



Australian Government
Department of Agriculture,
Water and the Environment

Approved arrangement guidelines for the export of livestock



These guidelines are subject to amendment. Please ensure that you refer to the most recent version of these guidelines.

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Warning

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Glossary

Term	Definition
approved arrangement (AA)	An arrangement entered into by an exporter that prescribes the processes and practices that will be undertaken by the exporter to meet relevant importing country, legislative and departmental compliance requirements for the export of livestock. An AA is approved under the Export Control (Animals) Order 2004 (Animals Order).
AA amendment	Any change to the AA that does not need to be submitted to the department for approval (see section 1.6).
AA variation	Any significant variation to the AA that requires approval through the department, as described in section 1A.09 and 1A.10 of the Animals Order (see section 1.6).
Approved Export Program (AEP)	An exporter's program of activities, approved by the Secretary, for Australian Government Accredited Veterinarians (AAVs) preparing livestock consignments for export by sea or air, or accompanying livestock consignments on voyages.
Australian Government Accredited Veterinarian (AAV)	A veterinarian who is accredited under the Animals Order to undertake AEPs. AAVs may be accredited to perform pre-export preparation services or shipboard services or both in relation to AEPs.
Australian Standards for the Export of Livestock (ASEL)	The standards set the minimum animal health and welfare requirements the livestock export industry must meet throughout the supply chain, from sourcing to completion of disembarkation overseas. The standards are enforceable under the Australian Meat and Live-stock Industry (Standards) Order 2005, made under section 17 of the <i>Australian Meat and Live-stock Industry Act 1997</i> (AMLI Act). ASEL 2.3 is in force until 31 October 2020, with transition to ASEL 3.0 for all consignments exported on or after 1 November 2020. Read more about transitioning to ASEL 3.0 .
authorised officer	An Australian Government official authorised under the <i>Export Control Act 1982</i> to perform functions in accordance with Australian livestock export legislation.
class	The export grouping of animals based on their end use, be it feeder, slaughter or breeder. The term breeder includes any subsets of this class such as productive heifers.
consignment specific export plan (CSEP)	An export plan specific to the individual characteristics of a consignment. This is developed from the Standard Export Plan and includes all relevant documents to the consignment.
competent person	A person is competent if they can demonstrate that they have the requisite knowledge, skills and experience to perform the required activity.
competent pregnancy tester	For cattle and buffalo, a person permitted under a relevant state or territory law to conduct pregnancy tests in the particular species. Competent pregnancy testers may only diagnose pregnancy for feeder/slaughter cattle or buffalo by manual palpation. For deer, goat and sheep, a competent pregnancy tester means a person with experience and skill in pregnancy testing the particular species.
corrective action	Action taken to address non-compliance or non-conformance (immediate) and action taken to ensure the risk of repeated non-compliance is prevented or minimised (long term or preventive).
corrective action request (CAR)	An official request from the department to formally notify an exporter of required corrective action from an identified non-compliance resulting from an audit undertaken by the department.
department	The relevant Commonwealth government agency responsible for the regulation of live animal exports. At the time of publishing of these guidelines, this is the Department of Agriculture, Water and the Environment.
element	Establishes an outcome and performance criteria indicators that an exporter must meet in their AA.

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Term	Definition
employee	A person employed by the livestock export business, including persons in management or control.
Export Advisory Notice (EAN)	A notice from the department to industry stakeholders of the livestock supply chain. EANs are published on the department's website and include information that industry should be aware of, including changes to regulations, policies and administrative arrangements.
exporter	A holder of a livestock export licence under the AMLI Act. An exporter can be an individual, business or organisation.
export licence	Licence to export livestock granted by the Secretary or their delegate following the satisfaction of certain criteria in accordance with the AMLI Act.
importing country requirements	Requirements set by a government body in an importing country that must be met in order for a product to be imported into that country.
livestock	Livestock, as defined in the Animals Order, means cattle, sheep, goats, deer, buffalo and camelids (that is, camels, llamas, alpacas and vicuñas), and includes the young of an animal of any of those kinds.
Manual of Importing Country Requirements (MICoR)	A resource which exporters may use to obtain guidance on importing country requirements for livestock.
notice of intention to export (NOI)	An application made to the department by the exporter in accordance with the Animals Order. The application notifies the department of an upcoming consignment of livestock intending to be exported by that exporter.
non-compliance	A failure to act in accordance with the AA that could result in a corrective action request issued by the department.
non-conformance	Where the requirements of the exporter's AA, including procedures, are not fulfilled. This may be identified through internal monitoring, reviews or internal audits.
non-conformance report	A non-conformance report documents the details of a non-conformance identified during monitoring, reviews or internal audits. The objective of the report is to clearly describe the problem so corrective action can be initiated by person(s) in management or control.
person(s) in management or control	In accordance with section 8 of the AMLI Act, a person is taken to be a person who participates in management or control of a livestock export business if they have the authority to direct the operations, or a substantial part of the operations of the business. Licensed livestock exporters should ensure such persons are nominated and approved by the department as being in management or control of the livestock export business.
procedure	A sequence of activities or course of action that will be followed to demonstrate the exporter will meet the performance criteria set out in each element.
standard export plan (SEP)	A detailed plan prepared by an exporter showing how they will meet all relevant Australian Government and state and territory legislation, standards and importing country requirements (outside of those covered in the AA) for the market, species, class and mode of transport for which it intends to export. A Standard Export Plan must be approved by the department prior to the approval of a consignment's NOI.
service provider	Transport companies, stocking agents, AAVs, wharf employees, registered premises owners and operators, exporter representatives, shipping agents or any contractors associated with an export consignment.
small and infrequent exemption	Exporters who can demonstrate they export small numbers of animals infrequently are able to apply for an exemption from having an AA as a small and infrequent exporter.
Tracking Animal Certification for Export (TRACE)	A department IT system which manages the application and approval process for livestock consignments exported from Australia. TRACE is the current approved form for NOI applications. It is the system that also manages applications for livestock export licences, registered premises and AAVs.
verification	Confirmation, including documentation as evidence, that procedures have been conducted accurately and in accordance with the requirements of the AA.

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Term	Definition
work instruction	A written description of key tasks or activities required to complete procedures in accordance with the AA.

1 Approved arrangements

1.1 Purpose

The purpose of an approved arrangement (AA) is to describe the operations which, when correctly applied by a livestock export business (the exporter), will effectively manage the preparation and enable certification of livestock exported from Australia.

An AA outlines an exporter's commitment, describes their business systems, and details the procedures to ensure livestock exported from Australia meet:

- the Australian Standards for the Export of Livestock (ASEL)
- importing country requirements
- relevant Australian Government and state and territory legislation and other requirements.

Exporters must understand the requirements and be satisfied that their AA complies with those requirements. This responsibility extends to ensuring that any service providers engaged by the exporter act in accordance with the AA.

1.2 Scope

In order to export livestock, licensed exporters must have an AA or be granted a small and infrequent exemption from the requirement to have an AA.

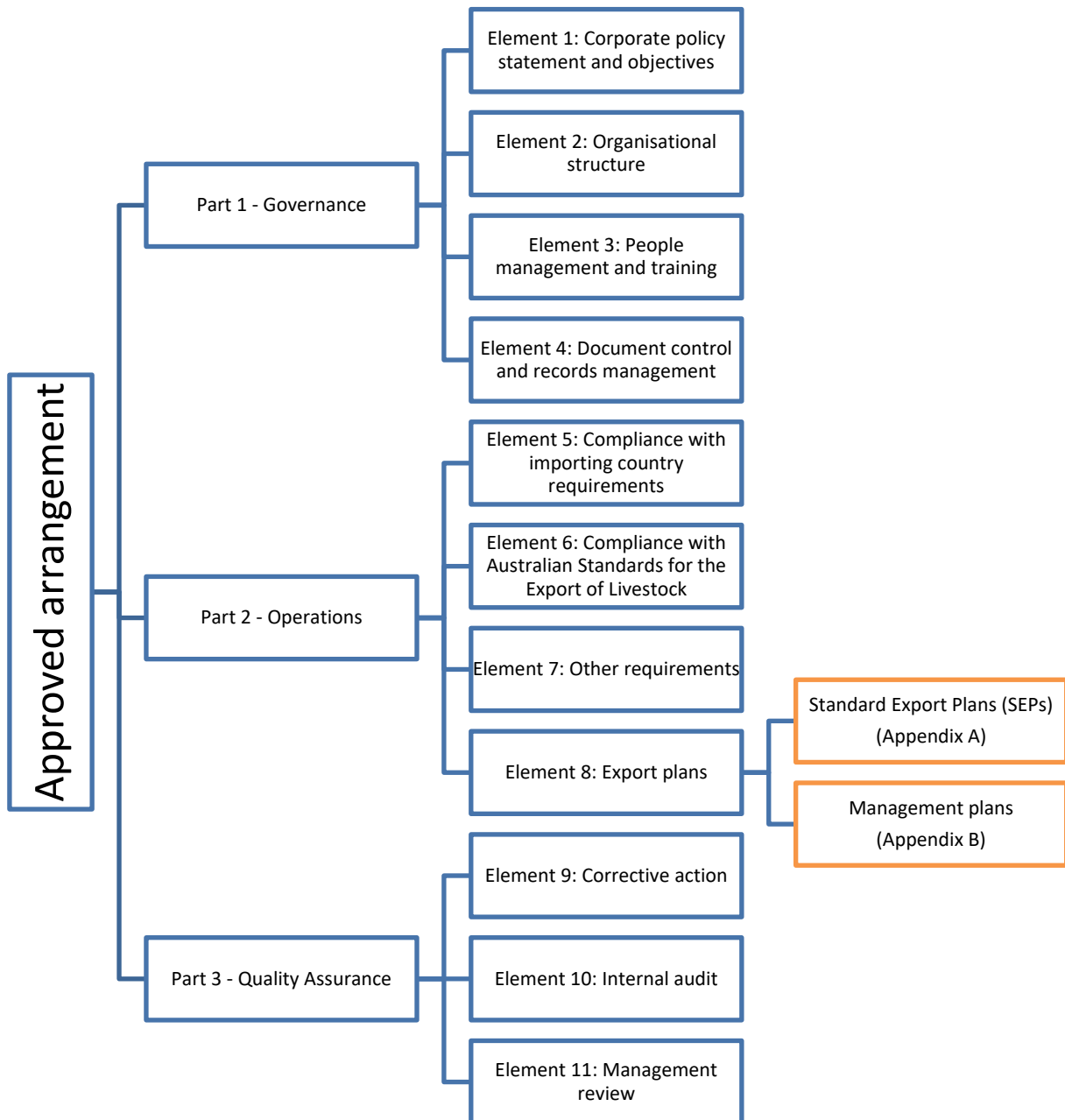
These guidelines have been developed to assist exporters to prepare an AA.

