

## FURNEAUX GROUP SHIPPING SPECIAL COMMITTEE UNCONFIRMED MINUTES

**DATE:** Tuesday 26 February 2019  
**VENUE:** Flinders Arts and Entertainment Centre, Rose Garden Room  
**COMMENCING:** 10.00 am

### ATTENDEES:

Mayor A Revie	Chair (non-voting)
Cr Vanessa Grace	Council
Bill Boehm	General Manager (non-voting)
Michelle Hirschfield	Community
Mick Rose	FIBI representative
Scott Wood	Livestock Representative
Vacant	Commerce Representative
Vacant	Transport Representative

### APOLOGIES:

Cr Aaron Burke	Council
Mark Cooper	TasPorts
Denise Gardner	CBIAAI
Grant Hall	Farmer Representative
Arun Kendall	DoSG (non-voting)
Chris Murphy (Qube)	Guest (non-voting)

### STAFF IN ATTENDANCE:

Jacci Viney Projects, Assets and Environmental Health Officer (minute taker)

### DECLARATION OF PECUNIARY INTEREST:

At the 14 December 2017 Council Meeting, Council resolved the following motion:

1. *“That Council agrees to grant exemption from pecuniary interest to the community members appointed to all of its Special Committees for a period of 12 months.*
2. *That Council again considers the pecuniary interest of community members on its Special Committees at the December 2018 Ordinary Meeting of Council.”*

In accordance with Part 2 Regulation 8 (7) of the Local Government (Meeting Procedures) Regulations 2015, Councillors are requested to advise of a pecuniary interest they may have in respect to any matter appearing on the agenda, or any supplementary item to the agenda.

### CONFIRMATION OF PREVIOUS MINUTES:

That the unconfirmed minutes from the meeting held on the 25 October 2018 are a true record.

**Moved:** Mick Rose **Seconded:** Michelle Hirschfield

Michelle raised the issue that there was a commerce position but this is not listed in the minutes any more. Noted that both positions will be called for soon.

Mick Rose requested that the Grant Hall letter, as referred to in the minutes, be recirculated.

Animal welfare issues to be addressed by this Committee? (Planning permit to be sought by Jacci for possible clarification)

**Carried Unanimously**

**CORRESPONDENCE IN:**

2018.12.18 P Rhodes – resignation from the Shipping Committee

2019.01.10 J Phillips – resignation from the Shipping Committee

**CORRESPONDENCE OUT:**

2018.11.29 Committee Members – notification of new council representatives on committee

2019.01.10 J Phillips – confirmation of receipt of resignation

**AGENDA ITEMS**

**Item 1. Representations to the Committee**

Representations to the Committee were called via Island News and no submissions were received.

**This Committee has requested that the advertising be reissued on Facebook – send details to Michelle as administrator of the Community Noticeboard (Facebook) as well as Island News Flinders Council website and Facebook page.**

**Item 2. Committee Membership**

As Jeff Phillips no longer resides on the Island, he has provided his resignation from the position of Transport Representative.

The Commerce/Business Representative position remains vacant.

Nominations for the position of Transport Representative and Commerce / Business Representative will be called via Island News.

**See above**

**Item 3. Wharfage Charges**

In January 2018, Jeff Phillips (previous transport representative) did a comparison of wharfage charges based on information on the TasPorts website and found that in a number of areas Flinders is being charged more than King and in other areas charged the same as Bell Bay and Hobart. At the October meeting this apparent inequity was discussed and Darrell Clark, Commercial Manager Resources, TasPorts, agreed to review Jeff's comparison and report back with further information at an upcoming meeting.

Darrell has advised that preliminary discussions have been had and various charges are under review. Darrell is aiming to provide a report to the next committee meeting.

**Still waiting on report form TasPorts.**

#### **Item 4. Other Business**

##### John O'Dell Presentation / Discussion

John O'Dell made a brief presentation to the Committee prior to the commencement of the meeting. The matter was the comparison of wastage of Flinders Island when compared with King Island. King Island now run trailers onto the boat after the large deaths of cattle delivered to King Island 2016. Problems at the wharf and on the boat regarding animal welfare was discussed. John explained that there are some issues with the current set up at the Lady Barron wharf that contribute to wastage – probably later on. John noted some possible options for improvement.

Scott Wood indicated that ramp on the boat presented as an issue and Scott noted that Roberts had offered to pay to make improvements. John noted it is too steep and causes slips and falls and requires boat crew to use electric cattle prods. Should be approx 20 degrees.

Scott also indicated that Tasports had been in dialogue with producers over improvements to the cattle yards

**John O'Dell' notes to be provided to the Committee. John also indicated that;**

- **update information after discussion with Grant Hall and David Bellinger at the wharf.  
Letter submitted to the Committee. Feedback sought and then John will write to Furneaux Freight and Tas Ports.**
- **John O'Dell's notes to be received**

##### Grant Hall Advice

Scott Wood noted a letter from Grant Hall and local farming Productivity Group regarding the provision of updated surfacing.

