



WORKSAFE VICTORIA

PREVENTION OF FALLS IN THE TRANSPORT OF LIVESTOCK

2nd Edition
October 2005

SUPPLY CHAIN SAFETY GUIDES



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The information presented in the Supply Chain Safety Guides - Prevention of falls in the transport of livestock, is intended for general use only. It should not be viewed as a definitive guide to the law, and should be read in conjunction with the Occupational Health and Safety Act, Accident Compensation Act, and Dangerous Goods Act.

Whilst every effort has been made to ensure the accuracy and completeness of the Guide, the advice contained herein may not apply in every circumstance. Accordingly, the Victorian WorkCover Authority cannot be held responsible, and extends no warranties as to:

- the suitability of the information for any particular purpose;
- actions taken by third parties as a result of information contained in the guide to prevention of falls in the transport of livestock.

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The information in this guide has been written specifically for the livestock industry to prevent falls when transporting livestock.

It has been produced in response to industry demand for guidance in complying with OHS legislation. The guide sets out ways to eliminate or reduce slips, trips and falls when working on or around the truck or load.

Where reference is made to other publications that provide further guidance to legislation for exact details of duties, obligations, etc, we recommend that you refer to these publications or legislation for further information.

This Guide has been developed by WorkSafe in consultation with the Livestock Transport Association of Victoria (LTAV).

The advice contained in this booklet describes health and safety solutions for the livestock industry. However, all employers have an ongoing responsibility to continue monitoring and implementing improved solutions as they become available.

This guide refers to the following people responsible for implementing safety solutions while loading and unloading livestock:

- employers;
- drivers;
- transport operators and consigners;
- farmers/primary producers and feedlot operators;
- saleyard and abattoir operators;
- providers of truck wash-down stations; and
- designers, manufacturers and suppliers of crates, trailers and fall prevention safety equipment (including non-professionals who repair or modify equipment).

WorkSafe Victoria thanks the LTAV on their effort in producing this guide and commends everyone in the industry for their contribution in working towards the elimination of injury and disease in this industry.

TAKING ACTION TO REDUCE THE RISK OF A SLIP TRIP OR FALL

WHERE PEOPLE FALL

People are at risk of a fall from livestock trucks and trailers when:

- loading or unloading stock;
- checking the welfare of stock;
- cleaning the stock crate; and
- accessing the truck cabin.

These situations occur on the farm, at feedlots, at saleyards, at abattoirs, on roadsides, at truck wash-down locations and at depots.

Action must be taken to reduce the risk of harm arising from falling from vehicles. You must do all that it is reasonable for you to do to ensure that people who work on livestock trucks and crates are safe. Your decisions about implementing safety solutions must be made in the knowledge that falls from trucks can kill or permanently injure.

Solutions in this Guide are colour-coded to show acceptable and unacceptable work methods —

RED - HIGH RISK	AMBER - MEDIUM RISK	GREEN - LOW RISK
The practices in the red column should not be used in workplaces; an employer who allows those practices to be used is likely to be in breach of OHS legislation	The practices in the amber column are less effective in reducing risk, as compared to the green column, and should be treated as interim solutions only.	The practices in the green column should be regarded as the target for all workplaces.

A safe system of work means the work methods should be 100% reliable in all situations.

Often a number of solutions must be combined for a safe system of work to prevent falls from livestock trucks. For example, a mix of crate design, engineering installation of safety equipment, training, rescue procedures, regular scheduled inspection and maintenance.

The more a safety solution depends on behaviour, rules, instruction, training and supervision, the less reliable it is. The most effective methods avoid, eliminate or engineer out the hazard. In fact the law requires you to rely as much as you reasonably can on eliminating and engineering out the hazard, and to fail-safe your system of work by minimising your reliance on safety rules, procedures and instructions.

Your solutions should not introduce further risk of harm. For example, a rule 'always unload from inside the crate' is not appropriate for cattle cargoes unless the crate is configured to ensure the person is always protected from livestock.

TAKING ACTION TO REDUCE THE RISK OF A SLIP TRIP OR FALL

Your safety solutions depend on whether you plan to continue operating your current truck, fleet or site “as is”, or whether you are purchasing or installing new plant or infrastructure.

