

Ministry of Transport proposed changes to Standard to make stock truck containment mandatory

The Ministry of Transport is represented on the National Stock Effluent Working Group (NSEWG). It recognises that the discharge of stock effluent from trucks on roads is not just a transport industry problem. It is the responsibility of everyone involved to play their part.

The Ministry notes, however, that with approximately 90% of trucks now fitted with holding tanks, it is timely to promote compulsory containment of effluent on trucks. The Ministry takes the view that trucks regularly used for stock cartage which do not have tanks fitted are not fit for purpose.

The Ministry proposes that the Committee consider whether it is appropriate to amend the Standard to ban the discharge of effluent through stopper tubes and/or make it a requirement for vehicles with a GMV over 6000 kg used for carrying livestock to be fitted with effluent containment devices in accordance with the Standard.

Background

The NZ Standard: 5413:1993 - Code of practice for the manufacture and use of stockcrates on heavy vehicles [“the Standard”] applies to stockcrates fitted to vehicles with a gross vehicle mass (GVM) of 6000 kg or greater, used for the cartage of livestock, and specifies the minimum requirements for the design, performance and construction of stockcrates and effluent containment devices.

The Standard, moreover, is incorporated into the following paragraph of the Heavy Vehicles Rule.

5.3 Stockcrates and stockcrate retention devices

- 5.3(1) A stockcrate and its retention device, if fitted to a vehicle with a gross vehicle mass of 6000 kg or more, and a monocoque stock trailer with a gross vehicle mass of 6000 kg or more, must comply with the requirements in [5.3](#).
- 5.3(2) A stockcrate and its retention devices and a monocoque stock trailer must be constructed in accordance with *New Zealand Standard 5413: 1993, Code of Practice for the Manufacture and Use of Stockcrates on Heavy Vehicles*.
- 5.3(3) Stockcrate anchorage points fitted to the deck of a vehicle must comply with *New Zealand Standard 5444: 1989, Load Anchorage Points for Heavy Vehicles*.

Compliance with the Standard is monitored by the Road Transport Forum which has set up a system of accreditation, which involves audits against the Standard undertaken by Assured Quality.

All newly constructed stock-crates must meet the Standard. New crates are audited and after three years they are audited every second year. While participation in this process is voluntary, RTF advises that the uptake by the industry is very high.

However, while the Standard sets requirements for effluent containment devices, there is no requirement for stock trucks to be fitted with such devices. Thus, clause 4.8.4 of the Standard says:

Where effluent containment and tankage is not fitted, and drainage from the vehicle load platform or stockcrate floor is by flexible dropper tubes, outlets shall be positioned as near as practicable to the lateral centre line of the vehicle at a nominal measurement of 150 mm above flat road surface.

Rather than changing the Rule to make containment mandatory, the Ministry proposes that the problem should be addressed, at least in the first instance, by seeking to amend the Standard to ban the discharge of effluent through stopper tubes and/or making it a requirement for vehicles with a GMV over 6000 kg used for carrying livestock to be fitted with effluent containment devices in accordance with the Standard.

The Ministry requests that Livestock Transport Safety Committee consider a corresponding amendment to the Standard. It welcomes submissions on the matter by Monday 15 March 2010.

Submissions should be addressed to:

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