



Victoria Government Gazette

No. G 12 Thursday 23 March 2000

GENERAL

GENERAL AND PERIODICAL GAZETTE

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The Craftsman Press Pty. Ltd.
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- Orders in Council may be lodged prior to receiving assent with the Governor's or Clerk's signature. They will only be published once approved and signed.
- Government and Outer Budget Sector Agencies please note: *See style requirements on back page.*

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The Victoria Government Gazette

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PRIVATE ADVERTISEMENTS

Land Act 1958

Notice is hereby given that Wandong Live Steamers Inc. has applied for a lease pursuant to Section 134 of the **Land Act 1958** for a term of 21 years in respect of Allotment 21 H4 No Section, Parish of Glenburnie containing 7.549 hectares as a site for Miniature Railway.

DISSOLUTION OF PARTNERSHIP

Notice is hereby given that the partnership between Rod Ashcroft, Michael George Tancredi and Phillip Andre Bertolus, trading under the business name Internet Communications at 11 Terrigal Place, Greensborough, Victoria, was dissolved on 1 March 2000.

WILLIAM RUMNEY, late of 75 Thames Street, Box Hill, Victoria, deceased. Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 15 December 1999, are required by Clive Henry Rumney, teacher and Aruna Rumney, psychiatrist, both of 20 Grey Street, Balwyn, Victoria, the executors of the deceased's will, to send particulars of their claim to the said executors care of the undermentioned solicitors by 1 June 2000 after which date they will convey or distribute the assets having regard only to the claims of which they then have notice.

A. B. NATOLI PTY, solicitors,
24 Cotham Road, Kew 3101.

Creditors, next-of-kin and others having claims in respect of the estate of MARGARET FLORENCE VALENTINE FRENCH, late of Unit 6, 20 Buckingham Street, Lara Lake in Victoria, widow, deceased, who died on 27 January 2000, are required by the executor, National Australia Trustees Limited of 271 Collins Street, Melbourne in Victoria, to send particulars to the executor by 24 May 2000 after which date the executor may convey or distribute the assets having regard only to the claims of which the executor then has notice.

ABBOTT STILLMAN & WILSON, solicitors,
575 Bourke Street, Melbourne 3000.

MABEL ELEANOR ROBINSON, late of Mont Calm Nursing Home, 173 Prospect Hill Road, Canterbury, widow, deceased. Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 18 January 2000, are required by the personal representative, Melinda May Julius of 8 Ellen Street, Balwyn, to send particulars to her care of the undermentioned solicitors by 31 May 2000 after which date the personal representatives may convey or distribute the assets having regard only to the claims of which they then have notice.

AITKEN WALKER & STRACHAN,
solicitors,
114 William Street, Melbourne 3000.

Creditors, next-of-kin and others having claims in respect of the estate of ROBERT THOMAS BRIGGS, late of 50 Baynes Street, Rochester, retired farmer, deceased, who died on 18 October 1999, are required to send particulars of their claims to the executor, AXA Trustees Limited of 46 Queen Street, Bendigo, by 20 May 2000 after which date they will distribute the assets having regard only to the claims of which they have notice.

AXA TRUSTEES LIMITED,
46 Queen Street, Bendigo.

In the estate of ALLAN LEONARD DOODY, late of 40 Shadforth Street, Kerang, in the State of Victoria, pensioner, deceased. Creditors, next-of-kin and all other persons having claims against the estate of the said deceased, are required by Jean Mavis Doody of 40 Shadforth Street, Kerang, Victoria, the executrix of the estate of the said deceased to send particulars of such claims to them in care of the undermentioned solicitors within two months from the date of publication of this notice after which date she will distribute the assets having regard only to the claims of which she then has notice.

BASILE & CO., barristers & solicitors,
46 Wellington Street, Kerang, Vic. 3579.

Creditors, next-of-kin and others having claims in respect of the estate of ROGER DAVID PENMAN, late of 2801 Nepean Road, Blairgowrie, in the State of Victoria, company director, deceased, who died on 15 September 1999, are to send particulars of their claims to the executor, Trust Company of Australia

Limited, care of the undersigned solicitors by 30 May 2000 after which date the executors will distribute the assets of the estate having regard only to the claims of which it then has notice.

COADYS solicitors,
299 Bridge Road, Richmond 3121.

Creditors, next-of-kin and others having claims in respect of the estate of NANCEE WINIFRED MILLETT, late of 66 Cromer Road, Beaumaris, widow, deceased, who died on 26 July 1999, are to send particulars of their claims to Equity Trustees Limited, A.C.N. 004 031 298 of 472 Bourke Street, Melbourne by 20 May 2000 after which date it will distribute the assets having regard only to the claims of which it then has notice.

Creditors, next-of-kin and others having claims in respect of the estate of RICHARD ACTON PHILLIPS, late of 17 Murphy Road, Doncaster East, retired credit and loans officer, deceased, who died on 28 August 1999, are to send particulars of their claims to Equity Trustees Limited, A.C.N. 004 031 298 of 472 Bourke Street, Melbourne by 26 May 2000 after which date it will distribute the assets having regard only to the claims of which it then has notice.

CONSTANCE ENA CLEMENTSON, late of 11 McLaughlin Avenue, Sandringham, widow, deceased. Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 12 November 1999, are required by the trustee, Joan Elizabeth Gardner of 2A Crawford Street, Cheltenham, Victoria, married woman, to send particulars to the trustee by 19 May 2000 after which date the trustee may convey or distribute the assets having regard only to the claims of which the trustee has notice.

G. R. HERBERT & CO., solicitors,
Level 1, 8 Bluff Road, Black Rock 3193.

CORAL SARAH TOMAMICHEL, late of 44 Rutherford Street, Swan Hill, Victoria, home duties, deceased. Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 31 January 2000, are required by the trustee, Lorraine Eleanor

Gomilla, to send particulars to her care of the undermentioned solicitors by 17 May 2000 after which date the trustee may convey or distribute the assets having regard to the claims of which she then has notice.

GARDEN & GREEN, solicitors,
4 McCallum Street, Swan Hill 3585.

MARGARET ANN GASCOYNE, late of Main Street, Poowong, widow, deceased. Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 11 September 1999, are required by the trustee, Christopher Wayne Gascoyne, to send particulars of their claims to him care of the undersigned solicitors by 23 May 2000 after which date the trustee may convey or distribute the assets having regard only to the claims of which he then has notice.

GRAY FRIEND & LONG, solicitors,
70 Queen Street, Warragul 3820.

FREDERICK JOHN WHYBROW, deceased, late of 13/41 Nepean Highway, Elsternwick, Victoria, accountant. Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 31 December 1999, are required by the trustee, Jennefer Jane Whybrow of 28 Walsh Street, South Yarra, Victoria, solicitor, niece of the deceased, to send particulars to the trustee by 5 June 2000 after which date the trustee may convey or distribute the assets having regard only to the claims of which the trustee has notice.

J. S. KIDDLE, solicitor,
202 Finch Street, Glen Iris, Vic. 3146.

Creditors, next-of-kin and others having claims in respect of the will of IVY MABEL McKENZIE, late of 12 Corunna Avenue, St. Albans, Victoria, widow, deceased, who died on 4 February 2000, are requested to send particulars of their claims to the executor, Donald Keith McKenzie, care of the undermentioned legal practitioner by 23 May 2000 after which date he will distribute the assets having regard only to the claims of which he then has notice.

JOHN STEWART, legal practitioner,
290 Racecourse Road, Newmarket.

Creditors, next-of-kin and others having claims in respect of the will of MABLE (also called Mabel) JEAN RANDLE, late of 5 Hogan Grove, Werribee, Victoria, widow, deceased, who died on 31 January 2000, are requested to send particulars of their claims to the executor, Amanda Jane Newson, care of the undermentioned legal practitioner by 23 May 2000 after which date she will distribute the assets having regard only to the claims of which she then has notice.

JOHN STEWART, legal practitioner,
290 Racecourse Road, Newmarket.

JOHN ALEXANDER PITCH, late of 73 Dobson Street, Ferntree Gully, Victoria, insurance agent, deceased. Creditors, next-of-kin and others having claims in respect of the estate of the said deceased, who died on 29 November 1998, are required by the executors and trustees of such estate, Geoffrey Julian Hercules and Keith Alan Hercules, both of Suite 3, No. 456 St. Kilda Road, Melbourne, Victoria, to send particulars to them by 14 June 2000 after which date the said executors may convey or distribute the assets having regard only to the claims of which they have notice.

Dated 23 March 2000.

KEITH HERCULES, solicitors,
Suite 3, 456 St. Kilda Road, Melbourne 3004.

ALAN JAMES MADDEN, in the will called Allan James Madden, late of 15 Cribbes Road, Wangaratta, Victoria, manager, deceased. Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 3 October 1999, are required by the trustee, Paul Edwin Muhlhan of 5/17 Western Road, Boronia, Victoria, manager, stepson, to send particulars to the trustee by 30 June 2000 after which date the trustee may convey or distribute the assets having regard only to the claims of which the trustee has notice.

McSWINEYS, solicitors,
57 Reid Street, Wangaratta 3677.

TREVOR JOHN BUSFIELD, late of Spring Creek Road, Tolmie, Victoria, labourer, deceased. Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 16 February 1999, are required by the applicant for grant of representation in the

estate, Patricia Hayman, to send particulars to her at the office of the undermentioned firm of solicitors by 24 May 2000 after which date the applicant for grant of representation may convey or distribute the assets having regard only to the claims of which they then have notice.

MAL. RYAN & GLEN,
solicitors for the applicant,
9 High Street, Mansfield 3722.

EDNA AGNES STEPHENS, late of Buckland House, Loch Street, Mansfield, Victoria, widow, deceased. Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 3 January 2000, are required by the applicant for a grant of representation, Graham Alexander Stephens, to send particulars to him at the office of the undermentioned firm of solicitors by 29 May 2000 after which date the applicant for a grant of representation may convey or distribute the assets having regard only to the claims of which they then have notice.

MAL. RYAN & GLEN,
Solicitors for the applicant,
9 High Street, Mansfield 3722.

Creditors, next-of-kin or others having claims in respect of the estate of OLIVE MARY CLARK, late of Lumeah Nursing Home, Francis Street, Echuca, Victoria, retired, deceased, who died on 9 January 2000, are to send particulars of their claims to the executor care of the undermentioned solicitors by 17 May 2000 after which date the executor will distribute the assets having regard only to the claims of which the executor then has notice.

MITCHELL, McKENZIE & CO., solicitors,
51-55 Heygarth Street, Echuca.

Creditors, next-of-kin and others having claims in respect of the estate of NANCY JOHNSON, late of 104 Ballarat Street, Yarraville, in the State of Victoria, pensioner, deceased, who died on 17 November 1999, are to send particulars of such claims to the executor care of the undermentioned solicitors by 15 May 2000 after which date the executor will distribute the assets having regard only to the claims of which the executor then has notice.

PIETRZAK, solicitors,
222 La Trobe Street, Melbourne.

BLANCHE EDNA HELLIWELL, late of 3 Parkview Drive, Frankston, Victoria, home duties, deceased. Creditors, next-of-kin and others having claims in respect of the estate of the deceased, who died on 20 November 1999, are required by the trustee, Michael Howard Helliwell of 199 Palm Beach Drive, Patterson Lakes, Victoria, to send particulars to him by 27 May 2000 after which date the trustee may convey or distribute the assets having regard only to the claims of which he then has notice.

SAM STIDSTON & CO., solicitors,
307 Main Street, Mornington.

Creditors, next-of-kin and others having claims in respect of the estate of MARIA BERTUNA, late of Evangelia Nursing Home, 45 Herbert Street, Parkdale, Victoria, deceased, who died on 10 July 1999, are required by the executors and trustees to send particulars to them care of the undermentioned solicitors by 16 May 2000 after which date the executors and trustees may convey or distribute the assets having regard only to the claims of which they then have notice.

STUART MORGAN & ASSOCIATES,
solicitors,
238 Glenferrie Road, Malvern 3144.

Creditors, next-of-kin and others having claims against the estate of ENA ELIZABETH WILSON, late of Paynesville Nursing Home, 3 Fort King Road, Paynesville, Victoria, gentlewoman, deceased, who died on 4 December 1999, are required to send particulars of their claims to Yvonne Lorraine Wilson of 128 Mallawa Drive, Palm Beach, Queensland, the executor of the said deceased on or before 23 May 2000 after which date she will distribute the assets having regard only to the claims of which she then has notice.

TOLHURST DRUCE & EMMERSON,
solicitors,
389 Lonsdale Street, Melbourne.

KEITH MACRAE BOWDEN, late of 50 Deepdene Road, Deepdene, Victoria, retired medical practitioner, deceased. Creditors, next-of-kin and others having claims in respect of the estate of the abovenamed deceased, who died on 23 December 1999, are required by the executors, Donald Keith Bowden of 579 Whitehorse Road, Surrey Hills and Heather Joyce Prior of 2 Fowler Street, Box Hill South, to send particulars to the executors by 23 May 2000 after which date the executors intend to

convey or distribute the assets having regard only to the claims of which the executors may have notice.

WISEWOULDS, solicitors,
459 Collins Street, Melbourne.

In the Supreme Court of the State of Victoria
SALE BY THE SHERIFF

On 27 April 2000 at 2.30 p.m. at the Sheriff's Office, 8-20 King Street, Oakleigh, (unless process be stayed or satisfied).

All the estate and interest (if any) of Robert Lee of 4 Joyce Place, Cranbourne, as shown on Certificate of Title as Robert James Lee, sole proprietor of an estate in fee simple in the land described on Certificate of Title Volume 10036, Folio 621 upon which is erected a dwelling known as 4 Joyce Place, Cranbourne.

Registered Mortgage No. T138096B and the covenant contained in Transfer T138905E affects the said estate and interest.

Terms - Cash only.

SW-99-011028-4.

Dated 23 March 2000.

S. BLOXIDGE
Sheriff's Office

In the County Court of the State of Victoria
SALE BY THE SHERIFF

On 27 April 2000 at 2.30 p.m. at the Sheriff's Office, 8-20 King Street, Oakleigh, (unless process be stayed or satisfied).

All the estate and interest (if any) of M. G. & E. S. Holland of 30 Gallery Gate Road, Yallambie, as shown on Certificate of Title as Michael George Holland and Elaine Sheila Holland, joint proprietors of an estate in fee simple in the land described on Certificate of Title Volume 10186, Folio 691 upon which is erected a residence known as 30 Gallery Gate Road, Yallambie.

Registered Mortgage No. T899551E and Caveat No. U12385F and Planning Agreement No. T157416Q affect the said estate and interest.

Terms - Cash only.

CW-98-008574-9.

Dated 23 March 2000.

S. BLOXIDGE
Sheriff's Office

In the Supreme Court of the State of Victoria
SALE BY THE SHERIFF

On 27 April 2000 at 2.30 p.m. at the Sheriff's Office, 8-20 King Street, Oakleigh, (unless process be stayed or satisfied).

All the estate and interest (if any) of Kevin Hamilton of 30 Grace Street, Watsonia, as shown on Certificate of Title as Kevin Frederick Hamilton, proprietor of an estate in fee simple in the land described on Certificate of Title Volume 8094, Folio 533 upon which is erected a dwelling known as 30 Grace Street, Watsonia.

Registered Mortgage No. P414479S affects the said estate and interest.

Terms - Cash only.
 SW-99-010896-3.

Dated 23 March 2000.

S. BLOXIDGE
 Sheriff's Office

In the Supreme Court of the State of Victoria
SALE BY THE SHERIFF

On 27 April 2000 at 2.30 p.m. at the Sheriff's Office, 8-20 King Street, Oakleigh, (unless process be stayed or satisfied).

All the estate and interest (if any) of Ms. L. Hill of 20 Graham Avenue, Kilsyth, as shown on Certificate of Title as Louisa Margaret Smit, proprietor of an estate in fee simple in the land described on Certificate of Title Volume 9324, Folio 358 upon which is erected a dwelling known as 20 Graham Avenue, Kilsyth.

Registered Mortgage No. V335600U affects the said estate and interest.

Terms - Cash only.
 SW-99-007006-0.

Dated 23 March 2000.

S. BLOXIDGE
 Sheriff's Office

In the County Court of the State of Victoria
SALE BY THE SHERIFF

On 20 April 2000 at 2.30 p.m. at the Sheriff's Office, 8-20 King Street, Oakleigh, (unless process be stayed or satisfied).

All the estate and interest (if any) of Nikolay Solodchenko of 11 Morwell Street, Dandenong,

as shown on Certificate of Title as Nickolky Solodchenko, proprietor of an estate in fee simple in all that piece of land being Lots 72 and 73 on plan of subdivision No. 6672 and being the land described on Certificates of Title Volume 7967, Folio 086 and Volume 8634, Folio 068 upon which is erected a Small Shingle Clad Dwelling with Cyclone Boundary Fencing.

The property can be located by travelling to Crib Point. At the Shell Garage turn east into Disney Street then North into Glassop Street, then East into Creswell Street, which is a gravel road. The property is at the end of Creswell Street and is known as Lots 72 and 73 Creswell Street, Crib Point.

The drainage easement reserved by Transfer 841256 affects part of the within land.

Terms - Cash only.
 CW-98-001992-0.

Dated 23 March 2000.

S. BLOXIDGE
 Sheriff's Office

Copyright Act 1968

Under the provisions of the **Copyright Act 1968**, Greg Kerr, author of *Private Wars: Personal Records of Anzacs in the Great War*, intends to publish excerpts from a number of diaries and letters held in the State Library of Victoria, 328 Swanston Street, Melbourne 3000. While every endeavour has been made to trace the copyright owners of the applicable documents, the copyright holders are not known. The diaries and letters, which date to the 1914-1918 War, were written by the following soldiers: W. Callinan, M. Knight, J. E. McPhee, D. G. Mills, H. W. Molony, H. H. Pepper, A. Smith, A. V. Young.

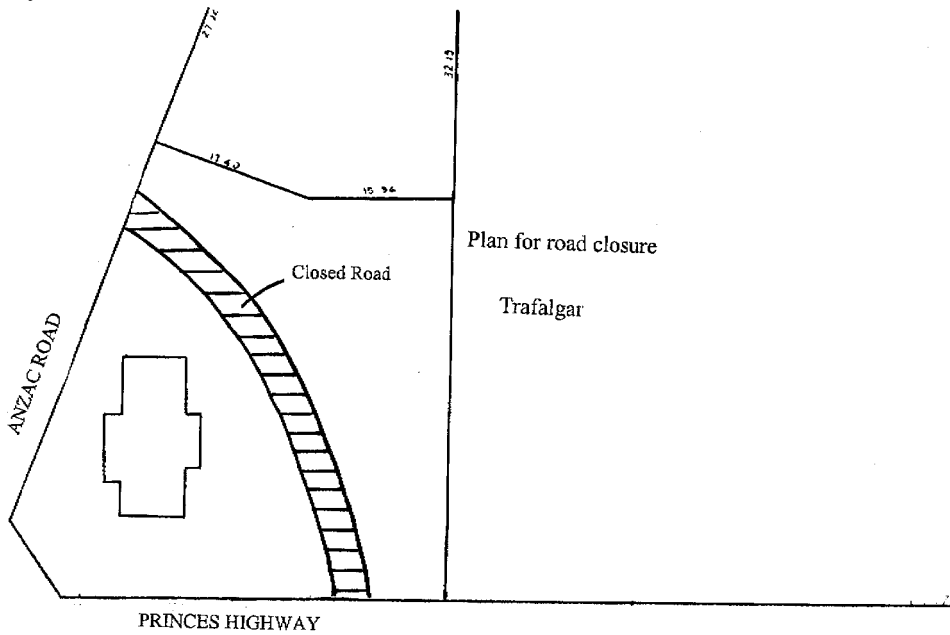
Private Wars is scheduled for release in April 2000; publisher is Oxford University Press, 253 Normanby Road, South Melbourne 3205. The abovementioned documents are held in the State Library's manuscripts collection and can be accessed using the names of the soldiers. The address of the author is P.O. Box 4077, Auburn South 3122.