Information for Transport Operators, Employers, Owner-drivers, Consigners, Fleet Managers, Truck Leasing Agency, Farmer

If you own, operate or drive livestock trucks, refer to “**Making existing vehicles safer**” to review your current solutions and determine what further solutions and improved methods you can reasonably put in place.

When you are planning and installing major changes to your workplace or your vehicles you should ensure you put in place the solutions listed in “**New trucks crates and trailers**”.

Information for Employers, Farmers/Primary Producers, Feedlot Operators, Abattoir or Saleyard Operators, Depot Operators and persons providing truck wash-down facilities.

If you are in control of a workplace where livestock vehicles are loaded unloaded or cleaned, refer to “**Immediate safety improvements**” to review your current solutions and determine what further solutions and improved methods you can reasonably put in place.

When you are planning and installing major changes to your workplace you should ensure you put in place the solutions listed in “**Reconfiguring or installing new infrastructure**”.

EMPLOYERS, DRIVERS AND OTHERS WHO OWN OPERATE OR DRIVE TRUCKS TRAILERS OR CRATES

This section applies to you if you own, operate or drive livestock trucks. You may be a transport operator, employer, owner-driver, consigner, fleet manager, truck leasing agency, farmer, or other person. You may be operating the vehicle, modifying it yourself, buying new plant, or instructing people including crate manufacturers and fall safety system installers to do work on the vehicle.

MAKING EXISTING VEHICLES SAFER

You can reduce the risk of you or someone you know being hurt or killed by a fall from your existing equipment.

These are the options, in descending order of preference:

1. Retrofit improvements so work can be done from the ground;
2. Install platforms or walkways with protective handrails or siderails;
3. Install a travel restraint system;
4. Install fall arrest equipment with associated safe work and rescue procedures;
5. Install abseil systems;
6. Install fixed ladders; and
7. Rely on portable ladders or on reducing harm caused by impact.

Doing nothing is not an option.

Best practice

Best practice is to retrofit improvements so work can be done from the ground.

Good practice

Good practice is to install platforms, drop-down gantries or walkways with protective handrails or siderails.

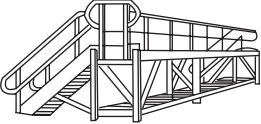
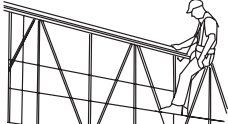
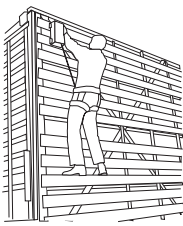

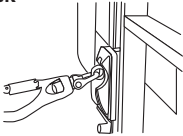

Minimum requirements

Methods that restrict the distance of a fall should be considered "interim solutions" to be replaced in the longer term by methods that eliminate the risk of a fall.

In the interim, many employers and workplaces have put in place harness-based systems for travel restraint or fall arrest.

WorkSafe expects that unless platforms with handrails are in place, some form of harness should be worn, because a harness solution can reasonably be put in place in almost all situations. All solutions require the user to be appropriately trained.

MAKING EXISTING VEHICLES SAFER

WORK ACTIVITY	HIGH RISK	MEDIUM RISK	LOW RISK
<p>Getting on or off the crate or truck</p>  <p>Gantry/walkway</p>  <p>Harness system</p>  <p>Fall restraint/arrest system</p>  <p>Abseil system</p>	<p>Stock crates have no purpose built foothold or handgrips, but are climbed on regardless.</p> <p>Minimal training in safe work methods for climbing up crates trailers and trucks.</p> <p>Work is carried out from portable ladders with no harness or other equipment.</p>	<p>The driver's opportunity to fall is restricted due to use of travel restraint systems or work positioning systems.</p> <p>Use of fall arrest harnesses and lanyards of a length where if the person falls:</p> <ul style="list-style-type: none"> • they will not strike the ground • an emergency rescue plan is in place, and • the fall arrest system meets AS/NZS 1891.* <p>Abseiling or vertical rope system is used for access and fall arrest, and an emergency rescue plan is in place.</p> <p>Impact reduction methods such as landing mats, airbags, and catch platforms.</p>	<p>The driver works from outside the vehicle from a flat level solid construction such as: loading dock, stationary platform, gantry/walkway, or drop-down gantry systems.</p> <p>Platforms and gantries include handrails with safe access and egress.</p> <p>Work platforms comply with AS1657** and can't be fallen from, due to robust construction, regular inspection and maintenance and secure barriers.</p>
<p>Where a fall safety system is fitted on the crate or truck</p>  <p>Harness hook up</p>  <p>Harness system hook up</p>	<p>The person must climb to the top rail to hook on. For example, when attaching to a harness track system.</p>	<p>Hook-up point for a harness-based system is below the top rail but above ground level.</p>	<p>The harness hook-up/track is at ground level.</p> <p>One-piece slider track is installed up from the ground to the top rail.</p> <p>A 'fall stop' is designed into the track slider device.</p>

