

Transport
for NSW

Aboriginal Cultural Landscapes Management Pilots

Grant Guidelines 2023-2024

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Regional and Outer Metropolitan
Division

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transport.nsw.gov.au



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Introduction

Grants are a way of allocating public money to achieve Transport for NSW policy and outcomes and are usually intended to benefit the community. A Grant program must demonstrate the value that is being delivered by using public money to achieve objectives, the program must be planned and designed, it must be transparent, and it should deliver for the people of NSW.

The Final Report of the NSW Independent Inquiry into the 2019–20 summer bushfires stated: *“there appears to be great opportunity for restoration and revitalisation of cultural practices in south-eastern Australia and improvements in landscape health, along with benefits in managing bush fire risk. But wider implementation of traditional land management practices will require review of policies and procedures, and potentially regulatory change, clear acknowledgement of the cultural basis for the practices and Aboriginal ownership of knowledge, and a commitment from Government to invest in building knowledge and capacity for Aboriginal communities to have a greater role in land management, including planning and preparation for bush fire (Owens & O’Kane, 2020, p. 186).”*

This grant program is a ‘pilot’ program aligned to the Aboriginal Cultural Landscapes Management Project under the Network Resilience Program for the Regional and Outer Metropolitan Division for Transport for NSW.

A ‘pilot’ program means this is an experimental trial, a short-term opportunity that may help inform the development of a longer-term initiative for Transport for NSW. A new framework may be developed alongside this pilot project if, it is deemed successful by Aboriginal people and communities involved, and the outcomes of the project and pilots are achieved.

To assist with the development of any future framework or policy, Grantees successful in achieving funding under this program need to be willing and able to work closely with Transport for NSW in the design and development of any future program. The design and development of any future framework for Transport for NSW Regional and Outer Metropolitan Division means to work closely with Transport for NSW staff to consider structures, collaboration, and activity that will support the introduction and incorporation of Aboriginal cultural land and sea management into Transport for NSW functions.

Definitions

| Term | Definition |
|--|---|
| Assessment team | The person or persons responsible for assessing individual grants against the grant guidelines |
| Community (low risk) cultural burning ¹ | Means the activity has the objective to enable Aboriginal community participation in culturally informed burning activities with Transport for NSW |
| Cultural Burning | Means a custodial fire management and practice undertaken by Aboriginal people to produce a known cultural landscape management objective |
| Cultural fire management ² | Means the involvement of Aboriginal people in fire management. The term cultural fire management is a broad term, it can cover the full spectrum of Aboriginal community involvement in fire management from engagement and consultation with communities about their needs and values in fire management activities, to community presence on the fire ground for a low-risk cultural burn |
| Culturally informed burning ³ | Means is any burn with cultural burning objectives and Aboriginal community partnership in planning and approved. Culturally informed burning may not always have Aboriginal people involved on the fire ground |
| Cultural Land Management | <p>Means a custodial management practice or activities that are carried out by Aboriginal people, Aboriginal community-based or community-controlled organisation or group.</p> <p>Land and sea management means the use and development of land resources, it involves the caring of natural assets, and the management of threats such as weeds, pests, vegetation, and erosion</p> |
| Customers | Means any user of the regional transport network |
| Disruption | Means that vulnerability is identified on the transport network. In the scope of this work, disruptions are limited to natural hazards and natural disasters |
| Eligibility criteria | Means the conditions or criteria which must be met by an applicant to qualify for funding under the Aboriginal Cultural Landscapes Management grant |
| Grants administration | Refers to the processes that Transport for NSW has put in to deliver the Aboriginal Cultural Landscapes Management grant. It may include planning and design; promotion; assessment and decision-making; the making of a grant; the |