**GOVERNMENT AND OUTER BUDGET SECTOR AGENCIES
NOTICES**

BAW BAW SHIRE COUNCIL

Road Discontinuance

Under Section 206 and Schedule 10 of the **Local Government Act 1989** the Baw Baw Shire Council at its meeting on 9 February 2000 formed the opinion that the road between Anzac Road and Princes Highway, Trafalgar shown hatched on the plan below is not reasonably required for public use and has resolved to discontinue the road and to sell the land from the road by private treaty.



JOHN F. DYER
Chief Executive Officer



**GENERAL AMENDMENT
LOCAL LAW 2000**

Notice is hereby given in accordance with the **Local Government Act 1989** that the Melton Shire Council made General Amendment Local Law 2000.

The purpose of the Local Law is to amend the Principal Local Law, Local Law No. 1, 1995 by:

- (i) amending Clause 513;

- (ii) inserting a new Schedule 1, and
- (iii) inserting a new Clause 905A.

The general purpose of the Local Law is to restrict the regulation of advertising signs on footpaths to those footpaths in commercial zones, fix new penalties for infringements under Local Laws and give Council the ability to direct persons to leave refuse bins in specified locations.

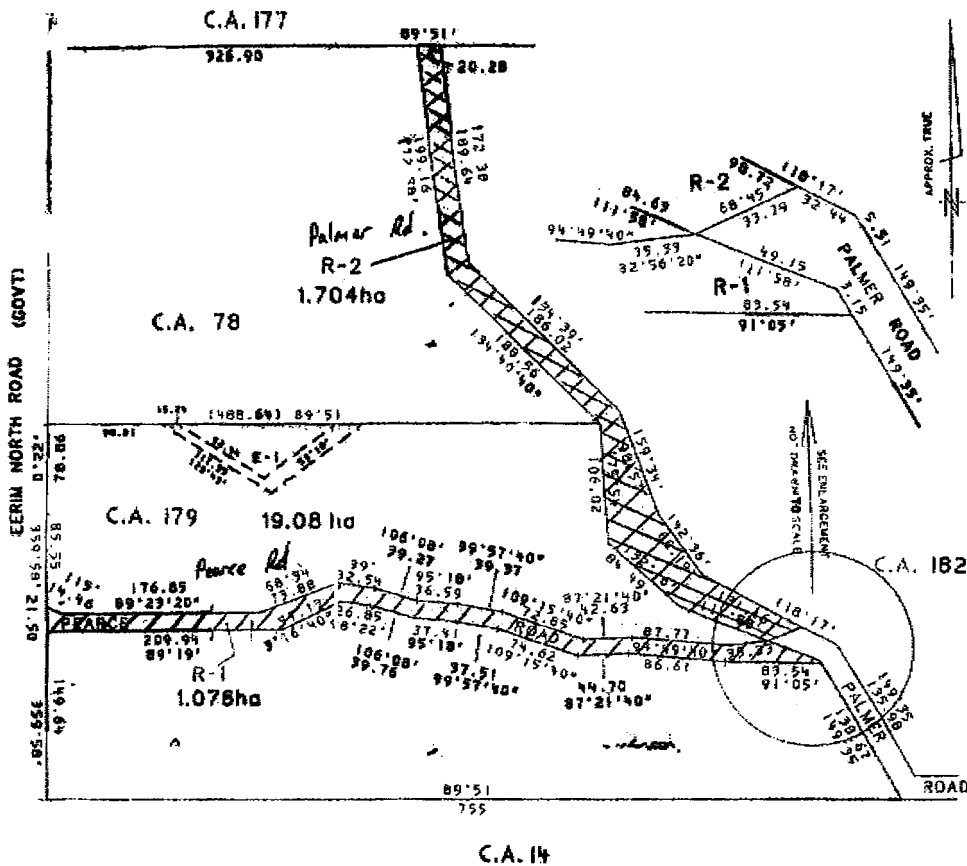
The General Amendment Local Law 2000 came into operation on 6 March 2000.

A copy of the Local Law can be inspected at the Melton Civic Council, 232 High Street, Melton during normal business hours.

ADRIAN PENNELL
Chief Executive

BAW BAW SHIRE COUNCIL
Road Deviation

Pursuant to the provisions of Clause 2, Schedule 10 of the **Local Government Act 1989** the Baw Baw Shire Council has resolved to deviate the road set out in the plan below by closing that portion shown cross hatched and opening that portion shown hatched.



JOHN F. DYER
Chief Executive Officer

MONASH CITY COUNCIL
Road Discontinuance

At its meeting on 2 February 1999 and acting under Clause 3 of Schedule 10 to the **Local Government Act 1989**, Monash City Council ("Council"):

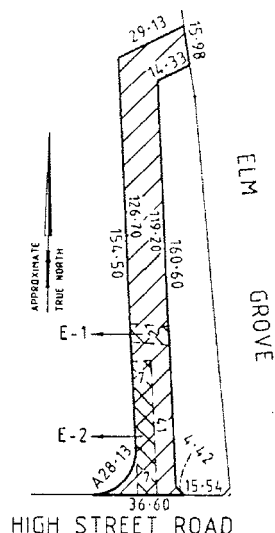
1. Formed the opinion that the road known as Woodroyd Avenue, Glen Waverley and shown both hatched and cross-hatched on the plan below ("the road"), is not reasonably required as a road for public use; and
2. Resolved to discontinue the road.

The part of the road marked as E-1 on the plan below is to be sold subject to the right, power or interest held by Yarra Valley Water Limited in the road in connection with any drains or pipes under the control of that authority in or near the road.

The part of the road marked as E-2 on the plan below is to be sold subject to the right, power or interest held by State Electricity Commission of Victoria in the road in connection with any cables or wires under the control of that authority in or near the road.

The part of the road shown hatched and

cross-hatched is to be sold subject to the right, power or interest held by Melbourne Water Corporation in the road in connection with any drains or pipes under the control of those authorities in or near the road.



DAVID CONRAN
Chief Executive Officer

MOIRA SHIRE COUNCIL
Public Holidays Act 1993

Moira Shire Council in accordance with Section 7(1)(b) of the **Public Holidays Act 1993**, at its Ordinary Meeting held on 28 February 2000 resolved to declare a half day (from 12 noon) public holiday on Wednesday 25th October 2000 for the Numurkah district in observance of the Numurkah Show Day.

Further in accordance with Section 9 of the **Public Holidays Act 1993** a half-day bank holiday will apply for the Numurkah district from 12 noon on Wednesday 25th October 2000.

Residents are advised that the municipal office at Numurkah will operate as normal on this day.

GAVIN CATOR
Chief Executive Officer

LA TROBE SHIRE COUNCIL
Public Holidays Act 1993

Notice is hereby given that the La Trobe Shire Council pursuant to Section 7 of the **Public Holidays Act 1993** appoints Thursday 19 October 2000 as a half-day Public Holiday. This public holiday from 12 noon is for that part

of the municipality within the declared town and rural districts of Moe, Newborough, Yallourn, Moe South, Hernes Oak, Tanjil South and Yallourn North. The purpose of this holiday is in recognition of the Moe Cup Race meeting.

PENNY HOLLOWAY
Chief Executive Officer

MOYNE SHIRE COUNCIL
**Victorian Civil and Administrative Tribunal
Act 1998**

Moyne Planning Scheme
Notice of Proposed Amendment –
Planning Permit 95172P

Application for Review No. 1996/17330

The Application to Review a decision by the Moyne Shire Council to refuse to grant a permit was heard on the 22 February 2000. Directions were issued on 28 February 2000 regarding the notification of amending plans and the receipt of written responses.

Address of Land – Anna Catherine Drive/Ocean Drive, Port Fairy

The amended plans (drawing no. 016421 dated 17/02/00 prepared by Adshead and Mcquie Pty Ltd) may be inspected during business hours at the premises of the Victorian Civil and Administrative Tribunal, 55 King Street, Melbourne, and at the Planning section, Moyne Shire, Corner Cox and Princess Streets, Port Fairy.

Set out hereunder is a summary of the changes made to the plans:- Provision for a two lot subdivision, one dwelling only to be permitted on each block. An area of public open space of 6929 square metres on the foreshore is provided for and is to be purchased by Moyne Shire Council. A walkway separates the two lots from the public open space area. A building exclusion zone is proposed immediately adjacent to the public open space area.

The Tribunal will not decide on the Application until 10 working days after the date of this Notice. Provided you respond in writing to the Tribunal, Moyne Shire Council and the permit applicant with respect to the amended application on or before that date 3 April, 2000, your responses will be taken into account in any decision made by the Tribunal. A copy of your response must also be served on the permit

applicant at C/- Mr. M. T. Dore, 80 Ocean Drive, Port Fairy and the Moyne Shire Council at its above address (contact Mr. Peter Reeve or Mr. Andrew Lacey) by 3 April 2000.

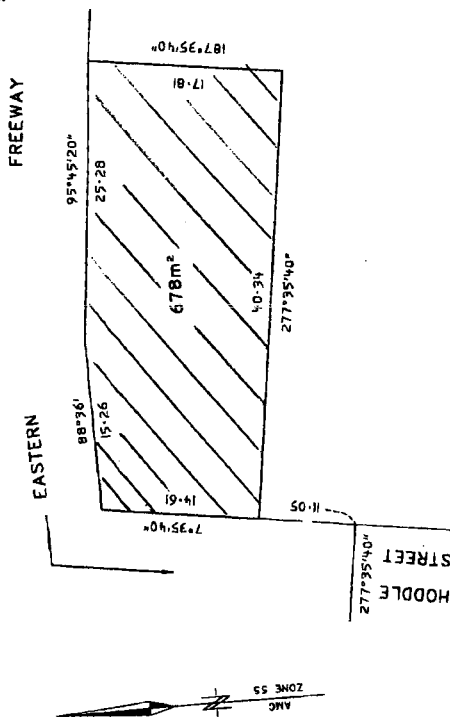
Name of Applicant: Pendragon Corporation Pty Ltd.
Dated 22 March 2000.

Conlan & Leishman Pty.
Solicitors
38 Bank Street
Port Fairy

YARRA CITY COUNCIL
Road Discontinuance

At its meeting on 7 March 2000 and acting under clause 3 of schedule 10 to the **Local Government Act 1989** Yarra City Council ("Council") resolved to discontinue the road shown hatched on the plan below.

The road is to be retained by Council subject to any rights, power or interest held by SECV in the road in connection with any wires or cables under the control of that authority in or near the road.



Dr DEBORAH COLE
Chief Executive Officer

Planning and Environment Act 1987
GREATER BENDIGO PLANNING SCHEME
Notice of Amendment
Amendment L98

The City of Greater Bendigo has prepared Amendment L98 to the Local Section of the Greater Bendigo Planning Scheme.

The Amendment applies to land at 48 Church Street, Eaglehawk, being Part Crown Allotment 12, Section 2, Township of Eaglehawk.

The Amendment proposes to rezone the site from Residential 1 to Business 1. The site is currently owned by Phillip Eddy and Associates who also own adjoining properties fronting Eaglehawk Road. Their intention is to expand their current business operations (accountancy) into the adjoining property, a use that is currently prohibited under the existing zone controls.

The Amendment can be inspected at: Department of Infrastructure, Nauru House, Level 3 Plaza, 80 Collins Street, Melbourne, Vic. 3000; Department of Infrastructure, (VicRoads Office), Lansell Street, Bendigo, Vic. 3550; City of Greater Bendigo Planning and Business Unit, "The Mill", 15 Hopetoun Street, Bendigo, Vic. 3550.

Submissions about the Amendment must be sent to: Mr Andrew Paul, Chief Executive Officer, City of Greater Bendigo, P.O. Box 733, Bendigo, Vic. 3552 by 20 April 2000.

Planning and Environment Act 1987
GREATER GEELONG PLANNING SCHEME
Notice of Amendment
Amendment L260

The City of Greater Geelong has prepared Amendment L260 to the Greater Geelong Planning Scheme.

The Amendment proposes to amend the Local Section of the Greater Geelong Planning Scheme to provide for the reuse and development of the house at No. 60 Sydney Parade, Geelong for the purpose of an office for a legal practice and conveyancing company.

The Amendment can be inspected at: City of Greater Geelong, 2nd Floor, 103 Corio Street,

Geelong; Department of Infrastructure, Office of Planning, 63 McKillop Street, Geelong 3220 and Department of Infrastructure, Upper Plaza, Nauru House, 80 Collins Street, Melbourne 3000.

Submissions about the Amendment must be sent to the Planning Scheme Unit, City of Greater Geelong, P.O. Box 104, Geelong 3220 by Wednesday 26 April.

CHUBB FADGYAS
Co-ordinator Strategic Planning



Planning and Environment Act 1987
MAROONDAH PLANNING SCHEME
Notice of Amendment
Notice of Application
Amendment C6
Application M/2000/177

The land affected by the amendment is 13-19 Hewish Road, Croydon.

The land affected by the application is 13-19 Hewish Road, Croydon.

The amendment proposes to rezone the site from Business 3 to Mixed Use.

The application for a permit to use and develop the land for 63 dwellings, including a four storey residential building containing a 120m² convenience restaurant.

The person who requested the amendment and the applicant for the permit is: Louis Blank and Associates Pty Ltd.

You may inspect the amendment and the application, any documents that support the amendment and application and the explanatory report about the amendment and application at the office of the planning authority, Maroondah City Council, Ringwood Civic Centre, Braeside Avenue, Ringwood; Ringwood Customer Service Centre, Ringwood Plaza, Ringwood; Croydon Customer Service Centre, Main Street, Croydon and Department of Infrastructure, Customer Service Centre, Upper Plaza, Nauru House, 80 Collins Street, Melbourne 3000.

This can be done during office hours and is free of charge. Any person who may be affected by the amendment or by the granting of the

permit may make a submission to the planning authority. The closing date for submission is Wednesday 26 April 2000. A submission must be sent to the Maroondah City Council, P.O. Box 156, Ringwood 3134.

MICHAEL MARASCO
Chief Executive Officer

Planning and Environment Act 1987
MELBOURNE PLANNING SCHEME
Notice of Amendment
Amendment C 18

The Minister assisting the Minister for Planning has prepared Amendment C 18 to the Melbourne Planning Scheme.

The Amendment inserts a new schedule into the Design and Development Overlay 'DDO23', with accompanying new Planning Scheme Map 12DDOpt3 and in the schedule of Clause 81 inserts a new incorporated document titled "The Alfred Hospital Helipad Flight Path Protection Areas Plan, reference No. AOS/00/015, March 2000" and "The Alfred Hospital Helipad Flight Path Protection Areas Cross Section, reference No. AOS/00/016, March 2000", for the purpose of designating a helicopter flight path servicing the State Trauma Centre at the Alfred Hospital Helipad.

The Amendment affects the following land: 517 St Kilda Road, 519-539 St Kilda Road, 541 St Kilda Road, 14-22 Commercial Road, The Alfred Hospital, Commercial Road, Prahran.

A copy of the Amendment can be inspected, free of charge, during office hours, at the Department of Infrastructure, Customer Service Centre, Upper Plaza, Nauru House, 80 Collins Street, Melbourne and at the offices of the Melbourne City Council, 6th Floor, Council House, 200 Little Collins Street, Melbourne.

Submissions about the Amendment must be sent to: Minister assisting the Minister for Planning, Attention: Adrian Williams, Panels Branch, Department of Infrastructure, P.O. Box 2797Y, Melbourne 3001 by 26 April 2000.

PAUL JEROME
Executive Director
Planning, Heritage and
Building Division
Department of Infrastructure

Planning and Environment Act 1987

KINGSTON PLANNING SCHEME

Notice of Amendment

Amendment C4

The City of Kingston has prepared Amendment C4 to the Kingston Planning Scheme.

The Amendment affects land known as 970 Nepean Highway, Moorabbin.

The Amendment introduces a Heritage Overlay on part of the site. The purpose of the overlay is to conserve and enhance the former Gilbey's Gin building and tower, a building of potential cultural heritage significance which is located on the site.

A copy of the Amendment can be inspected, free of charge, during office hours, at: Department of Infrastructure, Customer Service Centre, Upper Plaza, Nauru House, 80 Collins Street, Melbourne; Kingston City Council – Mentone Offices, corner Mentone Parade & Brindisi Street, Mentone 3194 and Kingston City Council – Moorabbin Offices, 999 Nepean Highway, Moorabbin 3189.

Submissions about the Amendment must be sent to: The Chief Executive Officer, City of Kingston, P.O. Box 1000, Mentone 3194 by 5.00 p.m. Friday 21 April 2000.

Submissions should be marked for the attention of Mark Woodland – Team Leader, Strategic & Corporate Planning.

ROB SKINNER
Chief Executive Officer

Creditors, next of kin and others having claims against the estate of any of the undermentioned deceased persons are required to send particulars of their claims to State Trustees Limited, A.C.N 064 593 148, 168 Exhibition Street, Melbourne, Victoria 3000, the personal representative, on or before 25 May 2000 after which date State Trustees Limited may convey or distribute the assets having regard only to the claims of which State Trustees Limited then has notice.

BAKER, Vernon John, late of Mecwa Community Care, 171 Darling Road, Malvern, retired, who died January 11, 2000.

CONCI, Livia, late of San Carlo Homes for the Aged, Plenty Road, South Morang, pensioner, who died September 14, 1999.

LINWOOD, Claire Melissa, late of 2/7 Dwyer Street, Blackburn, pensioner, who died October 4, 1999.

McKIE, Dorothy Margaret, late of 19 Baggott Drive, Hoppers Crossing, retired, who died January 4, 2000.

SMITH, Lesley, late of 28 Rupert Street, Lang Lang, home duties, who died November 21, 1999.

SZANCER, Roza, late of Lyn Private Nursing Home, 11 Elgin Avenue, Armadale, accountant, who died May 8, 1999.

Dated at Melbourne, 16 March 2000.

CATHY VANDERFEEN
Manager, Estate Management
State Trustees Limited

Creditors, next of kin and others having claims against the estate of any of the undermentioned deceased persons are required to send particulars of their claims to State Trustees Limited, A.C.N 064 593 148, 168 Exhibition Street, Melbourne, Victoria 3000, the personal representative, on or before 27 May 2000 after which date State Trustees Limited may convey or distribute the assets having regard only to the claims of which State Trustees Limited then has notice.