* AS/NZS 1891.4:2000 Industrial fall-arrest systems and devices – Selection, use and maintenance

** AS 1657 - 1992 Fixed platforms, walkway including handrails, stairways and ladders – design, construction and installation

MAKING EXISTING VEHICLES SAFER

WORK ACTIVITY	HIGH RISK	MEDIUM RISK	LOW RISK
Access points to the crate or truck		Access is indicated by fixed ladders, hook-on points and rails but hook-up can occur at height at any point including after climbing the side of the crate.	Access points require the driver to use fixed ladders and hook up before the climb.
Using ladders to access the crate or truck	Stock crates are not designed to be climbed upon and have no purpose built foothold or handgrips, but are climbed regardless.	Access is provided by a fixed ladder system that complements the harness-based system of work. Pull-out ladders with locking pins are fitted but the ladders do not comply with AS 1657**.	Pull-out ladders with locking pins are fitted. The ladders comply with AS 1657** for footplates, stiles, and rungs.
Working alone	No planning for rescue of people working alone. A fall arrest or abseiling system is used but: <ul style="list-style-type: none"> no rescue procedures are in place; rescue cannot occur within 12 minutes to prevent suspension trauma. 	A person is nearby who can rescue a driver but the person is not trained in rescue procedures or First Aid. Rescue procedures rely on the driver to be conscious to give the alert.	A rescue procedure is in place and rescuers are nearby and trained in rescue and First Aid. If harnesses are in use, then rescue procedures include rescue and treatment for pendulum effect (suspension trauma***).
Livestock cargo	Work is done from the outside of the crate or truck even if it is practicable and safer to work from inside the vehicle.		Loading/unloading of smaller animals, e.g. sheep, is done from inside the stock crate working behind the animals.

** AS 1657 - 1992 Fixed platforms, walkway including handrails, stairways and ladders – design, construction and installation

*** Suspension trauma requires prompt rescue of a suspended person stuck hanging in a harness. For more information, see page 14 of this guide.

MAKING EXISTING VEHICLES SAFER

WORK ACTIVITY	HIGH RISK	MEDIUM RISK	LOW RISK
<p>Roadside inspection of livestock</p>	<p>Drivers do not display any knowledge or regard for traffic control and safe methods for roadside work.</p> <p>Climbing occurs on the traffic side while in or near to traffic.</p> <p>The parking location is a risk to other road users, pedestrians or the public.</p>	<p>Drivers display a basic knowledge of traffic control, based on training and instruction in safe methods for roadside work.</p> <p>Drivers move the vehicle off to the side of the road and out of the traffic stream before inspecting the load.</p> <p>Climbing occurs only on the off-traffic sides and ends.</p> <p>Minimal signage is used to warn other road users of the parked vehicle, e.g. safety triangles.</p> <p>The parking location is uneven or irregular.</p>	<p>Routes are planned so ample room is available for roadside inspections while ensuring stock welfare is maintained.</p> <p>Drivers display a clear and comprehensive understanding of methods for safe work at roadsides including required working distances from the traffic stream, signage based on traffic speeds, and what to do if there is no safe place to stop.</p> <p>Regular retraining occurs in traffic control procedures.</p> <p>Parking on level surfaces.</p>

NEW VEHICLES, CRATES AND TRAILERS

This applies to purchase of new trucks or trailers, or when retrofitting or reconfiguring trucks crates or trailers.

WorkSafe expects that when you purchase, modify, retrofit or reconfigure your vehicle, you will first consider ground-based methods or methods within the truck so people do not have to work at height on or around vehicles.

