

# Preparing livestock for transport *checklist*

## How to use this checklist:

✓ Take a look at the six tables below which detail each stage of the livestock transport process.

✓ For each stage, tick which 'zone' most of your management practices fall within.

✓ If any stage falls within the red or blue zones, consider what you could implement to move them into the green zone:

### **Red zone – poor**

**preparation:** There is a risk to the health and safety of people and animals which could be in breach of your legal responsibilities.

### **Blue zone – basic**

**preparation:** These are the minimum standards to prepare livestock for transport. To improve, take a look at the green zone for steps to consider.

### **Green zone – best practice**

**preparation:** You and your livestock transport operator are giving your livestock the best chance of getting to their destination safely and in optimum condition. Note: some of these steps may not be reasonably practicable on every property.



Safe and humane livestock transport improves outcomes for livestock, people and the sustainability of the industry.



Successful livestock transport comes down to good preparation, open communication and journey planning with your transport operator.



All parties should be familiar with their responsibilities under the *Australian Animal Welfare Standards and Guidelines for the Land Transport of Livestock*.

# 1 Planning the journey

Scan or click the QR code to access more information about planning the journey



Poor preparation	Basic preparation	Best preparation
<input type="checkbox"/> Transporter booked the day before or on the day of transport.	<input type="checkbox"/> Transporter booked two to five days in advance.	<input type="checkbox"/> Transporter booked a minimum of a week in advance.
<input type="checkbox"/> Unclear communication with no advice on any changes. <input type="checkbox"/> No-one around when truck arrives.	<input type="checkbox"/> Communication done through an agent.	<input type="checkbox"/> Clear dates and times agreed on. <input type="checkbox"/> Ready an hour in advance of truck arriving. <input type="checkbox"/> Any changes communicated well in advance.
<input type="checkbox"/> No contact details provided for receival point.	<input type="checkbox"/> Name of receival point provided to agent/transporter.	<input type="checkbox"/> Contact details and property identification code (PIC) of receival point provided to transporter.
<input type="checkbox"/> No discussion regarding a journey plan or preparation for the class of livestock.	<input type="checkbox"/> Agent asked how to prepare livestock.	<input type="checkbox"/> Journey and class of livestock discussed with transporter. <input type="checkbox"/> Preparation for transport followed, commencing a minimum of 48 hours prior to truck arriving.
<input type="checkbox"/> Weights not accurate, numbers vary from what was agreed to at time of booking truck.	<input type="checkbox"/> Approximate weighs and accurate numbers provided.	<input type="checkbox"/> Livestock weighed, accurate numbers and class of livestock provided to transporter in advance, preferably at the time of booking the truck.
<input type="checkbox"/> Documentation filled out after loading or incomplete.	<input type="checkbox"/> Documentation prepared that morning.	<input type="checkbox"/> eNVD prepared in advance and communicated to transporter/receiver to ensure they can facilitate.
<input type="checkbox"/> Using an unreliable operator/poor animal handling/poor equipment.	<input type="checkbox"/> Reliable, competent people used to select, handle and transport livestock.	<input type="checkbox"/> Professional operators used who look after livestock and transport safely.
<input type="checkbox"/> Poor/missing/inaccurate records.	<input type="checkbox"/> Records kept in NVD book or eNVD platform.	<input type="checkbox"/> Detailed records kept on: <ul style="list-style-type: none"> <li>• date and time of loading and yarding</li> <li>• last access to feed and water</li> <li>• transport operator and vehicle registration.</li> </ul>
<input type="checkbox"/> No contingency plans in place.	<input type="checkbox"/> Idea of contingency measures if needed.	<input type="checkbox"/> Contingency plan in place and communicated as necessary.
<input type="checkbox"/> Spelling periods not considered.	<input type="checkbox"/> Spelling periods considered.	<input type="checkbox"/> Spelling periods discussed and confirmed if necessary.