CRON, Frederick Thomas, late of 3 Southey Street, Blackburn North, retired, who died December 4, 1999.

FRY, William Howard, formerly of Unit 8, 8 Thomas Street, Ringwood, but late of Salford Park Nursing Home, 100 Harold Street, Wantirna, retired, who died December 10, 1999.

ISILAK, Huseyin, also known as Huseeyin Isilak, late of 66 Coleraine Street, Broadmeadows, pensioner, who died November 7, 1999.

KEELE, Ellen Theresa, formerly of 6/510 Glenferrie Road, Hawthorn, but late of St Raphael's Hostel, 12 Glendene Avenue, Kew, widow, who died February 22, 2000.

KRAWCZYK, Andrew, late of Ascot Vale Special Accommodation Home, 67 Maribyrnong Road, Ascot Vale, pensioner, who died July 23, 1999.

KURZAWA, Bronislaw, late of Benlynn Nursing Home, 10 Nolan Street, Frankston, retired, who died November 24, 1999.

PETERS, Kathleen Agnes, late of 45 Ocean View Crescent, Kallista, home duties, who died March 6, 2000.

SHARMAN, Kenneth Albert, formerly of 34 Brougham Street, Bendigo, but late of Barkly Private Nursing Home, 81 Barkly Street, Bendigo, retired, who died December 17, 1999.

TSOUGLIS, John, late of 3 Rebecca Street, Doveton, pensioner, who died November 29, 1999.

WARNOCK, Keith William, late of 44 Magnolia Road, Elsternwick, retired, who died January 22, 2000.

WILSON, Frederick Mervyn, late of Ainslie Private Hospital, 126 Booran Road, Glenhuntly, retired, who died January 25, 2000.

Dated at Melbourne, 18 March 2000.

CATHY VANDERFEEN
Manager, Estate Management
State Trustees Limited

Associations Incorporation Act 1981

Notice is hereby given that in pursuance of sub-section 10(4) of the **Associations Incorporation Act 1981** a Certificate of Incorporation was granted to Christian Family Life Centre Inc. on 17 February 2000.

W. NEW
Deputy Registrar of
Incorporated Associations

Education Act 1958

REMOVAL AND APPOINTMENT OF MEMBERS OF THE REGISTERED SCHOOLS BOARD

Pursuant to section 36(4) of the **Education Act 1958**, notice is hereby given that an Order of the Governor in Council was made on 14 March 2000:

- removing, pursuant to section 36(3) of the **Education Act 1958**, Ms Noelene Horton from office as a member of the Registered Schools board,
- appointing, pursuant to section 36(2)(b) of the **Education Act 1958**, Mr Geoffrey Ryan as a member of the Registered Schools Board.

HON. MARY DELAHUNTY, MP
Minister for Education

Local Government Act 1989

APPROVAL OF AGREEMENT BETWEEN THE MELBOURNE CITY COUNCIL AND THE YARRA CITY COUNCIL TO OPERATE A REGIONAL LIBRARY CORPORATION

I, Bob Cameron, MP, Minister for Local Government, acting pursuant to Section 196 (2) of the **Local Government Act 1989** hereby approve of the Agreement executed by the Melbourne City Council and the Yarra City Council for the operation of a Regional Library Corporation under section 196 of the **Local Government Act 1989**.

BOB CAMERON MP
Minister for Local Government

Local Government Act 1989

APPROVAL OF AGREEMENT BETWEEN THE COLAC-OTWAY SHIRE COUNCIL, THE CORANGAMITE SHIRE COUNCIL, THE MOYNE SHIRE COUNCIL AND THE WARRNAMBOOL CITY COUNCIL TO OPERATE A REGIONAL LIBRARY CORPORATION

I, Bob Cameron, MP, Minister for Local Government, acting pursuant to Section 196 (2) of the **Local Government Act 1989** hereby approve of the Agreement executed by the Colac-Otway Shire Council, the Corangamite Shire Council, the Moyne Shire Council and the Warrnambool City Council for the operation of a Regional Library Corporation under section 196 of the **Local Government Act 1989**.

BOB CAMERON MP
Minister for Local Government

Forests Act 1958, No.6254

VARIATION OF PROHIBITED PERIOD

In pursuance of the powers conferred by section 3 sub section (2) of the **Forests Act 1958**, I, Gary Morgan, delegated officer for the Minister for Environment and Conservation in the State of Victoria, hereby vary the declaration of the Prohibited Period with respect to the fire protected area (other than State forest, National park and protected public land) within the municipalities nominated for the period specified in the schedules below:

SCHEDULE 1

The Prohibited Period shall end at 01.00 hours on Monday 27 March 2000 in the following municipalities:

Rural City of Wodonga, Indigo Shire Council,
Towong Shire Council, East Gippsland Shire
Council.

GARY MORGAN
Chief Fire Officer
Department of Natural Resources
and Environment
Delegated Officer, pursuant to section 11,
Conservation, Forests and Lands Act 1987

Arthur Stanley Hovey, Rita Jean Hovey, Ronald
Clive Hovey & Pamela Mary Hovey an
easement for water supply purposes over part of
Crown Allotment 92, Parish of Paraparap,
County of Grant, described in Certificate of
Title Volume 6415, Folio 915.

Published with the Authority of Barwon
Region Water Authority.
Dated 23 March 2000.

G. GREEN
Secretary

Land Acquisition and Compensation Act 1986

BARWON REGION WATER AUTHORITY

Compulsory Acquisition of Interest in Land

Barwon Region Water Authority hereby
declares that by this notice it acquires from
William Edmund Earl and Australia and New
Zealand Bank Ltd an easement for water supply
purposes over part of Crown Portions 5, 6 & 7,
Section 30, Parish of Duneed, County of
Grant, described in Certificate of Title Vol.
6917, Folio 323.

Published with the Authority of Barwon
Region Water Authority.
Dated 23 March 2000.

G. GREEN
Secretary

Land Acquisition and Compensation Act 1986

BARWON REGION WATER AUTHORITY

Compulsory Acquisition of Interest in Land

Barwon Region Water Authority hereby
declares that by this notice it acquires from
Herbert Ronald Stewart and Lesley Molly
Stewart an easement for water supply purposes
over part of Crown Allotment 55, Parish of
Paraparap, County of Grant, described in
Certificate of Title Volume 9508, Folio 897.

Published with the Authority of Barwon
Region Water Authority.
Dated 23 March 2000.

G. GREEN
Secretary

Land Acquisition and Compensation Act 1986

BARWON REGION WATER AUTHORITY

Compulsory Acquisition of Interest in Land

Barwon Region Water Authority hereby
declares that by this notice it acquires from
Arthur Stanley Hovey, Rita Jean Hovey, Ronald
Clive Hovey & Pamela Mary Hovey an
easement for water supply purposes over part of
Crown Portion 4, Section 30, Parish of Duneed,
County of Grant and part of Crown Portion 2,
Section 1, Parish of Paraparap, County of Grant,
described in Certificate of Title Volume 8872,
Folio 813.

Published with the Authority of Barwon
Region Water Authority.
Dated 23 March 2000.

G. GREEN
Secretary

Land Acquisition and Compensation Act 1986

BARWON REGION WATER AUTHORITY

Compulsory Acquisition of Interest in Land

Barwon Region Water Authority hereby
declares that by this notice it acquires from
Anthony Leroux Retief & Alison Caroline
Retief and Powercor Australia Ltd an easement
for water supply purposes over part of Crown
Allotment 55, Parish of Paraparap, County of
Grant, described in Certificate of Title Volume
9766, Folio 459.

Published with the Authority of Barwon
Region Water Authority.
Dated 23 March 2000.

G. GREEN
Secretary

Land Acquisition and Compensation Act 1986

BARWON REGION WATER AUTHORITY

Compulsory Acquisition of Interest in Land

Barwon Region Water Authority hereby
declares that by this notice it acquires from

Land Acquisition and Compensation Act 1986

BARWON REGION WATER AUTHORITY

Compulsory Acquisition of Interest in Land

Barwon Region Water Authority hereby
declares that by this notice it acquires from

Boyle Pastoral Co. P/L and Wighton Investments Pty Ltd an easement for water supply purposes over part of Crown Portions 4 & 5, Section 30, Parish of Duneed, County of Grant, described in Certificate of Title Volume 6949, Folio 709.

Published with the Authority of Barwon Region Water Authority.

Dated 23 March 2000.

G. GREEN
Secretary

Land Acquisition and Compensation Act 1986

BARWON REGION WATER AUTHORITY

Compulsory Acquisition of Interest in Land

Barwon Region Water Authority hereby declares that by this notice it acquires from Andrew Hamilton Wall an easement for water supply purposes over part of Crown Allotments 62 & 69, Parish of Paraparap, County of Grant, described in Certificate of Title Volume 9810, Folio 663.

Published with the Authority of Barwon Region Water Authority.

Dated 23 March 2000.

G. GREEN
Secretary

Land Acquisition and Compensation Act 1986

BARWON REGION WATER AUTHORITY

Compulsory Acquisition of Interest in Land

Barwon Region Water Authority hereby declares that by this notice it acquires from Clive Alexander William Newman & Pamela Mary Newman an easement for water supply purposes over part of Crown Allotment 55, Parish of Paraparap, County of Grant, described in Certificate of Title Volume 10367, Folio 317 and part Crown Allotment 55, Parish of Paraparap, County of Grant described in Certificate of Title Volume 9271, Folio 384.

Published with the Authority of Barwon Region Water Authority.

Dated 23 March 2000.

G. GREEN
Secretary

Education Act 1958

NOTICE OF MAKING OF ORDER UNDER SECTION 13

An Order of the Minister for Education was made on 26 February 2000 pursuant to section 13(4) of the **Education Act 1958** amending the constituting Order of a school council to change its name. The change is as follows:

Old name	New name
Council of the State school proposed to be called Wedderburn College	Council of the State school called Wedderburn College (Senior Campus) and Wedderburn College (Junior Campus)

MARY DELAHUNTY
Minister for Education

Education Act 1958

NOTICE OF MAKING OF ORDER UNDER SECTION 13

An Order of the Minister for Education was made on 26 February 2000 pursuant to sections 13(4) and 13(11) of the **Education Act 1958** amending the constituting Order of a school council to change its name. The change is as follows:

Old name	New name
Braybrook Secondary College Council	Braybrook College Council

MARY DELAHUNTY
Minister for Education

Education Act 1958

NOTICE OF MAKING OF ORDER UNDER SECTION 13

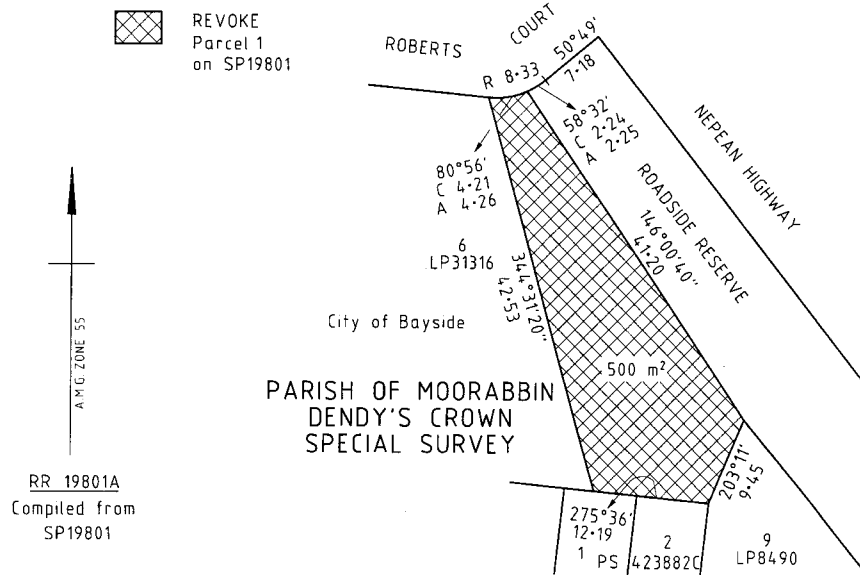
An Order of the Minister for Education was made on 14 March 2000 pursuant to sections 13(4) and 13(11) of the **Education Act 1958** amending the constituting Order of Blackburn English Language School Council in respect of the membership of the school council.

MARY DELAHUNTY
Minister for Education

Transport Act 1983

REVOCATION OF ROADSIDE RESERVES

The Roads Corporation upon publication of this notice hereby revokes the area of the land shown cross hatched on the plan below from the "Roadside Reserve" reservation depicted on the plan numbered SP 19801.



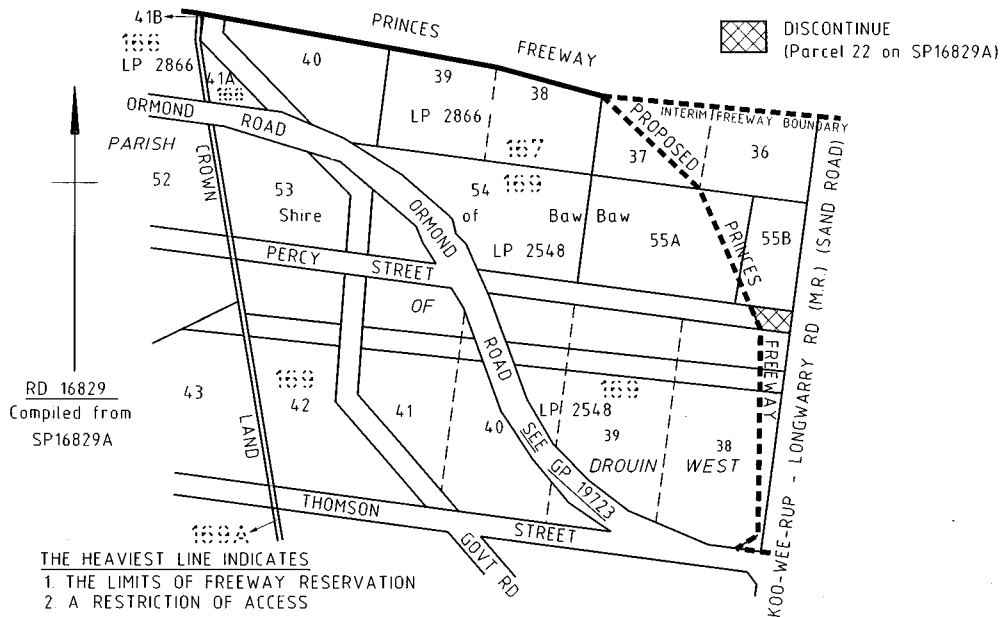
Dated 15 March 2000.

COLIN JORDAN
Chief Executive
Roads Corporation

Transport Act 1983

DISCONTINUANCE OF ROADS OR PARTS OF ROADS AND SALE OF SURPLUS LAND

The Roads Corporation, in pursuance of the powers conferred by Clause 2 Schedule 4 of the **Transport Act 1983**, upon publication of this notice hereby discontinues the roads or parts of roads shown cross hatched on the plan hereunder and approves the sale of surplus land as provided in Section 47 of the **Transport Act 1983** and as delegated by the Minister of Transport under Section 32 of the Act.



Dated 15 March 2000.

COLIN JORDAN
Chief Executive
Roads Corporation

Transport Act 1983

ROAD DECLARATIONS AND DEDICATIONS

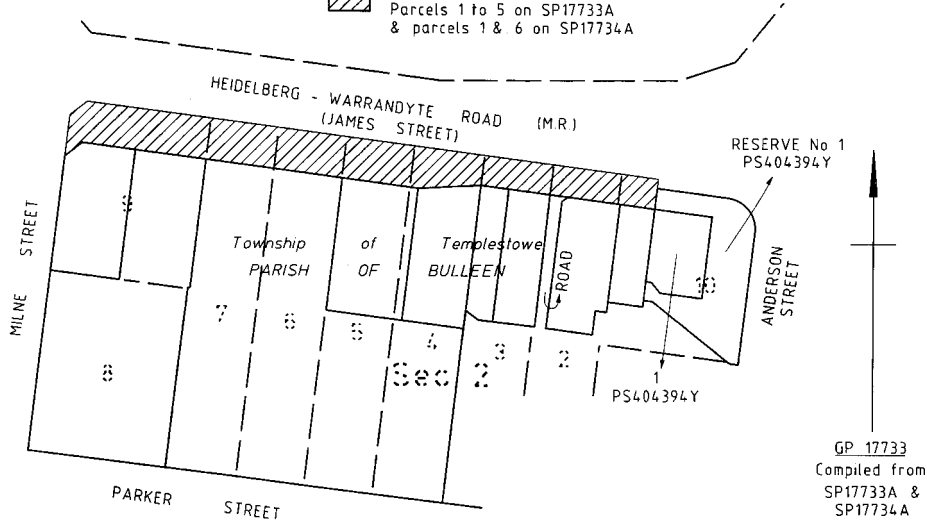
The Roads Corporation pursuant to the **Transport Act 1983**, upon publication of this notice declares, or varies the declaration of, the roads as described below and on the plans attached, and further declares that such roads are fit to be used as a public highway and are now absolutely dedicated to the public for use as public highways within the meaning of any law now or hereafter in force.

MAIN ROAD

- 15/00 Heidelberg – Warrandyte Road in the City of Manningham shown hatched on plan numbered GP 17733.
- 16/00 Heidelberg – Warrandyte Road in the City of Manningham shown hatched on plan numbered GP 17871.