¹ Adapted from the NSW National Parks and Wildlife Service (NPWS) Definition

² Adapted from the NSW National Parks and Wildlife Service (NPWS) Definition

³ Adapted from the NSW National Parks and Wildlife Service (NPWS) Definition

| Term | Definition |
|------------------|--|
| Grant guidelines | management of grant agreements; the ongoing relationship with grantees; reporting; review and evaluation |
| Grant | <p data-bbox="655 387 1505 562">Refers to a document containing the relevant information required for potential grantees to understand: the purpose, outcomes, and objectives of a grant; the application and assessment process; the governance arrangements (including roles and responsibilities); and the operation of the grant</p> <p data-bbox="655 595 1414 663">A 'grant' is an arrangement for the provision of financial assistance by Transport for NSW, whereby money:</p> <ul data-bbox="703 674 1465 999" style="list-style-type: none"> <li data-bbox="703 674 1465 719">▪ is paid to a grantee other than the NSW Government <li data-bbox="703 730 1465 797">▪ is intended to help address one or more of policy outcomes <li data-bbox="703 808 1465 875">▪ is intended to assist the grantee to achieve its objectives <li data-bbox="703 887 1465 999">▪ does not result in the return of goods or services by the grantee of an equivalent value to the NSW Government (i.e. it is a non-reciprocal exchange). <p data-bbox="655 1010 1007 1043">A 'grant' does not include:</p> <ul data-bbox="703 1066 1505 2094" style="list-style-type: none"> <li data-bbox="703 1066 1505 1200">▪ the purchase of goods and services for the direct use or benefit of Transport for NSW (i.e. the purchase of goods and services is to be conducted by procurement or tender) <li data-bbox="703 1211 1505 1279">▪ engaging another party to carry out work on behalf of Transport for NSW (i.e. commissioning) <li data-bbox="703 1290 1070 1335">▪ a gift of public property <li data-bbox="703 1346 1505 1458">▪ ex gratia and act of grace payments made to persons who have suffered a financial or other detriment as a result of the workings of government <li data-bbox="703 1469 1505 1536">▪ a payment to a person of a benefit or an entitlement established by legislation <li data-bbox="703 1547 1505 1659">▪ an arrangement that is explicitly for the purpose of the transfer of funds and/or assets between NSW Government entities or SOCs <li data-bbox="703 1671 1102 1715">▪ a tax concession or offset <li data-bbox="703 1727 1254 1771">▪ a loan provided on commercial terms <li data-bbox="703 1783 1505 1827">▪ a payment of remuneration, compensation or damages <li data-bbox="703 1839 1505 1962">▪ a payment from the Commonwealth where the NSW Government is used as an intermediary to distribute funds to other parts of government or to non-government entities <li data-bbox="703 1973 935 2018">▪ a scholarship <li data-bbox="703 2029 1505 2094">▪ a sponsorship arrangement in which the NSW Government provides money to an organisation or |

| Term | Definition |
|--------------------------------------|---|
| | individuals to carry out a particular event or activity in return for sponsorship rights. |
| Grantee | Means the individual or organisation selected to receive a grant |
| High risk communities | Means communities identified by Transport for NSW across regional NSW, with one access and egress road and is deemed vulnerable in a Customer Journey Resilience Plan |
| One network approach | Means the collection of transport assets, services or infrastructure that facilitates the desire, intent, or need of customers to travel and how they undertake that journey |
| Resilience | Means the ability of assets, infrastructure systems and services, (or as we term it the ‘transport network’), to adapt and respond to the disruption |
| Incorporating or building resilience | Means (1) identifying the locations of vulnerability, (2) assessing risk, and (3) applying mitigations (such as vegetation management, improved signage, and or Aboriginal cultural practice) |
| Vulnerability | Means an identified section, quality, standard or state of the transport network that if exposed to a natural disaster could cause disruption |

Introduction

Grants are a way of allocating public money to achieve TfNSW's strategy, policy, objectives and or outcomes. Grants are usually intended to benefit the community. This document is to provide the information about the Grant Program behind the Aboriginal Cultural Landscapes Management Project.

The Guidelines are an additional document to this Grant Program outline and are intended to present the eligibility criteria, program administration and compliance for communities and applicants.

This information is available online to the community and should be read in conjunction with the Aboriginal Cultural Landscapes Management Funding Guidelines.