1.3 The guidelines

The AA guidelines consist of 3 parts (**Error! Reference source not found.**):

- 1) Governance—the governance of the livestock export business supports the effective implementation and ongoing management of the AA.
- 2) Operations—livestock for export are sourced, transported, prepared and exported in accordance with ASEL, importing country requirements and relevant Australian Government and state and territory legislation and other requirements.
- 3) Quality assurance—procedures are in place to ensure the business systems used by the exporter are effective and manage risks.

Figure 1 Structure of approved arrangements



Note: An AA is composed of 3 parts: governance, operations and quality assurance. Each of these parts includes several elements which must be considered in the development of an AA.

The AA guidelines are designed to provide:

- a format for exporters to follow to assist when developing an AA
- guidance for exporters on the ongoing internal verification and audits of their AA
- guidance for departmental officers when undertaking the assessment of an exporter's new or varied AA.

The exporter must develop an AA that reflects how their business meets regulatory and other requirements, whilst clearly addressing the importing country and ASEL requirements. To assist, each element in these guidelines establishes outcomes and performance criteria indicators.

In developing an AA, exporters are encouraged to follow the format set out in these guidelines. Where the format of an AA deviates from the guidelines, it may take longer for the department to review and establish that it meets requirements.

Updates to these guidelines are completed in consultation with the Australian Livestock Exporters' Council (ALEC), LiveCorp, and Meat and Livestock Australia (MLA). The AA guidelines are designed to support exporters to develop, implement and maintain an AA.

1.4 Performance criteria indicators

Performance criteria indicators describe how an exporter should demonstrate compliance with their AA, and what the exporters' procedures need to address.

The exporter may use the indicators to develop checklists for internal audit purposes.

1.5 Audit requirements as a condition of approved arrangements

The department will audit the AA in accordance with section 5.02 the Export Control (Animals) Order 2004 (Animals Order) and any conditions of the AA approval.

Audits will occur at a minimum of every 6 months. Outcomes of each audit and any information received about non-compliance may result in an adjustment to an exporter's performance level and audit frequency.

The exporter will be given notice of any proposed decision to change their performance level or audit frequency and be given the opportunity to provide any additional information. Read more in the [performance management and compliance guidelines](#).

1.6 Application process

An exporter must submit an application for assessment of their AA to the Secretary of the department or their delegate.

Once an arrangement has been submitted to the department for assessment, the exporter's business system must undergo an initial audit of the documented procedures in the arrangement prior to its approval.

Any significant change to the AA, as described in section 1A.09 and 1A.10 of the Animals Order, requires a variation approval through the department's Live Animal Exports Branch.

Variations may include, but are not limited to:

- the addition or change to a Standard Export Plan (SEP) for additional markets, species, class (breeder, feeder or slaughter) or mode of transport (exported by sea or air)
- addition or change to management plans (as listed in [Appendix B](#))

Amendments which are not required to be submitted to the department for approval include:

- removal of persons in management or control in the organisational structure (for any addition of persons in management or control in the organisational structure, or change in persons listed as in management or control on the export licence, the variation to the export licence must be submitted to the department)
- contact details for employees
- change to roles and responsibilities of persons not listed in management or control
- change to storage location of records
- change to commercial arrangements, such as transport providers or contracted stockperson(s).

All variations and amendments must be recorded in the variations and amendments register held and maintained by the exporter (including the version number, page and date of the change), and may be audited by the department.

1.7 Contact

Any queries on AAs may be directed to the Live Animal Exports Branch on (02) 6272 4581 or livestockexp@awe.gov.au.

1.8 Key policies and guidelines

- *Approved arrangement guidelines for the export of livestock* (this document)
- [Performance management and compliance guidelines: approved arrangements for livestock exporters](#)
- [Approved arrangements for livestock exports core documents](#)
- [Approved Export Program guidelines](#)
- Other relevant policies and guidelines, which are available on the [department's website](#).

1.9 Key reference documents

- *Export Control Act 1982*
- Export Control (Animals) Order 2004
- *Australian Meat and Live-stock Industry Act 1997* (and all subordinate legislation)
- Australian Meat and Live-stock Industry (Export Licensing) Regulations 1998

- Australian Meat and Live-stock Industry Regulations 1998
- [Australian Standards for the Export of Livestock](#)

1.10 Other reference documents

- [Export Advisory Notices](#) (EANs)
- Marine Order 43 (Cargo and cargo handling — livestock) 2018
- [World Organisation for Animal Health Terrestrial Animal Health Code 2019](#) (OIE Code)
- [Australian Animal Welfare Standards and Guidelines — Land Transport of Livestock](#)
- [International Air Transport Association Live Animals Regulations](#) (current edition)

2 Governance

2.1 Introduction

Outcome

The governance of the livestock export business supports the effective implementation and ongoing management of the AA.

This part requires the exporter to:

- demonstrate their commitment to the AA
- describe the organisational structure and responsibilities of those in positions of management or control
- ensure employees are competent persons and are able to perform the tasks they are required to perform
- record and maintain all documentation required to demonstrate compliance with the AA for a period of 5 years, or as required by ASEL and Australian Government legislation.

The requirements for each of these criteria are detailed in elements 1 to 4.

2.2 Element 1: Corporate policy statement and objectives

Outcome

The exporter demonstrates their commitment to the AA.

Performance criteria indicators

The exporter can demonstrate Element 1.1 and 1.2.

Element 1.1 The corporate policy is signed by a person in management or control and describes the commitment to exporting livestock in accordance with

- ASEL requirements
- importing country requirements
- relevant Australian Government and state and territory legislation and other requirements
- the AA.

Element 1.2 The corporate policy statement lists the markets where the exporter will export, including the species, class and mode of transport (sea or air) intended for those markets.

2.3 Element 2: Organisational structure

Outcome

The organisational structure and responsibilities of person(s) in positions of management or control are described.

Performance criteria indicators

The exporter can demonstrate Element 2.1, 2.2 and 2.3.

Element 2.1 An outline of the business structure of the livestock export business including a description of the operations and its resources. This must include

- the person(s) nominated in management or control
- an organisational chart or list describing the positions.

Element 2.2 The roles and responsibilities of each position in management or control are described, and identify

- the person(s) in the business with overall responsibility for ensuring compliance with the AA
- the person(s) in the business responsible for the day-to-day control of key activities related to the AA
- alternate person(s) with responsibility for decision-making
- other key personnel involved in the management or control of the business.

Please note: only persons in management or control specifically need to be named.

Element 2.3 A table of persons in management or control, listing their positions within the business. This must include

- the person(s) in management or control with the authority to amend or withdraw the AA (in consultation with the department)
- the person(s) in management or control with the authority to amend, withdraw or halt a consignment (in consultation with the department).

Please note: all persons nominated as in management or control are those listed on the export licence.

2.4 Element 3: People management and training

Outcome

Employees meet the requirements of a competent person, and are able to perform the tasks they are required to perform.

Performance criteria indicators

The exporter can demonstrate Element 3.1, 3.2, 3.3, 3.4 and 3.5.

Element 3.1 There is a procedure for training that ensures employees are assessed for competence against their job descriptions in the key tasks relevant to their positions.

- The procedure encompasses induction and ongoing training.
- Corrective actions are taken when employees do not meet the requirements of their position.

Element 3.2 The training needs of employees are identified and addressed.

Element 3.3 Training is available to employees as required to ensure competence with regards to ASEL and the AA.

Element 3.4 The induction training program is undertaken by new employees within a defined period of commencing employment.

Element 3.5 Records of training are maintained for employees.

2.5 Element 4: Document control and records management

Outcome

The AA document is maintained and documentation required to demonstrate compliance with the AA is recorded.

Performance criteria indicators

The exporter can demonstrate Element 4.1, 4.2, 4.3 and 4.4.

Element 4.1 The version of the AA in use is current.

- The version number and date issued is included in the footer of the AA to ensure any amendments or variations to the arrangement are documented.

Please note: this is the most recent version approved by the department, despite the possibility an exporter may be working from a more current version due to amendments.

Element 4.2 There is a procedure for making amendments and variations to the AA.

- The procedure includes developing the amendment and variation, and submitting any variations to the department for approval.
- All relevant documents associated with the operations of the exporter's business form part of the AA.
- There are records of previous versions of the AA.
- There is a register of all amendments and variations attached to the AA.
- Only persons in management or control may approve amendments and variations to the AA, and submit variations to the department for approval.

Element 4.3 Employees have access to the AA, legislation, regulations and any other information relevant to them.

Element 4.4 There is a procedure for maintaining and storing records and documents to demonstrate compliance with the AA.

- Employees understand their responsibilities when making records and storing documents.
- Records and documents are kept for a period of 5 years, or as required by ASEL and Australian Government legislation requirements. The department may request to sight any records and documents at any time even if the exporter is only required to provide core documents for a consignment.
- Records and documents are available for audit and verification purposes.

3 Operations

3.1 Introduction

Outcome

Livestock for export are sourced, transported, prepared and exported in accordance with importing country requirements, ASEL and relevant Australian Government and state and territory legislation and other requirements.

This part requires the exporter to have procedures and supporting documentation to ensure livestock are sourced, transported, prepared and exported in accordance with:

- importing country requirements
- ASEL requirements
- relevant Australian Government and state and territory legislation and other requirements
- the AA.

Please note: A number of these requirements may be related and can be addressed collectively. For example, a single procedure may address individual animal health and welfare inspections for both importing country and ASEL requirements. It must be clear that each requirement is being fulfilled.

The requirements for each of these criteria are detailed in elements 5 to 8.

3.2 Element 5: Compliance with importing country requirements

Outcome

Livestock for export are sourced, transported, prepared and exported in accordance with importing country requirements.

Performance criteria indicators

The exporter can demonstrate Element 5.1.

Element 5.1 Importing country requirements for each species and class of livestock for which the exporter is approved are confirmed and met, in accordance with any basis of certification set out in the [Manual of Importing Country Requirements](#) (MICoR) or through the requirements as stated in a valid import permit issued by the relevant governing body in the importing country.

- The procedure encompasses when conditions listed on the import permit are different to the importing country requirements listed on MICoR.

Please note: Only activities that must be undertaken by an AAV (as per the importing country requirements and ASEL) are to be included in the exporter's pre-export Approved Export Program (AEP). This includes any examinations, testing and treatment activities required to be undertaken in a registered premises or while livestock are being held in pre-export isolation. It also includes any other activities required to be undertaken by an AAV by the importing country.

