

1 Responsibilities and planning

Objectives

People responsible for the care and management of the livestock at all stages of the livestock transport process are identified, are aware of and are accountable for their responsibilities.

Adequate planning is carried out and contingency measures are in place to minimise risks to livestock welfare.

Standards

SA1.1 A person in charge must exercise a duty of care to ensure the welfare of livestock under their control and compliance with the livestock transport standards.

The responsibility for livestock welfare in the transport process is:

- i) the consignor for the mustering and assembling of livestock
- ii) the consignor for the handling, preparation, including selection as 'fit for the intended journey', feed and water provision and holding periods before loading
- iii) the transporter for the loading, journey and unloading including selection as 'fit for the intended journey' and additional inspections of livestock and spelling periods
- iv) the receiver after unloading.

SA1.2 For a journey reasonably expected to exceed 24 hours, there must be one or more documents that accompany the livestock and that specify:

- i) the date and time that the livestock last had access to water
- ii) the date and time of livestock inspections and any livestock welfare concerns and actions taken
- iii) emergency contacts.

A person in charge who is transferring responsibility for livestock to be further transported for longer than 24 hours must provide a document with this information to the next person in charge.

Guidelines

Responsibilities of all people involved in livestock transport

GA1.1 All people involved in planning a journey and mustering, assembling, handling, selecting, loading and transporting livestock have a responsibility for livestock welfare. They should communicate effectively to support those with key responsibilities and ensure that management systems are in place to minimise risks to livestock welfare.

Note

Many people and many tasks are involved in successfully transporting livestock.

Responsibilities of livestock consignors (suppliers)

- GA1.2 The livestock consignor is responsible for the livestock until they are loaded onto the transport vehicle. This responsibility should include but is not restricted to:
- i) selecting livestock to make sure that they are fit for the intended journey
 - ii) providing feed, water and rest before curfew or loading, as appropriate
 - iii) providing suitable holding and loading facilities that do not predispose livestock to injury
 - iv) handling livestock according to these standards and guidelines
 - v) communicating feed, water provision times and other relevant information
 - vi) completing required documentation accurately for each livestock consignment, including transferring the responsibility for livestock welfare
 - vii) making sure that any livestock that are unsuitable for loading following preloading inspection at the assembly point are appropriately managed, treated or humanely destroyed.

Note

Livestock consignors may include owners, agents, drivers and transport companies, poultry pick-up crews and personnel from properties, saleyards, feedlots, depots and livestock processing plants who handle livestock to be transported. There is a 'chain of responsibility' for those managing livestock welfare. In some parts, the responsibility for livestock welfare is clearly shared; for example, during loading between the consignor and the driver. Responsibility exists but is less clear when the impact of earlier decisions affects the welfare of livestock at a later time.

Responsibilities of drivers and transporting companies

- GA1.3 The driver or transporting company is responsible for the livestock from the point of loading of livestock (including inspection and assessment of livestock immediately before loading), to the point of unloading and notifying the receiver of the livestock at the destination. This responsibility should include but is not restricted to:
- i) being competent in their tasks and key activities to meet the provisions of these standards
 - ii) taking action to determine the time that livestock were deprived of water from the previous owner or person responsible, including time without water during assembly, holding, loading or previous transport
 - iii) inspecting and assessing livestock at loading to ensure that they are fit for the intended journey
 - iv) inspecting livestock during the journey as required and taking action if a problem arises that affects the welfare of the livestock
 - v) making sure that the management, care or humane destruction of any livestock that are judged as weak, ill or injured during the journey

- vi) informing the livestock consignor and receiver of any problem encountered during the journey in relation to the welfare of the livestock, including where livestock may not have met the specified fitness requirements for loading
- vii) completing required documentation accurately for each livestock consignment transported, including journey plans, as specified in these standards
- viii) making sure that the plan for the journey takes into consideration the condition, species and class of the livestock, nature of the journey, weather conditions and the provisions in these standards, such as water deprivation time, spelling and loading density
- ix) driving in a manner that minimises impact on the welfare of the livestock, including appropriate driving techniques for the road conditions, managing livestock during weather that may predispose livestock to heat or cold stress, and considering rest-stops and the nature of the journey
- x) recording and communicating to the person(s) responsible when there are inappropriate holding, loading or unloading facilities at the property of origin or destination, so that corrective action can be taken
- xi) having the contact details of owners or agents and customers at the source and destination for assistance as required
- xii) notifying and transferring the responsibility for the livestock to the responsible person at the destination upon unloading, including after-hours arrangements for receiving livestock.

Note

If the time livestock were deprived of water is unknown at the time of loading, or if it differs across the consignment, this should be noted on the documentation.

Transporting companies are mentioned because they may provide general or specific policy direction to their employed drivers in these areas; hence they bear a responsibility for livestock welfare.