## 2 Preparing access

Poor preparation	Basic preparation	Best preparation
<input type="checkbox"/> Property is hard to locate. <input type="checkbox"/> Limited/poor directions provided. <input type="checkbox"/> No sign.	<input type="checkbox"/> Property sign visible from the road. <input type="checkbox"/> Basic directions provided.	<input type="checkbox"/> Clear directions, easy to find location and readable sign. <input type="checkbox"/> Map provided (e.g. Google drop pin).
<input type="checkbox"/> Limited access for trucks to enter. <input type="checkbox"/> Low branches scratching trucks.	<input type="checkbox"/> Sufficient room for truck to access yards. <input type="checkbox"/> Checked for no overhead powerlines.	<input type="checkbox"/> Wide access clear of overhead branches and powerlines.
<input type="checkbox"/> Road is in poor condition, narrow, slippery/boggy in the wet – access unsuitable for trucks to enter and leave loaded.	<input type="checkbox"/> Yards located in well-drained areas. <input type="checkbox"/> Ramps accessible and where required sand, soft gravel or saw dust are used to reduce the risk of boggy patches.	<input type="checkbox"/> Avoid loading during extreme weather. <input type="checkbox"/> Reschedule if wet and likely to be boggy. <input type="checkbox"/> Ensure road is accessible. <input type="checkbox"/> Prepare yards and ramps and ensure they are well maintained for safety and efficiency.
<input type="checkbox"/> Truck can't manoeuvre comfortably to access ramp – i.e. vehicles parked in front of loading ramp.	<input type="checkbox"/> Sufficient space for truck to manoeuvre and back into the ramp for loading and/or unloading.	<input type="checkbox"/> Wide, flat space for truck to back in and turn around is available. <input type="checkbox"/> Lighting is provided for night use.