The shipboard AEP includes all activities required to be undertaken by the AAV when accompanying a livestock consignment by sea.

The AEP must be referenced in the AA and SEP, where applicable.

An exporter may also engage an AAV to undertake additional activities to those required to be in the AEP, however, these must be detailed in the SEP and not the AEP.

More information can be found in the [AEP guidelines](#).

3.3 Element 6: Compliance with Australian Standards for the Export of Livestock

Outcome

Livestock are sourced, transported, prepared and exported in accordance with ASEL.

Note: [ASEL 2.3](#) is the current version in force. Exporters must transition to [ASEL 3.0](#) for all consignments exported on or after 1 November 2020. Exporters must ensure that all AAs reflect ASEL 2.3 for consignments exported before 1 November 2020. A notice will be sent about updates required to AAs for transition to ASEL 3.0. Read more about [transitioning to ASEL 3.0](#).

Performance criteria indicators

The exporter can demonstrate Element 6.1, 6.2 and 6.3.

Element 6.1 How it identifies and meets ASEL requirements relevant to the market, species, class and mode of transport for which it is approved to export.

- The AA must include a SEP, which details how the exporter will meet ASEL requirements for every consignment (see [SEP template](#) for guidance).
- The exporter must have procedures and supporting documentation to ensure their AEP meets requirements and correct instructions are given to AAVs for the purpose of ensuring the health and welfare of livestock during export activities.

Please note: For more information about the difference between the SEP and the information that must be included in an exporter's AEP, see [Element 5](#) or refer to the [AEP guidelines](#).

Element 6.2 Development of management plans or other approval processes as allowed by ASEL.

- Where ASEL allows for the department to approve the export of certain types of consignments through a management plan within an exporter's AA, these requirements can be applied for as part of the AA. The application process and list of management plans that can be applied for are included in [Appendix B](#).
- Where a management plan may be used for any given SEP, it should be noted in the relevant SEP and nominated in the notice of intention to export (NOI), and where the requirement is applicable for a specific consignment it must be invoked through the CSEP.
- ASEL 3.0 also includes provision for consignment by consignment approvals in certain circumstances. These are not approved as part of an exporter's AA. Read more about [application types](#).

Element 6.3 For exporters by sea, if an exporter wishes to access alternative minimum pen space allocation for cattle for one or more markets, the exporter must include this in their AA for approval by the department as required by ASEL.

- Where ASEL allows for an exporter to access the alternative minimum pen space allocation with written approval under their AA as per ASEL 3.0 standards 5.3.3, 5.3.4 and 5.3.5, the exporter must include details of their intended compliance with the [alternative minimum](#)

[pen space allocation](#) policy as published on the department's website. Details provided should include:

- a) The destination market/s for which the exporter intends to access alternative minimum pen space allocation.
 - b) That access to the alternative minimum pen space allocation will be in accordance with the department's [alternative minimum pen space allocation](#) policy as published on its website and that the exporter has procedures in place to ensure compliance.
 - c) That the exporter will maintain records for each consignment as to how eligibility has been confirmed and the relevant pen space allocation tables that were used. These records will be made available at audit and to the department on request.
- Alternative minimum pen space allocation may be accessed for cattle up to 500kg liveweight as listed in ASEL 3.0 Table 10a, 10b, 11b and 12b. For cattle over 500kg liveweight, the pen space allocation will be in accordance with an exporter's approved heavy cattle management plan (see Appendix C [7.2](#)).
 - If an exporter intends to use the alternative minimum pen space allocation for heavy cattle as described in Table C2 or C3 in these AA guidelines, they will need to specifically include in their heavy cattle management plan or AA their intention to do so where eligible under the [alternative minimum pen space allocation](#) policy.
 - If an exporter intends to use the alternative minimum pen space formulas for cattle over 850kg in Appendix C, they will need to specifically include in their heavy cattle management plan or AA their intention to do so where eligible under the [alternative minimum pen space allocation](#) policy.
 - Daily reports must be provided to the department for all voyages accessing the alternative minimum pen space allocation.
 - The department may amend the [alternative minimum pen space allocation](#) policy from time to time. Exporters will be advised in advance if an updated policy is to be published that will change the exporter's ability to access alternative minimum pen space allocation.

3.4 Element 7: Other requirements

Outcome

Livestock for export are sourced, transported, prepared and exported in accordance with relevant Australian Government and state and territory legislation and other requirements.

Performance criteria indicators

The exporter can demonstrate Element 7.1 and 7.2.

Element 7.1 How other requirements are identified and met, including

- additional conditions under Australian Government and state and territory legislation, regulations and policy
- additional requirements as set out in EANs
- status of registered premises or approved premises
- status of accreditation of AAVs
- status of accreditation of a competent pregnancy tester, for example a registered veterinarian who is accredited under the PREGCHECK (National Cattle Pregnancy Detection) Scheme
- National Livestock Identification System (NLIS) requirements

Please note: It is the responsibility of the exporter to independently verify that information contained in the AA core documents list and MICoR is current. The exporter must have a procedure for identifying and presenting core documents in accordance with the AA core documents list. An authorised officer may also request any other documentation at any time to be satisfied that livestock for export meet all relevant requirements.

Element 7.2 There is a procedure to ensure NLIS requirements are confirmed and met, in accordance with state and territory legislation, including

- responsibilities of NLIS reporting requirements are clearly defined
- having instructional material and standard operating procedures
- NLIS record keeping within the relevant elements of the AA.

3.5 Element 8: Export plans

Outcomes

The exporter prepares a SEP detailing how all livestock in the consignment meet importing country, ASEL and other requirements.

The exporter develops an AEP in accordance with the AEP guidelines.

The exporter develops a CSEP for every consignment using the SEP as a basis.

Performance criteria indicators

The exporter can demonstrate Element 8.1, 8.2, 8.3, 8.4, 8.5 and 8.6.

Element 8.1 There is a SEP for each market, species, class and mode of transport attached to their AA.

Please note: SEPs must be attached to the AA and approved by the department for the market, species, class and mode of transport the exporter has nominated in [Element 1](#). Where there are sufficient similarities in market, species or class requirements, the exporter may combine SEPs into one document (e.g. exports of slaughter sheep and goats to Malaysia, or slaughter sheep to the Middle East).

If the exporter intends to add or remove any SEPs, a variation to the AA must be approved by the department. This approval must occur prior to an NOI being submitted to the department for a consignment under the variation.

Element 8.2 There is an AEP which includes AAV land-based and shipboard (where relevant) instructions for each market, species and class.

The version of the AEP in use is current and includes the departmental approval date.

Please note: AEPs must be prepared and approved in accordance with the AEP guidelines. AEPs are approved by the department at the same time as the corresponding SEP. SEPs will not be considered for approval without the relevant AEP being provided. NOIs will not be approved by the department until an approved SEP and AEP/s for the respective market, species, class and mode of transport are available.

The relevant AEP instructions must be added to the CSEP for each consignment.

Element 8.3 There is a procedure for selecting the correct, relevant information from the AEP to instruct the AAVs engaged for each consignment.

Element 8.4 There is a procedure for developing a CSEP for every consignment using the SEP as a basis.

Please note: The exporter's CSEP must attest to each requirement as written in the approved SEP. The CSEP must identify how the exporter will meet all importing country, ASEL and other requirements for the specific consignment.

Read more about SEPs and CSEPs in [Appendix A](#).

Element 8.5 There is a procedure to ensure the relevant CSEP and any relevant written work instructions (including relevant AEP instructions) are provided to employees and service providers detailing how the requirements, as set out in the CSEP, must be met.

Element 8.6 There is a procedure to ensure the requirements as set out in the CSEP are met.

4 Quality assurance

4.1 Introduction

Outcome

Procedures are in place to ensure the business systems used by the exporter are effective and manage risks.

This part requires the exporter to have procedures to:

- ensure the AA is fit for purpose through management reviews
- conduct internal audits of procedures to verify compliance with the AA
- identify, assess and manage risks of non-conformance with the AA
- proactively resolve non-conformance with the AA and take timely corrective action.

The requirements for each of these criteria are detailed in elements 9 to 11.

4.2 Element 9: Corrective action

Outcome

The exporter has a system which identifies and remedies issues in their business system and takes timely corrective action to ensure conformance with the AA.

Performance criteria indicators

The exporter can demonstrate Element 9.1, 9.2, 9.3 and 9.4.

Element 9.1 There is a documented procedure for monitoring operations to identify and report non-conformance.

Element 9.2 There is a process for monitoring the operations of service providers to ensure

- effectiveness of service providers in delivering against the exporter's instructions (including SEPs, CSEPs, AEPs or other instructions)
- identification and reporting of non-conformance.

Element 9.3 There is a process for implementing and reviewing appropriate corrective actions and the effectiveness where non-conformance is identified.

- Identify the risks associated with specific procedures.
- Analyse the cause/likelihood and consequence of the risks.
- Implement a corrective action to eliminate or reduce the likelihood of the risks in a timely manner.

Please note: This can be in the form of a risk assessment.

Element 9.4 There is a register of all corrective actions resulting from internal and departmental audits or otherwise identified, including due date for action to be completed, actual date actioned and person who completed the corrective action.

4.3 Element 10: Internal audit

Outcome

Internal audit verifies conformance of the exporter's business system with the AA.

Performance criteria indicators

The exporter can demonstrate Element 10.1, 10.2 and 10.3.

Element 10.1 Over a 12 month period, the internal audit schedule will cover all elements of the AA.

Element 10.2 There is a defined internal audit procedure in use.

- Checklists, audit summaries, non-conformance reports and observations (if used for internal audit) and records are kept, including corrective actions.
- There is a review of audit result. Where non-conformances are identified by the internal audit, management has taken an active role in ensuring corrective actions are implemented.

Element 10.3 The outcomes of internal audit are agreed and signed by a person in management and control.

4.4 Element 11: Management review

Outcome

The AA is suitable, adequate and effective.

Performance criteria indicators

The exporter can demonstrate Element 11.1, 11.2, 11.3, 11.4 and 11.5.

Element 11.1 There is a management review process in place, which considers if the AA

- meets Australian Government and state and territory legislation and other requirements, ASEL and importing country requirements
- reflects the business practices
- reliably achieves outcomes without deviation from the AA.

Element 11.2 Management reviews are conducted as required, at a minimum of once annually.