NSW Grants Administration Guide

The [NSW Grants Administration Guide](#) was issued under by Premier's Memorandum (September 2022), and the expectation is that all NSW Government agencies and officers will comply with the Guide for the planning, development, coordination and administration of grants.

This document is also guided by TfNSW Policy [RTA Guidelines: PN 62G for Policy Number PN 062 \(Finance Policy – Guidelines\) Guidelines for the Administration of Grants](#).

Aboriginal Cultural Landscapes Management Pilot Grant Program

Aboriginal Cultural Landscapes Management Project

TfNSW has allocated \$28 million over three years to deliver the ROM Network Resilience Program. There are currently three projects identified within the program strategy.

Project 1: Bushfire Corridor Resilience (BCR) Project

The BCR project is intended to build resilience and address future risk to the network of transport assets and services from bushfire. The background to this project stems Recommendation 31 in the NSW Bushfire Inquiry Final Report suggesting TfNSW:

- Develop a formal bushfire risk assessment and process for State roads
- Identify 'high-risk' communities
- Identify key sections of the transport network for future resilience treatment

Incorporating resilience will mean identifying locations of vulnerability to disruption from natural hazards and disasters, identifying the risk of network disruption for customers and communities, and preparing plans to mitigate the risk.

The BCR project is also seeking to consider a strategic approach to roadside vegetation management and applying it as a risk mitigation tool. This provides part of the opportunity to collaborate with Aboriginal people and communities and support for Aboriginal cultural landscape management in practice.

Project 2: Customer Journey Resilience (CJR) Plans

There are nine CJR plans to be developed across regional NSW. The aim of these plans is to build a thorough understanding of customer journeys, including who, where why and how customers travel on the transport network. Consultation with internal and external stakeholders is expected to:

- Build a greater understanding of the transport network, its customers, and their journeys
- Identify and prioritise risk
- Identify opportunities for investment to address the vulnerability and risk, minimising the impact and duration of a disruption
- Consider and address the impact of vulnerability and disruption to customers including freight and heavy vehicles

TfNSW wants to assist customers to plan for disruptions to their journeys in the event of a natural disaster and enable the transport network to return to 'normal' operating conditions as soon as practicable.

TfNSW believes that identifying and analysing these journeys and historic disruptions or vulnerability on the transport network to natural disasters - information, alternatives, and opportunities for investment can be identified.

These CJR Plans relate to the Aboriginal Cultural Landscapes Management Project as these plans are expected to identify locations and future opportunities for Aboriginal people and communities to undertake cultural land management activities to address the vulnerability identified on the transport network.

Project 3: Aboriginal Cultural Landscape Management Project

It is the intent of this project to engage with Aboriginal people and communities, to respect and value traditional and cultural land management, and practice. Working beside Aboriginal people and communities, TfNSW will support the development of expertise, skills, and aspirations of communities across regional NSW to practice and revive cultural landscape management and apply it to building resilience on Country and around the transport network.

Cultural burning is one component of a broader practice of traditional Aboriginal land and sea management and is an important cultural practice, not simply a technique for hazard reduction burning.

TfNSW wants to work closely with Aboriginal people and communities as the traditional custodians of Country, who have the authority, knowledge, skills, experience and or the aspirations, to evolve and revive traditional land and sea management and practices.

TfNSW also wants to identify opportunities across regional NSW where traditional land and sea management can contribute to addressing the maintenance and vulnerability of the transport network to natural hazards.

About this Grant Program

This grant program is aligned to the Aboriginal Cultural Landscapes Management Project. It is a 'pilot' Grant program, which means this is an experiment, or a trial, a short-term response that may help inform the development of a longer-term initiative for TfNSW.

If the outcomes and outputs of this program are positive for Aboriginal people and communities and TfNSW, TfNSW may use this short-term or trial experience to develop a longer-term framework and Grant opportunity.

The monitoring and evaluation of this trial experience will include the expenditure of any funds under this Grant and will also include considerations of appropriate future structures, collaboration, and a framework that will support Aboriginal people, communities and Aboriginal cultural land and sea management activities to thrive.

This document should be read alongside the Grant Program Guidelines 2023.