Procuring new equipment or reconfiguring existing plant is the ideal time to make sure that your design, reconfiguration, purchasing and installation decisions include eliminating or mitigating the risk of a fall. You should minimise how often and for how long you and others are required to work at height and are protected while doing so.

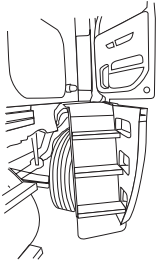
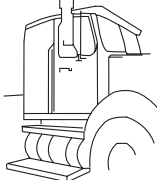






WORK ACTIVITY	HIGH RISK	MEDIUM RISK	LOW RISK
<p>Getting in and out of cabin</p>	<p>There are no measures to prevent falls from heights built or designed into trucks trailers and crates.</p> <p>There are no measures installed to assist safety when climbing on the vehicle.</p> <p>People use the outside of stock bridges to move between trailer and truck, but there are no measures in the bridge's configuration to prevent slipping or falling.</p> <p>Work is done on the top of the crate but there is no walkway installed.</p>	<p>Access methods and fall prevention methods are designed and built into the truck trailer or crate. For example</p> <ul style="list-style-type: none"> • attachment points for travel restraint systems, fall restraint systems, harnesses, lanyards, etc • wide stepping rails with non slip surfaces (within Australian Design Rules) • drop-down platforms that can form a walkway for use with travel restraint or fall arrest systems. <p>Fixed ladders or flip down steps are built into the side of the crate but footholds and hand grips do not comply with AS 1657.*</p> <p>Unloading occurs in 2 or 3 sections.</p>	<p>Methods are built into the crate that minimise the amount of time spent on top or the sides. For example:</p> <ul style="list-style-type: none"> • configuring the crate so that work can be done safely from inside the vehicle. For cattle transport, the crate is configured so there is a constant barrier between the person inside it and the cattle. • installing built-in or ground-operated cleaning systems • compartmentalise load to reduce roll, cargo movement, and the need to adjust the load. <p>Drop-down steps allow access into the crate.</p> <p>Drop-down sides with handrails are in use – e.g. walk platforms linked to the hydraulics, combined travel restraint and gantry method.</p> <p>Walkways on top of crate have pop-up guardrails.</p> <p>A label "designed for fall safety prevention" is applied to crates and trucks that fulfill the criteria above.</p>

* AS 1657 - 1992 Fixed platforms, walkway including handrails, stairways and ladders – design, construction and installation

NEW VEHICLES, CRATES AND TRAILERS

WORK ACTIVITY	HIGH RISK	MEDIUM RISK	LOW RISK
<p>Roadside inspection of stock</p>	<p>The ladders used to get onto the crate require access from the traffic side.</p>	<p>A system involving access hatches, fixed ladders and a harness allow the driver to get as close as possible to the stock.</p>	<p>Vehicle access methods such as ladders are purposely positioned to reduce the risk of someone being hit by passing traffic.</p> <p>Solid sides on the right-hand-side of the vehicle eliminate climbing on the traffic side (for journeys where animal welfare is not affected e.g. short trips, or where experience shows that the stock won't go down)</p> <p>Roadside load adjustment is reduced by barriers that prevent stock from putting their body parts outside the vehicle.</p>