Responsibilities of receivers (persons and companies at destination)

GA1.4 The person at the destination is responsible for the livestock from the point of unloading and notification of livestock being received. This responsibility should include but is not restricted to:

- i) providing drivers, transport companies, agents, pick-up crews and carriers with contact details of relevant personnel at the destination, including personnel to be available out of hours, should a problem arise during the transport journey or assistance be needed upon arrival
- ii) communicating with the transport company or driver and providing effective instructions on the practices and arrangements for unloading and managing livestock if arriving out of hours
- iii) handling and managing livestock in accordance with the provisions specified in these standards
- iv) providing water, feed and other requirements during holding as required
- v) providing suitable unloading or loading and holding facilities that do not predispose livestock to injury

- vi) informing the transport company, driver and livestock consignor of any adverse impacts on livestock welfare from the journey that are first observed after arrival
- vii) making sure that any livestock that are weak, ill or injured at unloading are identified, managed, treated or humanely destroyed at the first opportunity
- viii) removing dead stock from the vehicle.

Note

Persons at destination are responsible for receiving the livestock; they may include owners, operators and staff of properties, feedlots, saleyards, depots and livestock processing plants. There is also a responsibility for livestock welfare that extends to company management at the destination.

Responsibilities of the railway authority and associated personnel

GA1.5 The railway authority should be responsible for:

- i) completing required documentation accurately for each livestock consignment transported, including journey plans (as specified in these standards) that contain details of water deprivation times, inspections and contact details
- ii) providing an agent to inspect livestock at railway loading points, scheduled stops and destinations
- iii) ensuring that the journey is planned and managed with consideration of:
 - the condition, species and class of the livestock
 - route and duration of the journey
 - weather conditions and railway stop locations
 - the provisions in these standards, such as water deprivation time, spelling and loading density
- iv) having the contact details of owners or agents that are responsible for loading the livestock at the railway loading point and the customers at the destination property(s) for assistance, as required
- v) notifying and transferring the responsibility for the livestock to the responsible person at the destination upon unloading
- vi) making sure that there are arrangements in place with the agent(s) at railway stop points and the destination for providing feed and water, and carrying out humane destruction as required.

Responsibilities of people who plan journeys

GA1.6 People responsible for planning journeys should:

- i) take into consideration:
 - the nature of the intended journey
 - the class and condition of livestock
 - the weather and road conditions anticipated during the journey
 - the time that livestock are deprived of feed and water
 - planned rest stops and spells
- ii) make sure that a sufficient number of personnel are available for each stage of the journey and at the planned time

- iii) make sure, when planning the transport of livestock as a salvage operation, that the journey enables quick and direct transport, and avoids saleyards or holding depots, unless spelling is appropriate.

- GA1.7 Planning should ensure that livestock are transported to their destination as quickly as possible and via the most suitable route within legal limits.
- GA1.8 Where information is not provided on water and feed provision for livestock being transported, the transport company, driver or agent should take action to obtain these times. This will allow determination of:
- the total time off feed and water, including mustering
 - when the livestock have to be spelled or fed.
- GA1.9 If interstate crossing points have fixed times of operation, the journey should be planned to accommodate these times, but should also meet the other requirements for welfare of the livestock.

Note

People responsible for planning the transport of livestock may include owners, agents, transport companies and drivers, and feedlot, livestock processing plant, depot and saleyard personnel.

Specific planning guidelines for railway authorities

- GA1.10 Livestock railway wagons should be marshalled to avoid unnecessary shunting or delays. Priority should be given to trains carrying livestock consignments to prevent lengthening any journey time so that it exceeds the maximum water deprivation times.
- GA1.11 If unexpected delays occur, train crews should report to their train controllers for priority consideration.
- GA1.12 The supervisor should be given authority to minimise delays for livestock trains, and should give priority to these consignments.

Contingency arrangements

- GA1.13 As part of the planning for each journey, arrangements to manage any delay, breakdown or other emergency should be established to minimise risks to livestock welfare during all transport. Contingency arrangements may involve written arrangements, journey plans, and details on consignment sheets or arrangements that are in place for rest stops, particularly for long-distance journeys.
- GA1.14 Contingency arrangements should include, but are not restricted to, actions, contacts and other written procedures relating to the following situations:
- breakdown or mechanical failure
 - delays and lengthened journeys, where this will affect arrangements for feeding and watering
 - adverse weather — specifically, climatic conditions that predispose livestock to heat or cold stress
 - poor road conditions
 - illness or injury
 - other issues specific to the journey or livestock being transported.

- GA1.15 For all journeys, the transport company and driver should have the relevant contact details of owners or agents and customers at the origin and destination.
- GA1.16 The transport company or driver should ensure that there are contingency arrangements in place for humane destruction. Such arrangements may include one or more of the following:
- people competent in humane destruction are available
 - equipment for humane destruction is maintained and operational
 - instructions on the approved procedures for humane destruction are in the vehicle for reference
 - contact details of competent persons that may assist in humane destruction are available
 - contingency arrangements are in place at locations along the journey or at the destination for assistance with humane destruction.
- GA1.17 If unexpected delays occur, such as vehicle breakdown, the driver should make every reasonable effort to minimise the delay and ensure that water is provided at the times specified in the standards.
- GA1.18 Essential mechanical maintenance during the journey of a routine nature should be possible to prevent undue delays and minimise the risk to the welfare of livestock (eg tyre changes).
- GA1.19 A maintenance logbook or record of servicing should be kept for the vehicle.