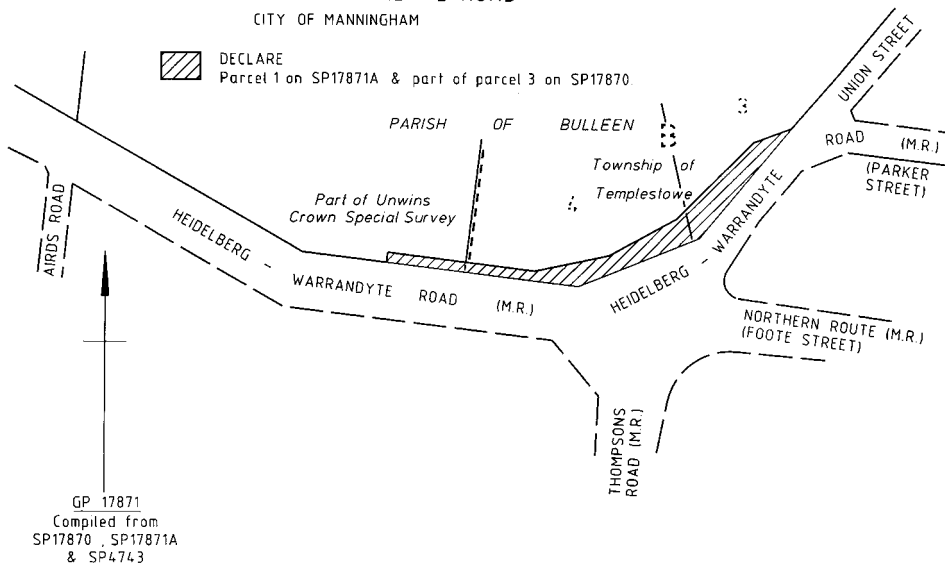
ROADS CORPORATION
MAIN ROAD
HEIDELBERG-WARRANTYTE ROAD
CITY OF MANNINGHAM

DECLARE
Parcels 1 to 5 on SP17733A
& parcels 1 & 6 on SP17734A



ROADS CORPORATION
MAIN ROAD
HEIDELBERG-WARRANTYTE ROAD
CITY OF MANNINGHAM

DECLARE
Parcel 1 on SP17871A & part of parcel 3 on SP17870



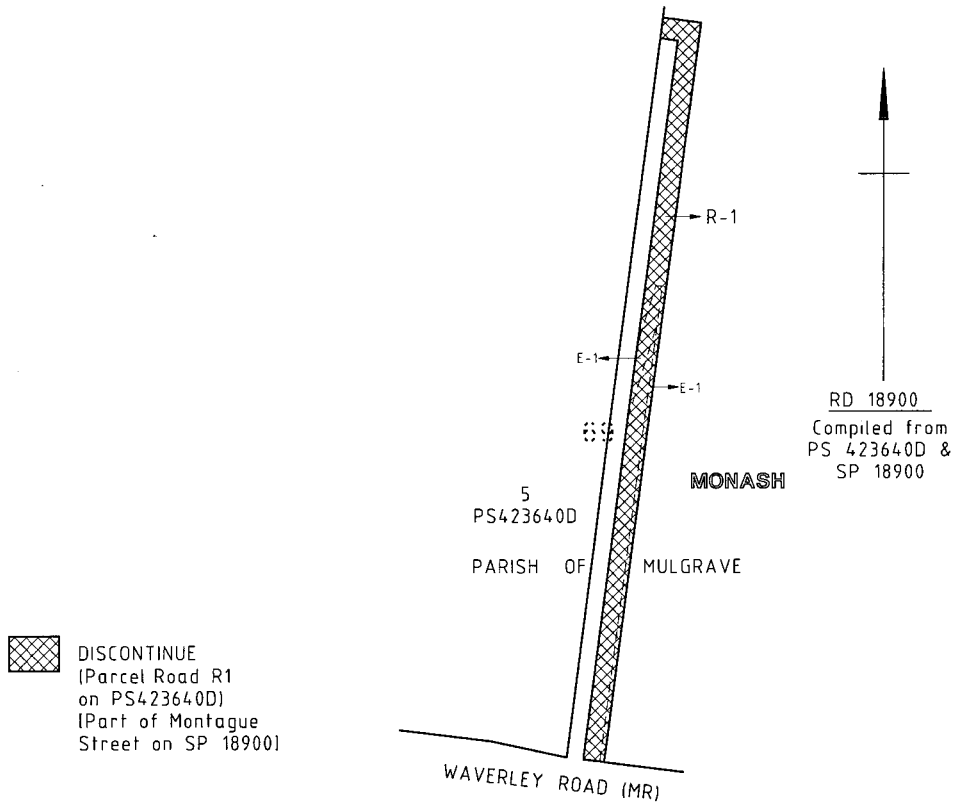
Dated 15 March 2000.

COLIN JORDAN
Chief Executive
Roads Corporation

Transport Act 1983

DISCONTINUANCE OF ROADS OR PARTS OF ROADS AND SALE OF SURPLUS LAND

The Roads Corporation, in pursuance of the powers conferred by Clause 2 Schedule 4 of the **Transport Act 1983**, upon publication of this notice hereby discontinues the roads or parts of roads shown cross hatched on the plan hereunder subject to the right, power and interest held by United Energy Limited in those parts of the road labelled E-1 on the plan hereunder as provided for in section 207C of the **Local Government Act 1989** and approves the sale of surplus land as provided in Section 47 of the **Transport Act 1983** and as delegated by the Minister of Transport under Section 32 of the Act. Dated 15 March 2000.



COLIN JORDAN
Chief Executive
Roads Corporation

Country Fire Authority Act 1958

VARIATION OF FIRE DANGER PERIOD

In pursuance of the powers conferred by Section 4 of the **Country Fire Authority Act 1958**, I, Leonard Raymond Foster, Chairman of the Country Fire Authority, after consultation with the Secretary of Natural Resources and Environment, hereby vary the declaration of Fire Danger Periods previously published in the Government Gazette by declaring that such Fire Danger Periods shall end in respect of the undermentioned Municipal Districts of Municipalities or parts of Municipalities specified.

To terminate from 01.00 hours on 27 March 2000:

Horsham Rural City Council (remainder), East Gippsland Shire Council, Banyule City Council (those portions not included in the Metropolitan Fire District), Knox City Council, Manningham City Council (those portions not included in the Metropolitan Fire District), Nillumbik Shire Council (those portions not included in the Metropolitan Fire District), Yarra Ranges Shire Council (those portions not included in the Metropolitan Fire District), Greater Shepparton City Council, Moira Shire Council, Strathbogie Shire Council (North of Hume Highway), Rural Shire of Wangaratta (North of Hume Freeway), Delatite Shire Council (North of Hume Freeway), Wodonga Rural City Council, Indigo Shire Council, Towong Shire Council, Hobsons Bay City Council (those portions not included in the Metropolitan Fire District), Hume City Council (those portions not included in the Metropolitan Fire District), Macedon Ranges Shire Council, Melton Shire Council, City of Whittlesea, Wyndham City Council.

L. FOSTER
Chairman

Interpretation of Legislation Act 1984

STATE ENVIRONMENT PROTECTION POLICY (CONTROL OF NOISE FROM COMMERCE INDUSTRY AND TRADE) NO. N-1

Notice of Amendment of Incorporated Matter

As required by section 32 of the **Interpretation of Legislation Act 1984**, I give notice that State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 incorporates the following document and that the incorporated document has been amended.

Subordinate Instrument Provision	Title of applied, adopted or incorporated document	Matter in applied, adopted or incorporated document	Nature of amendment of matter in applied adopted or incorporated document
Schedule B2.3	Designation of Types of Zones and Reservations in the Metropolitan Region Planning Schemes for the Purposes of State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1. (EPA Publication No. 316a)	The entire document.	The incorporated document has been amended and republished to incorporate changes relating to the zones within the Victoria Planning Provisions

A copy of the incorporated document as amended has been lodged with the Clerk of the Parliaments.

A copy of the incorporated document as amended is available for inspection during normal office hours by members of the public without charge at the Environment Protection Authority Information Centre, HWT Tower, 40 City Road, Southbank, Victoria.

SHERRYL GARBUTT MP
Minister for Environment
and Conservation

Transport Act 1983

VICTORIAN TAXI DIRECTORATE

Department of Infrastructure

Commercial Passenger Vehicle Applications

Notice is hereby given that the following applications will be considered by the Victorian Taxi Directorate, a division of the Department of Infrastructure after 26 April 2000.

Notice of any objection to the granting of an application should be forwarded to reach the Manager, Licensing & Certification, Victorian Taxi Directorate, Level 6, 14-20 Blackwood Street, North Melbourne, P.O. Box 666, North Melbourne 3051 not later than 20 April 2000.

Copies of objections are forwarded to the applicants.

It will not be necessary for interested parties to appear on the date specified, unless advised in writing by the Department.

S. A. Abrahams, Bayswater. Application for variation of conditions of licence SV2020 which authorises the licensed vehicle to operate for the carriage of passengers for wedding parties to include the ability to operate for debutante balls, restaurant trips and airport transfers to and from Melbourne Airport, Tullamarine.

V. J. Bennett, Churchill. Application to license one commercial passenger vehicle in respect of a 1999 Ford sedan with seating capacity for 5 passengers to operate a service from 29 Maple Crescent, Churchill for the carriage of aged, frail passengers and those with special needs between their homes and various medical appointments.

L. Cao, Kew. Application to license one commercial passenger vehicle in respect of a 1999 Ford van with seating capacity for 11 passengers to operate a service from 68 Edgevale Road, Kew as follows:-

- (i) for the carriage of overseas Asian tourists on various tours to recognised places of interest throughout the State of Victoria; and
- (ii) for airport transfers to and from Melbourne Airport, Tullamarine.

Note:- Passengers on tours will be picked up/set down from hotels/motels and accommodation residences within a 7km radius of the Melbourne GPO.

F. E. Dallas, Sandringham. Application to license one commercial passenger vehicle to be purchased in respect of a 1998-99 Chrysler Voyager with seating capacity for 6 passengers to operate a service from 58 Vincent Street, Sandringham for the carriage of passengers on Epicurean Food and Wine tours of the Yarra Valley and Mornington Peninsula regions.

Note:- Passengers will be picked up/set down from hotels/motels, accommodation residences and corporate sectors within a 90km radius of the Melbourne GPO.

K. D. Madill, Wheelers Hill. Application to license one commercial passenger vehicle in respect of a 1957 Austin Healy roadster with seating capacity for 3 passengers to operate a service from 70 Mary Avenue, Wheelers Hill for the carriage of passengers on sportscar joy rides. Dated 23 March 2000.

ROBERT STONEHAM
Manager – Operations
Victorian Taxi Directorate

Subordinate Legislation Act 1994

NOTICE OF DECISION

Architects (Amendment) Regulations 2000

I, John Thwaites, Minister for Planning and Minister responsible for the administration of the **Architects Act 1991**, give notice under section 12 of the **Subordinate Legislation Act 1994** as follows:-

A Regulatory Impact Statement (RIS) was prepared in relation to the proposed Architects (Amendment) Regulations 2000 and advertised inviting public comment. Three submissions have been received and have been considered.

I have decided that the proposed Architects (Amendment) Regulations 2000 should be made with the following amendments.

The regulations proposed in the RIS provided for revocation of a number of regulations in the Architects Regulations 1993 relating to the professional conduct of architects. These regulations were considered during the Victorian National Competition Policy Review of the Architects and Building Legislation completed in February 1999.

I have decided to release the National Competition Policy Review Report for

consultation and consider any comments received together with the forthcoming recommendations of the Productivity Commission National Review of the regulation of Architects and the Victorian Auditor-General's performance audit of the Building Control Commission before preparing a strategy to implement reform in this area.

Accordingly I have decided that revocation of the professional conduct regulations should not proceed until consideration of the outcome of consultation on the National Competition Policy Review Report, and the recommendations of the Productivity Commission and Victorian Auditor-General's performance audit has been completed.

The regulations, thus amended, will -

- (a) provide for the examination of practical architectural experience; and
- (b) prescribe fees for examinations and other fees for the purposes of the Act; and
- (c) effect minor changes required to improve the operation of those Regulations.

Dated: 20 March 2000.

JOHN THWAITES MP
Minister for Planning

Planning and Environment Act 1987

CASEY PLANNING SCHEME

Notice of Approval of Amendment

Amendment C2

The Minister for Planning has approved Amendment C2 to the Casey Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment rezones land known as 13 Aquila Crescent, Endeavour Hills and 96 Botanical Grove, Doveton from a Public Use zone to a Residential 1 zone and 4-6 The Fairway, Hampton Park from a Public Park and Recreation zone to a Residential 1 zone and changes the status of 96 Botanical Grove, Doveton and 4-6 The Fairway, Hampton Park from a reserve to a lot on title.

A copy of the Amendment can be inspected, free of charge, during office hours, at the Department of Infrastructure, Customer Service Centre, Upper Plaza, Nauru House, 80 Collins Street, Melbourne and at the offices of the Casey City Council, Princes Highway, Narre Warren.

PAUL JEROME
Executive Director
Planning, Heritage and
Building Division
Department of Infrastructure

Planning and Environment Act 1987

GREATER GEELONG PLANNING SCHEME

Notice of Approval of Amendment

Amendment R253

The Minister for Planning has approved Amendment R253 to the Greater Geelong Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment deletes the definition of Rural Industry in the Regional Section of the Greater Geelong Planning Scheme and the definition for Rural Industry in the Victoria Planning Provisions is introduced in the Regional Section.

A copy of the Amendment can be inspected, free of charge, during office hours, at the Department of Infrastructure, Customer Service Centre, Upper Plaza, Nauru House, 80 Collins Street, Melbourne and at the offices of the Greater Geelong City Council, 2nd Floor, 103 Corio Street, Geelong.

PAUL JEROME
Executive Director
Planning, Heritage and
Building Division
Department of Infrastructure

Planning and Environment Act 1987

MORNINGTON PENINSULA PLANNING SCHEME

Notice of Approval of Amendment

Amendment C6 (Part 1)

The Minister for Planning has approved Amendment C6 (Part 1) to the Mornington Peninsula Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment introduces heritage controls over 172 heritage places within the Mornington Peninsula and maps these places as well as the existing 70 heritage places already identified in the scheme. The amendment clarifies the application of Clause 22.04 and includes additional reference documents within Clauses 21.12 and 22.04. In addition the amendment introduces two additional policy considerations within Clause 22.04 (Cultural heritage places). Finally, as a result, the amendment introduces a number of consequential changes to the scheme.

A copy of the Amendment can be inspected, free of charge, during office hours, at the Department of Infrastructure, Customer Service Centre, Upper Plaza, Nauru House, 80 Collins Street, Melbourne and at the offices of the Mornington Peninsula Shire Council, Mornington Office, Queen Street, Mornington; Hastings Office, Marine Parade, Hastings and Rosebud Office, Besgrove Street, Rosebud.

PAUL JEROME
Executive Director
Planning, Heritage and
Building Division
Department of Infrastructure

Planning and Environment Act 1987
PORT PHILLIP PLANNING SCHEME

Notice of Approval of Amendment
Amendment C18

The Minister for Planning has approved Amendment C18 to the Port Phillip Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment rezones land at 21-33 Inkerman Street, St Kilda, known as the former St Kilda Depot from Public Use (Local Government) to a Mixed Use Zone. The amendment also includes the land in an Environmental Audit Overlay.

A copy of the Amendment can be inspected, free of charge, during office hours, at the Department of Infrastructure, Customer Service

Centre, Upper Plaza, Nauru House, 80 Collins Street, Melbourne and at the South Melbourne Town Hall offices of the Port Phillip City Council, 208-220 Bank Street, South Melbourne.

PAUL JEROME
Executive Director
Planning, Heritage and
Building Division
Department of Infrastructure

Planning and Environment Act 1987

STONNINGTON PLANNING SCHEME

Notice of Approval of Amendment
Amendment L72

The Minister for Planning has approved Amendment L72 to the Stonnington Planning Scheme.

The Amendment comes into operation on the date this notice is published in the Government Gazette.

The Amendment includes the Airlie Avenue Area in a Heritage Overlay Area in the Stonnington Planning Scheme.

A copy of the Amendment can be inspected, free of charge, during office hours, at the Department of Infrastructure, Customer Service Centre, Upper Plaza, Nauru House, 80 Collins Street, Melbourne and at the offices of the Stonnington City Council, corner Greville and Chapel Streets, Prahran.

PAUL JEROME
Executive Director
Planning, Heritage and
Building Division
Department of Infrastructure

ORDERS IN COUNCIL**Livestock Disease Control Act 1994****ORDER DECLARING A CONTROL AREA FOR OVINE JOHNE'S DISEASE AND
DECLARING PROHIBITIONS ON ENTRY OF LIVESTOCK INTO VICTORIA**

The Governor in Council makes the following Order:

1. Objective

The objectives of this Order are to –

- (a) declare the whole of Victoria as a control area for ovine Johne's disease; and
- (b) specify requirements which are to operate in the control area; and
- (c) prohibit the entry of sheep, goats, deer and alpacas into the control area under specified circumstances;
- (d) revoke the Order declaring a Control Order for Ovine Johne's disease which was made on 2 December 1997 and published in the Victoria Government Gazette No. G48, 4 December 1997, p3336.

2. Authorising Provision

This Order is made under section 6 of the **Livestock Disease Control Act 1994**.

3. Definition

In this Order –

“approved eradication program” means a program to eradicate *Mycobacterium paratuberculosis* from infected flocks which has been approved by the Manager, Animal Health Operations, Department of Natural Resources and Environment;

“residual zone” means;

- (a) the whole of Flinders Island in Tasmania; and
- (b) the lands in New South Wales contained in –
 - (i) the Goulburn and Central Tablelands Rural Lands Protection Districts; and
 - (ii) Divisions C and D of the Molong Rural Lands Protection District; and
 - (iii) the Yass Rural Lands Protection District excluding the lands west of the Lachlan Valley Way from the northern boundary of the Yass Rural Lands Protection District to the junction of the Lachlan Valley Way and the Hume Highway, and south of the Hume Highway from the same junction to the eastern boundary of the Yass Rural Lands Protection District.

“susceptible livestock” means sheep, goats, deer and alpacas;

“Approved market assurance program” means a program of flock testing to provide assurance with respect to ovine Johne's disease approved by the Manager Animal Health Operations, Department of Natural Resources and Environment.

4. Revocation

The ‘Order Declaring a Control Order for Ovine Johne's disease and Declaring Prohibitions on Entry of Livestock into Victoria’ which was made on 2 December 1997 and published in the Victoria Government Gazette No. G48, 4 December 1997, p3336, is revoked.

5. Control Area

The whole of Victoria is declared to be a control area in respect of ovine Johne's disease in respect of susceptible livestock.

6. Requirements in the Control Area

Within the control area–

- (a) an owner of any susceptible livestock must –
 - (i) submit the susceptible livestock for testing and sampling for ovine Johne's disease, in accordance with any directions that may be issued by the Manager, Animal Health Operations of the Department of Natural Resources and Environment, to a registered veterinary surgeon, an Inspector of Livestock or a person authorised by the Manager,

Animal Health Operations of the Department of Natural Resources and Environment to test and sample susceptible livestock for ovine Johne's disease;

- (ii) provide adequate facilities and sufficient assistance to allow the safe and efficient handling of the susceptible livestock during the sampling and testing procedures required under (i);
- (iii) provide information on the movements of susceptible livestock onto and from the property to an Inspector of Livestock upon request;
- (b) a person is prohibited, except with the permission of an Inspector of Livestock, from selling or transporting, except to an abattoir or knackery for slaughter, any susceptible livestock which originates or comes from a premises where –
 - (i) the infection with the ovine strains of *Mycobacterium paratuberculosis* in any susceptible livestock has been diagnosed or is suspected; and
 - (ii) a program applying in the State of which the premises is part to eradicate *Mycobacterium paratuberculosis* infection or to remove the suspect status of the property or susceptible livestock, has not been completed;
- (c) a person transporting suspect or infected susceptible livestock to a knackery or abattoir for slaughter must, on each occasion following such transportation, thoroughly remove all faecal material and wash out the transport vehicle without exposing other susceptible livestock to the faecal material or washings.

