



TASMANIAN LIVESTOCK LOADING SCHEME

Training Program

MODULE 2

Planning and Checks:

Your vehicle, route, responsibilities,
and your health & fitness





LIVESTOCK TRANSPORTERS ASSOCIATION OF TASMANIA
Tasmanian Livestock Loading Scheme



THIS MODULE IS ABOUT PRE-TRIP PLANNING AND CHECKS

It is important that you are healthy and fit for work, that your vehicle is safe and roadworthy, and that you know the route that you will be taking is suitable and legal.

Trip planning and pre-departure checks are critical to road safety, animal welfare, and to reduce distractions and pressure on you.





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VEHICLE CHECKS

The Tasmanian Livestock Loading Scheme applies to eligible heavy vehicles transporting livestock including:

- rigid trucks
- prime movers towing a semi-trailer (six axle)
- B-double combinations (nine axle), and
- approved PBS configurations.

Dimension limits apply and the scheme sets out the detail of eligible vehicles.

The additional mass is allowed by way of exemptions from relevant parts of the Heavy Vehicle (Mass Dimension and Loading) Regulation.

It is critical that you know the details of your vehicle and that you complete checks to confirm your vehicle is fit for the transport task.





DIMENSION LIMITS

The Heavy Vehicle (Mass Dimension and Loading) National Regulation Schedule 6 4(6) to 4(8) set the limit for maximum loading space for the purposes of this Scheme.

RIGID TRUCK

Stock Crate height not to exceed:
4.3m for a 4x2; or
4.6m for other axle configurations (if fitted with a multi-deck crate).

SEMI TRAILER

Loaded deck length* must not exceed 12.5m
Stock crate height not exceed 4.3m for a single deck crate and 4.6m for a multi-deck crate.

B DOUBLE

Loaded deck length* of both trailers must not exceed 18.8m.

*Loaded deck length is defined:

1. For a semitrailer as the length of the deck of the trailer measured from inside the front wall to inside the back wall of the loading space.
2. For B-double combinations as the sum of the lengths of the two decks of the trailers measured from inside the front wall to inside the back wall of the loading space.





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VEHICLE CHECKS

Conducting checks of the vehicle is critical to safe and professional livestock transport operations.

All drivers are legally responsible for the safety and roadworthiness of the vehicles they drive.

Before driving any vehicle you must ensure it is safe and roadworthy. It is very important to check your vehicle before you drive, particularly items that have been reported defective.

These checks can save time and expense later on, reducing the chance of component failure and subsequent loss of vehicle control, which may result in an accident.

Do your checks before start of shift (no matter what the time of day) and always follow the manufacturer's recommendations.

This section sets out the pre-departure checks you need to conduct.

A sample pre-departure check is provided on the next page, based on the [Tasmanian Heavy Vehicle Drivers Handbook](#). Additional checks for livestock loading are also included in this section.

Report any faults to the owner of the vehicle.





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PRE DEPARTURE CHECKS

ENGINE COMPARTMENT

- Engine oil level
- Engine coolant level
- Clutch fluid level
- Brake fluid level
- Power steering fluid level
- Screen washer fluid level
- Ancillary drive belts

ELECTRICAL

- Headlights: high and low beam
- Driving and fog lights
- Park lights
- Indicators: left and right
- Clearance lights
- Tail lights and plate light
- Brake light
- Hazard lights

COUPLING

- Air hoses and cables
- Security

VEHICLE BODY, POSTURE

- Vehicle posture
- Fluid leaks
- Body damage
- Mud flaps & guards - front & rear
- Cabin entry grab handles
- Door operation and locks
- Windows - operation & damage
- Cargo & luggage doors
- Mirrors(s) -- lens & security
- Plates and signs
- TLLS plate
- Fuel tanks
- Air tanks
- Tool boxes
- Crates

GENERAL

- Registration current
- Windscreen wipers
- Warning triangles
- Fire extinguishers

BRAKES

- Foot and hand controls correctly adjusted and not worn

Hydraulic Brakes

- Brake fluid reservoirs full
- hoses, pipes, cylinders leak-free
- Rigid pipes bracketed, free of rust, and have grommets when passing through chassis frames

Air Brakes

- Compressors, drive belts, exhausters & reservoirs securely mounted & undamaged
- Brake air lines, hoses, valve draincocks & plugs secure, functional & leak-free

WHEELS & RIMS

- Rims (dents in flanges, loose lugs & nuts, rust trails, cracks in rim assembly)
- Tyres - tread minimum legal depth 1.5mm
- Tyre - inflation
- Tyre cuts, damage, dual tyres touching, rocks lodged between duals
- Spare wheel (s) / tyre(s)



Based on the Tasmanian Heavy Vehicle Drivers Handbook



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IN CABIN CHECKS

Make sure that you have everything that you need for your trip! Keep the inside of the cabin clean and make sure that any items you have are stored securely. If you have a rollover, any loose items can rebound and cause you physical injury.

