

## **Tasmania Review of Livestock Mass, Dimension and Loading Arrangements**

This was jointly reviewed by Livestock Transporters Association of Tasmania and the Department of State Growth.

### **Defining Livestock**

Option 2 is fully supported.

Q1 No issues evident.

Q2 Deer/Alpacas perhaps.

### **Need to retain scheme elements**

It is important that the Schemes continue to be maintained, particularly for volumetric loading. Industry has maintained that the training requirements are mandatory for safe driving practices particularly for the nature of the commodity transported, additionally where the schemes dictate certain requirements from the primary producer the operator has the means to ensure that the driver can inform them of this. The scheme is the only mechanism at present to manage who participates.

Option 1 is fully supported.

Q1 Option 1.

Q2 Yes, industry feedback indicates that they do not want untrained drivers to participate in the scheme or to transport livestock at all. No, present legislation does not ensure drivers are appropriately trained and skilled for the transport of livestock.

*Note: Livestock Transporters Association of Tasmania is in the final stages of completing a contemporary course for this activity, it is anticipated they will run one in November 2022.*

Q3 Yes, the schemes should be developed in contemporary manner to regulate conditions outside the powers of the NHVR. Anything to ensure the safety and welfare of the driver, loader, livestock outside the scope of the actual driving activity. Presently the most difficult activity for enforcement officers in Tasmania is to identify which livestock vehicle is participating, whilst we have not rolled out new plates to industry at present, it would be a great feature of the **NHVR portal** to have a way of identifying scheme participants.

Q4 There has been no ongoing commitment to recheck tare masses, it may be that we include in this in the new contemporary scheme, we will discuss this with the Tasmanian industry.

### **Mass Limits**

Option 2 is fully supported.

Q1 Unknown.

Q2 Tasmanian Animal Welfare (Land Transport of Livestock) Regulations,  
<https://www.legislation.tas.gov.au/view/html/inforce/2015-06-24/sr-2013-028>

Mass Limits cont.

Q3 Nothing identified.

Q4 Neither agree nor disagree.

### **Eligible Vehicles**

Option 2 would be desirable.

This option would be supported however Tasmania would not be in a position to support Type 1 and 2 road trains at this point. It would be beneficial for industry to provide SRT thresholds and average masses of vehicles not already permitted in the existing schemes. Additionally, any crash data information of this activity would assist RMS consenting to any new additions.

Q1 No options evident, generally Tasmania does not have cross border issues in this activity.

Q2 Animal Welfare guidelines may dictate stock crate limitations, this may be affecting PBS design.

Q3 Historical analysis, our scheme dates back to the early 2000's and I believe there was some industry/political pressure to allow for volumetric masses, there has been no recent analysis.

Q4 Suitable and accepted into PBS combinations would be assessed on a case-by-case basis, the Tasmanian scheme in addition to the Tasmanian Heavy Vehicle Access Management System (HVAMS) will future proof for these vehicles.

### **Road Networks**

Agree a permit system is not a desirable option, the Tasmanian HVAMs would provide the best platform for access.

NSW Farm Gate initiative would be a desirable outcome for the livestock transporters association, primary producers