

Local Land Services Policy

Livestock Transport Incidents

NUMBER

VERSION: 1

AUTHORISED BY: Board of Chairs

AUTHORISED DATE: 2 November 2016

ISSUED BY

EFFECTIVE DATE: 2 November 2016

POLICY STATEMENT

1. The purpose of this policy is to identify the response of Local Land Services (LLS) in the event of a livestock transport incident and to identify the roles and responsibilities of LLS when attending livestock transport incidents

CONTEXT

- The Police are the incident controllers and have a range of options to choose from when sourcing assistance for livestock handling and destruction.
- In the event the police request assistance from LLS, LLS will make every effort to respond. In the event LLS cannot respond, the Police as the incident controllers have other options to source assistance for livestock handling and destruction.
- This policy looks at the context of when LLS is requested to attend

SCOPE

1. Livestock transport incidents are a multi agency coordinated response. This policy only sets the roles and responsibilities of LLS staff when attending livestock transport incidents. However, it is recognised LLS will not be working independently during the response.
2. This policy is complimentary to the NSW DPI policy on Livestock Transport Incidents which sets out the multi agency response.
3. This policy will identify the circumstances when LLS staff will attend and what staff will attend. Circumstances may prevent LLS from attending certain transport incidents. LLS will make efforts to attend, and if unable to attend, the Police, as the incident controllers will be required to source assistance for livestock handling and destruction from another source.

4. Where the term '*response*' is used, it is in the context of LLS responsibility of assessment and destruction and does not refer to the broader incident response. Response actions of LLS staff include –
 - Handling / Movement of livestock that are within crate, or that are free, so they can be assessed.
 - Assessing livestock
 - Destruction of livestock
 - Holding of livestock that have been freed from truck and assessed as not requiring euthanasia

POLICY

1. In the event of a livestock transport incident, LLS will attend where possible, when called upon by the Police as the incident controllers, for the purpose of livestock destruction and handling.
2. A first response team will be developed at the most appropriate local office to contribute an appropriate number of trained staff to the incident.
3. Where possible, an LLS Veterinarian from the region where the incident is located will attend the scene.
4. All LLS staff attending livestock transport incidents will have been inducted into the relevant LLS procedures and policies
5. The *MBES/delegated employee* will be in charge of the response including the allocation of resources.
6. An *LLS officer in charge* will be identified by the MBES/delegated officer and will be in charge of livestock handling and destruction at the scene (The police are in charge of the site response)
7. A follow up debrief is to be held within 2 weeks of the incident
8. A follow up report is to be produced by the LLS officer in charge at the scene and submitted to the MBES after the incident

ROLES AND RESPONSIBILITIES

- a) *Owner of stock/truck driver*
 - The owner of the animals and/or the truck driver is primarily responsible for the management decisions of the animals, if present and capable at the site.
- b) *Manager Biosecurity Emergency Services (MBES)/or delegated employee*
 - Is the first LLS point of contact for the emergency services
 - Has the responsibility of ensuring the response is managed from start to finish
 - Is responsible for the allocation of resources including communicating the responsibilities to each staff member involved (including sourcing assistance from

external sources i.e. private veterinarians) or delegating responsibilities where relevant

- Is responsible for communicating to the Executive Director of LLS, Local Board and Board of Chairs during and after the incident
- Will produce any Ministerial correspondence as required
- Conduct a debrief within 2 weeks of the incident

c) *TL AB&W/or equivalent officer*

- Is the second LLS point of contact for the emergency services
- Will determine with the MBES the most appropriate staff member to attend the incident
- Attend the incident where required
- Attend the debrief

d) *LLS officer in charge*

- Is responsible for supervising all staff on site and managing the on site response
- Communicate with other response agencies at the scene
- Conduct on site risk assessments where and when required
- Make contact with the owner of the stock or person in charge (this may be the trucking company representative or driver)
- Maintain contact with MBES/delegated officer throughout the response
- Assist or perform stock handling/destruction (note only those authorised can perform stock destruction) as required
- Record details of the incident
- Follow up report provided to MBES
- Attend the debrief

e) *First response team*

- To attend the incident
- Participate in on site risk assessment
- Assist or perform stock handling/destruction (note only those authorised can perform stock destruction)
- To assist in the management of equipment
- Assist in the recording of details of the incident
- Attend the debrief



RELATED DOCUMENTS

1. LLS Livestock transport incidents: Procedure
2. NSW DPI Policy, Management of Livestock Transport Incidents
3. LLS Cost Recovery Policy

REVIEW

This policy will be reviewed in 6 months (April 2017)

CONTACT OFFICER

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Local Land Services Policy

Livestock Transport Incidents : Cost recovery

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POLICY STATEMENT

1. This policy identifies the schedule of costs for all LLS regions in the event of a livestock transport incident for submission where appropriate to the insurance company.

