counts as shown in saleyard report
Truck Washes maintenance and operating costs data	Optional	Evidence to support Growth and Economic Benefits criteria, supporting BCA model inputs. This may include electricity bills, water bills and other periodic maintenance costs
Freight and transport studies or plans	Optional	Evidence to support Growth and Economic Benefits and Strategic Alignment criteria, such as the transport or investment plan showing the proposed project listed as priority work. Applicants may include studies that demonstrate commodity tonnage originated, destined or as throughput in the council, region or State
Letters of support	Optional	Evidence to support Growth and Economic Benefits and Strategic Alignment criteria, such as letters of support from council and industry showing expected benefits, any financial contribution as well as industry's current and future freight tonnage, traffic data and vehicle fleet profile
Quotes	Optional	Evidence to support Deliverability and Affordability criteria, supporting cost breakdown inputs in BCA model
Risk matrix or registry	Optional	Evidence to support Deliverability and Affordability criteria, showing that applicants have considered potential risks and how to overcome them
Approval documents	Optional	Evidence to support Deliverability and Affordability criteria, showing a degree or project's shovel readiness
Other documents i.e. photos	Optional	As identified by the applicant

Eligible Local Government Bodies

Albury City Council	Glen Innes Severn Council	Parkes Shire Council
Armidale Regional Council	Goulburn Mulwaree	Port Macquarie-Hastings Council
Ballina Shire Council	Greater Hume Shire	Port Stephens Council
Balranald Shire Council	Griffith City Council	Queanbeyan-Palerang Regional Council
Bathurst Regional Council	Gunnedah Shire Council	Richmond Valley Council
BegaValley Shire Council	Gwydir Shire Council	Shellharbour City Council
Bellingen Shire Council	Hay Shire Council	Shoalhaven City Council
Berrigan Shire Council	Hilltops Council	Singleton Council
Bland Shire Council	Inverell Shire Council	Snowy Monaro Regional Council
Blayney Shire Council	Junee Shire Council	Snowy Valleys Council
Bogan Shire Council	Kempsey Shire Council	Tamworth Regional Council
Bourke Shire Council	Kiama Municipal Council	Temora Shire Council
Brewarrina Shire Council	Kyogle Council	Tenterfield Shire Council
Broken Hill City Council	Lachlan Shire Council	Tweed Shire Council
Byron Shire Council	Lake Macquarie City Council	Upper Hunter Shire
Cabonne Council	Leeton Shire Council	Upper Lachlan Shire
Carrathool Shire Council	Lismore City Council	Uralla Shire Council
Central Darling Shire Council	Lithgow City Council	Wagga Wagga City Council
Cessnock City Council	Liverpool Plains Shire Council	Walcha Council
Clarence Valley Council	Lockhart Shire Council	Walgett Shire Council
Cobar Shire Council	Maitland City Council	Warren Shire Council
Coffs Harbour City Council	MidCoast Council	Warrumbungle Shire Council
Coolamon Shire Council	Mid-Western Regional	Weddin Shire Council
Coonamble Shire Council	Moree Plains Shire	Wentworth Shire Council
Cootamundra-Gundagai Regional Council	Murray River Council	Wingecarribee Shire Council
Cowra Council	Murrumbidgee Council	Yass Valley Council
Dubbo Regional Council	Muswellbrook Shire Council	Unincorporated Far West
Dungog Shire Council	Nambucca Shire Council	Lord Howe Island
Edward River Council	Narrabri Shire Council	
Eurobodalla Shire Council	Narrandera Shire Council	
Federation Council	Narromine Shire Council	
Forbes Shire Council	Oberon Council	
Gilgandra Shire Council	Orange City Council	