Element 11.3 Management reviews may consider

- outcomes of both internal and external audits
- results of risk assessments
- status and effectiveness of corrective actions
- feedback from the department
- efficiency of livestock preparation
- performance of employees and service providers
- outcomes of previous reviews
- recommendations for improvement.

Element 11.4 The outputs of the management review records decisions and actions related to

- improvement of the effectiveness of the AA and its procedures
- improvement of preparation of livestock related to Australian Government and state and territory legislation and other requirements, and importing country requirements
- resource needs.

Element 11.5 The management review process is endorsed by employees in senior management positions, including

- agreement to the outcomes (signed records)
- effective implementation of required changes and corrective actions identified through the review process
- effective implementation of procedures to ensure records of management reviews are signed and retained.

5 Appendix A: Standard export plans

In order to export livestock under an AA, an exporter must have a valid export licence, a relevant approved SEP, a relevant AEP, an approved NOI, and, if applicable, an Exporter Supply Chain Assurance System (ESCAS) approval.

A SEP is a detailed plan prepared by an exporter demonstrating how importing country, ASEL and other requirements will be met for livestock which are intended to be exported.

An AEP details a written program of activities that must be undertaken by an AAV in accordance with the ASEL and importing country requirements. Read more in the [AEP guidelines](#).

ESCAS is applicable for all feeder and slaughter livestock consignments. An exporter must have an approved ESCAS for the relevant market in order for the department to consider an NOI. Read more about [ESCAS](#).

5.1 Purpose of a standard export plan

The SEP details how an exporter intends to address importing country, ASEL and any other requirements or conditions that may be applicable to the exporter or export consignment. A SEP references supporting documents that an exporter intends to obtain to demonstrate that the requirements will be met.

An AA must include an SEP for each market, species, class of livestock, and mode of transport that is intended for export (for example, feeder cattle to Indonesia by sea). An exporter should only prepare consignments for export where they have a SEP approved for that market, class, species and mode of transport by the department.

Should an exporter require additional SEPs to be added to the AA, the exporter must submit an application to vary the AA to the department. The department will consider any additional SEPs and advise an outcome of the decision in writing.

An exporter's NOI will not be approved by the department unless the exporter has an approved SEP and relevant AEPs for the respective market, species, class and mode of transport.

The department has prepared a template to assist exporters with the development of a SEP (Table A1).

5.1.1 Standard export plan template

This template is a guide to assist exporters with the development of a SEP. The template is provided as an example only; exporters can use this template or an alternative format to present the required information.

Table A1 Standard export plan template

Consignment details

List details of the proposed export including market, species, class, mode of transport (sea or air).

Importing Country Requirements

Requirements	Procedure	Supporting documentation
<p>List each of the specific importing country requirements, as detailed in MICO or the Import Permit. Activities that must be undertaken by an AAV (as specified by the importing country requirements) are to be listed separately in the AEP.</p> <p><i>[insert additional rows as required to list all importing country requirements, procedure and supporting documentation]</i></p>	<p>Summarise the procedure for meeting each requirement (including who will do it and timeframes, where applicable).</p>	<p>Reference all supporting documentation.</p>

ASEL Requirements

Requirements	Procedure	Supporting documentation
<p>List all relevant ASEL standards for the consignment (including who will do it and timeframes, where applicable).</p> <p><i>[insert additional rows as required to list all importing country requirements, procedure and supporting documentation]</i></p>	<p>Summarise the procedure for meeting each standard (including who will do it and timeframes, where applicable).</p>	<p>List all relevant supporting documentation specific to the consignment to meet ASEL. This would include the appendices and additional documentation specific to the consignment.</p>

Special/Additional conditions

Requirements	Procedure	Supporting documentation
<p>Provide details of any special or additional conditions. For example, a condition applied to the export licence, a special condition for the market/species or compliance with any other relevant departmental requirements/policies.</p> <p><i>[insert additional rows as required to list all importing country requirements, procedure and supporting documentation]</i></p>	<p>Summarise the procedure for meeting each condition (including who will do it and timeframes, where applicable).</p>	<p>Reference the supporting documentation.</p>

5.2 Consignment specific export plans (CSEP)

A CSEP must be prepared for every consignment and must detail the specific parameters of a consignment. A CSEP is developed on the basis of an exporters approved SEP. CSEPs may also invoke any relevant approved management plans applicable to the consignment.

For example, an exporter is preparing to export feeder cattle with long horns to Indonesia by sea. The exporter must have an approved SEP to export feeder cattle to Indonesia and also an approved management plan to export long horned cattle. The consignment's CSEP will include specific details from the relevant approved SEP. It must also address all specific requirements relevant to the management of livestock in accordance with the long horned management plan.

The CSEP becomes a record of the consignment and must be retained by the exporter. If an exporter is on a performance level of 'provisional', the CSEP must be presented to the department as part of the documents required for each consignment.

At the department audit of the exporter's AA, the exporter may be required to provide evidence that a CSEP has been prepared for every consignment. However, the department may also request to review a CSEP at any time regardless of an exporter's performance level.

More information on performance levels is available in the [performance management and compliance guidelines](#).

6 Appendix B: Management plans

The department may consider applications for approval for the export of certain types of consignments or classes of livestock where an exporter can demonstrate to the department that the health and welfare of those livestock can be appropriately managed through a management plan.

An approved management plan is required where an exporter wants to undertake any of the activities described in Table B1 (sea) or Table B2B2 (air).

The department may also request exporters to provide a management plan when required, to be satisfied that livestock for export are managed in a way that ensures positive animal health and welfare outcomes. For example, for consignments following a notifiable mortality incident by an exporter.

Please note: exporters must ensure that they are complying with the applicable ASEL at the time a consignment is prepared and exported.

Consignments prepared and exported prior to 1 November 2020 must comply with ASEL 2.3. Management plan requirements for consignments exported under ASEL 2.3 have not changed.

Exporters should read more about [transitioning to ASEL 3.0](#) in preparation for the ASEL 3.0 commencement date of 1 November 2020. Management plan requirements under ASEL 3.0 apply to all consignments exported on or after 1 November 2020.

Table B1 Management plans relevant to the export of livestock by sea

Management plan	When approval is needed	Reference
Camelids by sea management plan (guideline under development)	Source and export camelids by sea.	ASEL 3.0 s1.3.1
Deer by sea management plan (guideline under development)	Source and export deer by sea.	ASEL 3.0 s1.5.1
Extended long-haul management plan	Export of consignments of livestock that are expected to be 31 days or more, or that will travel via the Suez Canal, the Cape of Good Hope, the Panama Canal or Cape Horn.	ASEL 3.0 s5.1.17 Also required to comply with ASEL 2.3
Heavy cattle or buffalo management plan	Export heavy buffalo/cattle with an individual liveweight of over 500 kg. In ASEL 2.3, this management plan applies to the export of heavy buffalo/cattle with an individual liveweight of over 650 kg.	ASEL 3.0 s1.2.3 (b) (buffalo) and s1.4.2 (b) (cattle) ASEL 2.3 s1.9 (b) and s1.10 (b)
Leaving registered premises before vessel clearance management plan	Leave a registered premises before AMSA, the master or biosecurity clearance.	ASEL 3.0 s3.1.2 Also required to comply with ASEL 2.3
Light cattle or buffalo management plan	Source buffalo/cattle with an individual liveweight of less than 200 kg (noting animals will need to be at least 200 kg at time of export).	ASEL 3.0 s1.2.3 (a) (buffalo) and s1.4.2 (a) (cattle) ASEL 2.3 s1.9 (b) and s1.10 (b)

Approved arrangement guidelines for the export of livestock

Management plan	When approval is needed	Reference
Long horned livestock management plan	Export: Buffalo with horns longer than the spread of the ears. Cattle with horns longer than 12 cm. Goats with horns longer than 15 cm and/or that are not blunt. Sheep with horns longer than one full curl.	ASEL 3.0 s1.2.7 (buffalo), s1.4.8 (cattle), s1.6.8 (goats) and s1.7.7 (sheep) ASEL 2.3 s3.1.1 (1) (buffalo/cattle) and s3.1.2 (1) (sheep/goats)
Pregnant southern sourced <i>Bos taurus</i> cattle by sea crossing the equator from May to October (guideline under development)	Source and export <i>Bos taurus</i> cattle sourced from any area of Australia south of latitude 26° south on voyages that cross the equator and depart between 1 May and 31 October (inclusive).	ASEL 3.0 s1.4.3
Treatment onto trucks management plan (guideline under development)	Treat livestock as they are being loaded onto trucks for transport from the registered premises to the departure port.	Policy to ensure consignments meet importing country requirements

Table B2 Management plans relevant to the export of livestock by air

Management plan	When approval is needed	Reference
Camels over 300 kg management plan	Source for export or export camels over 300 kg by air.	ASEL 3.0 s6.4.8
Export of deer under 6 months of age management plan	Source for export deer less than 6 months old by air.	ASEL 3.0 s6.6.1
Heavy cattle or buffalo management plan	Source for export or export cattle or buffalo by air with an individual liveweight of more than 650 kg.	ASEL 3.0 s6.3.3 (buffalo) and s6.5.2 (cattle) ASEL 2.3 s6.1.1(2)(m)
Livestock exported in the last third of pregnancy management plan	Export female breeder livestock by air that have exceeded the gestation length at the scheduled date of export as described in ASEL 3.0.	ASEL 3.0 s6.2.4 (alpacas), s6.3.6 (buffalo), s6.4.4 (camels), s6.5.5 (cattle), s6.6.7 (deer), s6.7.6 (goats) and s6.9.5 (sheep)
Livestock that have recently given birth management plan	Export livestock by air that have recently given birth (more than 5 days but less than 15 days of giving birth).	ASEL 3.0 s6.1.18
Livestock with young at foot management plan	Export livestock by air with young at foot.	ASEL 3.0 s6.1.17
Long horned livestock management plan	Source for export or export livestock by air with horns that do not meet ASEL requirements.	ASEL 3.0 s6.3.7 (buffalo), s6.5.6 (cattle), s6.7.7 (goats) and s6.9.6 (sheep)
Miniature or light weight breed livestock management plan	Source for export or export by air miniature breeds of livestock or other light weight breeds that do not meet minimum liveweight requirements.	ASEL 3.0 s6.1.20
Vicunas and llamas by air management plan (guideline under development)	Source for export or export vicunas and llamas by air.	ASEL 3.0 s6.8.1 (llamas) and s6.10.1 (vicunas)

As a general rule, a management plan must include details of how the exporter will manage the sourcing, preparation and transport (land and sea/air) of these animals, in particular and where applicable:

- the age, weight, breed and species of the livestock covered by the plan
- induction and sourcing activities, including weighing, inspection and segregation (if required)
- animal health and treatments, including additional treatments or veterinary requirements
- feeding and water requirements, including details of any feeding programs/regimes
- loading and penning arrangements, including details of the process for selecting and stocking appropriate pens/crates, including segregation and additional space where required
- animal monitoring and inspections during the voyage or air export journey, including details of how animal health and welfare will be monitored throughout the export supply chain.