The Identified Need

Aboriginal people have the history, traditions and practice that may solve some of our environmental challenges, build resilience into transport systems and help manage land by applying cultural practice to manage and care for Country. Jurisdictions recognise and endorse the importance of distinguishing between priorities of broad-scale fuel management for hazard reduction purposes and Indigenous cultural burning practices.⁴

The [NSW Bushfire Inquiry](#) and the [Royal Commission into National Natural Disaster Arrangements](#) recommended the investigation and adoption of processes and activities that incorporate traditional land and sea management methods as a mitigation tool for natural disasters. The NSW Bushfire Inquiry Final Report said that the experience of the 2019–20 summer bushfires revealed that -in NSW, Aboriginal people have not been adequately supported to pursue cultural land and sea management opportunities, including cultural burning.

This program is intended to support and empower Aboriginal people and Aboriginal community groups to collaborate with TfNSW. Empowerment⁵ in this work means Aboriginal people and Aboriginal community groups are willing and able to take on appropriate and necessary powers, tasks, and responsibility for their community aspirations to practice land and sea management on Country.

Action 5 in the TfNSW '[Stretch RAP – 2022/2025](#)' is to increase understanding, value and recognition of Aboriginal and Torres Strait Islander cultures, histories, knowledge, and rights through cultural learning. TfNSW recognises that in some communities across regional NSW some of this knowledge and practice has been severed by trauma, and connections may take time to develop.

Action 10 within the TfNSW Stretch RAP is designed increase Aboriginal and Torres Strait Islander supplier diversity to support improved economic and social outcomes.

PwC's Indigenous Consulting (PIC) says⁶ that "*Indigenous businesses are more likely than non-Indigenous businesses to employ Indigenous workers. It has also shown that successful Indigenous businesses can create a 'multiplier effect' that, can foster further economic development and wealth creation*".

⁴ [Royal Commission into National Natural Disaster Arrangements Report](#)

⁵ [Empowered Communities: Empowered Peoples -DESIGN REPORT](#)

⁶ [Realising the potential of the IPP \(pwc.com.au\)](#)

Geographic Coverage

This program is intended to benefit Aboriginal communities and people located within regional NSW. Regional NSW means the Regional and Outer Metropolitan Division of Transport for NSW which encompasses the following Local Government Areas.

| Regional and Outer Metropolitan Division of Transport for NSW | Local Government Areas |
|---|---|
| North | Armidale Regional, Ballina, Bellingen, Byron, Central Coast, Cessnock, Clarence Valley, Coffs Harbour, Dungog, Glen Innes Severn Gunnedah, Gwydir, Inverell, Lake Macquarie, Lismore, Liverpool Plains, Kempsey, Kyogle, Maitland, Mid Coast, Muswellbrook, Nambucca, Newcastle, Port Macquarie-Hastings, Port Stephens, Richmond Valley, Singleton, Tamworth Regional, Tenterfield, Tweed, Upper Hunter, Uralla, Walcha, |
| South | Albury, Bega Valley, Berrigan, Bland, Carrathool, Coolamon, Cootamundra-Gundagai, Edward River, Eurobodalla, Federation, Goulburn Mulwaree, Greater Hume, Griffith, Hay, Hilltops, Junee, Kiama Municipal, Leeton, Lockhart, Murray River, Murrumbidgee, Narrandera, Queanbeyan-Palerang, Shoalhaven, Snowy Monaro, Snowy Valleys, Temora, Upper Lachlan, Wagga Wagga, Wingecarribee, Wollongong City, Yass Valley |
| West | Bathurst Regional, Balranald Shire, Blayney, Bogan, Bourke Shire, Brewarrina Shire, Cabonne, Central Darling Shire, City of Broken Hill, Cobar Shire, Coonamble, Cowra, Dubbo Regional, Forbes, Gilgandra, Lachlan, Lithgow, Mid-Western Regional, Moree Plains, Narrabri, Narromine, Oberon, Orange, Parkes, Walgett, Warren, Warrumbungle, Weddin, Wentworth |

Who can apply?