7. **Prohibition on Entry**

For the purposes of preventing the entry into Victoria of ovine Johne's disease, the entry into the control area of any susceptible livestock –

- (a) which originates or comes from a premises where –
 - (i) the infection with ovine strain of *Mycobacterium paratuberculosis* in any susceptible livestock has been diagnosed or is suspected; and
 - (ii) a program applying in the State of which the premises is part to eradicate *Mycobacterium paratuberculosis* infection or to remove the suspect status of the property or susceptible livestock, has not been completed,
 is prohibited except with a permit issued under Section 10(1) of the Act;
- (b) which originates or comes from a premises located in a Residual Zone is prohibited unless –
 - (i) the susceptible livestock are from a flock or herd not known to be infected with *Mycobacterium paratuberculosis* and transported directly to an abattoir where they are slaughtered; or
 - (ii) the susceptible livestock originate from a flock or herd with a status of Monitored Negative under an approved Market Assurance Program; and are accompanied by a declaration to that effect signed by the owner or the person in charge of the susceptible livestock; or
 - (iii) the susceptible livestock originate from a flock or herd which has been tested to the level equivalent to an approved Market Assurance Program during the 12 months prior to entering the control area; and are accompanied by a declaration to that effect signed by the owner or the person in charge of the susceptible livestock; or
 - (iv) the susceptible livestock are known or suspected to be infected with *Mycobacterium paratuberculosis* and are accompanied with a permit issued under Section 10(1) of the Act.

Dated: 21 March 2000.

Responsible Minister:
KEITH HAMILTON
Minister for Agriculture

HELEN DOYE
Clerk of the Executive Council

Livestock Disease Control Act 1994**ORDER DECLARING A CONTROL AREA FOR BOVINE JOHNE'S DISEASE AND
DECLARING PROHIBITIONS ON ENTRY OF LIVESTOCK INTO VICTORIA****1. Objective**

The objective of this Order is to –

- (a) declare the whole of Victoria as a control area for bovine Johne's disease; and
- (b) specify requirements which are to operate in the control area; and
- (c) prohibit the entry of cattle and goats into the control area under specified circumstances.

2. Authorising Provision

This Order is made under section 6 of the **Livestock Disease Control Act 1994**.

3. Definition

In this Order –

“Approved eradication program” means a program which has been approved by the Manager, Animal Health Operations, Department of Natural Resources and Environment to eradicate *Mycobacterium paratuberculosis* from infected herds;

“Approved market assurance program” means a program of herd testing approved by the Manager Animal Health Operations, Department of Natural Resources and Environment to provide assurance with respect to bovine Johne's disease.

“Approved feedlot” means a premises for the fattening of cattle that is approved by the Manager, Animal Health Operations, Department of Natural Resources and Environment.

“Susceptible livestock” means cattle and goats.

4. Control Area

The whole of Victoria is declared to be a control area in respect of bovine Johne's disease in respect of susceptible livestock.

5. Requirements in the Control Area

Within the control area an owner of any susceptible livestock must –

- (i) submit the susceptible livestock for testing and sampling for bovine Johne's disease, in accordance with any directions that may be issued by the Manager, Animal Health Operations of the Department of Natural Resources and Environment, to a registered veterinary surgeon, an Inspector of Livestock or a person authorised by the Manager, Animal Health Operations of the Department of Natural Resources and Environment to test and sample susceptible livestock for bovine Johne's disease;
- (ii) provide adequate facilities and sufficient assistance to allow the safe and efficient handling of the susceptible livestock during the sampling and testing procedures required under (i);
- (iii) provide information on the movements of susceptible livestock onto and from the property to an Inspector of Livestock upon request.

6. Prohibition on Entry

For the purposes of preventing the entry into Victoria of bovine Johne's disease, the entry into the Control Area of any susceptible livestock

- (a) which originates or comes from a premises where –
 - (i) the infection with bovine strain of *Mycobacterium paratuberculosis* in any susceptible livestock has been diagnosed; and
 - (ii) an approved program applying in the State of which the premises is part to eradicate *Mycobacterium paratuberculosis* infection, has not been completed,is prohibited except with a permit issued under Section 10(1) of the Act.
- (b) which originates or comes from a premises located in Tasmania is prohibited unless-
 - (i) the susceptible livestock are to be transported directly to an abattoir where they are slaughtered; or

- (ii) the susceptible livestock are to be placed on an approved feedlot in the Control Area for fattening and subsequent direct movement for slaughter; or
- (iii) the susceptible livestock originate from a herd with a status of Monitored Negative or Check tested under an approved Market Assurance Program; or
- (iv) the susceptible livestock are steers that originate from a non-assessed herd; or
- (v) the susceptible livestock are accompanied with a permit issued under Section 10(1) of the Act

and the susceptible livestock are accompanied by a declaration to that effect signed by the owner or the person in charge of the susceptible livestock.

Dated: 21 March 2000.

Responsible Minister:
KEITH HAMILTON
Minister for Agriculture

HELEN DOYE
Clerk of the Executive Council

Prevention of Cruelty to Animals Act 1986

VARIATION OF THE CODE OF ACCEPTED FARMING PRACTICE FOR THE WELFARE OF LIVESTOCK – TRANSPORT OF LIVESTOCK

Order in Council

The Lieutenant-Governor as the Governor's deputy with the advice of the Executive Council, under section 7(1) of the **Prevention of Cruelty to Animals Act 1986**, approves the variation by the Minister for Agriculture and Resources of the Code of Accepted Farming Practice for the Welfare of Livestock – Transport of Livestock, approved by the Governor in Council on 20 August 1985 and published in Government Gazette No. 91 on 28 August 1985 (pages 3389 – 3399), as follows –

- (a) In clause 2.2, paragraph 3, delete the references to “horses” and “pigs”.
- (b) In clause 7, paragraph 2, delete –
 - “● horses (including brumbies);
 - pigs (see below).”.
- (c) In clause 7, delete paragraph 9, commencing “Unloading...the pigs”.
- (d) In clause 10, paragraph 1, delete the references to “horses”, “pigs” and “and poultry”.
- (e) Delete the following clauses –
 - Clause 8.4 - Pigs;
 - Clause 8.7 - Horses;
 - Clause 10.1 - Horses;
 - Clause 10.4 - Pigs;
 - Clause 11.3.1 - Horses;
 - Clause 11.3.4 - Pigs;
 - Clause 12 - Poultry.

Dated: 25 May 1999.

Responsible Minister:
PATRICK McNAMARA
Minister for Agriculture & Resources

SHANNON DELLAMARTA
Acting Clerk of the Executive Council

Prevention of Cruelty to Animals Act 1986

**APPROVAL OF CODES OF PRACTICE FOR THE LAND TRANSPORT OF HORSES
(VICTORIA), THE LAND TRANSPORT OF PIGS (VICTORIA) AND THE LAND
TRANSPORT OF POULTRY (VICTORIA)**

Order in Council

The Lieutenant-Governor as the Governor's Deputy with the advice of the Executive Council, under section 7(1) of the **Prevention of Cruelty to Animals Act 1986**, approves the preparation of

-
- (a) the Code of Practice for the Land Transport of Horses (Victoria); and
 - (b) the Code of Practice for the Land Transport of Pigs (Victoria); and
 - (c) the Code of Practice for the Land Transport of Poultry (Victoria) –
- by the Minister for Agriculture and Resources.

Dated: 25 May 1999.

Responsible Minister:
PATRICK McNAMARA
Minister for Agriculture & Resources

SHANNON DELLAMARTA
Acting Clerk of the Executive Council

Prevention of Cruelty to Animals Act 1986

CODE OF PRACTICE FOR THE LAND TRANSPORT OF HORSES (VICTORIA)

1 INTRODUCTION

This Code of Practice (Code) was prepared to provide guidance to persons concerned with the transport of horses in a wide range of situations and should be read with this in mind. It emphasises the responsibilities of the owner of the animals (or his/her agent), drivers, attendants and railway officials. It is intended to encourage considerate treatment so that transport stress and injury are minimised at all stages of the transport operation.

In this Code, transport includes the period immediately before loading including any waiting periods, loading, transit, rest periods and unloading at the point of destination.

This Code emphasizes the need for planning prior to the transportation of horses. Horses can be efficiently and humanely transported by road or rail if:

- care is given to the selection and preparation of horses prior to transportation;
- care is taken in the loading of horses using facilities well designed for horses;
- the trip is scheduled to minimize delays in travel or at the point of disembarkation of the horses.

Vehicles used to transport horses by road vary from single horse floats for road transport to double deck semi-trailers.

Ignorance is no excuse for inappropriate handling of horses. Employers have an obligation to train employees on humane handling, equipment use and care.

Horses should not be transported unnecessarily and any transport that is required should be carried out in a way that minimises stress, pain and suffering.

2 RESPONSIBILITIES

- 2.1 The possibility of animals being injured or becoming ill must be minimised by transporting them to their destination as speedily as possible, within the confines of any legal requirements.
- 2.2 The owner or manager is responsible for the horses until they are on the transport vehicle. They then become the transporter's responsibility, including loading density, until they are unloaded at the abattoir, knackery or other destination. If a transport driver considers that the horses presented for transport are not likely to survive the journey or are not fit for transport, loading

should be refused. After delivery, abattoir or knackery management (including service abattoirs) assumes responsibility until slaughter. When at saleyards, they are the responsibility of the saleyard superintendent. When at a second property the owner/manager of that property is responsible.

- 2.3 Plans should be made to minimise any delay that could be stressful to horses. The driver must ensure that he/she is provided with the name and telephone number of the owner/agent of the horses, where they are to go and who will receive them.
- 2.4 Persons organising the transport of animals must be aware of any requirements for health certification and welfare of the animals and ensure that approvals and documentation are completed before the planned journey. This is particularly important for interstate and export movements and will minimise delays that may adversely affect the well-being of the animals. Further information can be obtained from local offices of the Department of Natural Resources and Environment.
- 2.5 Only fit and healthy animals should be selected for transport. Those most susceptible to disease, stress or injury during transport (sick, lame, weak or young horses) should be loaded last and unloaded first. Separate accommodation for such animals is preferred.
- 2.6 **Owner's responsibilities**
 - 2.6.1 The owner or agent has a responsibility to select only fit and healthy horses for travel. Lamé or sick horses should not be transported except for veterinary treatment.
 - 2.6.2 The nature and duration of the proposed journey should be considered when determining the degree of fitness required.
 - 2.6.3 The owner or agent is responsible for the provision of well maintained loading facilities.
 - 2.6.4 Proper pre-conditioning of horses, including feeding, watering and paring of feet should be performed by the owner or agent.
- 2.7 **Driver's responsibilities**
 - 2.7.1 A driver should refuse to load any horse which is not fit and healthy to travel. The driver of a road vehicle is responsible for the care and welfare of animals during transport unless either an attendant or agent appointed by the owner travels with the consignment. Drivers must stop and regularly inspect stock they are carrying and assist a distressed or injured animal immediately they become aware of a problem.
 - 2.7.2 Drivers should be trained to ensure the welfare of horses in their charge and be familiar with the content of this Code.
 - 2.7.3 Good driving technique is an important factor in ensuring the welfare of transported horses is protected.
 - 2.7.4 Drivers should ensure that the stock carrying part of the vehicle is sound and safe.
- 2.8 The owner of loading facilities including ramps is responsible for their maintenance.

3 TRAVELLING STOCK RESERVES

- 3.1 Travelling Stock Reserves (TSRS) are important to the welfare of travelling stock in remote areas. All TSRS should be well maintained by the responsible authority and clearly identified. Drinking water should always be available in paddocks. The TSR should be suitably fenced so that the risk of escape or injury to horses is minimised.

4 MINIMISING STRESS

- 4.1 Stress is a cumulative response of an animal to its surroundings and may result in severe physiological effects.
 - 4.1.1 Horses may be stressed during transport by the handling involved in assembling them. They should be handled quietly and carefully so neither they nor other horses nearby are unduly disturbed by the process.

- 4.1.2 This especially applies where surroundings are strange and where mustering in remote areas is involved. Feral horses are most likely to be affected by the cumulative effects of handling and particular care is needed.
- 4.1.3 The animals most likely to be affected by stress are those not accustomed to handling, those in poor condition, the excessively fat, pregnant mares, the young and the old.
- 4.1.4 Excessive stress during transport may lead to parturition problems, failure to come into oestrus, injuries, colic, travel related disorders including pneumonia, scouring, laminitis and dehydration, transit tetany, weight loss, choke and excitable behaviour. For this reason, horses that have been transported may be difficult to handle.
- 4.1.5 Mares that are more than ten months pregnant and those in early lactation should not be transported for periods longer than eight hours due to the increased risk of metabolic disease and injury. Mares which have given birth should not be transported within seven days of foaling except when travelling for veterinary treatment. Feral pregnant mares should not be transported if visibly heavily pregnant.
- 4.1.6 It is important that transporters realise that animals constrained by transport cannot seek shade, shelter or move away from cold draughts, and that the stress of transport will be increased by inclement weather.
- 4.1.7 Horses being transported to slaughter should preferably be transported directly to the nearest licensed horse abattoir to reduce the time off feed, handling and transport stress.
- 4.1.8 Good ventilation in the transport vehicle is important to minimise the incidence of pneumonia and pleuritis.

5- PRE-TRANSPORT PREPARATION OF HORSES

5.1 Pre-travel rest period for feral or unhandled horses

- 5.1.1 Frightened horses are difficult to load or transport and they should therefore be given an opportunity to become acclimatised to new surroundings and accustomed to each other before transport.
- 5.1.2 A rest period of at least 12 hours is essential, but at least 24 hours is preferred where feral horses have been mustered by helicopter or light plane.
- 5.1.3 Groups of horses unfamiliar to each other should be segregated during the pre-transport period to avoid stress.
- 5.1.4 There should be provisions made to segregate fractious and dominant animals from the mob.

5.2 Water and feed requirements

- 5.2.1 Drinking water must be provided in assembly yards or pens. Adult horses require 25 litres (5.5 gallons)/horse/day. Double this amount is required in hot weather.
- 5.2.2 Horses kept in yards for more than 12 hours, or if about to travel for more than 12 hours, must be provided with palatable hay or alternate feed. A 'rule of thumb' rate for feeding hay is 8 kg (20 lbs) per adult per day.
- 5.2.3 Feed and water supply systems should ensure that all horses have access to feed and water and that wastage is minimised.

5.3 Shelter

- 5.3.1 Access to shelter from heat, wind and cold should be provided in very hot or cold weather or where foals or horses in poor condition are involved.

5.4 General exemptions

- 5.4.1 Providing humane slaughter is not possible without transport, they are fit to travel, and with veterinary advice:
 - weak animals may be transported as a salvage operation, e.g. from a drought area;

- horses that are either ill or injured may be transported for veterinary treatment.

In both of these situations a decision should be made to transport the horses before their fitness to travel has become seriously compromised.

5.5 Horses injured by bushfire

5.5.1 After bushfires, horses assessed by a veterinary surgeon or livestock assessment team as capable of travelling without undue pain or stress resulting from burns, may be transported elsewhere.

5.5.2 In the absence of a veterinary surgeon or livestock assessment team, bushfire affected horses may only be transported for agistment if they meet the following criteria:

- they do not show severe respiratory distress;
- they are not reluctant to walk and do not exhibit undue pain or stress when encouraged to walk;

5.5.3 Distressed horses should be humanely destroyed or treated by a veterinarian without delay.

5.6 Drought affected horses

- If still able to walk, they should be agisted or sent directly to the nearest slaughtering plant. They should not be consigned through saleyards.

- Only animals judged to be capable of surviving the journey should be transported.

5.6.1 Under no circumstances should horses be allowed to become so weak that they are not fit to travel. Animals which lie down after limited exercise are not fit to travel and should be fed until strong, or promptly and humanely destroyed.

5.6.2 Weakened horses should be transported to their destination by the shortest practicable route. They should be given special protection against exposure to extremes of weather. They should not be mixed with strong animals.

5.7 Handling horses rejected from transport

5.7.1 Animals which are clearly suffering should be promptly and humanely destroyed. Methods for humanely destroying horses are provided later in this Code.

5.7.2 Humane and effective arrangements should be made by the owner or agent for the handling and care of any animal rejected as unsuitable for loading.

6 LOADING

6.1 Supervision

6.1.1 Injuries and stress are most likely to occur during loading and unloading.

6.1.2 The loading procedure should be planned to allow adequate time for stock to be loaded quietly and without causing them injury.

6.1.3 Loading should be supervised by experienced stock handlers who have a basic knowledge of the behavioural and physical needs of horses.

6.1.4 Supervisors should ensure that spectators do not impede the smooth loading of animals. Noise, harassment and excessive force should be avoided.

6.2 Sedation

6.2.1 Horses should not be routinely sedated for travel and sedation should only be used on horses with specific behaviour problems. Horses should be sedated by a veterinarian or under veterinary instruction and only when this is best for the animal's welfare.

6.2.2 Sedated horses require special care to ensure they are not unduly affected by the motion of the transport vehicle or are not trampled on if they become recumbent. Sedated horses should be penned separately in horse floats and not transported on cattle trucks.

6.3 Cleanliness

Horses must only be loaded onto vehicles or railway wagons that have been thoroughly cleaned. Vehicles must be disinfected with approved disinfectants after cleaning if previous occupants have shown signs of contagious disease e.g. nasal discharges, coughs, severe diarrhoea or draining abscesses.

6.4 Protective equipment

Correctly fitted hoods, blankets, blinkers, sheets, knee or hock caps and bandages may be useful to protect parts of the animals that are most likely to suffer abrasion or bruising through the motion of transport. Handled horses with thick winter coats should be clipped before travel in hot climates. Transported horses can generate considerable heat and this can lead to excessive sweating and dehydration if the horse is overrugged.

6.5 Head stalls/halters

Except for young or unhandled horses, head stalls should be applied and in a way that will not cause injury to the animals. The head stall should be made of a suitable material and be well maintained. The lead of the head stall is to be secured to the vehicle using a quick release knot. Head stalls or halters should only be fitted if the horse is tied up during transport.

6.6 Shoes

Removal of shoes on long journeys may decrease the risk of injury caused by slipping. Hind shoes should be removed where horses travel in groups.

6.7 Facilities

- 6.7.1 Loading should normally take place from a properly constructed ramp or loading bay.
- 6.7.2 There should be no protrusions or sharp edges on the framework, doorways, floors or partitions capable of injuring animals. Hinges and latches must not project into the pathway of animals.
- 6.7.3 Gates should operate smoothly, retract fully from the pathway of animals and not be susceptible to jamming. Gates should also be made clearly visible to animals when shut by providing where necessary a 'sight board' to improve visibility.
- 6.7.4 A flat platform at the top of the ramp should be level with the deck being loaded and should not be less than 1.5 metres in length. A slope of not more than 1 in 3 (about 20 degrees) is recommended for permanently installed ramps.
- 6.7.5 Overhead bars on ramps used for horses are undesirable. Where they are used they should be at least 2.1 m high to prevent head injuries to rearing horses.
- 6.7.6 Side protection should be of sufficient height and covered in at the bottom to prevent injuries. Inner rails should be smooth with no sharp projections. Provision of a removable bottom rail helps in raising fallen horses. Railings should be at least 1.5 m high where the difference in height the animals have to negotiate is more than 70 cm, or the length of the ramp is more than 1.50 m.
- 6.7.7 Ramps and walking surfaces should have an anti-slip design with foot battens or a covering of sand as necessary. Cross cleats, 40-50 mm high should be provided with timber ramps or if the ramp is made from concrete, a cross grooved pattern or steps will provide a good footing when the ramp is wet. Recommended dimensions of steps are 300-500 mm treads and 90-100 mm risers. Solid flaps must be used to cover any gap between the loading ramp and the floor of the stock crate.
- 6.7.8 Horses may object to the hollow sounds resulting from walking on ramps. This can be reduced by using matting or putting earth or sand on the ramp floor.
- 6.7.9 Provision of a walkway on the outside of the ramp for use by an attendant will facilitate stock movement.
- 6.7.10 Manual lifting is permissible for young foals that may have difficulty negotiating a ramp.