Specific details about what should be included in a management plan can be found in the relevant guideline for that management plan. Where certain criteria are not fully prescribed (such as additional space requirements), the exporter must determine the most appropriate measures which address the heightened risks to animal health and welfare and present the proposal to the department for assessment.

6.1 Process for applying for approval of a management plan

To be able to source, prepare and export consignments described in Table B1 (sea) and Table B2B2(air), exporters must make an application to the department to vary their AA (or as part of a new AA application). The proposed management plan must be included in the application.

To request approval to add a management plan to an exporter's AA:

- 1) The exporter must make a written application to vary their AA. The application must be submitted to livestockexp@awe.gov.au.
- 2) The application must include the proposed management plan. The application may also include any relevant evidence to support the risk management procedures being proposed by the exporter (such as recent animal welfare research).
- 3) The exporter must pay the required application fee.
- 4) The exporter should allow for the standard processing times for AA assessments (including the addition of management plans). Assessments will be performed in accordance with the department's Livestock Export Client Standards.

6.2 Assessment and decisions on applications made

The department will consider any applications made against the criteria outlined in the relevant management plan guideline and notify the exporter of an outcome of decision. In making the decision, the department may also consider all of the latest information, advice and research relevant to the management plan proposed.

For the delegate to approve an application for use of a management plan, they must be satisfied of all requirements under the Animals Order section 1A.05. This includes being satisfied that acting in accordance with the proposed management plan will:

- ensure compliance with ASEL and importing country requirements; and
- provide a sound basis for the issuance of an export permit and health certificate, in particular that the livestock will be fit to undertake the proposed export voyage/journey without any significant impairment of their health, and the travel arrangements for the livestock will be adequate for their health and welfare.

If the delegate is not satisfied that the proposed management plan adequately addresses or demonstrates the management of risks to meet the above outcomes, the application will not be approved.

Where an approval has been granted previously, it does not guarantee that it will be approved in future. Assessments will be made according to the latest animal welfare information and advice, and will take into account any relevant circumstances at the time the application is made.

The department is prepared to consider management plans to meet alternative circumstances where an exporter can provide equivalent assurances to justify approval. In these instances, any management plan submitted to the department would need to include sufficient evidence that the risks of exporting the livestock will be appropriately managed.

Approval of a management plan as part of an exporter's AA allows that exporter to source, prepare and export livestock in accordance with that management plan for any consignment to which it relates while that approval is in force.

Amendments to the details of an approved management plan require exporters to vary their management plan and submit the variation for re-approval (application to vary an AA). Variations to a management plan cannot be made without prior written approval from the department.

6.3 Conditions of approval

Approval of a management plan within an exporter's AA may be subject to conditions where the delegate considers it appropriate to ensure ongoing animal health and welfare. This could include that the approval relates to the export of a set number of consignments only or for a set period of time. Where conditions of approval are applied, the exporter will be given reasons for the decision and have the right of reply for reconsideration of that decision.

These types of conditions may be required in one or more of these circumstances:

- The consignment is unique or a one-off export and the exporter does not require an on-going approval.
- The exporter has not exported that class or species before, and the department would require a single consignment approval in the first instance.
- There is limited research to support an on-going approval of the type of management plan proposed by an exporter.

6.4 Using an approved management plan for a consignment

Any consignment which includes livestock covered by an approved management plan must:

- nominate the potential use of that approved management plan in the NOI
- include details of the use of the relevant management plan in the consignment specific export plan (CSEP)
- declare that an approved management plan has been invoked on the Application for Export Permit and Health Certificate.

7 Appendix C: Export of livestock by sea—management plan guidelines

In accordance with ASEL 3.0, certain types of consignments or classes of livestock must not be exported by sea unless provided for in a management plan. This appendix provides guidelines for applications of these management plans.

7.1 Extended long-haul management plan guideline

7.1.1 Introduction

In accordance with ASEL 3.0 standard 5.1.17, consignments of livestock must not be exported on voyages that are expected to be 31 days or more, or that will travel via the Suez Canal, the Cape of Good Hope, the Panama Canal or Cape Horn, unless otherwise provided in an extended long-haul management plan.

If an exporter wishes to export livestock on voyages of this type, the exporter must make an application to the department requesting approval. The application must include a management plan that details how an exporter intends to manage the heightened risk of animal health and welfare issues associated with the export of livestock on extended long-haul voyages.

Read more about the [process for applying for approval of a management plan](#).

7.1.2 Guideline for details to be included in the management plan

A management plan relevant to livestock travelling via the Suez Canal, the Cape of Good Hope, the Panama Canal, Cape Horn, or via another route where the voyage is expected to be 31 days or more, should include detail relevant to:

- 1) The weight range, species and voyage duration covered by the plan.
- 2) For voyages travelling via the Suez Canal, the Cape of Good Hope, the Panama Canal or Cape Horn, the management plan must include a detailed outline of the additional risks associated with travelling through these areas and how they will be mitigated.
- 3) Risk of delay and time of year must be addressed for all regions, in addition
 - a) Suez Canal – heat stress and reduced ventilation due to slower vessel speeds
 - b) Cape of Good Hope – heat stress and adverse weather leading to rough seas
 - c) Panama Canal – heat stress and reduced ventilation due to slower vessel speeds
 - d) Cape Horn – adverse weather leading to rough seas.
- 4) If sourcing *Bos taurus* cattle for export, additional details are required, including
 - a) how the acclimatisation process will be managed
 - b) where the animals have been sourced from
 - c) the body condition score of individual animals
 - d) details on how additional risks will be managed throughout all stages of export

- e) for any voyages travelling to or through the Middle East, evidence of the Heat Stress Risk Assessment being less than 2% risk of 5% mortality.
- 5) During pre-export preparation, additional risk management procedures must be provided, including
- a) A procedure for induction into the registered premises, including any additional inspections or interventions that will be carried out on arrival at the registered premises.
 - b) Details on the minimum number of clear days livestock will spend in the registered premises prior to export. Livestock must be sufficiently prepared, including becoming accustomed to shipboard rations, to maintain good health and welfare during the extended long-haul voyage. Details of how shy feeders will be identified and managed must be included.
 - c) How the risk of Bovine Respiratory Disease (BRD) will be managed. As a minimum, all cattle and buffalo must be vaccinated for BRD, in accordance with manufacturer's recommendations.
 - d) A plan to ensure ASEL pregnancy standards are met and that the long voyage length does not pose a risk to pregnant livestock on board.
 - e) Details of any additional inspections or interventions that will be carried out at final inspection and loading onto trucks for transportation to the port.
 - f) A procedure for developing a detailed load plan. This load plan must take into account the anticipated weight gain of the livestock, demonstrating how pen stocking densities will be within ASEL standards throughout the entire voyage.
- 6) Provision of additional feed
- a) Vessels must carry a minimum of 7 days of reserve feed to be used only in the event of delay, in accordance with ASEL standard 5.1.17.
 - b) The vessel must have sufficient storage capabilities for the additional feed.
- 7) Provision of additional water
- a) Vessels must carry a minimum of 7 days of reserve water to be used only in the event of delay, in accordance with ASEL standard 5.1.17.
 - b) Allowance may be made for fresh water produced on the vessel while at sea, details of which must be provided in the management plan.
 - c) The minimum number and capacity of reverse osmosis plants.
 - d) A process to ensure that only vessels capable of producing enough water for long voyages are used and evidence of this verification with the shipping company.
- 8) Provision of additional bedding
- a) Details of how additional bedding (saw dust, rice hulls or similar material) above the standard ASEL requirements will be carried, applied and managed throughout the voyage to ensure good animal welfare outcomes. Calculation of quantities to be used exclusively for bedding must be detailed in the management plan.
- 9) Provision of additional pen space

- a) Details on additional pen space per animal above standard ASEL requirements, to ensure livestock can rest comfortably for the duration of the voyage.
- 10) Provision of additional veterinary therapeutics/supplies (over and above ASEL minimum) in light of the extended voyage length, class of livestock and route.
- 11) A process for the selection of a shipboard AAV with relevant experience, and a process for providing suitable instructions to the AAV.
- 12) A process for selection of accredited stockpersons with relevant experience on extended long-haul voyages. The plan must also include the minimum ratio of stockpersons to livestock.
- 13) Details of additional contingency plans in place to address the heightened risk of animal health and welfare issues on extended long-haul voyages, or those travelling via the Suez Canal, the Cape of Good Hope, the Panama Canal or Cape Horn.

7.2 Heavy cattle or buffalo management plan guideline

7.2.1 Introduction

In accordance with ASEL 3.0 standards 1.2.3 and 1.4.2, cattle and buffalo sourced for export by sea must have an individual liveweight of 200 kg to 500 kg (inclusive). Animals that weigh more than 500 kg must not be sourced for export or exported, unless otherwise provided in a heavy cattle or buffalo management plan approved in writing by the department.

If an exporter wishes to source or export cattle or buffalo weighing more than 500 kg, the exporter must make an application to the department requesting approval. The application must include a management plan which details how an exporter intends to manage the heightened risk of animal health and welfare issues associated with the export of heavy cattle and buffalo by sea.

Read more about the [process for applying for approval of a management plan](#).

7.2.2 Guideline for details to be included in the management plan

A management plan for heavy cattle and buffalo should include detail relevant to each of these standard requirements (for all weight categories):

- 1) The scope of the management plan and the weight categories covered by the management plan.
- 2) The department considers the risk mitigation measures proposed in the management plan should be proportionate to the weight categories covered by the plan. The proposed management plan should clearly outline which category or categories the exporter is proposing to export under the plan, and if multiple, the risk management measures that will be employed for each (if different). The weight categories are
 - a) 500 to 650 kg
 - b) 650 to 850 kg
 - c) 850 to 1050 kg

It is unlikely the department will approve the export of heavy cattle or buffalo weighing more than 1,050 kg.

- 3) The maximum length of voyage that the management plan covers.

It is unlikely the department will approve the export of heavy cattle or buffalo on extended long-haul voyages.

