

**Risk Identification and Treatment – Transport of Manure – OH&S**

<b>Area / property (where relevant):</b>			
<b>Prepared by</b>	K Goulding & D Butler, IP Ops FRT	<b>Date completed</b>	26 August 2007
<b>Authorised by</b>	Leader APFHEPR	<b>Date authorised</b>	8 October 2008

1 Specific Risk	2 Source(s) of Risk	3 Area(s) of Impact	4 Current Risk Treatment
Spread of disease during transport of manure from IP/DCP either within or outside RA.	Disease causing agent "escaping" from manure during transport	Any susceptible livestock that will receive an infective dose of the causative agent – not zoonotic.  Removal required ASAP. All current disposal bins full.	<ul style="list-style-type: none"> <li>Transport of manure in commercially available tipper eg small, "dog" or rigid trailer tipper, and/or commercially available waste skips of various sizes. The transport here is for manure and/or other materials such as hay &amp; straw and not live animals.</li> <li>Assumes that decon and other measures are in place from the driver and truck entering/exiting IP/DCP.</li> <li>Risk here is from the load not the driver and/or truck.</li> <li>The assumption here is that manure is to be transported off site for disposal. Obviously one option to mitigate any risk associated with transport is to dispose of on site eg burial, compost.</li> </ul>

5 Current Risk Profile			6 Proposed Risk Treatment	7 Risk Profile After Treatment			8 Comment**
5a L Likelihood B	5b C Consequence 4	5c Risk Rating H – M		7aL E	7bC 3	7cRisk Rating M	
			<ul style="list-style-type: none"> <li>Adopt SOP and audit compliance</li> <li>Tipper specifications: "screw gate" eg coal slurry, import grain trucks.</li> <li>Tail gates to be load tested (weekly) using coloured water eg food dye.</li> <li>Trailer to be covered edge to edge with impervious tarp (equivalent to tautliner sides)</li> <li>Trailer to be inspected between loads for tail gate operation.</li> <li>Each trailer to carry expand-a-foam sufficient to "close" any penetration that may develop on site.</li> <li>Skips: Should have no penetrations (holes) in base, and preferably of tub design, although swing gate design may be preferable for loading some load types.</li> <li>Swing gate design should have clamp style closures for tail gate.</li> <li>Loading</li> </ul> Manure should be surface disinfected immediately after stockpiling when it is to be				

			<p>transported off site.                  Manure transport should occur as soon as practical.                  Manure should be free of excess liquid prior to loading.                  Once loaded, all manure should be surface disinfected (not washed) so that all surfaces are disinfected but no excess liquid in the trailer.                  Tarp fitted as per normal.                  Trailer should be inspected prior to departure.</p> <ul style="list-style-type: none"> <li>• Trailer/skip lining</li> </ul> <p>Lining material should be at least the equivalent to builders plastic and should be replaced each load. ie the lining is disposed with each load.                  It is preferable to use skips where lining is proposed, as lining operation is more safely undertaken.                  The membrane should be laid in the skip so that there is sufficient material on all sides to overlap to the opposite side when it is folded to “wrap” the load.                  The wrapped load should be secured using suitable tape, and covered with a tarp for transport.                  Other lining materials may include bladders.</p> <ul style="list-style-type: none"> <li>• Timing &amp; Route:</li> </ul> <p>Transport time should be that which maximizes the exposure of the causative agent to the elements eg temp, UV, such as middle of the day, but this should not delay any transport that can occur immediately.                  A route should be chosen that reduces any exposure of susceptible hosts to the transport load.                  Escort as per AUSVETPLAN should accompany the load.</p> <ul style="list-style-type: none"> <li>• Accidents</li> </ul> <p>Where a loaded transport vehicle is involved in a motor vehicle accident, the response should be risk based.                  Typically this may involve transfer of the</p>			
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			<p>load to a similar vehicle, and disinfection of any potential contaminated surfaces. Similarly, where a load develops a leak during transport, a risk based approach should be taken for any treatment.</p> <ul style="list-style-type: none"> <li>Reported breaches eg leaks</li> </ul> <p>Routine inspections must be undertaken to ensure compliance with the SOP. No transport should proceed where any leak is detected pre departure.</p> <p>Records must be kept eg photos to demonstrate compliance in response to any reported breach.</p>			
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\*\*Mandatory requirement if assessed level of risk rating is X (extreme) or H (high)