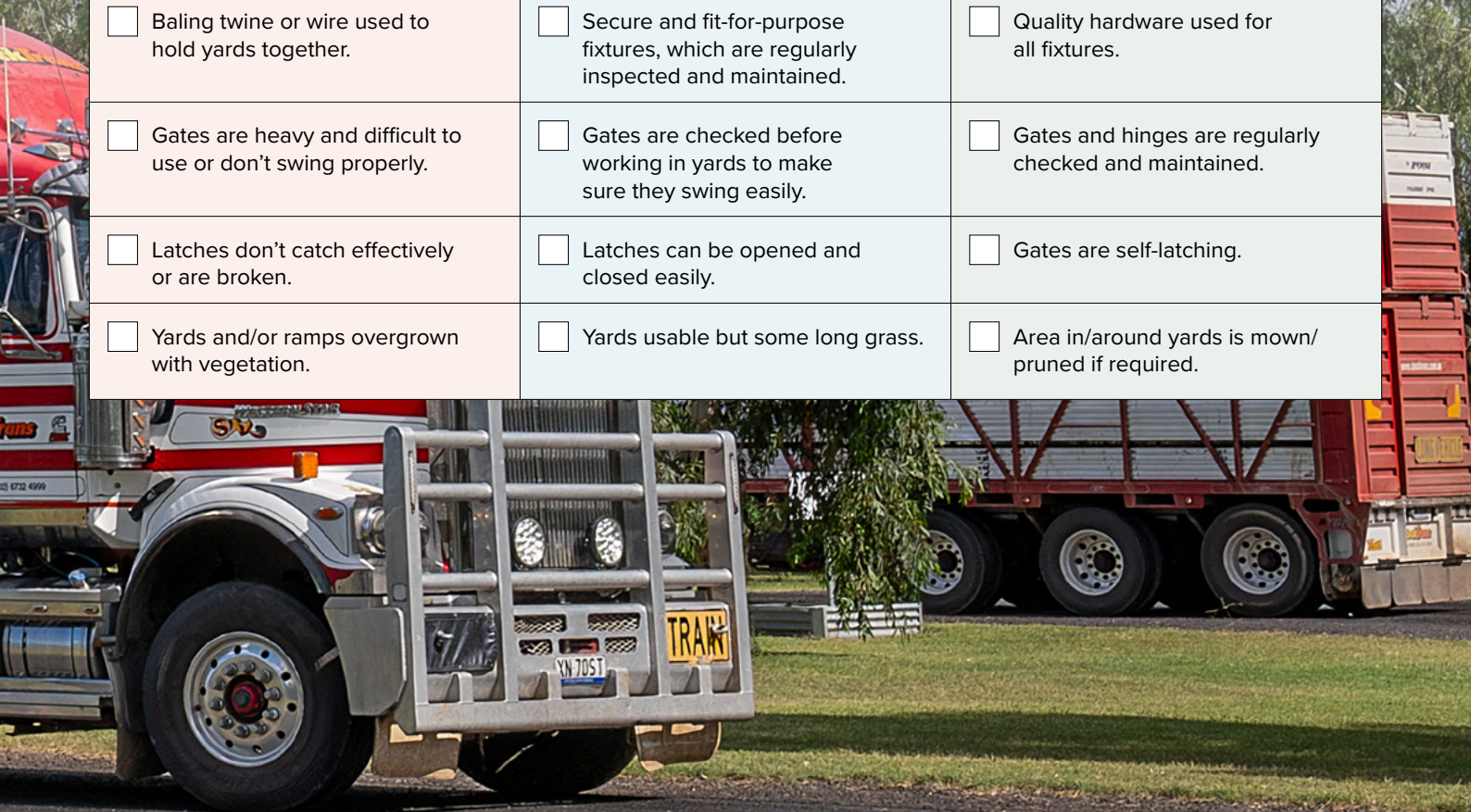


### 3 Preparing the yards

Scan or click the QR code to access more information about preparing the yards



Poor preparation	Basic preparation	Best preparation
<input type="checkbox"/> Poor/unmaintained loading ramp unsafe for animals and personnel e.g. large gaps and sharp edges.	<input type="checkbox"/> Functional, well maintained loading ramp.	<input type="checkbox"/> Ramp meets or exceeds <i>Australian Standard (AS) 5340:2020</i> .
<input type="checkbox"/> No safety gate at top of ramp.	<input type="checkbox"/> Ramp has safety gates installed and is readily accessible.	<input type="checkbox"/> Safety gates meet or exceed the livestock ramp <i>Australian Standard (AS) 5340:2020</i> i.e. an access gate at the top of the ramp and a separation gate between truck and ramp.
<input type="checkbox"/> No platform and yard rails are unstable.	<input type="checkbox"/> Secure, flat platform at the end of the ramp. <input type="checkbox"/> Platform is solid and well maintained.	<input type="checkbox"/> Platform achieves or exceeds the livestock ramp <i>Australian Standard (AS) 5340:2020</i> .
<input type="checkbox"/> Gates don't facilitate the smooth flow of livestock.	<input type="checkbox"/> Swinging gates facilitate the flow of livestock. <input type="checkbox"/> Escape routes and man gates built into yards.	<input type="checkbox"/> Sliding gates operate from outside the yard.
<input type="checkbox"/> Broken rails, loose or damaged posts.	<input type="checkbox"/> Rails and posts maintained and secure.	<input type="checkbox"/> Yard designed using latest research and materials and adheres to Australian yard manufacturing standards.
<input type="checkbox"/> Rubbish, trip hazards, broken wire or protruding nails.	<input type="checkbox"/> Smooth edges, no protruding catches, bolts or wire.	<input type="checkbox"/> Clean, well-maintained yards.
<input type="checkbox"/> Rocks and debris in the yards.	<input type="checkbox"/> Large rocks and any debris removed from yard.	<input type="checkbox"/> Pen flooring and yard areas regularly cleaned.
<input type="checkbox"/> Baling twine or wire used to hold yards together.	<input type="checkbox"/> Secure and fit-for-purpose fixtures, which are regularly inspected and maintained.	<input type="checkbox"/> Quality hardware used for all fixtures.
<input type="checkbox"/> Gates are heavy and difficult to use or don't swing properly.	<input type="checkbox"/> Gates are checked before working in yards to make sure they swing easily.	<input type="checkbox"/> Gates and hinges are regularly checked and maintained.
<input type="checkbox"/> Latches don't catch effectively or are broken.	<input type="checkbox"/> Latches can be opened and closed easily.	<input type="checkbox"/> Gates are self-latching.
<input type="checkbox"/> Yards and/or ramps overgrown with vegetation.	<input type="checkbox"/> Yards usable but some long grass.	<input type="checkbox"/> Area in/around yards is mown/pruned if required.



## 4 Preparing the livestock

Scan or click the QR code to access more information about preparing the livestock



Poor preparation	Basic preparation	Best preparation
<input type="checkbox"/> Livestock run into the yards as the truck arrives and is backing into the ramp.	<input type="checkbox"/> Livestock yarded that morning or the night before if being loaded at daylight.	<input type="checkbox"/> Livestock prepared a minimum of 48 hours prior to the truck arriving, longer where possible. <input type="checkbox"/> Livestock fed good quality hay and clean water.
<input type="checkbox"/> Livestock unfit for journey and unable to be loaded e.g. lame, unable to walk up loading ramp and no management plan in use.	<input type="checkbox"/> Livestock fit-to-load and any marginal animals marked and discussed with transporter.	<input type="checkbox"/> Livestock fit for intended journey – driver’s decision respected.
<input type="checkbox"/> Tagging and animal husbandry performed just before loading.	<input type="checkbox"/> Drafting and tagging done the day before loading.	<input type="checkbox"/> Animal husbandry performed in days or weeks before transport and livestock to be transported are held in a holding paddock near the yards.
<input type="checkbox"/> Livestock straight off lush green feed.	<input type="checkbox"/> Livestock taken off green feed 12 hours before loading.	<input type="checkbox"/> Livestock off green feed are provided access to good quality dry hay and clean water 24 hours prior.
<input type="checkbox"/> Livestock are weaned onto the truck.	<input type="checkbox"/> Livestock weaned before transport.	<input type="checkbox"/> Livestock yard weaned in weeks prior to transport.
<input type="checkbox"/> Livestock rarely handled – fractious animals not identified or discussed with transporter.	<input type="checkbox"/> Livestock handled regularly – any fractious animals marked.	<input type="checkbox"/> Livestock educated in yards and through crush prior to loading. <input type="checkbox"/> Low stress principles applied.
<input type="checkbox"/> No consideration given to livestock type or weather conditions.	<input type="checkbox"/> Weather conditions and livestock considered in preparation for journey.	<input type="checkbox"/> Management decisions made to avoid transporting livestock in extreme weather and managed appropriately.