Eligible Organisations are Aboriginal people and organisations across regional NSW who are:

- An Aboriginal community owned and controlled organisation such as: an Aboriginal not-for-profit community-based organisation, Aboriginal incorporated organisations, Aboriginal Land Councils, Registered Native Title Body Corporates, Aboriginal Statutory agencies, registered Elders or community cooperative, and the organisation holds a current Australian Business Number (ABN)).
- Located on Country in regional NSW and on land where there are interests or ownership that rests with the same Aboriginal community owned and controlled organisation.
- The community can demonstrate their passion, aspirations and authority to practice land and sea management, and culture on Country.
- The community understands, accepts and is willing to participate in monitoring and evaluation of the pilot and provide information which may design and develop a future framework with Transport for NSW.

How much funding can Pilot's apply for?

The budget for this program is \$2.6 million and it is intended that the funding available is allocated across the 3-4 pilot locations in the North, South and West of regional NSW.

Duration of funded projects

The duration of funded pilots is to June 2024, with a potential extension to June 2025.

What projects and activities are eligible for funding?

- Planning, organising and delivering activities and events aligned to cultural land management programs with the support of Transport for NSW, other NSW government agencies, statutory bodies such as land councils or community-controlled organisations including Prescribed Bodies Corporate (PBCs) including collaborative opportunities with external parties such as government, research, education, scientific and non-government organisations.
- Planning, organising and delivering training and professional development.
- Identified and unique needs of the local Aboriginal community group to undertake cultural land management, for example unique needs that will:
 - support cultural land management programs engagement, collaboration, and storytelling.
 - support in attracting, training, and offering cultural land management programs and employment opportunities for people with Transport for NSW.
 - support for the governance capabilities of Aboriginal peoples and communities.
 - support for the Aboriginal community to address trauma, and
 - the specific objectives of young people and Aboriginal women.

What organisations, projects and activities are NOT eligible for funding?

Any organisation, project or activity NOT within the boundaries of the Local Government Areas listed in the geographic coverage of this program.

It is not the intent of this Grant to fund activity on private land holdings.

It is also not the intent of this Grant to hinder opportunities for Aboriginal organisations to work with non-Aboriginal private land holders on private land.

Where an Aboriginal community organisation wishes to collaborate with non-Aboriginal private land holders it will be a requirement in the Grant Agreement that this is declared, and the collaboration will be disclosed to Transport for NSW. Transport for NSW will make a determination on whether to be a part of pilot locations where there are associations with non-Aboriginal organisations or land holders.

Application process

STEP 1: Identify groups and locations

Project Officers employed with the Aboriginal Engagement Service and working directly on the Aboriginal Cultural Landscapes Management Project will:

- Identify Aboriginal people and groups across regional NSW who can satisfy the selection criteria:
 - Are an Aboriginal community owned and controlled organisation
 - Are located on Country and with land where there are Aboriginal interests
 - Are located in regional NSW where Aboriginal owned country is located near or is aligned to TfNSW land interests, the transport network or roads and or rail, and or the land is aligned to the activities of other NSW Government agencies
 - The community can demonstrate their aspirations and authority to practice land and sea management, and culture on Country

- The community understands, accepts and is willing to participate in monitoring and evaluation of the pilot and provide information which will design and develop a future framework for TfNSW
- Assist TfNSW in identifying, recognising and realising traditional and non-traditional types of community development, including social, economic, environmental, and cultural outcomes.

STEP 2: Project Officers assist the community to complete the Pilot Selection template

[INSERT NAME OF THE PILOT]