- 4) Details of additional risk management procedures during the pre-export preparation, including
- a) Details on how the exporter will manage the risk of aggression and dominance in the registered premises and during loading (particularly for male animals), for example
 - i) Only animals of similar size and weight will be penned together.
 - ii) Dominant or aggressive animals will be isolated or removed from the consignment.
 - iii) Animals are to be penned together for an appropriate time frame allowing the animals to familiarise with one another. The management plan must outline the process for determining this time frame.
 - b) Details of any additional inspections or interventions that will be carried out at final inspection and loading, including
 - i) How and when heavy cattle and buffalo will be identified, inspected and weighed to ensure accurate weights are reflected in the load plan and the correct risk management procedures are applied based on an animals weight category.

Note that for cattle weighing more than 650 kg, the management plan must include a process for individual identification, inspection and weighing of animals at the registered premises to ensure adequate space is provided per animal.
 - ii) Proposed additional pre-export treatments, such as vaccination against Bovine Respiratory Disease, in accordance with manufacturer's recommendations.
 - iii) Husbandry practices that will be employed to reduce the effects of additional handling, including how the exporter will manage the additional time off feed and water at the registered premises.
 - iv) A process to develop a detailed load plan for the heavy cattle and buffalo. The load plan must include details on where the livestock will be located on the vessel, taking into account ventilation, pen temperature and humidity, as well as ability to adequately monitor health and welfare during the voyage. The load plan must be in accordance with minimum pen space allocation requirements (see [section 7.2.3](#) for pen space allocation for cattle and buffalo weighing 500 to 850 kg). Heavy cattle and buffalo must be penned on the discharge deck.
- 5) Details of any vessel loading and penning arrangements, including
- a) Details on how the exporter will manage the risk of stress and injury whilst on board the vessel, including:
 - i) Minimising livestock movement on internal ramps
 - ii) Loading heavy cattle and buffalo on to the vessel last, and unloading first at the destination port
 - iii) Details of any additional bedding provisions.

- b) Details on how dominance and aggression issues will be managed on the vessel, for example having additional pen space available.
 - c) Details on how the exporter will ensure that animals have uninhibited access to feed and water, for example the provision of water troughs for heavy animals that are unable to drink from small automatic waterers.
- 6) Details of any additional veterinary arrangements, including provision of additional veterinary therapeutics/supplies (over and above the ASEL minimum) given the type of livestock and the heightened risk of injury, for example proposed additional medications on-board.
- 7) Details of monitoring, inspections and on-board personnel, including
- a) Details on how the stockperson (and on-board AAV where applicable, and as directed through the AEP) will be advised of any additional requirements
 - b) Details on how the cattle or buffalo will be monitored to ensure management outcomes are being achieved. This must also detail plans to conduct increased en route monitoring of heavy livestock to minimise instances of misadventure.
- 8) Details of the exporter's proposed contingency plans or alignment with existing contingency plans if relevant.

Export of cattle and buffalo 850 kg to 1,050 kg

The department will consider applications with a management plan addressing each of these points in addition to the requirements for all heavy cattle and buffalo.

Cattle and buffalo weighing between 850 kg and 1,050 kg must:

- 1) spend a minimum 5 clear days in the registered premises and be penned in the group they will be loaded with during the voyage.
- 2) be managed and handled throughout the export preparation and voyage in a way that considers their large size and weight.
- 3) be individually identified, inspected and weighed at the registered premises prior to loading for transport to the departure port.
- 4) have a minimum pen space allowance of 6 m² per head (this is consistent with World Organisation for Animal Health (OIE) guidelines for heavy bulls). A detailed vessel load plan must be provided to the regional veterinary officer prior to loading for transport to the departure port.
 - a) For sea, alternative minimum pen space allocation for cattle between 850kg and 1,050kg is based upon the following formulas derived from ASEL 2.3:
 - i) for cattle exported by sea from a port north of latitude 26° south to near markets, 2.70m² per head plus 0.014m² per head for each 5kg above 850kg. Near markets are destinations located south of latitude 15° north, east of longitude 90° east, and west of longitude 180°.
 - ii) for cattle exported by sea from a port north of latitude 26° south to far markets (all other markets), 2.980m² per head plus 0.017m² per head for each 5kg above 850kg.

- iii) for cattle loaded at a port south of latitude 26° south between 1 May and 31 October (inclusive) and the voyage crosses latitude 15° south, 3.460m² per head plus 0.02 m² for each 5kg above 850kg.
- iv) for cattle loaded at a port south of latitude 26° south, between 1 November to 30 April (inclusive) if the voyage crosses latitude 15° south, or all year for voyages that do not cross latitude 15° south, 3.455 m² per head plus 0.02 m² for each 5kg above 850kg.

Note: *The formulas have been amended from those in ASEL 2.3 to start at 850kg for the purposes of the heavy cattle management plan. The calculation remains the same as those in ASEL 2.3.*

- 5) depart from a port in northern Australia and be destined to a market in South East Asia (such as Indonesia, Vietnam or Malaysia).
- 6) have a bedding allowance of at least 30 m³ for every 1,000 m² of pen space occupied by cattle or buffalo weighing 850 to 1,050 kg.
- 7) have a provision of nose bowls or water troughs of sufficient size and strength, with at least one additional water trough per pen.
- 8) be specifically commented on in the daily report to the department, with comments on the health and welfare of the livestock.

If an application was received that requested approval to source or export animals of 850 kg or more, it is likely the department would apply [additional conditions to the approval](#).

7.2.3 Pen space allocations for heavy cattle and buffalo between 500 kg and 850 kg

Table C1 Minimum default pen space allocation for consignments of cattle loaded at a port north of latitude 26° south

Liveweight (kg)	Minimum pen area (m ² /head)	Liveweight (kg)	Minimum pen area (m ² /head)	Liveweight (kg)	Minimum pen area (m ² /head)
500	1.813	620	2.198	740	2.606
505	1.825	625	2.215	745	2.623
510	1.837	630	2.232	750	2.640
515	1.849	635	2.249	755	2.657
520	1.861	640	2.266	760	2.674
525	1.875	645	2.283	765	2.691
530	1.892	650	2.300	770	2.708
535	1.909	655	2.317	775	2.725
540	1.926	660	2.334	780	2.742
545	1.943	665	2.351	785	2.759
550	1.960	670	2.368	790	2.776
555	1.977	675	2.385	795	2.793
560	1.994	680	2.402	800	2.810
565	2.011	685	2.419	805	2.827
570	2.028	690	2.436	810	2.844
575	2.045	695	2.453	815	2.861
580	2.062	700	2.470	820	2.878
585	2.079	705	2.487	825	2.895
590	2.096	710	2.504	830	2.912
595	2.113	715	2.521	835	2.929
600	2.130	720	2.538	840	2.946
605	2.147	725	2.555	845	2.963
610	2.164	730	2.572	850	2.980
615	2.181	735	2.589		

Table C2 Minimum alternative pen space allocation for consignments of cattle loaded at a port north of latitude 26° south – near markets.

Liveweight (kg)	Minimum pen area (m ² /head)	Liveweight (kg)	Minimum pen area (m ² /head)	Liveweight (kg)	Minimum pen area (m ² /head)
500	1.725	620	2.056	740	2.392
505	1.739	625	2.070	745	2.406
510	1.753	630	2.084	750	2.420
515	1.767	635	2.098	755	2.434
520	1.780	640	2.112	760	2.448
525	1.794	645	2.126	765	2.462
530	1.808	650	2.140	770	2.476
535	1.822	655	2.154	775	2.490
540	1.835	660	2.168	780	2.504
545	1.849	665	2.182	785	2.518
550	1.863	670	2.196	790	2.532
555	1.877	675	2.210	795	2.546
560	1.890	680	2.224	800	2.560
565	1.904	685	2.238	805	2.574
570	1.918	690	2.252	810	2.588
575	1.932	695	2.266	815	2.602
580	1.945	700	2.280	820	2.616
585	1.959	705	2.294	825	2.630
590	1.973	710	2.308	830	2.644
595	1.987	715	2.322	835	2.658
600	2.000	720	2.336	840	2.672
605	2.014	725	2.350	845	2.686
610	2.028	730	2.364	850	2.700
615	2.042	735	2.378		

Note: The Minister for Agriculture, Drought and Emergency Management, decided on 23 October 2020 that alternative minimum pen space allocation equivalent to ASEL 2.3 be available for all cattle to all markets for exporters who meet the criteria in the [alternative minimum pen space allocation policy](#). For cattle over 850kg, the formulas listed in the [heavy cattle management guideline](#) will apply

Table C3 Minimum alternative pen space allocation for consignments of cattle loaded at a port north of latitude 26° south – far markets

Liveweight (kg)	Minimum pen area (m ² /head)	Liveweight (kg)	Minimum pen area (m ² /head)	Liveweight (kg)	Minimum pen area (m ² /head)
500	1.790	510	1.824	520	1.858
505	1.807	515	1.841	525	1.875

Note: The Minister for Agriculture, Drought and Emergency Management, decided on 23 October 2020 that alternative minimum pen space allocation equivalent to ASEL 2.3 be available for all cattle to all markets for exporters who meet the criteria in the [alternative minimum pen space allocation policy](#). For cattle over 525kg, Table C1 applies. There is no alternative table provided as Table C1 provides pen space allocation equivalent to ASEL 2.3 for these weights.

Table C4 Minimum pen space allocation for consignments of cattle loaded at a port south of latitude 26° south between 1 May and 31 October (inclusive) and the voyage crosses latitude 15° south.

Liveweight (kg)	Minimum pen area (m ² /head)	Liveweight (kg)	Minimum pen area (m ² /head)	Liveweight (kg)	Minimum pen area (m ² /head)
500	2.060	620	2.540	740	3.020
505	2.080	625	2.560	745	3.040
510	2.100	630	2.580	750	3.060
515	2.120	635	2.600	755	3.080
520	2.140	640	2.620	760	3.100
525	2.160	645	2.640	765	3.120
530	2.180	650	2.660	770	3.140
535	2.200	655	2.680	775	3.160
540	2.220	660	2.700	780	3.180
545	2.240	665	2.720	785	3.200
550	2.260	670	2.740	790	3.220
555	2.280	675	2.760	795	3.240
560	2.300	680	2.780	800	3.260
565	2.320	685	2.800	805	3.280
570	2.340	690	2.820	810	3.300
575	2.360	695	2.840	815	3.320
580	2.380	700	2.860	820	3.340
585	2.400	705	2.880	825	3.360
590	2.420	710	2.900	830	3.380
595	2.440	715	2.920	835	3.400
600	2.460	720	2.940	840	3.420
605	2.480	725	2.960	845	3.440
610	2.500	730	2.980	850	3.460
615	2.520	735	3.000		

Note: The Minister for Agriculture, Drought and Emergency Management, decided on 23 October 2020 that alternative minimum pen space allocation equivalent to ASEL 2.3 be available for all cattle to all markets for exporters who meet the criteria in the [alternative minimum pen space allocation policy](#). For cattle over 500kg, there is no alternative minimum pen space allocation table provided, as the allocation provided for is already equivalent to the formulas in ASEL 2.3.