## 5 Loading

Scan or click the QR code to access more information about loading



Poor preparation	Basic preparation	Best preparation
<input type="checkbox"/> Loud, rushed and stressful loading.	<input type="checkbox"/> Livestock loaded with some noise and encouragement.	<input type="checkbox"/> Livestock loaded patiently and calmly. <input type="checkbox"/> Livestock have been loaded and handled when young.
<input type="checkbox"/> Excessive or routine use of electric prodders.	<input type="checkbox"/> Prodders only used if necessary to close gate or avoid safety issue.	<input type="checkbox"/> Electric prodders not used.
<input type="checkbox"/> Dogs in the way or barking nearby.	<input type="checkbox"/> Dogs tied up or put away.	<input type="checkbox"/> Quiet location away from dogs or distractions.
<input type="checkbox"/> Size of truck not suited to livestock being carried resulting in overloading.	<input type="checkbox"/> Livestock of similar size penned together.	<input type="checkbox"/> Livestock weighed, accurate numbers and class of livestock penned in the yards to suit loading pen density recommendations.
<input type="checkbox"/> Bulls introduced on truck and penned together.	<input type="checkbox"/> Bulls run together 48 hours before transport.	<input type="checkbox"/> Bulls run together more than 48 hours before transport or penned separately.
<input type="checkbox"/> Driver loading alone.	<input type="checkbox"/> Driver checked on during loading.	<input type="checkbox"/> Driver assisted to load.

## 6 Transport, unloading and follow up

Scan or click the QR code to access more information about transport, unloading and follow up



Poor preparation	Basic preparation	Best preparation
<input type="checkbox"/> Dirty, unmaintained ramps for unloading.	<input type="checkbox"/> Unloading ramps and yards are functional.	<input type="checkbox"/> Clean, regularly maintained ramps and yards.
<input type="checkbox"/> Gates not opened for livestock to enter pens from ramp/ insufficient space.	<input type="checkbox"/> Gates opened for livestock to enter from ramp.	<input type="checkbox"/> Checks made to determine if there is available space for livestock. <input type="checkbox"/> Gates are open for livestock to walk into once unloaded.
<input type="checkbox"/> Livestock not inspected at unloading.	<input type="checkbox"/> Livestock assessed once loaded and at arrival.	<input type="checkbox"/> Livestock inspected at each stop and upon arrival.
<input type="checkbox"/> Livestock not provided with feed or water.	<input type="checkbox"/> Water available and feed (where appropriate) or designated person notified if not.	<input type="checkbox"/> Clean drinking water (and feed where appropriate) available, with sufficient room for all livestock.
<input type="checkbox"/> Livestock rushed off the truck and put at risk of injury.	<input type="checkbox"/> Livestock encouraged to move off the truck.	<input type="checkbox"/> Livestock move off at own pace.
<input type="checkbox"/> Steep, slippery ramp with trip hazards.	<input type="checkbox"/> Ramp has a non-slip surface.	<input type="checkbox"/> Ramp has a gradual slope with a clean, non-slip surface.
<input type="checkbox"/> Effluent spills – animals not prepared properly in yards.	<input type="checkbox"/> Effluent caught in tank.	<input type="checkbox"/> Effluent managed through good preparation on farm.
<input type="checkbox"/> No follow-up.	<input type="checkbox"/> Agent asked how livestock performed or results checked.	<input type="checkbox"/> Transporter contacted to check how livestock travelled and whether any preparation could be improved.

### Notes

My PIC:  Date assessed:  /  /

Date for follow-up check:  /  /

Actions to take (by whom and when):

My transporter phone number:

### More information and essential livestock transport resources

- 📍 MLA's Livestock Transport Hub: [mla.com.au/transport-hub](http://mla.com.au/transport-hub)
- 📄 Australian Animal Welfare Standards and Guidelines for Land Transport of Livestock: [animalwelfarestandards.net.au/land-transport](http://animalwelfarestandards.net.au/land-transport)
- 📍 Check for above ground powerlines: [byda.com.au/look-up-and-live](http://byda.com.au/look-up-and-live)
- 📍 Worksafe Victoria: [worksafe.vic.gov.au/livestock](http://worksafe.vic.gov.au/livestock)

