



Livestock Transporters  
Association of Victoria

**Incorporating Rural Carriers**

## Livestock Transportation Fact Sheet

This document has been prepared by the Livestock Transporters Association of Victoria, with assistance from the DPI and WorkSafe Victoria. The aim is to provide current and useful information to assist farmers and agents to prepare stock for transportation to meet all regulatory compliance and care of livestock during transportation. It is a guide to compliance regarding the new animal welfare legislation, load restraint, occupational health & safety, environmental issues and Chain of Responsibility requirements.

Prior to transporting of livestock from a property, in accordance with the new animal welfare Regulations there are several things that need to be done to create less stress to the livestock, the carrier, the farmer and present livestock in the best possible condition on arrival at their destination. This has the potential to reduce the cost of transportation and the potential to raise the income from the sale of the livestock.

All livestock categories should be drafted and sorted into pen or load lots 2 to 3 days prior to, or at least 24 hours prior to transportation. Get the stock used to being in close proximity to animals that they will be penned with in the truck. Ideally – into weight and size categories. The stock should then be put back into a paddock to settle – 2 days to 24 hours prior to loading.

24 hours prior to loading, stock should be brought up into close proximity of loading yards.

12 to 24 hours prior to loading, stock should be taken off natural feed, yarded with suitable shelter and flooring. They can be given access to water as long as they also have hay at this time. This reduces effluent in transit. The cattle travel better, load and unload with less stress, and are cleaner and better presented at their destination. It also has a positive impact on the environment. Effluent spillage from a vehicle is a load restraint breach. If a load restraint breach occurs, the person transporting the stock and the consignor are also liable under the chain of responsibility for lack of preparation for transport. It can impact on the time it takes to transport stock if a carrier has to stop at a facility to drain effluent from the crate/s. It also has a positive effect on the environment by saving water and reducing the wash out time.

CoR Event	Example of non conformance	Breach	Penalty
Effluent spillage from vehicle during transportation	Effluent spilling out the back of the vehicle on the road surface while travelling	Minor	Possible fine up to \$4,000
	Effluent spilling resulting in minor damage to property and it is a safety hazard	Moderate	Possible fines between \$30 - \$40,000
	Effluent spillage resulting in major damage and/or injury or death to persons	Severe	Possible fine of \$100,000 + and/or gaol

Cattle and Sheep can be taken off water 12 to 24 hours prior to transport subject to conditions. E.g. Condition of stock and weather conditions.

Make sure animals meet the criteria for fit to load. Refer to the Code of Conduct for transportation of stock.

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Ensure clear access to the property and loading facilities. Remove hazards, machinery or equipment and provide adequate room and suitable surface for the turning circle and reversing of the vehicle.

Arrange a carrier and organise a suitable loading time and give the carrier as much notice as possible as this will assist the carrier to schedule the appropriate size vehicle and a driver to meet the Fatigue driving hours regulations. Advise carriers of access, entry and exits to the property and site hazards. Eg. Narrow gateways, rabbit holes near loading ramp etc, overhead powerlines, slippery surfaces, low overhead structures and tree branches.

Make any repairs to gates, ramps, latches, fences etc. and ensure flooring in ramp is safe and everything is workable to meet OHS Requirements. (If a driver is hurt in your yards due to them being in an unsafe condition you could be liable) Refer Beef Cattle Handling, A Practical Safety Guide, publication of WorkSafe Victoria.

Prior to truck arriving, get livestock as close as possible to the loading race keep the stock as calm as possible.

Make sure someone is there to assist with loading. If this is not possible, ensure the carrier has clear instructions of where the stock are, which ones to take, number of head and all relevant details. Also provide a contact number of someone for the carrier to ring if something is not right.

Make sure all documentation to be sent with load e.g. NVD's are fully completed and ready to pass on to the carrier.

Ensure the use of prodders is kept to a minimum

Under the new national regulations for transportation of livestock, and under CoR law, you are not to overcrowd livestock in pen spaces per square metre. See scale below as a guide.

The following densities are recommended upper limits. The transport operator should consider varying these densities in regard to weather conditions, length of wool, breed of stock and polled or horned species.

<b>Cattle Loading Density</b>	<b>Live Weight</b>	<b>Head per deck 6.25 x 2.4m = 20' deck</b>	<b>Head per deck 12.5m x 2.4m = 40' deck</b>
	300 kg	18	36
	400 kg	14	28
	600 kg	10	20
<b>Sheep Loading Density</b>	<b>Live Weight</b>	<b>Head per pen 3.125m x 2.4m</b>	<b>Head per deck 12.5m x 2.4m = 40' deck</b>
	20 kg	40	160
	40 kg	30	120
	50 kg	27	108
<b>Pig Loading Density</b>	<b>Live Weight</b>	<b>Head per pen 3.125m x 2.4m</b>	<b>Head per deck 12.5m x 2.4m = 40' deck</b>
	75 kg	22	84
	125 kg	17	68
	200 kg	12	44
<b>Bobby Calf Loading Density</b>	<b>Live Weight</b>	<b>Head per pen 3.125m x 2.4m</b>	<b>Head per deck 12.5m x 2.4m = 40' deck</b>
	50 kg	25	100
	100 kg	20	80
	150 kg	16	64

The cost of transporting livestock is charged in a variety of ways.

Per head - Per load - Per kilometre – Per Hour - depending on a number of variables.

Cartage from your property to a destination is a measurable and calculable cost. Yarding, drafting and loading however can greatly impact on the cost of transporting your livestock. The more time a carrier spends at your property getting the livestock ready to be loaded, or loading stock that have not been properly prepared for transportation, will add to the overall cost to the customer.

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