PILOT SUMMARY

| | |
|---|--|
| Pilot Name: | [insert text] |
| Pilot Community: | [insert text] |
| Type of Community Organization: | [insert text] |
| Registration #: | [insert text] |
| ABN: | [insert text] |
| Pilot Location: | [insert text] |
| Pilot community contact/coordinator: | [insert text] |
| Position: | [insert text] |
| Address of the contact: | [insert text] |
| Telephone: | [insert text] |
| Email: | [insert text] |
| Other Stakeholders involved in the pilot: | [insert name of the stakeholder and contact details] |

| | | | |
|---|------------------------|-----|----|
| Insurances: <small>(Copies and currency of these insurances will be required if the pilot enters into a Funding Agreement with Transport for NSW.)</small> | Public Liability | Yes | No |
| | Professional Indemnity | Yes | No |
| | Workers Compensation | Yes | No |

| | |
|-----------------------------------|---|
| Transport for NSW Representative: | [insert text] |
| Date: | |
| Date provided to the PCG: | [insert commentary from the PCG or members on the proposal] |

PRINCIPLES

Fairness

Definition: All reasonable efforts will be made by the Aboriginal Engagement team to identify all, and potential parties interested in the scope of the project, the pilot communities and locations, the development of a new framework, and potentially a new program.

Intent: Capturing the interest in this project and the pilots’ augers well for future partnerships and a potential grant program or procurement for this approach.

| | |
|------------------------|----------------------|
| Pilot Response: | [INSERT TEXT] |
|------------------------|----------------------|

Impartiality

Definition: Impartiality requires that the any processes are free of, or at least not adversely affected by, a conflict of interest.

Intent: Any conflict of interest (perceived or actual) will be declared to Transport for NSW. Decision-makers will also comply with this requirement.

| Transport for NSW Response: | Name of Employee | Role in the Project | Declaration of Interest |
|------------------------------------|-------------------------|------------------------------------|--------------------------------|
| | Rosemary Crowhurt | Director Regional Assets | [insert link or email] |
| | George Shearer | Director Aboriginal Engagement | [insert link or email] |
| | Rebel Thomson | Senior Manager, Network Resilience | [insert link or email] |
| | Joanna Schultz | Project Coordinator | [insert link or email] |
| | Damien Lett | Project Manager | |
| | Wayne Davies | Project Coordinator | [insert link or email] |
| | Mike Nolan | Project Coordinator | [insert link or email] |

| Pilot Response: | Name of Pilot Coordinator | Role in the Project | Declaration of Interest |
|------------------------|--------------------------------------|----------------------------|--------------------------------|
| | [insert name] | [insert role] | [insert link or email] |
| | [insert additional rows as required] | | |

| Record of any actions taken to manage declaration of interest: | Name of Employee/Pilot Coordinator: | Notes to be recorded: | |
|---|--|------------------------------|---------------|
| | [insert text] | [insert text] | [insert text] |

Accountability

Definition: Accountability is demonstrating and documenting where discretion and resources are used.

Intent: Detailed records are required and can be made available to the public (including this document) on the requirements, considerations and approval of pilots under the ACLM project.

List any documents or information considered to support this pilot application. [insert link or email]

Transparency

Definition: A report on each pilot location is to be presented to the ROM Network Resilience Project Control Group (PCG).

Intent: Deliberations about pilot locations will be conducted with the PCG. On the recommendation of the Project Control Group, the Director Aboriginal Engagement and Senior Manager Network Resilience will review the documents provided and authorise the pilot locations.

| Document Name: | Date: | |
|-----------------------|---------------|------------------------|
| Pilot Proposal Final | [insert date] | [insert link or email] |
| Presented to the PCG | [insert date] | [insert link or email] |
| Presented to AES | [insert date] | [insert link or email] |
| Presented to Approver | [insert date] | [insert link or email] |

Value for money

Definition: In the Transport for NSW Procurement Standard 'value for money' is achieved when the optimal procurement/solution is selected to meet our needs.

Intent: Decision makers and those considering the project and pilot outcomes, must aim to obtain the best possible outcome over the whole-of-life of the goods, services or works.

Pilot Response: [insert text – define what value for money looks like in this pilot, consider stakeholder involvement and provide comments from stakeholders, Aboriginal community sentiment and participation, TfNSW intervention to outline where Value for Money can be identified. Comment on budget, costs and outcomes proposed.]