NEW VEHICLES, CRATES AND TRAILERS

WORK ACTIVITY	HIGH RISK	MEDIUM RISK	LOW RISK
<p>Cabin access</p> 	<p>Cabin access includes all the following:</p> <ul style="list-style-type: none"> • No steps; • rounded steps, rungs, bars or tanks; • excessive height to steps; • irregular spacing or distances between steps; and • No or few hand-holds (hand-grabs and handrails). 	<p>Cabin access includes</p> <ul style="list-style-type: none"> • none of the items in the red column (left); however • not all of the items in the green column (right). 	<p>Cabin access includes all these features:</p> <ul style="list-style-type: none"> • steps are part of vehicle design rather than added on; • steps are flat; • steps include non-slip materials; • steps have sufficient tread to support most of the foot; • even distances between steps; • enough handholds so the person always has three points of contact when getting in and out of cabin; and • hydraulic steps that slide in and out (interlocked with ignition).
<p>Hydraulic steps</p> 			
<p>Good access steps and grab handles</p>			
	<p>Lighting is inadequate, e.g. the person cannot see their footing when getting in and out of cabin.</p>		<p>Lighting is adequate so drivers can see and park vehicle to avoid uneven surfaces.</p>
			<p>Drivers can see uneven ground at night e.g. downward lighting fitted in the bottom of doors that comes on when the door opens.</p>
	<p>People are not trained in the correct techniques for getting in and out of the cabin safely.</p>	<p>Safety signs or procedures reinforce the correct method for getting in and out of cabins.</p>	
<p>Getting into a truck cabin</p>			
	<p>Footwear does not offer grip in all weather and conditions, mud or foreign substances.</p>		
	<p>Tread of step surface does not offer grip in all weather and conditions.</p>		<p>Footwear ensures good grip in all weather</p>
<p>Getting out of a truck cabin</p>			
			

GUIDELINES FOR SELECTING A HARNESS SYSTEM

Harness systems include travel restraint, fall arrest and abseil type methods.

Travel restraint prevents you from reaching an edge to go over. Fall arrest and some abseil systems stop you from hitting the ground if you do fall, and so provide a lesser level of control.

If you are considering a fall arrest or abseil system, your planning and operation of the fall safety system must include:

- emergency rescue to prevent suspension trauma, and
- ensuring the anchor point is always positioned in a way that prevents the pendulum effect.

A fall arrest system is not an option if people are working alone — another person must be able to arrive, carry out a rescue and apply First Aid immediately under all circumstances due to possible suspension trauma.

All systems require a method of attaching the harness before you climb the vehicle. Purpose-built ladders should be fixed to the crate or truck to assist climbing the vehicle while wearing the harness.

Pendulum Effect: if a person falls and the anchor point of their harness is off to one side, then they will swing sideways and down and possibly hit the ground or hit the side of the truck. To avoid this “pendulum effect”, the anchor point needs to be directly above the person at all times.

Suspension trauma: blood can pool in the veins of a person immobilised or unconscious suspended in a harness (“venous pooling”) which leads to “orthostatic intolerance” with symptoms that include light-headedness, palpitations, tremulousness, poor concentration, fatigue, nausea, dizziness, headache, sweating, weakness, and fainting. Venous pooling causes the brain, kidneys, and other organs to be deprived of oxygen and may lead to death. While not common, such fatalities often are referred to as “harness-induced pathology” or “suspension trauma”.

CHECKLIST: SELECTING A HARNESS-BASED SYSTEM

Design

- How does this safety solution integrate with other work arrangements? Is the harness-based system part of a solution that involves built-in ladders, changes to the crate, changes at loading and unloading points, or changes in type of stock transported?
- What are the reasons that known safer methods such as work platforms, work methods that are always within the vehicle, etc are not in place?
- What associated changes are necessary, including wider footing rails, ladders, etc?
- How does the harness-based system operate on the truck's traffic side? How do ladder location, work methods, etc minimise roadside work risk?
- How does the harness-based method provide access to the top of the crate, into the top deck, to the third deck, including escape if a cattle beast rears up aggressively?
- How is the pendulum effect controlled?
- How does the harness system encourage hook-on at ground level, and ensures that hook-on always occurs?
- Are the harness and associated lanyards, hooks, attachment points, linkages and other equipment designed and constructed for the task?
- How well does the harness system operate in high winds, frost or bad weather?
- How are parts and equipment stored and cared for? E.g. inertia reels

Installation

- Is the harness-based system fitted and maintained in accordance with manufacturer's specifications?
- Are anchor points above the person's head at all times?
- In the event of a fall will there be sufficient height for the system to deploy 1.8m and the operator to not strike the ground?

Use

- Is emergency support available and a rescue plan in place? A fall arrest system is not an option if people are working alone — another person must be able to arrive, carry out a rescue and apply First Aid within 12 minutes under all circumstances due to possible suspension trauma.
- What rescue system is in place for people who may fall and knock themselves out while using a fall restraint system?
- Have people who work at height been given information, instruction and training to perform the tasks in a safe way?
- How much does the harness system depend on the operator doing everything right? For example, hooking on at the correct point, always being hooked on, correct tie-off, adjusting equipment, etc.
- How easy is the system to use? For example, attaching or detaching the anchor point, adjusting equipment, etc.