6.7.11 During loading, the gate of the stock crate must be properly aligned with the loading race to ensure the smooth movement of horses and to minimise injury.

6.8 Lighting

6.8.1 Artificial lighting to illuminate the loading ramp is useful for loading at night. The interior of the transport unit should also be well lit at loading so that the horses can see where they are going. However, a horse may balk if it has to walk towards the glare from a very bright light.

6.9 Segregation during transport

6.9.1 The following classes of horse should be separately stalled:

- unbroken horses (although these could travel together in a group);
- stallions older than one year;
- heavily pregnant mares;
- mares with a foal at foot;
- horses greatly differing in size;
- unfit animals travelling under veterinary supervision;
- vicious horses;
- sedated horses.

6.9.2 Horses must not be mixed with other animal species during transport except in the case of companion animals where separation could cause distress.

6.9.3 Working dogs must not be transported in a stock crate with horses.

6.10 Assisting the loading of horses

6.10.1 Sticks, lengths of heavy plastic, metal piping or heavy leather belts must never be used to beat horses but may be used sensibly to encourage horses to move.

6.10.2 Where horses are not being led by a head stall, the use of 'flappers' (a length of cane with a short strap of leather or canvas attached) or 'metallic rattle' may be used to encourage movement in response to sound.

6.10.3 Dogs and electric prods must not be used during the loading of horses.

6.10.4 Where a horse objects to being loaded, backing the animal into the vehicle, or loading it through the front, may prove easier. Ramps should be as near level as possible as it is difficult to back a horse up a slope.

6.10.5 Facing away from the direction of travel may result in less stress for animals that are fractious or difficult to load.

6.10.6 When leading colts, stallions or frisky horses, the use of a rearing bit is encouraged.

7 TRANSPORT DESIGN

7.1 Construction and design

7.1.1 Vehicles and their fittings must be strong enough to contain the animals and prevent their escape.

7.1.2 Materials used in the construction of transport vehicles must be able to be cleaned effectively.

7.1.3 Internal sheeting of the sides of stock crates and of internal ramps should be smooth to eliminate pressure points and reduce bruising.

7.1.4 A transport used for horses should preferably have a rigid and substantial roof.

7.1.5 Vehicles should be designed to ensure that the bedding is maintained reasonably clean and dry.

- 7.1.6 The parts of the vehicle or wagon through which horses move or are held should be free from obstructions and hazards that could cause injury. Doors should be wide enough to allow easy exit and entry (no less than 900 mm)
- 7.1.7 Deck and floor surfaces should provide a good foothold, and where necessary be fitted with foot battens.
- 7.1.8 Absorbent litter or flooring should be fitted in areas where horses are held for prolonged periods. This may be replaced during rest periods.
- 7.1.9 If necessary, the walls should be padded from a level of about 75 cm above the floor to a height level with the animal's back. Further padding may be required to protect the animal's head. Padding should be capable of easy cleaning and disinfection.
- 7.1.10 Vehicles must be kept in safe and roadworthy condition and receive regular maintenance inspections.

7.2 Head clearance

- 7.2.1 Each horse should have sufficient room to stand in its natural position. There should be adequate clear headroom and space above each horse for air circulation.
- 7.2.2 A height of 2 m is adequate for most horses used for sport and recreation. Bows on body trucks and single deck semi-trailers should also be at least 2 m high and padded for their full length to a thickness of at least 2 cm with appropriate soft material.

7.3 Use of partitions

- 7.3.1 Adjustable partition boards should always be used to help animals maintain their balance where the animals are placed at right angles to the direction of travel. These will help to prevent injuries resulting from surging due to traffic or road conditions. The density of stock must be assessed for each division in a stock crate.
- 7.3.2 Partitions should be at least 600 mm high and placement at a height of about 600 mm from the floor may reduce scrambling. They should be removable in case an animal collapses.
- 7.3.3 In a two horse trailer, head height partitions should be used at the head of each animal if they are not tethered, to prevent them biting adjacent animals.

7.4 Ventilation

- 7.4.1 The air circulation in enclosed vehicles should be sufficient to provide oxygen to prevent bacterial build-up, remove smells and gases and ensure a comfortable temperature and humidity. A mechanical means of forcing the circulation of air may be necessary for enclosed vehicles.
- 7.4.2 The exhaust system of a vehicle must not pollute the air inside the transport.
- 7.4.3 Horses should not be placed in excessively strong draughts, but adequate ventilation is vital to prevent travel sickness.
- 7.4.4 Solid sided stalls may prevent the loss of heat produced by the animals.

7.5 Two-horse trailers

- 7.5.1 It is usual to pen a single horse on the driver's side of the trailer or place the heavier horse on the driver's side.
- 7.5.2 When large horses are positioned to one side of a trailer they tend to make the trailer unstable. Thus when a single large horse is being transported, the centre partition should be removed or secured diagonally to allow the horse to spread the weight.
- 7.5.3 Some horses have preferred sides of travel in a float.

8 LOADING DENSITY DURING TRANSPORT

- 8.1 The driver is responsible for ensuring that the loading density and penning arrangements are compatible with the welfare of the horses and the capacity of the transport vehicle.

- 8.2 Loading horses either too loosely or too tightly predisposes them to injury. Partitions should be used to reduce the likelihood of injury. Too close packing may result in horses having permanent body contact leading to panic reactions when the vehicle sways.
- 8.3 When calculating space requirements, the size and condition of the animals, the weather and the nature and duration of the journey should be considered. The objective should be to minimise injury and allow cast horses to rise without assistance.
- 8.4 Foals and young horses involved in long journeys must have sufficient space in which to lie down.

8.5 Loose penning of horses

Age	Floor area (m ² /head)
adults	1.2
18-24 months	1.0
12-18 months	0.9
5-12 months	0.7

These figures may vary by up to 10% for adult horses and ponies and up to 20% for young horses and foals. The allowance depends on the weight and size of the horses, their condition, the weather and the length of the journey.

9 TRAVEL

9.1 General

- 9.1.1 Transport should be completed with minimum delays. Where delays cannot be avoided, adequate care regarding feeding, watering, ventilation and shelter is necessary.
- 9.1.2 Drivers should drive smoothly to prevent bruising and the risk of injury.
- 9.1.3 Distressed or injured animals should be given immediate assistance from the driver or attendant. Veterinary, police or RSPCA assistance should be sought as soon as possible to deal with severely distressed or injured animals. If necessary, injured or ill animals should be humanely destroyed by the driver or drover without delay using the methods specified later.

9.2 Temperature

- 9.2.1 When transporting horses in very hot or cold conditions, consider the vehicle construction, its ventilation, the speed of travel, the number of planned stops as well as the number, age and condition of the animals to be carried in planning the length and duration of the journey.

9.3 Feeding and watering

- 9.3.1 All animals must be watered and fed at least once in each 24 hour period. Young animals and lactating mares require feeding and watering every 8 hours. Weather conditions will influence the frequency of feeding and watering requirements.

9.4 In transit inspections

- 9.4.1 Consignments by road should be inspected within 30 minutes of commencing a journey and at least every 4 hours thereafter.
- 9.4.2 A suitable source of lighting should be available to carry out inspections at night.
- 9.4.3 Horses should not be left unattended on stationary vehicles except in an emergency or for a bona fide break. Where transport delays cannot be avoided, adequate attention to the animals, particularly regarding feeding, watering, ventilation and shelter, is required.

10 REST PERIODS

- 10.1 Rest stops extend the total time of a journey and subject animals to unfamiliar surroundings. Unloading and loading horses for spelling may impose a greater stress than continuing the journey for a limited period.
- 10.2 In hot weather rest periods may be disadvantageous to travelling horses. Air flow associated with the movement of vehicle may be conducive to horse welfare.
- 10.3 Horses should be transported to their destination as soon as possible and delays must be reduced to a minimum. If delays occur adequate care must be given to the animals particularly regarding feeding, watering and ventilation.
- 10.4 Providing care is taken in planning a journey and the facilities provided are of a high standard, horses can be transported for long periods without any problem. However, every opportunity should be taken to inspect the animals.
- 10.5 Except as outlined in 10.8 below, after each 24 hours of travel, a spelling period of at least 12 hours should be provided for all horses (including brumbies). Feed and water must be available for at least 12 hours.
- 10.6 Care should be taken to avoid prolonged deprivation of feed and water beyond the specified limits (see 10.5) when horses are unloaded and spelled before continuing the journey. A calculation should be made of the total period of deprivation of feed and water from the time of initial loading until unloading after the second journey and used as a basis for determining those requirements.
- 10.7 During every specified spelling period, horses must:
- be unloaded;
 - have access to food and water;
 - have enough space for exercise and rest;
 - be separated in accordance with companion groups.
- 10.8 It is appreciated that horses used for racing and other purposes may be safely transported from state to state in specially designed floats and under expert standards of horse care and supervision.
- Horses may be transported for uninterrupted periods in excess of 36 hours and may not be required to be given post-transport spelling period provided that the following criteria are met:
- Two drivers are in attendance at all times.
 - The horses are fed and watered at intervals not exceeding 5 hours.
 - The horses are individually stalled in an area not less than 700 mm wide and 2350 mm long.
 - Stall partitions are strong and safe and constructed in a manner to promote air flow.
 - Stalls are positioned in a way that each horse is easily accessible for feeding, watering and visual inspection.
 - Each stall is provided with its own feed and water containers with provision to remove or drain water for cleaning purposes.
 - The vehicle to have storage for sufficient water and fodder for the journey.
 - The vehicle to be constructed with good ventilation and or equipped with fans to ensure the entire air content of the conveyance is replaced with fresh air at maximum intervals of 5 minutes.
 - Floors of the conveyance are drained sufficiently to remove all urine.
 - Sufficient interior lighting to be provided for night feeding and visual horse inspection.
 - No horses to be exposed to natural elements.
 - Flooring to be rubberised.

11 UNLOADING

- 11.1 Requirements similar to those listed under 'Loading' apply to the unloading of horses, but note they will be tired and stressed after a journey.
- 11.2 Horses should be unloaded upon arrival at the destination, offered food and water and if possible allowed to rest.
- 11.3 Injuries will be reduced if horses are given the opportunity to walk quietly off the vehicle at their own pace.
- 11.4 Light exercise may be warranted if the horses are stiff from travelling.

11.5 Responsibilities at destination

- 11.5.1 The drover or driver must bring to the attention of the person in charge at the destination any aspect of the journey that might affect the future welfare of the animals, the last feeding and watering times and full details of any treatment given.
- 11.5.2 The drover or driver in charge must not leave the premises of destination until satisfied that a suitable person has taken charge of the horses.

11.6 Access to feed and water

- 11.6.1 All horses should be offered water upon arrival at the destination.
- 11.6.2 Including the total transport time and time held in yards when unloaded, horses must not be denied access to food for a period longer than 24 hours except when they are to be slaughtered the same day.

11.7 Health status on arrival

- 11.7.1 The health status of the horses should be monitored on arrival. Horses should be bright, alert and have a good appetite for food and water. Veterinary attention should be sought for horses that are depressed, coughing, show lack of appetite or have an elevated body temperature. Some cases of travel sickness will not be apparent for 2-3 days after travel so observation should continue for several days after arrival.
- 11.7.2 There should be facilities for the humane unloading or slaughter of horses that are unable to walk off because of injury or exhaustion.
- 11.7.3 Horses that fall ill or are injured should receive treatment as soon as possible.
- 11.7.4 It is unacceptable to delay the humane destruction of severely injured horses. If a veterinarian is unavailable, this should be done by, or at the direction of, the person in charge at the time.
- 11.8 Animals requiring emergency euthanasia should be shot or stunned with a captive-bolt pistol and bled without moving them further than is necessary.

12 EMERGENCY EUTHANASIA OF HORSES

- 12.1 Previous sections of this Code have drawn attention to circumstances in which horses may need to be humanely killed.
- 12.2 Where euthanasia is necessary, the person responsible for the animals must ensure it is carried out humanely and results in immediate death. Assistance should be sought from a veterinary practitioner, the RSPCA or the police where necessary.
- 12.3 Persons in charge of commercial transport vehicles which regularly travel to remote areas should ensure that an instrument in good working order and suitable for humane euthanasia is always carried in the vehicle and that they are familiar with its use in horses.
- 12.4 Euthanasia of animals is an unpleasant experience for most people and spectators should be actively discouraged from viewing the destruction of injured animals.
- 12.5 The animal should be handled quietly beforehand to ensure it is not unnecessarily distressed or alarmed.

12.6 Use of firearms

12.6.1 The most efficient, safe and widely available method of humanely killing horses during transport is to shoot the animal through the brain at close range.

12.7 Safe use of firearms

- A .22 calibre rifle or a .32 calibre humane killer pistol is adequate for humane euthanasia of most horses. However, use of these calibre firearms must be followed by immediate pithing by destruction of the brain through the bullet hole, or bleeding out;
- Any use of firearms is potentially hazardous;
- Persons other than the marksman and a handler for the animal should be cleared from the area or should stand well behind the marksman;
- Never fire while the animal is moving its head; wait patiently for a quiet interval before firing;
- To provide maximum impact and the least possibility of misdirection, the gun should be fired at a range that is as short as circumstances permit, but not in contact with the animal's head.

12.8 Use of the captive-bolt pistol

12.8.1 When used with care this alternative is safer than a firearm.

12.8.2 The operator does not have to be an experienced marksman as the instrument's muzzle is firmly pressed against the skull before firing.

12.8.3 A captive-bolt pistol only stuns the animal and it is necessary to pith by destruction of the brain through the hole made by the captive bolt, or bleed out the animal to ensure death.

12.8.4 Blank cartridges for the captive-bolt pistol are colour-coded according to the amount of charge they contain and the manufacturer's recommendations should be followed on the most appropriate blank cartridges for different farm animals.

12.8.5 Regular maintenance of the captive-bolt pistol is essential for efficient stunning and avoidance of malfunctions.

12.8.6 A head collar or bridle should be put on the animal to enable it to be quietly restrained by an assistant who must stand out of the line of fire. Restless animals should be blindfolded.

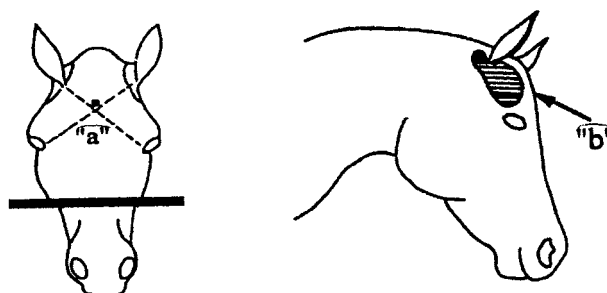


Figure 1: Humane destruction of horses using frontal method

'a' indicates recommended position for frontal method (suitable for firearm or captive-bolt pistol).

'b' indicates direction (shown by arrow) in which bullet should be fired at the target area.

Frontal method: The captive-bolt pistol or firearm should be directed at the point of intersection of diagonal lines taken from the base of each ear to the opposite eye. The bullet should be directed horizontally to ensure the brain is damaged (see Figure 1).

Temporal method: This is only suitable for firearms; the horse is shot from the side so that the bullet enters the skull midway between the eye and the base of the ear on the same side of the head. The bullet should be directed horizontally.

Prevention of Cruelty to Animals Act 1986**CODE OF PRACTICE FOR THE LAND TRANSPORT OF POULTRY (VICTORIA)****1 INTRODUCTION**

This Code of Practice (Code) is intended as a guide for people who are involved in transporting domestic poultry and other birds.

The provisions of this Code emphasise the responsibilities of the poultry producer, agent, catching crew and transport personnel. They are intended to encourage considerate treatment of birds so that transport stress and injury are minimised. The general objective is to minimise any adverse effects on birds by ensuring they are transported to their destination as safely as possible.

To prevent birds being without food or water for more than 18 hours there should be contingency plans for truck or processing plant breakdowns.

In this Code, transport includes the delivery of chicks to farms from the hatchery, and the period from removal of the birds from their living area to other accommodation or to slaughter. Apart from the need to consider the well-being of poultry during the transport process, everyone involved must also be mindful of the road transport regulations that apply in Victoria.

2 RESPONSIBILITIES**2.1 Employers**

2.1.1 Employers have an obligation to train employees in the use of equipment and in the humane care and handling of poultry.

2.2 Owners

2.2.1 Owners of poultry operations have a responsibility to provide facilities and equipment that enable bird handling, loading and unloading to take place without causing injury or undue suffering to the birds. Correct building design, accessibility to transport, and location and appropriate design and use of cages, crates and equipment greatly improve the humane handling of poultry. Producers are encouraged to adopt new technology in relation to shed, cage and crate design that improve the well-being of poultry being transported.

2.2.2 Persons organising the transport of poultry must be aware of any requirements for health certification. Approvals and documentation must be completed before the journey. This is particularly important for interstate and export movements, and will minimise delays that may adversely affect the well-being of the birds. Further information can be obtained from the local office of the Department Natural Resources and Environment.

2.3 Drivers

2.3.1 The driver of a road vehicle is responsible for the care and welfare of birds during transport unless either an attendant or agent appointed by the owner travels with the consignment.

2.3.2 Contingency plans should be made to minimise any delay that could be stressful to birds. Drivers must ensure that they are provided with the name and telephone number of the owner/agent of the birds in case there are any delays or if any emergency action is required.

2.3.3 Truck drivers should drive safely to minimise disturbance to birds.

2.3.4 Before departing, the driver must check that the load is secure and that there are no loose birds.

2.3.5 Provision for regular inspections during transit must be made during the journey (see Section 6.3).

2.3.6 Drivers should be capable of assessing the welfare of birds and attending to requirements of the birds including euthanasia.

3 MINIMISING STRESS

- 3.1 Stress is a cumulative response of an animal to its surroundings and may be increased when birds are subjected to major changes, such as during transportation.
- 3.2 Birds being transported are subject to several stresses including:
 - catching and handling;
 - deprivation of food, water and freedom of normal movement; - changes in climatic conditions;
 - unfamiliar surroundings, noises and sensations.
- 3.3 Unnecessary transport of birds must be avoided. Any transport that is required should be carried out safely and in a manner that minimises stress, pain and suffering.
- 3.4 Particular care needs to be taken with end-of-lay hens. They may be vulnerable to injury as their bones may be weak.

