



ALPA SUBMISSION

Effluent and Load Restraint Discussion Paper

TO:

ATTN: Maintenance Team
National Transport Commission
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ALPA is a proud member of



Australian Livestock & Property Agents Association (ALPA)

ALPA is the national peak industry body for livestock and property agents.

ALPA represents more than 1,200 agency businesses across Australia. Collectively this group plays an important role in livestock, wool, merchandise and rural property sales and marketing.

ALPA members handle in excess of 97% of rural agency business Australia wide.

ALPA is one of the largest national organisations of small rural business men and women, relied on to protect the interests of agents and producers nationally.

ALPA membership includes Elders, Landmark, Ruralco and private livestock agencies across Australia.

ALPA appreciates the opportunity to provide this submission.

ALPA General Introduction

ALPA understands that the law is not clear on how effluent is treated under the Heavy Vehicle National Law (HVNL) and state road laws. This discussion paper is seeking industry feedback.

ALPA encourages ongoing livestock supply chain discussions via a thorough consultation process due to the considerations that needs to be understood when transporting livestock over general freight.

ALPA believes that animal welfare must be the top priority in all discussions and consultation.

ALPA Comments

Issue 1: Chain of responsibility parties

1. Is reform of existing laws required to clarify the application of chain of responsibility duties for parties in the livestock supply chain?

ALPA does not believe reform of the existing laws is required.

Issue 2: Minor, incidental and unavoidable effluent spills

2. Is reform of existing laws required to allow for minor, incidental and unavoidable (in any practical sense) spills that do not compromise the overriding safety objectives of the load restraint provisions?

As the law is not clear on how effluent is treated, ALPA believes that existing laws could be reviewed in consultation with industry.

3. Are minor, incidental and unavoidable effluent spills a road safety issue?

4. Should small, minor or incidental effluent spills be prosecuted?

ALPA understands that there is no hard evidence to substantiate that small effluent spills have caused road safety issues in the past and believes that small/incidental effluent spills should not be prosecuted. Transporting livestock is very unique and cannot be compared to other types of haulage and animal welfare has to be the top priority.

5. *Should a small amount of effluent or other material, such as hay, be allowed to incidentally fall out of the truck in order to meet animal welfare standards, i.e. to allow adequate ventilation and reduce stress?*

ALPA is not concerned with small amounts of effluent or small material like hay/grain/dust falling from a truck.

6. *Do you have evidence of small, minor and/or incidental effluent spills causing injury or damage or otherwise compromising road safety?*

ALPA does not have any evidence of effluent spills that have compromised road safety.

Options

7. *Of the three proposed options, what is your preferred approach and why?*

a. *Option 1: Amend the definition of party in the chain of responsibility*

b. *Option 2: Amend section 111 to specifically include other chain of responsibility parties*

c. *Option 3: Allow for a minor, incidental or unavoidable loss of part of a load*

ALPA believes that Option 3 is the best of the three options provided.

Animal welfare is paramount, and we believe that ensuring that effluent is completely contained within livestock transport is not achievable. However, we are of the opinion that livestock transporters must take reasonable steps to ensure that every precaution is met to ensure loss is kept to a minimum.

8. *How would the proposed options impact upon you and/or your business?*

ALPA is concerned that the proposed chain of responsibility amendment to the HVNL Act defines the consignee and the unloader as being in the chain of responsibility, as in some circumstances the consignee and unloader of the vehicle have no input to the loading of the vehicle.

9. *Is there a cost-effective commercial product alternative that would allow ventilation while limiting the spillage of effluent?*

10. *What alternative approaches do you support to improve effluent control on Australian roads?*

Being the peak industry body for livestock agents, we are not in a position to suggest alternate approaches for effluent loss however we believe a concerted effort to continue educating producers on their curfew requirements prior to transporting will be of benefit in ensuring good animal welfare practices are followed before and after transport.

(END)



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