

## Transport of carcasses and contaminated material

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|-----------------------------|-----------------------------|------------------------|-------------|
| <b>Authorised by</b>        | State Emergency Coordinator | <b>Authorised date</b> | 5 Nov 2018  |
| <b>Authorisation period</b> |                             | <b>Effective date</b>  | 14 Nov 2014 |

### 1. Application / scope

Carcasses and (potentially) contaminated material not disposed of on site, requires transport to a disposal point, such as rendering plants, landfill sites and purpose built disposal sites.

Transported items may include carcasses and material from infected or potentially infected premises. All items should be considered 'infected' and therefore a dangerous good. The transport by road or rail of these items is covered by the Dangerous Goods (Road and Rail Transport) regulations (see Appendix 1).

Transport may pass through areas not currently infected that may contain susceptible, uninfected species. It is therefore important that (potentially) infective material is contained within the body of the vehicle.

The risk of carcasses 'leaking' increases with time after destruction. For example, chickens remain intact for at least 6-8 hours after destruction at approximately 20°C, indicating that carcasses should be moved as soon as possible to reduce aerosols, adverse odours and liquid escaping.

The following procedure covers preparation, loading, unloading and decontamination of vehicles, and requirements for records, risk assessments and training.

### 2. Abbreviations / definitions

- CMS - case management system - manages information for weed risks and animal/plant pests/diseases in NSW, including for emergency operations
- DG – dangerous good
- LCC – Local Control Centre
- PPE – personal protective equipment
- Vehicle – truck, ute, van or vessel able to transport disposal material

### 3. Resources / equipment

- Absorbent material - sawdust, wood shavings or organic material able to absorb liquid
- Infectious substances placards (UN Division 6.2) – for display on front and rear of vehicles
- Decontamination equipment on site – tank, pump, appropriate disinfectant, PPE, traffic cones
- Mobile security teams with portable disinfectant equipment, PPE (including for transport driver), communication, sealing compound
- Front end loader, bobcat, excavator or similar with operator to load
- Platforms to aid the securing of covers (if required)
- Sealing compound (varies with hole size)
- Suitable sized tipping vehicles for the carcasses and material being transported that can be remotely emptied (i.e. from the cab), e.g. skips, trucks with a sealable tailgate such as slurry trucks
- Covers (impermeable material, able to be disinfected) that are attachable to the vehicle
- Plastic tray liner (e.g. rolls of plastic 4 m wide x 200 micron) and tape (instead of leak testing vehicle or skip)
- Water supply, pump, holding tank and dye (optional) for leak testing
- Templates – [gate log](#), [vehicle register](#), [disposal log](#)
- Access to case management system to record disposal numbers

## 4. Warnings

Safety issues must be addressed by implementing appropriate controls. Risks may include:

- [Maintaining biosecurity entering and exiting properties](#)
- [Transport of carcasses and contaminated material – Biosecurity](#)
- [Working around plant and equipment – WHS](#)

## 5. Procedure

Vehicles should be registered and appropriate to securely transport materials e.g. eggs on pallets, carcasses, liquid waste.

Transport timing and routes should be assessed for maximising benefits (e.g. lowest temperature) and minimising exposure to susceptible hosts.

### 5.1 Vehicle preparation

1. Assess vehicles prior to first use in an operation for leaks. Initial assessment should include sealing or welding of holes, including rivet holes.
2. Induct drivers and 'crew'. Induction to include the disease agent, the need to stay inside the cab where possible, decontamination procedures and safety requirements.
3. Complete the [vehicle register](#) including date of entry on duty, driver(s), registration number (truck and trailer), company/owner, type of vehicle, colour, capacity (weight and volume), leak test result(s) and date(s).
4. Leak test should be carried out initially then as required based on risk with a record on the vehicle register and a sticker with the appropriate time period placed on the driver's side window (in larger operations).
5. Alternatively, vehicle trays or skips can be lined with plastic which is disposed of with the load.
6. Leak tests are not required for vehicles designed to carry liquid waste.

### 5.2 Leak tests

1. Leak tests are designed to pre-determine if a vehicle or skip can contain liquid at the weakest point (the tailgate).
2. In larger operations a specific location should be allocated to conduct the registration and leak testing of vehicles/skips.
3. Secure the tailgate tightly.
4. Pump sufficient dyed (optional) water into the tray of the vehicle or skip, which then should be tipped so that the water covers  $\frac{1}{2}$  -  $\frac{3}{4}$  of the tailgate.
5. Visual checks should be made for leaks and these marked for sealing. It may be necessary to seal the tailgate every time the tailgate is opened.
6. Water should be collected for re-use, where possible.
7. After leaks are sealed, the leak test should be repeated.
8. If vehicles or skips again fail the leak test an assessment by the Site Supervisor/Team Leader should be made to determine the vehicle's use in the operation.
9. Failures of multiple vehicles should be immediately reported to Infected Premises Operations at the LCC.
10. Vehicles may be divided into categories where those not requiring any additional sealing agent (e.g. slurry trucks) are used for transporting infected carcasses/material through 'clean' areas, and vehicles with a higher risk of leaking, transport within 'dirty' areas.
11. Record on [vehicle register](#) - vehicle details, who completed the test, when (date/time), result including sealing details and photos.