**Letters from Grant Hall to be provided to the Committee**

##### Tasports Reports

Committee noted that Tasports were unable to attend and that their update report was not able to be provided

**Request that TasPorts provide report including an update of water troughs and matting as raised in previous meeting.**

##### Terms of Reference

**To be considered at the next meeting**

##### Furneaux Freight

General discussion about progress by Furneaux Freight with respect to their new boat

**Request and update from Furneaux Freight regarding their new boat. Also invite Furneaux Freight to be regularly on the Committee**

##### Livestock Logistics

General discussion on the complexity of movement of livestock and the need to consider multiple stakeholders from one end at the producers level to the other at destination

**Noted**

**NEXT MEETING: 18 April at 10am**

**MEETING CLOSED: 11:46 am**



You are here: Home > Agriculture > Livestock > Beef > Handling and Management > Cattle Loading Ramps

## Cattle Loading Ramps

Nick Linden, Maffra  
September, 1994  
AG0127  
ISSN 1329-8062

**A well designed loading ramp is essential on any property running cattle. The design in this Agriculture Note (figures 1 and 2) is similar to the loading ramp built at Rutherglen Research Station.**

The major principles to remember when building your own ramp are:

- Studies of the length and movement of an animal's stride have shown that steps at least 450 mm long, and with no more than 100 mm rise, promote the easiest loading. This means a slope of about 20°.

The traditional cleated ramp will baulk cattle because often it is too steep, and the cattle are not able to support all the hoof because of the slope and the size of the cleats.

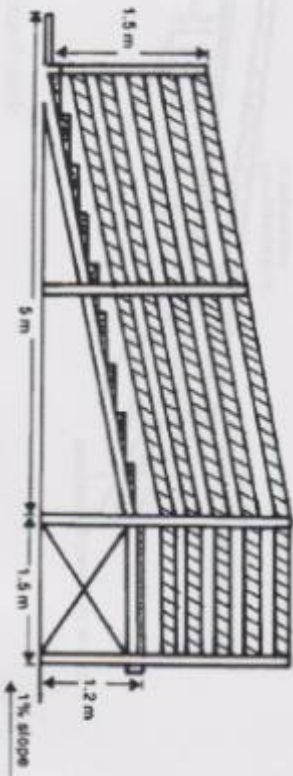


Figure 1. Loading ramp

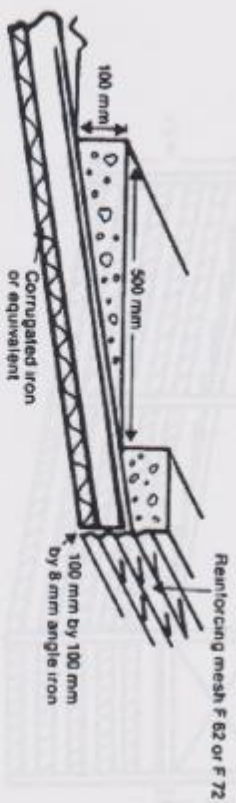


Figure 2. Detail of steps of ramp

If a cleated ramp is to be used, the cleats should be 200 mm apart and they should rise at least 40 mm above the ramp for a slope of 1 in 5. Cleats need to protrude higher for steeper slopes.

- A slight curve or deviation in ramp direction will improve the animals' willingness to move up the ramp.
- A level section at the top of the ramp about 1.5 metres long will give cattle more confidence to move onto the different flooring material in the truck.

This is also very important when unloading cattle from the top deck of a double deck transport. The internal ramps on these vehicles are often very steep, and a level section to slow the cattle down is worthwhile.

- A spring-loaded buffer on the front of the ramp will protect both the ramp and the vehicle from damage. The buffer will also adjust to the angle of the truck to ensure that there are no spaces for the cattle to fall and break legs in.
- The ramp should be situated so that the truck driver may back in with a good view from the driver's side (figure 3). It is almost impossible for a semi-trailer to be backed accurately to a ramp on left-hand lock.
- If a sloping site is available, it may be possible to site the ramp above a roadway cutting. The 'ramp' can then be built level.
- A raised walk-way makes loading easier for the operator.
- The vehicle approach should have a slight fall back to the ramp to enable the truck to be gently rolled into position.
- Loading height will vary slightly with the type of truck to be used. An average height is 1.2 metres.
- Side panels should be at least 1.5 metres high. The best internal width between rails for loading is 750 mm.

For unloading only, a truck-width ramp as used for unloading machinery can be used.