4 PRE-TRANSPORT PREPARATION

4.1 Selecting poultry for travel

- 4.1.1 The owner or agent must ensure that only fit and healthy birds are selected for travel. Sick, injured or weak birds must be rejected. The person in charge of the flock is responsible for assisting in the selection process, and must remove birds that are unfit for transport prior to the arrival of transportation.
- 4.1.2 Humane and effective arrangements should be made by the owner or agent for the handling and care of any birds rejected as unsuitable for loading.

4.2 Water and feed requirements

- 4.2.1 Birds, excluding day-old chicks, should not normally be held in containers for longer than 12 hours unless they have access to water. When a delay is expected and holding time is likely to exceed 18 hours, birds should be released into a shed where they have access to feed and water, or immediate slaughter should be arranged at another slaughterhouse.
- 4.2.2 Birds, excluding day-old chicks, must receive feed during the 24 hours prior to travel. Birds must not be deprived of water prior to loading.
- 4.2.3 The time spent in containers is calculated from the time the birds are first placed in them, not from when the journey begins.

4.3 Shelter

Birds should be protected from the adverse effects of direct sunlight, radiant and reflected heat, wind, rain and hail.

4.4 Cleanliness

Cages must be thoroughly cleaned and disinfected before poultry are loaded into them.

4.5 Transport container design

- 4.5.1 Birds may only be carried in properly designed cages or crates. They must not be transported with their legs tied.
- 4.5.2 Cages and crates should be designed, monitored and managed so that birds are not injured when being placed in or taken out. Cage doors should be as large as practical, and not be less than 20 cm wide and 25 cm high.
- 4.5.3 There should be no protrusions or sharp edges on the framework. Hinges and latches must not project into the cage.
- 4.5.4 Crates or cages used for the transport of poultry should be of a design that, when properly maintained and managed, prevents escape from, or the protrusion of any part

of a bird through the crate, such that it could be entrapped or damaged during handling or transport. Cage floors should be rigid or supported to prevent collapse onto structures or crates below.

- 4.5.5 Containers should be ventilated and of sufficient height to allow poultry, excluding turkeys, to stand and move about during transport. It should be noted that turkeys are prone to injury if allowed to stand in crates. Turkey crates must be appropriately designed to minimise injury.
- 4.5.6 Containers should be fitted with locking systems that prevent escape during transportation.

5 LOADING POULTRY

Different species of poultry must not be mixed during travelling.

5.1 Catching and loading

- 5.1.1 Planning the catching and loading procedure well in advance will allow adequate time for birds to be handled quietly in a way that does not cause them injury.
- 5.1.2 All members of catching and transporting crews should be provided with adequate instructions, and be knowledgeable about the basic aspects of animal welfare and bird handling.
- 5.1.3 Containers of live birds should be moved in a horizontal position. If a conveyor is used for loading crates of live birds, the conveyor angle must prevent tilting of containers causing birds to pile up. Containers must not be thrown or purposefully dropped. They should be moved smoothly during loading, transport, and unloading.
- 5.1.4 When use of mechanical poultry harvesters is contemplated producers, catchers and transporters should ensure that only devices proven to be humane are used to gather birds. These methods should only be used when it has been shown they reduce stress and prevent injury to the birds.

5.2 Loading density of birds

- 5.2.1 The number of birds per container depends on available floor space, body size of the birds, and the prevailing environmental conditions at the time of transport. All birds should be able to rest on the floor at the same time and remain evenly distributed.
- 5.2.2 Weather conditions should be considered when determining load densities for growing and adult birds. The minimum space allowance should be increased during summer especially if the weather is hot and humid. On hot days, loading of turkeys should be avoided.
- 5.2.3 The recommended minimum floor space to be provided for each category of poultry is given in Table 1.

TABLE 1. Transport container space requirements

Category	Floor Space
day-old chicks	400-475 chicks per m ²
poultry less 1.0 to 1.7 kg	40 birds per m ²
poultry 1.7 kg to 2.2 kg	36 birds per m ²
poultry 2.2 kg to 3.0 kg	28 birds per m ²
poultry 3.0 kg to 5.0 kg	20 birds per m ²
poultry more than 5.0 kg	100 cm ² per kg

TABLE 2. Transport container height requirements

Category	Minimum Height (cm)
day-old chicks, turkey poults, ducklings	12
broiler chickens	23
starter pullets, ducks, spent hens, meat and layer breeders	25
turkeys	32 or greater

5.3 Facilities for handling caged poultry

- 5.3.1 End-of-lay hens are susceptible to bone breakages, especially when they have to be removed from cages, handed on, and placed in transport containers. Therefore, transport containers should be placed as close as possible to the cages.
- 5.3.2 Before collecting the hens, any hindrances from fixtures and fittings, especially sharp edges or protrusions, must be removed from the cages or transport containers.
- 5.3.3 There must be easy access to each cage for the catcher. Hens should be removed from the cage one at a time, and during removal the breast should be supported.
- 5.3.4 For spent hens consideration should be given to using a 'breast support slide' which is a simple device to smooth the removal of birds from the cage. A breast support slide is easily constructed and can be designed to suit most makes of cages. In work done in Europe, its use has been found to significantly reduce damage to the breast area in tests on several hundred thousand birds. The breast support slide is made of sheet metal, rests in the feed trough and provides a smooth angled surface on which the bird slides out of the cage.

5.4 Facilities for handling loose-housed poultry

- 5.4.1 Care must be taken in catching birds so as to avoid injuring them.
- 5.4.2 Procedures to facilitate catching loose-housed birds and to prevent the overcrowding of birds in corners include:
- reducing the light intensity in the pen;
 - using blue bulbs to provide adequate illumination for humans but not for poultry;
 - handling birds with a visual screen barrier.
- 5.4.3 Range birds can be loaded more easily by moving them in small groups.
- 5.4.4 If flooding occurs in buildings, dry bedding should be provided where practical, in order to minimise the problems associated with transporting wet birds.

5.5 Loading poultry for transportation

- 5.5.1 Broiler chickens should be caught in sheds in which the lighting has been reduced and should be placed in crates in a manner that minimises movement of the chicken and prevents injury and distress. For broiler chickens weighing up to 1.7 kg that are loaded by hand, a maximum of 12 chickens can be carried per person. For birds of weight 1.7 kg to 2.2 kg a maximum of 10 chickens per handler applies. Above 2.2 kg a limit of 8 birds applies to the number which may be carried per person.
- 5.5.2 Spent layer hens should be held by both legs when removed from a cage and care taken to prevent flapping wings hitting solid objects. For these birds it is recommended that one person should remove a bird from the cage, and hand it to a second person, in a manner that allows no more than 5 hens to be carried at a time in each hand.
- 5.5.3 The same standards of care in handling should apply to hens housed in non-cage systems. Where possible food troughs, drinkers and moveable perches should be removed from the catching area before catching starts. Where there is no suitable

access of the road vehicle to free-range units, alternative transport to the road vehicle must be provided. In addition, it is recognised that more labour may be required for catching birds housed under free-range systems and adequate labour should be supplied in order not to prolong loading time.

- 5.5.4 Poultry in general, must not be lifted or carried by the head, neck, wing or tail. However, it is acceptable to carry adult geese by the base of both wings and ducks by their necks, as these species may be injured when they are carried by their legs.
- 5.5.5 Geese, ducks, turkeys and other large birds may be herded towards the loading area and even into the container or vehicle.
- 5.5.6 There should be sufficient lighting to permit inspection of the birds during loading, transport and unloading.
- 5.5.7 Containers must be kept in an upright position and lifted and placed in position with care. They must not be dropped or thrown.
- 5.5.8 Containers must be securely attached to the transport vehicles to prevent injury to the birds should the containers move or fall off the vehicle.
- 5.5.9 Care must be taken to ensure that all poultry are placed carefully into crates or carrying containers. Any escaped birds must be re-caught and handled humanely.

5.6 Transporting day-old chickens

- 5.6.1 Day-old chickens should be healthy and vigorous. They should be placed in suitably ventilated boxes without overcrowding.
- 5.6.2 Care should be taken to ensure adequate ventilation of the boxes, particularly when they are stacked.
- 5.6.3 Birds should be protected from direct sunlight and cold draughts.
- 5.6.4 Packing materials used inside boxes should be new, clean, dry and non-toxic.
- 5.6.5 The floor space provided for day-old chickens during transportation should not be less than 21-25 cm² per bird or 400-475 chicks per m² (see Table 1). More space should be allowed for turkey poults and goslings and less for quail chicks.
- 5.6.6 Each consignment should be clearly identified and those responsible for transportation, delivery and placement properly trained in procedures involved in the transportation and delivery of chickens.
- 5.6.7 Every attempt must be made to avoid chilling or overheating the birds, and any delays in transport must be minimised. The chicks must reach the farm of destination within 48 hours of hatching.
- 5.6.8 Chicks should be placed in a brooding environment immediately after delivery.

5.7 Transporting pigeons

- 5.7.1 Transport containers for squabs should have a maximum height of 15 cm and should provide a minimum floor space of 200 cm² per bird.
- 5.7.2 Adult pigeons require a minimum floor space of 450 cm² per bird during transport.

6 TRANSPORT PROVISIONS

6.1 Shelter

- 6.1.1 Birds being transported may be affected by wind chill if they become wet. Birds at the front and the back of the vehicle must be protected from the extremes of the weather while being transported.
- 6.1.2 Temperature between the top and bottom and front and back can differ significantly, and transporters must be aware of this when considering the well-being of the birds being transported.
- 6.1.3 Top covers should be used to protect birds in containers from wind and rain, and from

excessively hot or cold conditions. Transporters must be aware of the need to ensure that the birds do not suffer from a lack of ventilation if the trucks are covered. Shade is necessary in hot weather when transport vehicles are stationary.

6.2 Ventilation

- 6.2.1 The air circulation in transport units should:
- provide adequate air supply for the birds;
 - remove smells and gases;
 - control temperature and humidity.
- 6.2.2 The supply of fresh air in enclosed vehicles must be checked regularly and adjusted as necessary.
- 6.2.3 Birds must not be carried in the boot of a car without regard of need for temperature control or ventilation.
- 6.2.4 Containers must be stacked in a way which facilitates good ventilation. Insufficient spacing can prevent heat loss and interfere with the circulation of air between containers.
- 6.2.5 Birds must not be placed in excessive draughts.
- 6.2.6 The air temperature in a load of live poultry, other than day-old chicks should ideally be maintained between 10-30°C. During hot weather, depending on the humidity and the airflow, the number of birds per container may need to be reduced to keep load temperatures within the acceptable range. In still, hot, humid conditions, consideration must be given to the way in which containers are stacked so that air circulation between and through the containers is maintained.
- 6.2.7 When the ambient temperature exceeds 30°C the vehicle should not be scheduled to stop or left stationary for longer than 10 minutes. Regardless of the environment temperature, whenever facilities are not available for protection from the weather, birds in transit should not be required to sit in a parked vehicle for more than 2 hours.
- 6.2.8 Additional care and procedures should be taken when poultry is transported on very hot days particularly during periods of high humidity. Transportation of poultry should be avoided during the hottest part of the day on very hot days and particularly during periods of high humidity unless additional care and procedures are implemented.

6.3 In-transit inspections

- 6.3.1 Inspections of birds should be conducted by the at regular intervals depending on the road and weather conditions. The conditions to which the day-old chicks are subjected should be monitored regularly.
- 6.3.2 Birds found injured, distressed or with a limb protruding should be given immediate assistance or euthanased.

6.4 Duration of travel and rest stops

Rest stops are usually undesirable when transporting poultry. For all classes of poultry other than day-old chicks, travel, including the catching and unloading of poultry, must be completed within 12 hours unless there is access to food and water for all the birds.

7 UNLOADING

7.1 General requirements

- 7.1.1 Similar requirements to those listed under *Loading* apply to unloading, but birds will be tired and more stressed after a journey.
- 7.1.2 Birds must be given access to water when unloaded, unless they are being unloaded for immediate slaughter.
- 7.1.3 Where poultry are sold at saleyards they should be unloaded without delay and placed in pens or cages with access to feed and water.

- 7.1.4 Poultry should not be held at saleyards for more than 24 hours.
- 7.1.5 Injured birds unloaded from containers should be slaughtered or euthanased without delay.
- 7.1.6 Containers must be unloaded with care. Any birds which escape should be caught immediately.
- 7.1.7 Birds for slaughter should be slaughtered as soon as possible.
- 7.1.8 Birds must not be left at their point of destination unless an authorised person takes charge of them. It is the responsibility of the person taking delivery of the birds to ensure that the birds are housed safely.

8. HUMANE SLAUGHTER OF POULTRY

Birds should be stunned and bled, or decapitated, or killed by cervical dislocation, or carbon dioxide gassing with minimal handling and in such a manner, either manually or mechanically, that minimises distress and bruising or other injury.

Prevention of Cruelty to Animals Act 1986

CODE OF PRACTICE FOR THE LAND TRANSPORT OF PIGS (VICTORIA)

1 INTRODUCTION

This Code of Practice (Code) is intended as a guide for people who are involved in transporting pigs. It emphasises the responsibilities of the owner of the animals (or his/her agent), drivers and attendants. It is intended to encourage considerate treatment of animals so that transport stress and injury are minimised at all stages of the transport operation.

In this Code, transport includes the period immediately before loading including any waiting periods, loading, transit, rest periods and unloading at the point of destination.

Pigs can be transported more effectively and with less stress if:

- care is given to the selection and preparation of pigs prior to transportation;
- care is taken in the loading of pigs using facilities well designed for pigs;
- well designed road transport facilities are used;
- the trip is scheduled to minimise delays in travel or at the point of disembarkation of the pigs.

Unnecessary transport of pigs should be avoided. However, if transport is required, it must be carried out in a way that minimises stress, pain and suffering.

The standards described in this Code should be considered as supplementary to those in the Code of Accepted Farming Practice for the Welfare of Pigs (Revision Number1).

2 RESPONSIBILITIES

- 2.1 The possibility of pigs being injured or becoming ill is minimised by transporting them to their destination as speedily as possible, within the confines of any legal requirements.
- 2.2 The owner or manager is responsible for the pigs until they are loaded on to the transport vehicle when they become the responsibility of the driver. The driver is responsible for the density of the pigs at loading and for the pigs until they are unloaded at the destination. When pigs are delivered to an abattoir (including service abattoirs) the abattoir management assumes responsibility until slaughter. When unloaded at saleyards the pigs become the responsibility of the saleyard superintendent or agent. When unloaded at a second property they are the responsibility of the owner/manager.
- 2.3 Plans should be made to minimise any delay that could be stressful to pigs. The driver must ensure that he/she is provided with the name and telephone number of the owner/agent of the pigs and of the person who will be responsible for the pigs at the final destination.

- 2.4 Persons organising the transport of animals must be aware of any requirements for health certification and welfare of the animals and ensure that approvals and documentation are completed before the planned journey. This is particularly important for interstate and export movements and will minimise delays that may adversely affect the well-being of the animals.
- 2.5 Only fit and healthy animals should be selected for transport. It is the owner's responsibility to select pigs for transport. However, if the driver feels that the pigs presented will either not survive, or suffer unnecessarily during the journey, loading should be refused. Those most susceptible to disease, stress or injury should be loaded last and unloaded first. Separate accommodation for such animals is necessary.
- 2.6 Owner's responsibilities**
- 2.6.1 The owner or agent has a responsibility to select, to the extent that it is reasonable and practicable to assess, fit and healthy pigs for travel and to organize the appropriate timing of transport relative to weather conditions.
- 2.6.2 The nature and duration of the proposed journey should be considered when determining the fitness required.
- 2.6.3 The owner or agent is responsible for the provision of well maintained loading facilities.
- 2.7 Driver's responsibilities**
- 2.7.1 The driver of a road vehicle is responsible for the care and welfare of animals during transport unless either an attendant appointed by the owner, or an agent is travelling with the consignment. Drivers must stop and regularly inspect the stock they are carrying and assist a distressed or injured animal immediately they become aware of a problem.
- 2.7.2 Drivers should be trained to ensure the welfare of pigs in their charge and be familiar with the content of this Code.
- 2.7.3 The driver should ensure that the stock carrying part of the vehicle is sound and safe and that there is sufficient height between decks to prevent injury or abrasions to animals.

3 MINIMISING STRESS

- 3.1 Stress is a cumulative response of an animal to its surroundings. Lengthy periods without feed and water, prolonged handling and transport, protracted fighting and extreme weather conditions may result in severe physiological effects. Pigs of different breeds may vary in their susceptibility to stress.
- 3.1.1 Pigs should be handled quietly and patiently in a way that maintains their condition for transport. If driven too hard they may become distressed and difficult to manage.
- 3.1.2 Stock handlers should be properly instructed and knowledgeable about animal welfare and be skilled in handling pigs under varying climatic conditions.
- 3.1.3 To avoid delay in loading pigs to be transported, pigs should be selected and identified before the transport vehicle arrives.
- 3.1.4 Extremes of weather will increase the stressful effects of transport, and transport during these periods should be avoided when possible.
- 3.1.5 To help reduce Porcine Stress Syndrome and to improve meat quality pigs should be rested in lairage at the abattoir prior to slaughter and given access to cool water. The minimum period of 2-4 hours rest should be provided after short journeys (i.e. of less than 4 hours). A more extended lairage may be required after longer journeys or during periods of hot weather. Pigs to be held in yards for 24 hours or longer must be provided with suitable feed.
- 3.1.6 Pigs showing signs of stress must be allowed to rest or they may die. The signs of stress include suddenly lying down, panting and trembling. The skin of these pigs may have a red splotchy appearance.
- 3.1.7 Special care is required for pigs transported for the first time.

4 PRE-TRANSPORT PREPARATION OF PIGS

4.1 Temperature

4.1.1 Hot weather and high humidity present major risks to pigs because they are unable to disperse body heat by sweating. Therefore, it is best to avoid transporting pigs in hot conditions. Wide temperature fluctuations between day and night are an additional cause of temperature stress.

4.1.2 The loading density should be reduced by at least 10% if the ambient temperature rises above 25°C.

4.1.3 Pigs can be cooled by use of water on the floor of pig pens or by spraying them with water. Only those pigs that have regained their normal temperature should be loaded.

4.2 Water and feed requirements

4.2.1 Sufficient cool drinking water must be provided in assembly and all holding pens to cater for the number to be handled. Adult pigs require not less than 5 litres/head/day and up to double this amount in hot weather. The water should be provided in troughs or drinkers which will allow all ages and classes of pigs to drink.

4.2.2 If pigs remain in yards for more than 24 hours before loading or if they are to travel for 24 hours or more, appropriate feed should be available with access to feed removed four hours prior to transport.

4.3 Shelter

4.3.1 Pigs are susceptible to extreme temperatures. In sunny or hot weather (30°C or more) shade must be provided. Sunburn can be a severe problem even in temperatures lower than 30°C and shade should be provided on days of bright sunshine. In cold weather pigs should be protected from wind and rain by non-absorbent screens.

4.4 General exemptions

4.4.1 Providing they are fit to travel, on veterinary advice:

- pigs that are either ill or injured may be transported for veterinary treatment
- animals may be transported to a place for emergency humane destruction, e.g. following injury if this is impractical to complete on the vehicle.