Check that your phone is charged and set up for you to use legally.

Make sure that you have your water and food handy.

PAPERWORK

Check that you have your National Driver Work Diary and any other documentation you need for your trip - National Vendor Decs, your Tasmanian LLS Driver Card, Tasmanian LLS Folder, the TLLS Scheme document, any notices or permits you need for access.

CRATE CHECKS

Check that crates have been washed out and cleaned. Clean crates mean livestock are less likely to slip and fall while the truck is moving. Clean crates are important for biosecurity.

Check that pens have no trouble locking and unlocking and gates move freely.





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YOUR HEALTH AND FITNESS

Are you fit to work?

Consider your fatigue... Under the Heavy Vehicle National Law, drivers in the heavy vehicle transport industry who are affected by fatigue present a safety risk to themselves and to the public.

It is well known that fatigue can impair a driver's ability to maintain proper control of a heavy vehicle. Fatigue reduces alertness, slows reaction times, and increases the likelihood of a heavy vehicle driver being involved in a crash, especially when driving:

- between 12am and 6am
- repetitive routes
- on long stretches of road with higher speed limits where minimum driver input is required.

Each party to the transport industry Chain of Responsibility (and their executives) has a primary duty to ensure the safety of transport activities, so far as is reasonably practicable. This includes doing all possible and practical to manage the risk of a person driving a heavy vehicle while fatigued.





FATIGUE WARNING SIGNS

Physical, mental and behavioural signs of fatigue may include:

- an inability to concentrate, slow reaction times or a lack of alertness
- changing position frequently, opening the window or turning up the music (restlessness)
- making more mistakes than usual
- difficulty keeping eyes open, drowsiness, microsleeps or falling asleep
- not feeling refreshed after a rest/sleep
- excessive head nodding, yawning or blurred vision
- mood swings/changes.

Driving behaviours that could be signs of fatigue include:

- a near miss or accident
- not keeping in a single lane/swerving
- not maintaining a constant speed
- overshooting a road sign or traffic line
- poor gear changes or delayed braking
- not remembering a portion of the journey.





FATIGUE CONTROL MEASURES FOR DRIVERS

Drivers can implement control measures , such as:

- ensuring they have had enough sleep before driving a heavy vehicle (most people require 7 to 9 continuous hours of sleep per day)
- pre-planning their journey and taking a rest break every 2 hours, or when they feel fatigued
- educating themselves about fatigue and the early telltale signs
- being aware of, and reporting to their supervisor, any medications they are taking, or illnesses or conditions they have, that could contribute to fatigue
- being aware of diet and lifestyle choices, and other personal factors, that could contribute to fatigue
- not attempting to 'push through' until they reach their destination, despite showing signs of fatigue.



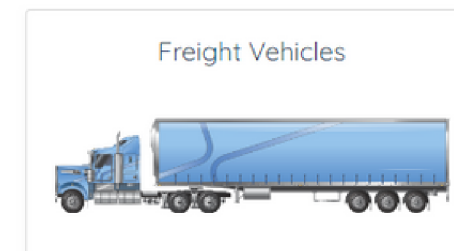
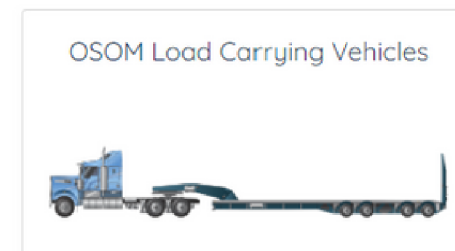
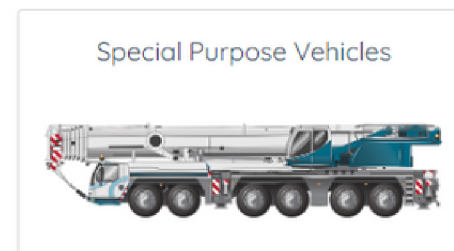


ROUTE CHECKS

Livestock Transporters working under the Tasmanian Livestock Loading Scheme have access on the Tasmanian road network according to the vehicle configuration and class.

Always check that you are clear on the access you have available using current maps and notices, for example at <https://hvams.stategrowth.tas.gov.au/>

It is useful to know what sites are available to you for rest, and the location of effluent dumps and truck wash facilities.





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FACILITIES

Tasmania has limited facilities available and accessible by livestock transporters for rest, effluent dumping and truck washing.

It is useful to know where these facilities are to support your wellbeing and the hygiene of your transport activities.

Truck Wash facilities are available at

- Smithton Saleyards
- Powrannah Saleyards
- Cooe Point

Rest Areas are provided along key freight routes in Tasmania.





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- The Tasmanian Department of State Growth
- Members of the Livestock Transporters Association of Tasmania





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