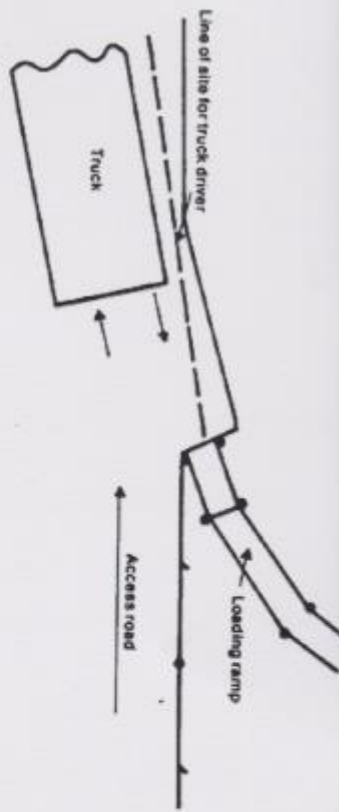


Figure 3. Situation of ramp to give truck driver a good view

Following changes to the Victorian Government structure, the content on this site is in transition. There may be references to previous departments, these are being updated. Please call 136 186 to clarify any specific information.

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For information about DJPR, Phone: 136 186

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or [www.relay.service.gov.au](http://www.relay.service.gov.au)

VicEmergency Hotline: 1800 226 226

Problems at the Wharf & on the boat that may lead to animals from flinders being hurt.

① The yards - holding yards nearest the unloading (trucks) ramp.  
 These yards have 'non slip' dairy yard ~~has~~ black rubber. ~~What was the yards~~ There 6 or so yards, flat, that are affected. The rubber has been down 8-9 years & is worn & smooth.

N.B. No matter if farmers leave corralled cattle off green grass the recommended 12 hrs not if weather is fine the cattle do urinate & defecate on the mats & they become slippery - ~~the~~ the mats have been removed at gateways ~~that~~ to the lane to try & improve this. - BUT - even with NO pressure the cattle slip & fall frequently when exiting the yards. Also the cement in laneways outside the yard needs heavy scouring/scoring to prevent cattle slipping over when they exit & turn into the lane.

Grating on top of the rubber has been suggested to allow animals grip while allowing them when standing still to be on soft rubber rather than concrete.



- XS wastage of Hindes Island  
Westside as compared with  
that of Krip Island.

- Krip ships in Trailers - we don't.  
They only went to trailers after the  
disaster when 48 cattle arrived  
in Welshpool dead & dying with  
the subsequent Piers outrage.
- we cannot ship in trailers at present
- we do not want a catastrophe  
like they had.

② The ramp on the boat - not suitable because too steep for one thing - causes baulking & falls as well as difficult for crew leading to xs use of electric prods which in turn causes falls etc / damaged animals (as well as being an animal welfare problem.)

From my reading ramps should not be more than ~~20%~~ 20° inclined steps should be 450 mm long with a 100 mm rise.

I do not know exactly what the steps are on the boat ramp but they are ~~probably~~ definitely not those figures.

I know truck & farm ramps may not match those figures but they will ~~probably~~ be addressed? at another forum.

DRAFT

To The Managers, Furneaux Freight.

Dear Shannon and Jake,

There has been discussions on going here about the 'wastage' of livestock travelling from Flinders. As part of an investigation as to causes of injuries, bruising, carcass down grading, and even deaths, the Ramp on the Matthew Flinders 111 was mentioned. I know there are problems with the holding/loading yards at Lady Barron, problems with the trucking [loading/unloading ], on the farms, their yards and loading facilities and their withholding stock from grass for 12 hours, plus they have to be trucked again to Smithton....but to the ramp.

The ideal ramp should only have an angle up/down of 20 degrees with steps at least 460mm long and no more than 100mm rise, or, it could be cleated with cleats at least 40mm above surface of the ramp with a slope of 1 in 5. A level section of 1.5 metres long at the top of the ramp will encourage livestock to move onto the ramp's different surface.

I imagine the present ramp could be lengthened and steps altered ....you build boats so such engineering should be possible. Please get back to me if you have any suggestions, agreements or argument. This letter is a request from parties interested in improving the present situation outlined above.

Regards,

John O'Dell

To Whom it May Concern, TASPOTS.

Dear SIR, Madam , Mss,

I have been approached by a number of farmers on Flinders Island concerned at the number of livestock injured, downgraded, even dying during or soon after being transported from Flinders Island to Tasmania. My own observations reveal that there is a problem in the yards at Lady Barron.

I know animals can be injured at the farm during loading, and some farmers do not quarantine animals off grass for the suggested 12 hours , but while I watched during loading the cattle in the 6 'flat' yards near the truck ramp, they slipped, skidded and fell when being moved from pen to pen and during their release to load onto the boat. There was no pressure on them and they had not been on grass for 12 hours. The black rubber surface on the floor of the yards was really slick, wet and slippery [ with faeces and urine ]. This rubber matting has been down for 8-9 years and tho' industry say replace after 250000 beasts have gone over it and only about 180000 have at Lady Barron, it is still worn and too smooth. The rubber at the gateways where the cattle change direction and can slip/fall/skid, has been taken up to give them more footing. Unfortunately the scoring of the concrete is minimal; so to be effective a heavy score or cross hatch would be needed for those exits.

To keep their feet in the pens themselves a steel grid could be fastened on top of the rubber thru' to concrete. This obviously would have to be well fastened and be stainless or heavily galvanised. The squares would have to be big enough that the cattle could stand on the rubber not on the metal.