Table C5 Minimum pen space allocation for consignments of cattle loaded at a port south of latitude 26° south, between 1 November to 30 April (inclusive) if the voyage crosses latitude 15° south, or all year for voyages that do not cross latitude 15° south

Liveweight (kg)	Minimum pen area (m²/head)	Liveweight (kg)	Minimum pen area (m²/head)	Liveweight (kg)	Minimum pen area (m²/head)
500	1.932	620	2.535	740	3.015
505	1.984	625	2.555	745	3.035
510	2.035	630	2.575	750	3.055
515	2.086	635	2.595	755	3.075
520	2.137	640	2.615	760	3.095
525	2.157	645	2.635	765	3.115
530	2.176	650	2.655	770	3.135
535	2.196	655	2.675	775	3.155
540	2.215	660	2.695	780	3.175
545	2.235	665	2.715	785	3.195
550	2.255	670	2.735	790	3.215
555	2.275	675	2.755	795	3.235
560	2.295	680	2.775	800	3.255
565	2.315	685	2.795	805	3.275
570	2.335	690	2.815	810	3.295
575	2.355	695	2.835	815	3.315
580	2.375	700	2.855	820	3.335
585	2.395	705	2.875	825	3.355
590	2.415	710	2.895	830	3.375
595	2.435	715	2.915	835	3.395
600	2.455	720	2.935	840	3.415
605	2.475	725	2.955	845	3.435
610	2.495	730	2.975	850	3.455
615	2.515	735	2.995		

Note: The Minister for Agriculture, Drought and Emergency Management, decided on 23 October 2020 that alternative minimum pen space allocation equivalent to ASEL 2.3 be available for all cattle to all markets for exporters who meet the criteria in the [alternative minimum pen space allocation policy](#). For cattle over 500kg, there is no alternative minimum pen space allocation table provided, as the allocation provided for is already equivalent to the formulas in ASEL 2.3

Table C6 Minimum pen space allocation for buffalo exported by sea

Liveweight (kg)	Minimum pen area (m ² /head)	Liveweight (kg)	Minimum pen area (m ² /head)	Liveweight (kg)	Minimum pen area (m ² /head)
500	1.995	620	2.418	740	2.867
505	2.008	625	2.437	745	2.885
510	2.021	630	2.455	750	2.904
515	2.034	635	2.474	755	2.923
520	2.047	640	2.493	760	2.941
525	2.063	645	2.511	765	2.960
530	2.081	650	2.530	770	2.979
535	2.100	655	2.549	775	2.998
540	2.119	660	2.567	780	3.016
545	2.137	665	2.586	785	3.035
550	2.156	670	2.605	790	3.054
555	2.175	675	2.624	795	3.072
560	2.193	680	2.642	800	3.091
565	2.212	685	2.661	805	3.110
570	2.231	690	2.680	810	3.128
575	2.250	695	2.698	815	3.147
580	2.268	700	2.717	820	3.166
585	2.287	705	2.736	825	3.185
590	2.306	710	2.754	830	3.203
595	2.324	715	2.773	835	3.222
600	2.343	720	2.792	840	3.241
605	2.362	725	2.811	845	3.259
610	2.380	730	2.829	850	3.278
615	2.399	735	2.848		

7.3 Leaving registered premises before vessel clearance management plan guideline

7.3.1 Introduction

In accordance with ASEL 3.0 standard 3.1.2, livestock must not leave the registered premises until the vessel is in a fit state to load livestock in relation to AMSA, biosecurity and masters requirements, unless otherwise provided in a leaving registered premises before vessel clearance management plan approved in writing by the department.

Read more about the [process for applying for approval of a management plan](#).

7.3.2 Guideline for details to be included in the management plan

A management plan relevant to leaving a registered premises before appropriate clearances have been obtained must include:

- 1) Details of the markets, classes and departure ports in Australia covered by the management plan.

- 2) Contingency plan for holding livestock if clearances are not granted. The contingency plan must include details of:
 - a) How and where the animals will be transported and held pending clearances.
 - b) The total transport time, including from the registered premises to the port of export, and any transport time to alternative holding points. ASEL requirements for maximum travel times and time off feed and water must not be exceeded.
- 3) Details of how the animals will continue to meet importing country requirements at all stages throughout the export process.
- 4) Details of resting and inspection procedures before the animals are reloaded onto transport vehicles/exported.

7.4 Light cattle or buffalo management plan guideline

7.4.1 Introduction

In accordance with ASEL 3.0 standards 1.2.3 and 1.4.2, cattle or buffalo sourced for export by sea must have a liveweight of 200 kg to 500 kg (inclusive). Animals that weigh less than 200 kg must not be sourced for export, unless otherwise provided in a light cattle or buffalo management plan approved in writing by the department.

To recognise the increased risk associated with light cattle and buffalo, the exporter must provide a management plan that appropriately addresses the risks associated with sourcing and preparing cattle and buffalo weighing less than 200 kg in the proposed management plan application.

If an exporter wishes to source cattle or buffalo weighing less than 200 kg, the exporter must make an application to the department requesting approval. The application must include a management plan which details how an exporter intends to address the heightened risk of animal health and welfare issues associated with sourcing and managing light cattle and buffalo at a registered premises prior to export.

The management plan must also address the requirement that all livestock weigh 200 kg or more at the time of making an application for an export permit and health certificate, and the regional veterinary officer inspection at the registered premises.

Read more about the [process for applying for approval of a management plan](#).

7.4.2 Guideline for details to be included in the management plan

A management plan for sourcing light cattle or buffalo for export by sea should include detail relevant to:

- 1) Details of the livestock covered by the management plan, including a minimum weight that animals will be when sourced for export, and the minimum amount of time the light cattle will spend in the registered premises prior to export.

It is unlikely the department would approve a request to source cattle or buffalo under an individual liveweight of 190 kg.

- 2) Details on induction to the registered premises, including

- a) How the exporter will manage the individual identification and weighing of light cattle/buffalo at the time of induction to the registered premises. This must include details of on-site weigh facilities to allow for reliable weight measurement of each individual animal. Exporters may also detail the availability and use of temporary weighing facilities if permanent ones are not available.
 - b) The process of identification and removal of cattle/buffalo that do not meet minimum weight and body condition score requirements on entering the registered premises.
 - c) Penning arrangements and/or paddock allocation, including the segregation of light cattle and buffalo covered by the management plan from other livestock.
- 3) Details on how the exporter will manage health and welfare risks of the light cattle/buffalo at the registered premises, including
- a) Any additional treatments or veterinary arrangements, including a process for managing sick or injured livestock.
 - b) Additional feeding programs or regimes which will be used to ensure the cattle/buffalo meet or exceed the individual export weight of 200 kg.
 - c) Husbandry practices that will be employed to reduce the effects of additional handling, including how the exporter will manage the additional time off feed and water at the registered premises.
 - d) Details on monitoring and inspections, including
 - i) How all persons responsible for the care, management and handling of the light cattle/buffalo at the registered premises are aware of their responsibilities and relevant details under the approved management plan.
 - ii) Ensuring appropriate weight gain and adjustment to change in diet. This includes how animals identified as shy feeders, and those unlikely to adjust to the shipboard rations, will be managed.
 - e) How risks associated with extreme climatic conditions, such as heat stress or exposure to cold, will be managed (for example the availability of shade/shelter at the registered premises).
- 4) Details on process for final inspection of the livestock at the registered premises, including
- a) Details on how light cattle or buffalo will be individually identified and weighed to ensure minimum individual liveweights of 200 kg have been reached.
 - b) Details on the provision of the final weight sheet to the regional veterinary officer prior to the final inspection at the registered premises. The weight sheet must only include livestock that are being presented as fit for export, having met the weight requirement of 200 kg.
 - c) The regional veterinary officer may request verification of weights at the final inspection. Exporters must ensure that the registered premises has the facilities required for individual weighing of cattle and buffalo. Details on how the exporter will identify and manage cattle or buffalo that do not meet final weight requirements, for example removal from the consignment.

7.5 Long horned livestock management plan guideline

7.5.1 Introduction

In accordance with ASEL 3.0, livestock (including buffalo, cattle, goats and sheep) sourced for export by sea must not exceed horn requirements, unless otherwise provided in a long horned livestock management plan approved in writing by the department.

If an exporter wishes to source or export livestock with horns greater in length, or that do not meet structure requirements (goats only), as described in ASEL 3.0 (C5), the exporter must make an application to the department requesting approval. The application must include a management plan which details how an exporter intends to manage the heightened risk of animal health and welfare issues associated with the export of long horned livestock.

Read more about the [process for applying for approval of a management plan](#).

Table C5 Maximum horn length and structural requirements for livestock

Livestock species	Maximum horn length	Structural requirements	Reference
Buffalo	Less than the spread of the ears, unless the exporter has an approved management plan.	Blunt horn ends.	ASEL 3.0 s1.2.7
Cattle	No longer than 12 cm in length, unless the exporter has an approved management plan.	The solid, non-vascular tip removed to a diameter of 3 cm (or less if the horn vasculature does not allow) and a blunt horn end.	ASEL 3.0 s1.4.8
Goats	No longer than 22 cm where the tips are no more than 20 cm apart, or where the tips are further than 20 cm apart, have horns no longer than 15 cm, unless the exporter has an approved management plan.	Blunt horn ends for horns where the tips are further than 20 cm apart and are horns no longer than 15 cm, unless the exporter has an approved management plan.	ASEL 3.0 s1.6.8
Sheep	No more than 1 full curl, unless the exporter has an approved management plan.	N/A	ASEL 3.0 s1.7.7

7.5.2 Guideline for details to be included in the management plan

A management plan relevant to long horned livestock should include detail relevant to:

- 1) The scope of the management plan, including species and maximum horn length, noting
 - a) For cattle and buffalo: It is unlikely that the department will approve applications where the management plan covers the export of cattle with horns in excess of 60 cm (measured between the outermost edges of the horns), or buffalo with horns longer than 5 cm from the outer margin of the ears.

If an exporter were to propose a management plan with horns in excess of these lengths, the application would need to provide the range of horn lengths proposed to be exported, and include sufficient evidence to satisfy the department that the risks of exporting the livestock can be appropriately managed.