MANDATORY SELECTION CRITERIA AND RESPONSES

The selection criteria identified by Network Resilience and Aboriginal Engagement required to produce the desired outcomes are:

A partnership with Aboriginal community owned and controlled organisations

Pilot response: [describe the partnership, confirm ownership and outline control structures]

On land where there are Aboriginal interests

Pilot Response:

Pilot response: [insert DP numbers, address and maps]

Locations that are aligned to TfNSW interests, and the activities of other NSW Government agencies

Pilot response: [identify TfNSW interests on the map and in this box, describe any other lands and ownership that will be incorporated into this pilot]

Locations where the community can demonstrate their aspirations and authority to practice land and sea management, and culture on Country

Pilot response: [describe community aspirations, define their authority or the authorizers within the community]

An acceptance and willingness to participate in monitoring and evaluation to design and develop a future framework, and recognise and realise non-traditional types of community development, including social, economic, environmental, and cultural outcomes.

Pilot response: [describe anything specific that you would like to have monitored or evaluated by researchers]

OPTIONAL SELECTION CRITERIA AND RESPONSES

Secondary factors to be considered in selecting pilot locations are:

Locations that are accessible to project management and administration staff within Aboriginal Engagement so they can directly support the community and the pilots to evolve and develop.

Pilot response: [name the project officer responsible for the pilot, list any specific support the TfNSW Project Officers are being asked to undertake]

Locations where there is support, or focus, and or resources for recognising trauma and strengthen relationships with Aboriginal people.

Pilot response: [insert considerations]

Assistance is available for functions like finance, funding, risk management, and administration

Pilot response: [insert any other assistance that the pilot is seeking from TfNSW]

Motivation to work with strategic partners, build capability and participate in nationally recognised training.

Pilot response: [insert text specifically, any work with strategic partners that is being developed as part of this pilot and why this will be of benefit to TfNSW. List all of the building capability requests such as; business goals of the community group, how will these business goals assist TfNSW, who is their target market, will this pilot support healing in the community and reconciliation, are there any other partners or finance to support the community involved with this pilot, any risks to the pilot's success.]

A focus on young people and women

Pilot response: [insert text specifically, recruitment, attraction and retention of young people, training opportunities and employment links.]

PILOT LOCATION BUDGET

PROPOSED TfNSW GRANT: \$

PROPOSED EXPENDITURE:

Business support \$

Business development \$

| | |
|--|---------------|
| Compliance activities | \$ |
| Computers and IT | \$ |
| Consultants | \$ |
| Contractors | \$ |
| Employment services | \$ |
| Mentoring | \$ |
| Promotion, collaboration, events and communications (community activities) | \$ |
| Staff and employment costs | \$ |
| Stakeholder relationships (pilot specific activities) | \$ |
| Supporting and revitalising culture | \$ |
| Training | \$ |
| Vehicles and equipment | \$ |
| On the job training/work experience | \$ |
| OTHER GRANT FUNDING: | \$ |
| NAME OF FUNDING BODY: | [insert text] |

STEP 3: Project Manager will finalise the Pilot Location Template document

The completed document will be provided to the Senior Manager Network Resilience and the Director Aboriginal Engagement.

The completed document will be provided to the Network Resilience Program Project Control Group for comment.

After considering the content of the Pilot Region document, the Senior Manager Network Resilience and the Director Aboriginal Engagement will endorse or reject the Pilot Region.

STEP 4: Approve the Pilot Location

The Director Regional Assets on the recommendations of the Senior Manager Network Resilience and the Director Aboriginal Engagement will approve a pilot location.

STEP 5: Communications with the Pilot Location

Communication with the Pilot region will be via the Project Officer with the Aboriginal Cultural Landscapes Management Program.

Project Officers will advise applicants if their pilot location is approved by TfNSW. Project Officers will also advise applicants if their pilot location is not successful.

STEP 6: Negotiations with the Pilot Location

The Project Manager and Project Officers from TfNSW will liaise with the pilot location to confirm the funding arrangements and form the outcomes-based work plan, reporting requirements and any other details to be attached to the funding agreement.

STEP 7: Pilot locations funded and operational

Pilot Selection Assessment Criteria

A Non-traditional Procurement Method has been approved for the selection of pilot locations for this Grant.