Care

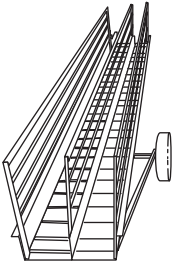
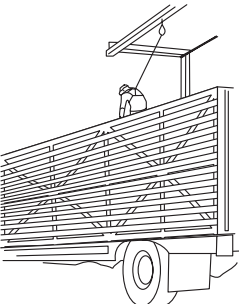
- Is an inspection regime in place: including regular inspection, and special inspections if excessive strain, contamination, damage, corrosion occurs.
- Is a drying regime in place as recommended by the manufacturer – e.g. air drying
- Is all equipment stored as recommended by the manufacturer, e.g. in a cool dry place.

FARMERS/PRIMARY PRODUCERS, FEEDLOT, SALEYARD AND ABATTOIR OPERATORS, AND OTHERS IN CONTROL OF LOADING, UNLOADING OR TRUCK WASH-DOWN LOCATIONS

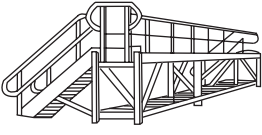
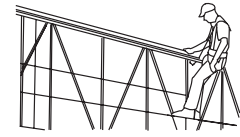
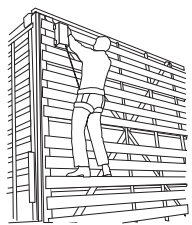
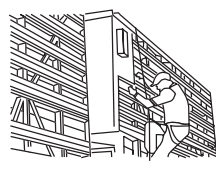
This section applies to you if you are in control of a workplace where livestock vehicles are loaded, unloaded or cleaned. You may be an employer, farmer/primary producer, feedlot operator, abattoir or saleyard operator, depot operator, a person providing truck wash-down facilities, or other person. You may be engaging a freight haulier, buying new infrastructure or plant, making modifications yourself or instructing others to do so.

IMMEDIATE SAFETY IMPROVEMENTS

When you engage a transport operator or are retrofitting existing infrastructure:

WORK ACTIVITY	HIGH RISK	MEDIUM RISK	LOW RISK
<p>Assisting safe work on top of trucks or at load races</p>  <p>Mobile loading race</p>  <p>Overhead cables</p>	<p>There is no equipment provided to assist work at heights on site.</p>		<p>Walkways including handrails are installed along all loading races, unloading points and truck wash-down stations.</p> <p>Overhead cables or rails to assist use of harness methods are installed at saleyards, abattoirs and other high activity areas such as feed lots.</p>

IMMEDIATE SAFETY IMPROVEMENTS

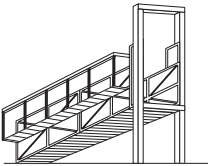
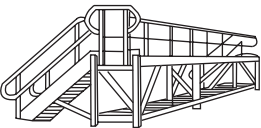
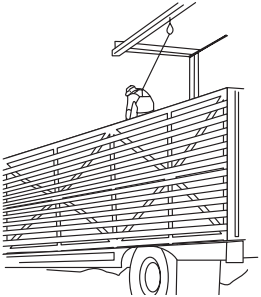
WORK ACTIVITY	HIGH RISK	MEDIUM RISK	LOW RISK
<p>Preparing Stock</p>		<p>The farmer or feedlot operator does not clean out stock beforehand.</p> <p>Stock is deliberately bulked up before loading.</p>	<p>Stock is cleaned out for 24 hours prior to consigning, reducing the need to stop and check welfare en route.</p>
<p>Getting on or off the crate or truck</p>  <p>Gantry/walkway</p>  <p>Harness system</p>  <p>Fall restraint/arrest system</p>  <p>Abseil system</p>	<p>When deciding to engage a transport operator, how the driver prevents or controls the risk of falls from height is not a consideration.</p>	<p>Transport operators are engaged who use some form of harness-based fall protection system in combination with ladders or steps fixed to the truck or crate.</p>	<p>Transport operators are engaged who have eliminated the need to work at height, or who use travel restraint equipment, e.g. drivers who work entirely from inside the vehicle.</p> <p>The contract of hire requires the driver to use fall prevention equipment during the period of the consignment.</p>

RECONFIGURING OR INSTALLING NEW INFRASTRUCTURE

Reconfiguring layout or installing new plant or infrastructure is the ideal time to make sure that your design, reconfiguration, purchasing and installation decisions include eliminating or mitigating the risk of a fall.