4.5 Handling pigs rejected from transport

4.5.1 Animals that are clearly suffering must be promptly and humanely destroyed. Methods for humanely destroying pigs are provided later in this Code.

4.5.2 Humane and effective arrangements should be made by the owner or agent for the handling and care of any animal rejected as unsuitable for loading.

5 LOADING

5.1 Loading of pigs for transport presents special problems, particularly if they are not accustomed to being herded. Patience is essential. Proper design of yards and loading ramps will facilitate loading with minimum distress and bruising.

5.2 Supervision

5.2.1 The loading procedure should be planned well in advance to allow adequate time for pigs to be loaded quietly and with care to avoid injury.

5.2.2 Loading should be supervised by experienced stock handlers. Supervisors should ensure that spectators do not impede the smooth loading of pigs.

5.3 Cleanliness

5.3.1 Pigs should only be loaded onto vehicles that have been thoroughly cleaned before loading.

5.3.2 Appropriate construction methods should be used to minimise the soiling of animals on the lower deck of a double deck transport.

5.4 Facilities

- 5.4.1 The facilities for holding and loading should be properly maintained. They must be free from protruding nails, bolts, sharp corners, and anything else that would be likely to contribute to the injury or discomfort of the pigs.
- 5.4.2 Loading of pigs can be easier if pathways and ramps do not have sharp turns that impede movement and may lead to injury. Ideally, the loading alleyway and ramp should be curved.
- 5.4.3 All divisions in the loading and forcing yard area should be built with solid panels to prevent the pigs from being distracted.
- 5.4.4 The slope of the loading ramp should not exceed 20°. The height of the loading ramp should be adjustable to deliver pigs to the upper decks of multi-deck vehicles. The internal vehicle ramp may be too steep for pigs to climb readily.
- 5.4.5 Ramps should be 900-1,000 mm wide to hold two baconer-sized pigs side by side. They must be strong with solid sides of 1,000 mm to prevent pigs escaping. Flooring should minimise slipping by providing cross cleats or steps. A flat area at the top of the ramp not less than 1 metre in length assists loading and unloading of animals.
- 5.4.6 During loading, the gate of a stock crate must be properly aligned with the loading race to ensure smooth movement of pigs and minimise injury. Solid filler boards or preferably flaps must be used to cover any gap between the loading ramp and the floor or sides of the stock crate.
- 5.4.7 Gates and doors should be sufficiently wide and retract fully to permit pigs to pass easily without bruising or injury. They should not be susceptible to jamming on opening due to impact by animals or due to transit shock and vibration. They should also be clearly visible to animals when shut by providing a 'sight board' to improve visibility.

5.5 Lighting

- 5.5.1 Pigs may balk at shadows or patches of bright light and thus the intensity of lighting in transport vehicles should be even. Intensively reared pigs are often reluctant to move from a shed into strong sunlight so shade should be provided over the loading area.
- 5.5.2 Attention should be given to proper illumination of alleyways, receiving ramps, loading ramps and the entrance of the transport vehicle.

5.6 Segregation during transport

- 5.6.1 The following categories of pigs should not be transported unless it is essential to do so:
 - sows with litters;
 - lactating sows (separated from their piglets);
 - sows in the last third of pregnancy.

Unfamiliar groups of pigs and young piglets should be penned separately when transported and in situations where sows with litters, lactating sows and sows in the last third of pregnancy are transported as a necessity they also should be penned separately.

- 5.6.2 Adult boars should be penned individually. If detusked they may be penned with compatible sows or with baconers.

5.7 Assisting the loading of pigs

- 5.7.1 A canvas slapper or a pig board (flat 900 mm X 600 mm sheets with handles attached) are useful for moving pigs.
- 5.7.2 Electric goads powered by battery or dynamo only, should be long enough to reach baulking pigs at the front of the group. They should be used sparingly and only on pigs that are free to move. Goads must not be used on the pigs genital, anal or facial areas.

6 TRANSPORT DESIGN**6.1 Construction and design**

- 6.1.1 Vehicles used to transport pigs must be constructed to protect the pigs from adverse weather or carry tarpaulins for use in adverse weather conditions.
- 6.1.2 Transport vehicles must be constructed from materials which allow the vehicles to be thoroughly cleaned.
- 6.1.3 Internal sheeting of the sides of stock crates should be smooth to eliminate pressure points and reduce bruising.
- 6.1.4 The floor should be constructed from a non-slip material that will not injure the legs or hooves. Where vehicle floors do not provide proper footing, pigs need straw, wood shavings, or other bedding material or sand for safe and secure footholds.
- 6.1.5 Vehicles should have appropriate and effective penning facilities. Pens should be no longer than 4 metres as longer pens will permit excessive piling up in emergency situations and can result in animals being suffocated.
- 6.1.6 Large aperture heavy mesh and other floor surfaces used for cattle transports are not suitable for pigs as these can cause bruising if pigs lie down.
- 6.1.7 The spacing of the side rails where they occur should be adequate to prevent animals' heads or legs from protruding between rails. The sides must be high enough to prevent animals escaping.
- 6.1.8 The space between the floor and roof or upper deck should be sufficient to allow pigs to stand in their natural position - about 1,150 mm.

6.2 Ventilation

- 6.2.1 The exhaust system of a vehicle must not pollute the air inside the transport.

7 LOADING DENSITY DURING TRANSPORT

- 7.1 The transport driver is responsible for ensuring that the loading density and penning arrangements are compatible with the welfare of the pigs and the capacity of the transport vehicle.
- 7.2 Loading pigs either too loosely or too tightly predisposes them to injury. Partitions should be used to reduce the likelihood of injury. In journeys of over 24 hours duration each pig should be given enough space to lie down comfortably.
- 7.3 The density of loading should be determined by the need to minimise injury but allow fallen animals to rise without assistance.

7.4 Table of Loading Densities

Assuming use of a 2.5-metre-wide stock crate with pen divisions, the recommended number of pigs which may be carried per pen is:

Average lightweight (kg)	Pen Length				Space Allowance (m ² /head)
	3 metre		4 metre		
	Min. No:	Max. No:	Min. No:	Max. No:	
50	30	33	40	44	0.22
75	21	25	31	34	0.29
100	19	21	25	28	0.35
125	15	19	21	23	0.42
150	13	15	18	20	0.48
175	12	13	16	18	0.55
200	11	13	14	16	0.61

Pigs need about 10% more floor area in a truck when the ambient temperature in the stock crate exceeds 25°C.

8 TRAVEL

8.1 General

- 8.1.1 Pigs should not be left unattended on stationary vehicles except in an emergency or for a bona fide break. Where transport delays cannot be avoided, adequate attention to the animals, particularly regarding feeding, watering, ventilation and shelter, is required.
- 8.1.2 Pigs should be provided with adequate shade. Spraying pigs with water when temperatures exceed 25°C may help prevent heat stress. Transport of pigs during the early hours of the day or late afternoon or evening should be of benefit to decrease animal stress.
- 8.1.3 Drivers should drive trucks smoothly to prevent bruising and the risk of injury.
- 8.1.4 Veterinary, Police, RSPCA or Departmental Stock Inspector assistance should be sought as soon as possible to deal with severely distressed or injured animals. If necessary, injured or ill pigs should be humanely destroyed by the driver or drover without delay using the methods specified later.

8.2 Temperature

- 8.2.1 Transporting pigs in very hot or cold weather should be avoided wherever possible. Vehicle movement is required to provide adequate air flow or ventilation.

8.3 Feeding and watering

- 8.3.1 All animals should be fed at least once in each 24 hour period and preferably twice. Water must be provided every 24 hours, preferably every 12 hours. Young animals, especially piglets, require more frequent feeding and watering. Weather conditions will influence the need for feeding and watering.
- 8.3.2 Care should be taken to avoid prolonged deprivation of feed and water outside the above limits when a journey is broken by unloading and spelling such as at a saleyard en route to an abattoir. The total period of deprivation of feed and water from the time of initial loading until unloading after the second journey is the relevant period for determining feed and water requirements.

8.4 In-transit inspections

- 8.4.1 Regular inspection of pigs should be carried out by either the driver or attendant. The first within 30 minutes of commencing a journey and after that at regular intervals depending on the road conditions but no longer than once every 3 hours. A suitable source of lighting should be available to carry out inspections at night.

9 REST PERIODS

- 9.1 Rest stops extend the total time of a journey and subject animals to unfamiliar surroundings. Unloading and loading pigs for rest stops may impose a greater stress than continuing the journey for a limited period.
- 9.2 If small numbers of breeding stock are being transported, a journey of up to 48 hours is permissible provided that:
 - the stocking rate allows all animals to lie down comfortably;
 - there is provision to water the stock on the vehicle.
- 9.3 When a journey will take more than 24 hours, pigs should be rested for 12-24 hours after 24 hours travel. They must be given comfortable accommodation with sufficient room in which to lie down. Sufficient feed and water for the duration of the journey should be provided within easy access of the pigs.
- 9.4 Transporters must have access to facilities where pigs may be fed, watered and cared for, and will provide shelter from the extremes of weather.

- 9.5 Pigs unloaded for food, water and rest must be placed in a suitably covered shelter.
- 9.6 Young piglets should be provided with special food as required, as well as water, at least every 12 hours.

10 UNLOADING

- 10.1 Similar requirements to those listed under 'Loading' apply to the unloading of pigs but note they will be tired after a journey and patience, good stock handling skills and good facilities will be needed.
- 10.2 Pigs should be unloaded as soon as possible after arrival at the destination.

10.3 Responsibilities

- 10.3.1 The drover or driver must bring to the attention of the person in charge at the destination any aspect of the journey that might affect the future welfare of the animals. This includes the last feeding and watering times and full details of any treatment given.
- 10.3.2 Persons in charge of the consignment must notify and transfer responsibility for the stock to a suitable person at their destination.
- 10.3.3 It is preferable that pigs are not left at their destination unless an authorised person is there to receive them. Where this is not possible, an authorized person at the destination must be given prior notification of the anticipated delivery time of the pigs and must ensure that adequate facilities are available to receive them. A reliable contact number should be clearly displayed so that the driver can report any difficulties or concerns.

10.4 Access to water and feed

- 10.4.1 All pigs must be given access to water when unloaded, including those consigned directly for slaughter. Troughs rather than drinkers allow more pigs access at one time. Pigs to be held in yards for 24 hours or longer must be provided with suitable feed.

10.5 Facilities at destination

- 10.5.1 It is advantageous to unload pigs onto level or upwards sloping surfaces, as pigs walk more readily uphill than downhill.
- 10.5.2 On reaching the destination, there should be facilities for the humane unloading or slaughter of animals that may be unable to walk off because of injury or exhaustion.
- 10.5.3 Injured pigs should be stunned and bled immediately, without moving them further than necessary to effect humane slaughter.

11 EMERGENCY EUTHANASIA OF PIGS

- 11.1 Previous sections of this Code have drawn attention to circumstances in which pigs may need to be humanely killed.
- 11.2 Where euthanasia is necessary, the person responsible for the animals must ensure it is carried out humanely and results in immediate death. Assistance should be sought from a veterinarian, the RSPCA or the Police or Departmental Inspector of Stock where necessary.
- 11.3 Euthanasia of animals is an unpleasant experience for most people. However, consideration for the welfare of the animal should come first and any spectators should be directed to move away immediately.
- 11.4 The animal should be handled quietly beforehand to ensure it is not unnecessarily distressed or alarmed.
- 11.5 **Use of firearms**
- 11.5.1 The most efficient, safe and widely available method of humanely killing pigs during transport is to shoot the animal through the brain at close range.

11.6 Safe use of firearms

- A .22 calibre rifle or a .32 calibre humane killer pistol is adequate for humane euthanasia of most pigs. However, use of these calibre firearms must be followed by immediate pithing of the brain through the bullet hole or bleeding out;
- Any use of firearms is potentially hazardous;
- Persons other than the marksman and a handler for the animal should be cleared from the area or should stand well behind the marksman;
- Never fire while the animal is moving its head; wait patiently for a quiet interval before firing;
- To provide maximum impact and the least possibility of misdirection, the gun should be fired at a range that is as short as circumstances permit but not in contact with the animal's head.

11.7 Use of the captive-bolt pistol

11.7.1 When used with care this alternative is safer than a firearm.

- The operator does not have to be an experienced marksman as the instrument's muzzle is firmly pressed against the skull before firing.
- A captive-bolt pistol only stuns the animal and it is necessary to bleed out the animal to ensure death.
- Blank cartridges for the captive-bolt pistol are colour-coded according to amount of charge they contain and the manufacturer's recommendations should be followed on the most appropriate blank cartridges for different farm animals.
- Regular maintenance of the captive-bolt pistol is essential for efficient stunning and avoidance of malfunctions. Maintenance of an appropriate and sharp knife is also required for bleeding out of stunned animals.



Figure 1: Humane destruction of pigs

'a' indicates recommended position for temporal method (Suitable for firearm only).

'b' indicates recommended position for frontal method (Suitable for firearm or captive-bolt pistol).

Temporal method: (This is only suitable for firearms.) The pig is shot from the side of the head so that the bullet enters the skull at a point midway between the eye and the base of the ear on the same side of the head. The bullet should be directed horizontally into the skull. This method is preferred for adult pigs due to the heavier bone structure of the front of the skull.

Frontal method: The captive-bolt pistol or firearm should be directed at a point about midway across the forehead in adult pigs about 2 cm above the level of the eyes as in Figure 1. When using a firearm, aim horizontally into the skull.

Fisheries Act 1995**QUOTA ORDER FOR ABALONE FISHERY UNDER SECTION 64 OF THE FISHERIES ACT 1995**

The Governor in Council, acting under section 64(1) of the **Fisheries Act 1995** and on the recommendation of the Minister for Energy and Resources, makes the following Order.

1. This Order applies for the period starting on 1 April 2000 and ending on 31 March 2001 ("the quota year").
2. The Total Allowable Catch ("TAC") for the Abalone Fishery in the eastern abalone zone for the quota year is 460 tonnes of unshucked abalone.
3. The TAC for the Abalone Fishery in the central abalone zone for the quota year is 700 tonnes of unshucked abalone;
4. The TAC for the Abalone Fishery in the western abalone zone for the quota year is 280 tonnes of unshucked abalone.
5. An individual quota unit for the Abalone Fishery in the central abalone zone in the quota year is 1029 kg of unshucked abalone.
6. An individual quota unit for the Abalone Fishery in the eastern and western abalone zones in the quota year is 1000 kg of unshucked abalone.
7. Each Abalone Fishery Access Licence holder is to be allocated 20 individual quota units for the quota year.
8. An Abalone Fishery Access Licence holder must hold at all times during the quota year at least 10 individual quota units.
9. An Abalone Fishery Access Licence holder must not hold at any time during the quota year more than 30 individual quota units.
10. If an Abalone Fishery Access Licence holder holds more than one Abalone Fishery Access Licence, the Licence holder:-
 - (a) must hold at all times during the quota year at least 10 individual quota units in relation to each Licence; and
 - (b) must not hold at any time during the quota year more than 30 individual quota units in relation to each Licence.
11. For the purposes of clauses 8, 9, and 10, in determining how many individual quota units are held at a particular time during the quota year in respect of a Licence, any individual quota units that have been taken under the Licence during the quota year before that particular time are to be counted.

This Order commences on 1 April 2000.

Dated 21 March 2000.

Responsible Minister:
CANDY BROAD
Minister for Energy and Resources

HELEN DOYE
Clerk of the Executive Council

Land Act 1958**APPROVAL BY THE GOVERNOR IN COUNCIL TO THE SALE OF CROWN LAND BY PRIVATE TREATY****Order in Council**

The Governor in Council, pursuant to Sections 99A(1)(a) & 99A(2) of the **Land Act 1958**, approves the sale by private treaty of the Crown land described below.

Property Address: Saxton Street, Numurkah.

Crown Description: Allotment 2, Section 31, Parish of Katunga.

Dated 21 March 2000.

Responsible Minister:
JOHN BRUMBY MP
Minister for Finance.

HELEN DOYE
Clerk of the Executive Council

Land Act 1958

APPROVAL BY THE GOVERNOR IN COUNCIL TO THE SALE OF CROWN LAND BY
PRIVATE TREATY

Order in Council

The Governor in Council, pursuant to Sections 99A(1)(a) & 99A(2) of the **Land Act 1958**, approves the sale by private treaty of the Crown land described below.

Property Address: Callander Street, Numurkah.

Crown Description: Allotment 3A, Section 31, Parish of Katunga.

Dated 21 March 2000.

Responsible Minister:
JOHN BRUMBY MP
Minister for Finance.

HELEN DOYE
Clerk of the Executive Council

**SUBORDINATE LEGISLATION ACT 1994
NOTICE OF MAKING OF STATUTORY
RULES**

Notice is hereby given under Section 17 (2) of the **Subordinate Legislation Act 1994** of the making of the following Statutory Rules:

20. *Statutory Rule:* Fisheries (Fees and Levies) Regulations 2000
Authorising Act: Fisheries Act 1995
Date of making: 21 March 2000
21. *Statutory Rule:* Subordinate Legislation (Local Government Regulations 1990 — Extension of Operation) Regulations 2000
Authorising Act: Subordinate Legislation Act 1994
Date of making: 21 March 2000

**SUBORDINATE LEGISLATION ACT 1994
NOTICE THAT STATUTORY RULES ARE
OBTAINABLE**

Notice is hereby given under Section 17 (3) of the **Subordinate Legislation Act 1994** that the following Statutory Rules were first obtainable from Information Victoria, 356 Collins Street, Melbourne on the date specified:

14. *Statutory Rule:* Conservation, Forests and Lands (Infringement Notice) (Game) Regulations 2000
Authorising Act: Conservation, Forests and Lands Act 1987
Date first obtainable: 23 March 2000
Code A
15. *Statutory Rule:* Fisheries (Commercial) Regulations 2000
Authorising Act: Fisheries Act 1995
Date first obtainable: 23 March 2000
Code A
16. *Statutory Rule:* Subordinate Legislation (Health (Prescribed Accommodation) Regulations 1990 — Extension of Operation) Regulations 2000
Authorising Act: Subordinate Legislation Act 1994
Date first obtainable: 23 March 2000
Code A
17. *Statutory Rule:* Subordinate Legislation (Health (Infectious Diseases) Regulations 1990 — Extension of Operation) Regulations 2000
Authorising Act: Subordinate Legislation Act 1994
Date first obtainable: 23 March 2000
Code A

18. *Statutory Rule:* Subordinate
Legislation (Health
(Brothels)
Regulations 1990 —
Extension of
Operation)
Regulations 2000

Authorising Act: Subordinate
Legislation Act 1994

Date first obtainable: 23 March 2000

Code A

19. *Statutory Rule:* Subordinate
Legislation (Accident
Compensation
Regulations 1990 —
Extension of
Operation)
Regulations 2000

Authorising Act: Subordinate
Legislation Act 1994

Date first obtainable: 23 March 2000

Code A

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