The primary selection criteria required to produce the desired **outcomes** are:

- A partnership with Aboriginal community owned and controlled organisations.
- On land where there are Aboriginal interests.
- Locations that are aligned to Transport for NSW interests, and the activities of other NSW Government agencies.
- Locations where the community can demonstrate their aspirations and authority to practice land and sea management, and culture on Country.
- An acceptance and willingness to participate in monitoring and evaluation to design and develop a future framework, and recognise and realise non-traditional types of community development, including social, economic, environmental, and cultural outcomes.

Secondary factors to be considered in selecting pilot locations are:

- Locations that are accessible to project management and administration staff within Aboriginal Engagement so they can directly support the community and the pilots to evolve and develop.
- Locations where there is support, or focus, and or resources for recognising trauma and strengthen relationships with Aboriginal people.
- Assistance is available for functions like finance, funding, risk management, and administration.
- Motivation to work with strategic partners, build capability and participate in nationally recognised training.
- A focus on young people and women. In the assessment of an application for a pilot location Transport for NSW will undertake a risk assessment with the stakeholders involved and develop a risk mitigation and management plan around each pilot. The outputs from the risk assessment may be used in the selection of a pilot location.

Transport for NSW may examine population, land and other data to identify where the greatest opportunities for these pilots and the grants might exist. For example, Transport for NSW may favor areas with populations of Aboriginal peoples, who are in close proximity to transport corridors, surround significant areas of public lands and or where there are Aboriginal people adequately trained and engaged in traditional land and sea management.

The organisation will need to have an ABN and with GST status.

Eligible organisations are required to hold public liability insurance with a minimum cover of \$5 million and provide evidence in the form of a Certificate of Currency if required, unless otherwise approved by Transport for NSW.

Funding recipients must agree to indemnify and release Transport for NSW against all liability, damage, loss, cost, or expense arising from any claim, demand, action, suit or proceeding for damages, debt, restitution, equitable compensation, account, injunctive relief, specific performance or any other remedy arising out of activities associated directly or indirectly with the grants program.

Individuals involved in transport activities associated with the grants program must hold the appropriate driver licence and have lawful access to a registered vehicle with the appropriate level of insurance for the transport activities being undertaken.

Funding recipients must comply with all obligations under State and Commonwealth law, and in particular, the road transport law and work health and safety laws of NSW.

Approval of a pilot

Once the selection and assessment processes are completed, a recommendation is made to the Director for Regional Assets for a pilot to be approved or declined.

If the project is approved the applicant will be informed in writing of operational and reporting requirements, including the request for a tax invoice. This process may take approximately 4 weeks after an application is submitted.

All invoices need to be on organisation/applicant letterhead, listing ABN, bank details and reference to GST. The GST status of an applicant organisation or the verification of the correct ABN will be checked at www.abr.business.gov.au.

Upon receipt of a tax invoice, funds will be deposited into the applicant's account by electronic funds transfer (EFT).

Pilot applications that are declined will be provided with an explanation of the decision.

What is the reporting and pilot completion processes?

Successful recipients of pilot locations will be required to submit periodic project reports, and a final report and acquittal documentation. Transport for NSW will provide a template for reporting requirements, and the assistance of Project Officer to help with reporting. The timing and requirements of reporting will be provided in the agreement.

What are the monitoring and evaluation completion requirements?

Pilot locations and organisation's involved in this program are required to actively participate in monitoring and evaluation of the program.

Transport for NSW will engage an appropriate, ethical and culturally responsible research partner who has extensive skills and experience in working with Aboriginal people and on Country. The research and outcomes from this pilot program may form part of a broader program for Transport for NSW into the future.

What are the conditions of funding?

The Project Officer will work with the successful pilot locations to develop an outcomes-based funding agreement and provide support to the successful pilots.

Any successful pilot location will be required to sign a funding agreement with Transport for NSW.

Further information for pilot's

Further information can be obtained by contacting the Project Manager of the Aboriginal Cultural Landscapes Management Project and pilots.

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