SCOPE

1. This policy identifies the costs regions can claim back from insurance companies in the event of a livestock transport incident and the method of calculating these costs.
2. Local Land Services attend these incidents as a support agency for animal welfare management as set out in the DPI policy
3. The intent of this policy is to recover costs where reasonable, and it will be at the discretion of the region involved to determine if recovering costs is appropriate
4. Where regions decide to recover costs, this policy will apply.

POLICY

1. Costs to be recovered will be vehicle costs and staff costs (Attachment A)
 - a. *Vehicle costs:* Vehicle costs will be charged at the c/km fleet rate (variable depending on vehicle)
 - b. *Staff costs:* Staff costs are claimed based on a standard rate (\$100/hour) for all staff that attend the scene

ROLES AND RESPONSIBILITIES

- a) *Manager Biosecurity Emergency Services (MBES)/or delegated officer*
 - Responsible for determining if it is appropriate to claim expenses and if applicable, submitting the expense report to the insurance company



b) Staff involved in the response

- Responsible for submitting a timesheet to MBES for the duration of the response

RELATED DOCUMENTS

- 1) NSW DPI Policy, Management of Livestock Transport Incidents
- 2) LLS Policy, Livestock Transport Incidents
- 3) LLS Procedure, Livestock Transport Incidents

ATTACHMENTS

- a) Attachment A: Reclaimable costs

REVIEW

This policy will be reviewed in 6 months (April 2017)

CONTACT OFFICER

Senior Projects and Programs Officer, Executive Support Unit - 0429 578 764

Attachment A - Reclaimable Costs

- A) Staff costs:** Staff costs are claimed based on a standard rate (\$100/hour) for all staff that attend the scene
- B) Vehicle costs:** Vehicle costs will be charged at the c/km fleet rate (variable depending on vehicle). See table 1 below to determine the appropriate cost.

Table 1. Current fleet rates

Vehicle type	Cents per km	Examples of vehicle in this category	Notes
Light hatch	42	Toyota Yaris	
Small hatch	43	Toyota Corolla, Hyundai i30, Kia Cerato	
Small sedan	40	Toyota Corolla, Holden Cruze, Nissan Pulsar, Kia Cerato	
Small wagon	48	Hyundai i30 Tourer, Holden Cruze	
Small 'green' sedan	58	Toyota Prius	
Medium sedan	48	Toyota Camry, Kia Optima, Hyundai i40	
Medium wagon	51	Ford Mondeo wagon, Hyundai i40 Tourer	
Large sedan	56	Toyota Aurion	Business case may be required to justify a large sedan. This model will cease production in 2017.
Large wagon	62	Holden Commodore Sportswagon	Business case may be required to justify a large sedan. This model will cease production in 2017.
Utility	58	Holden utility, Ford Falcon	These models will cease production in 2016.
Traytop utility	66	Ford Falcon	This model will cease production in 2016.
Medium SUV	54	Hyundai Tuscon, Toyota Rav 4, Mitsubishi Outlander, Nissan X-Trail, Holden Captiva	

Large SUV	62	Toyota Kluger, Ford Territory, Mitsubishi Pajero	Only available as salary packaged vehicles
Large SUV	60	Toyota Hilux, Holden Colorado, Isuzu D-Max, Ford Ranger	Only models available on contract are the automatic variants.
4WD commercial ute/traytop	66	Toyota Hilux, Holden Colorado, Isuzu D-Max, Ford Ranger, Nissan Navara, Mitsubishi Triton	
4wd Prado/Patrol wagon 3.0D	78	Wagon and cab chassis	
Landcruiser 70 Series	83	Troopcarrier and cab chassis	Not on Government contract. A business case will be required to justify.
Landcruiser 70 Series	88	WorkMate wagon	Not on Government contract. A business case will be required to justify.