### 5.3 Loading

1. Record – disposal information for each load (to be entered into CMS or [disposal log](#)) e.g. site, item, quantity (number, weight), date/time of loading/departure.
2. Loading should be done by machine (e.g. front end loader, bobcat, tele-handler). Manual handling by personnel should only be done when the risk is minimal.
3. Position vehicles/skips (where possible) on solid flat ground in the vicinity of the items facing in the direction of the exit.
4. If required, place absorbent material in the tray around the edge to absorb any liquid.
5. No personnel are permitted in the tray of the vehicle.

6. Depending on the size and type of the vehicles, platforms may be necessary for distributing absorbent material and securing tarps.
7. Lightly spray items with disinfectant while still on the ground (if aerosols are a risk) to minimise spread of disease (if permitted with the disposal option).
8. Loader operators should ensure where possible that carcasses remain intact.
9. Carefully fill vehicles to about ¾ full to allow for expansion of carcasses.
10. Do not overfill vehicles or skips with contaminated material.
11. Load vehicles and skips in accordance with disposal site requirements, e.g. rendering plants only accept carcasses with no other organic matter (stones, dirt, bedding material).
12. Assess vehicles prior to departure for load security and leaks.
13. Exiting the site:
  - a. decontaminate vehicles according to guide [decontamination of vehicles and equipment](#)
  - b. attach DG placards to front and rear of vehicle
  - c. ensure the permit is carried in the vehicle
  - d. record departure in the [gate log](#)

#### 5.4 Mobile security team

1. Transport vehicles may need to be escorted by mobile security teams in accordance with the guide [mobile security in biosecurity emergencies](#).
2. A risk assessment should account for vehicle integrity, load contents, time of day, weather, distance to travel, road conditions, traffic, public perception and location (inside or outside the restricted area).
3. Escort teams should be trained and have necessary equipment to contain a leak or act in the event of an emergency, e.g. traffic accident or vehicle overturning.
4. In an emergency the safety of the driver and other personnel is the main priority – contact the emergency services and the LCC, and cordon off the area to prevent further injury and biosecurity breaches. Any action should be risk based.

#### 5.5 Unloading

1. Complete the [gate log](#).
2. Drivers are to remain in the cab where possible. If drivers must exit the cab (to manually unlock gates or unsecure tarps), drivers must wear PPE (based on risk).
3. Contents should be tipped as close to the final location as possible.
4. Vehicles should then move to the site decontamination area for cleaning and tailgate resealing (where appropriate), remove the DG placards, then move off site.

#### 6. References

- [Australian Code for the Transport of Dangerous Goods by Road and Rail](#)
- [Dangerous Goods \(Road and Rail Transport\) Regulation 2014](#)

#### 7. Revision History

| Version | Date      | Section | Details  |
|---------|-----------|---------|--|
| 1       | 7 Dec 04  |         |  |
| 2       | 18 Aug 08 | All     | Re-formatted   |
| 3       | 14 Nov 14 | All     | Updated DG regulation; include records; overall review |
| 4       | 2 Nov 18  | All     | Overall review   |

## 8. Appendices

### Appendix 1: Dangerous goods road transport controls

The transport of infectious substances in bulk containers such as skips and tippers is not permitted by the dangerous goods transport legislation and ADG Code (Australian Code for the Transport of Dangerous Goods by Road and Rail), without a specific determination from the EPA and EPA design approval of any bulk container to be used.

However, in a “dangerous situation” normal controls need not necessarily apply. A dangerous situation is defined in the Dangerous Goods (Road and Rail Transport) Regulation 2014 as follows:

***dangerous situation** means a situation that is causing or is likely to cause imminent risk of serious injury to a person, significant harm to the environment or significant damage to property*

In such situations, the Regulation allows transport other than in accordance with normal controls, with the appropriate approval:

*This Regulation does not apply to the transport of dangerous goods by, or at the direction of, an authorised officer or an officer of an emergency service, to the extent necessary to avert, eliminate or minimise a dangerous situation.*

A **declared** animal health emergency will be a “dangerous situation”. Other animal health incidents are likely to be “dangerous situations” but this will need to be agreed on a case by case basis.

In each case, an authorised officer (an EPA officer or a Police officer) or a Fire and Rescue NSW officer may give a direction to deal with the dangerous situation which includes implementation of these guidelines. Such a direction may be verbal (although the action should be documented).

As a minimum the following dangerous goods controls will be required:

1. All vehicles transporting carcasses and/or contaminated material must display Division 6.2 infectious substances placards front and rear. Placards are to be removed once a vehicle has been thoroughly cleaned and disinfected (i.e. free from dangerous goods).
2. All drivers must carry the specific animal health emergency transport document (e.g. a permit) and emergency information in a prominent location in the cabin of the vehicle
3. All drivers must carry personal protective equipment as required by the Department of Primary Industries