WorkSafe expects that when you reconfigure your yards, build new ones, change your load or unload areas or depots, or provide truck wash-down facilities, you will first consider ground-based methods so that people in your workplace do not have to work at height on or around vehicles.

Only if it is not reasonably practicable to install and use ground-based methods, should you consider options that minimise the time spent working at height, coupled with safe access such as steps, gantries, walkway including handrails along loading races, etc that comply with the Australian Standards listed in this Guide.

WORK ACTIVITY	HIGH RISK	MEDIUM RISK	LOW RISK
<p>Building new yards</p>  <p>Fixed loading race</p>  <p>Gantry/walkway</p>  <p>Overhead cables</p>	<p>There is no alternative to climbing up the vehicle and there are no fall prevention facilities installed by the person in charge of the location.</p> <p>There is a fixed location for load/unload or truck wash-down on the premises, the location is used often and:</p> <ul style="list-style-type: none"> • work is carried out from portable ladders and • work relies on people following training and work instructions to prevent a fall. 	<p>Facilities are installed for use of travel restraint or fall arrest systems, e.g.</p> <ul style="list-style-type: none"> • overhead rails or wires that are for hooking on travel restraint systems, safety belts and harness equipment, or fall arrest harnesses and lanyards. 	<p>Work takes place from a flat level solid structure that can't be fallen from, due to its robust construction, regular inspection and maintenance and secure permanent barriers, e.g:</p> <ul style="list-style-type: none"> • walkway including handrails along loading races; • stationary platforms; • loading docks; and • tiered gantries with safe access and egress e.g. steps. <p>Such structures comply with AS1657.*</p> <p>Truck wash-down facilities can be operated from ground level or a gantry/walkway including handrails, e.g. mounting hose jets at height but allowing for ground-based operation.</p> <p>Farmers, feedlot and abattoir loading/unloading points set-up is designed and built to integrate with the fall protection methods used by drivers.</p>
<p>Providing good lighting and work surfaces</p>	<p>There is a fixed location for load/unload or truck wash-down on the premises, the location is used regularly at nights, and lighting is not provided.</p>	<p>The ground surface is free of objects and substances that create a slip or trip hazard, however the fixed location is regularly used at night and lighting is not provided.</p>	<p>The location is used at night, and</p> <ul style="list-style-type: none"> • lighting is provided; • the ground surface is even; and • the ground surface is free of objects and substances that cause slips or trips.

* AS 1657 - 1992 Fixed platforms, walkway including handrails, stairways and ladders – design, construction and installation

WHERE TO FIND OUT MORE

A range of sources can provide you with further information. These include:

ACTS AND REGULATIONS

Acts and regulations are available from Information Victoria on **1300 366 356** or order online at www.bookshop.vic.gov.au. If you only want to view the legislation you can use the Parliament of Victoria Website - visit www.dms.dpc.vic.gov.au click on "Victorian Law Today" and scroll down to the "Search" window.

AUSTRALIAN STANDARDS

Obtain Standards from Standards Australia on **1300 654 646** or online at www.standards.com.au

GUIDANCE MATERIAL

WorkSafe Victoria provides other guidance material on how to prevent falls. Contact the WorkSafe Advisory Service **1800 136 089** or view online at www.workcover.vic.gov.au

The National Livestock Transport Association publishes "TEAM: a best practice guide to the livestock supply chain" which is available by calling the NLTA on **02 6247 5434**.

The Livestock Transport Association of Victoria, part of the NLTA, publishes an "Operators Guide to working at heights when loading/unloading livestock" available from the Secretariat on **03 9337 2671**

The Queensland Government Department of Industrial Relations publishes "Transport Solutions: Falls from trucks" which is available on their website www.whs.qld.gov.au

VicRoads have (August 2005) produced an information bulletin titled "Retro-fitting Tarps and Safety Harnesses". This is available on their website www.vicroads.vic.gov.au



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