- b) For goats: The department will consider applications for management plans for horn structures that do not meet ASEL requirements (if applicable). The exporter must

provide details of the horn structures proposed to be exported, and details of risk management procedures for horn length and structure as outlined in this guideline.

The department must be satisfied that measures to reduce the risk of alternative horn structures will prevent injury and health or welfare issues to the animal or other livestock.

- 2) Additional risk management procedures during pre-export preparation, including
 - a) Details on how dominance and aggression issues will be managed in the registered premises and during loading, for example isolating or removing dominant or aggressive animals.
 - b) Details on how the exporter will ensure livestock with horns will have uninhibited access to food and water at the premises.
 - c) Details of any additional inspections or interventions that will be carried out at final inspection and loading.
- 3) Details of any vessel loading and pen arrangements, including
 - a) How the exporter will manage the risk of injury to horned and other livestock due to movement at loading, at discharge and throughout the vessel.
 - b) Any additional space provided for the livestock covered under the plan
 - i) For cattle and buffalo consignments
 - An additional 30% space per animal
 - Segregation of long horned animals from polled or short horned livestock. Livestock should be penned with other livestock of a similar horn length.
 - Buffalo of similar weight/sizes must be penned together.
 - ii) For sheep and goat consignments
 - Horned sheep and goats will have a minimum of an additional 10% space per animal (in accordance with ASEL standards 5.4.1 and 5.5.1).
 - Segregation of long horned animals from polled or short horned livestock. Livestock should be penned with other livestock of a similar horn length.
 - Livestock with horns protruding beyond the side of their head will be penned separately from other livestock.
- 4) Details of any voyage arrangements, including
 - a) How dominance and aggression issues will be managed on the vessel, for example having additional pen space available.
 - b) How the exporter will ensure livestock with horns will have uninhibited access to food and water on the vessel.
- 5) Details of monitoring, inspections and on-board personnel, including details on how the stockperson(s) and shipboard AAV (where relevant) will be advised of any additional management or monitoring requirements.
- 6) In consideration of the long horned management plan, details of the exporter's proposed contingency plans or alignment with existing contingency plans if relevant.

8 Appendix D: Export of livestock by air—management plan guidelines

In accordance with ASEL 3.0, certain types of consignments or classes of livestock must not be exported by air unless provided for in a management plan. This appendix provides guidelines for applications of these management plans.

8.1 Camels over 300 kg management plan guideline

8.1.1 Introduction

In accordance with ASEL 3.0 standard 6.4.8, camels over 300 kg must not be sourced for export or exported by air unless otherwise provided in a camels over 300 kg management plan approved in writing by the department.

If an exporter wishes to export camels by air weighing over 300 kg, the exporter must make an application to the department requesting approval. The application must include a management plan which details how the exporter intends to manage the heightened risk of animal health, welfare and management issues associated with sourcing and exporting camels weighing over 300 kg.

Read more about the [process for applying for approval of a management plan](#).

8.1.2 Guideline for details to be included in the management plan

A management plan relevant to sourcing and exporting camels weighing over 300 kg should include detail relevant to:

- 1) The maximum height and weight of the camels covered by the management plan.
- 2) Sourcing of the camels; domestic or wild caught.

For wild caught camels, the management plan must detail how the camels have become accustomed to handling, and are fit to undertake the export journey without risk to their health or welfare.
- 3) Details on the management of the risks of dominance and aggression throughout all stages of the export process (particularly for male animals), for example when camels are in rut.
- 4) How the exporter will manage pre-export preparation risks, including
 - a) Induction and preparation activities, including individual treatments, inspection and segregation of camels
 - b) Process for engaging a suitably experienced registered veterinarian or AAV (where required) to undertake pre export preparation
 - c) The process of how the camels will be conditioned and habituated for handling and penning prior to export, including
 - i) Frequency of being handled
 - ii) Length of time in the pre-export premises
 - iii) Any other relevant details of the conditioning and handling process.

- d) Details on the final inspection process prior to loading, including any additional rejection criteria above what is outlined in ASEL.
- 5) How the exporter will manage risks during land transport. This includes details of any additional space given to the camels during transport on trucks, taking into account height (including hump height), sex and loading ramp management.
- 6) Details on the process for selecting appropriate crates, and the pen space given to the camels during the flight.
- 7) Details of any loading and crate arrangements, including how the exporter will manage the risk of injury during the transfer process from the premises, trucks, crates and aircraft.
- 8) How the exporter will manage risks during air transport, including any transit stops.
- 9) Details on how all persons responsible for the care, management and handling of the camels throughout the export process are aware of their responsibilities and relevant details under the approved management plan (including any instructions relating to the flight or person accompanying the consignment, if relevant).

8.2 Export of deer under 6 months of age management plan guideline

8.2.1 Introduction

In accordance with ASEL 3.0 standard 6.6.1, deer must not be sourced for export by air if they are less than 6 months old, unless otherwise provided in a deer under 6 months of age management plan approved in writing by the department.

If an exporter wishes to source or export deer under 6 months of age, the exporter must make an application to the department requesting approval. The application must include a management plan which details how an exporter intends to manage the heightened risk of animal health and welfare issues associated with the export of deer under 6 months of age.

Note, if an exporter wishes to export deer with young at foot, the exporter must make an application to the department for approval of a livestock with young at foot management plan in accordance with ASEL 3.0 standard 6.1.17.

Read more about the [process for applying for approval of a management plan](#).

8.2.2 Guideline for details to be included in the management plan

A management plan relevant to the export of deer under 6 months of age should include detail relevant to:

- 1) The species, weight and breed of the animals covered by the plan, noting that breed characteristics in deer are quite varied and can have an effect on weight, temperament and management requirements.
- 2) Details on how the exporter will manage pre-export preparation risks, including
 - a) Details on the sourcing of deer under 6 months of age, including the age range at sourcing

- b) Details of weaning of sourced deer (noting that deer must only be sourced for export if they have been weaned for at least 8 weeks prior to sourcing for export, in accordance with ASEL standard 6.6.3).
 - c) Additional induction and sourcing activities, including weighing, inspection and segregation of young animals. This should also include how the exporter will adequately prepare the deer for the export journey, by managing acclimatisation to handling and confinement
 - d) Feeding and water arrangements, including any relevant details of feeding programs to ensure the deer are fit to travel. This should also include how the exporter will manage acclimatisation to feed
 - e) Management of heat or cold stress in young deer as they can be particularly vulnerable during yarding, handling and transporting. Young deer should be handled quietly with care and patience
 - f) Any additional animal health treatments or veterinary requirements
 - g) Details on process for final inspection of the deer prior to loading onto transport vehicles, including any additional rejection criteria above what is outlined in ASEL.
- 3) Details on how the exporter will manage risks during the land transport phase, including
- a) Any additional space given to the young deer during the journey
 - b) Details on process for timely access to a veterinarian in the case of emergencies during land transport and prior to the aircraft's departure
 - c) Management of potential welfare issues experienced during adverse weather. Young deer have very little fat cover and are more vulnerable to the effects of cold weather.
- 4) Details on how the exporter will manage risks during air transport, including
- a) The process for selecting and stocking purpose built aircraft crates, as well as management of segregation from older animals. Additionally, young deer of heavier breeds should be crated separately to lighter weight breeds
 - b) Management of additional ventilation requirements to ensure young deer are not heat stressed
 - c) Any additional space given to the young deer in the aircraft crates
 - d) Appointment of a suitable person to travel with the deer, monitoring their welfare and obtaining emergency access to vulnerable animals if required (and practical to do so)
 - e) Details of the location on the aircraft where the young deer will be loaded (for example, lower hold, main deck or both).
- 5) Details on how the exporter will manage the additional welfare requirements of exporting young deer, including
- a) Description of curfew arrangements and expected maximum water deprivation time (in hours)
 - b) Management of the risks to young deer, which are more likely to become restless when held in transport pens/crates for long periods (increasing the chance of injury). Land and air transport must be by the shortest route possible

- c) Ensuring awareness of the responsibilities of all persons involved in the care, management and handling of the young deer throughout all stages of the export journey. All persons must have relevant training and competency to recognise signs of ill health or injury in young deer, and be equipped to take remedial action as appropriate.
- 6) Details on how the exporter will address potential injury or escape of young deer during all stages of the export journey, including loading and unloading.

8.3 Heavy cattle or buffalo management plan guideline

8.3.1 Introduction

In accordance with ASEL 3.0 standards 6.3.3 and 6.5.2, cattle and buffalo sourced for export by air must have an individual liveweight of between 150 kg and 650 kg (inclusive). Animals that weigh more than 650 kg must not be sourced for export or exported, unless otherwise provided in a heavy cattle or buffalo management plan approved in writing by the department.

If an exporter wishes to source or export cattle or buffalo weighing more than 650 kg, the exporter must make an application to the department requesting approval. The application must include a management plan which details how an exporter intends to manage the heightened risk of animal health and welfare issues associated with the export of heavy cattle and buffalo by air.

Read more about the [process for applying for approval of a management plan](#).

8.3.2 Guideline for details to be included in the management plan

A management plan for heavy cattle and buffalo should include detail relevant to:

- 1) The scope of the management plan, including the species and the upper weight limit of livestock covered by the plan.
- 2) Additional risk management procedures during pre-export preparation, including
 - a) Details on how the exporter will manage the individual identification and individual weighing of the cattle or buffalo.
 - b) Details on how the exporter will manage the risk of injury, aggression and dominance at the pre-export premises (or property of source) and during land transport, particularly for male animals. For example
 - i) Animals are to be penned together at the pre-export premises for an appropriate time frame allowing familiarisation with one another. The management plan must outline the process for determining this time frame.
 - ii) Detail how dominant or aggressive animals will be identified, isolated (at the premises) or removed from the consignment (prior to loading onto trucks for transport). Exporters must detail how the risks associated with dominant or aggressive animals will be mitigated during land transport and loading into crates.
 - c) Details of any additional inspections or interventions that will be carried out at final inspection and loading.
- 3) Details of any loading and crate arrangements, including

- a) Process for selecting appropriate crates for the height and weight of the livestock covered by the management plan, considering relevant IATA Live Animals Regulations standards.
 - b) Crating animals of a similar weight together (for example, no animal will be more or less than 50 kg from the average weight of the animals in the same crate), or individually crating or sufficiently partitioning the animals in accordance with International Air Transport Association requirements.
 - c) The location of the livestock on the aircraft (for example the lower hold, main deck or both) and any access available to the crates during the air travel or transit periods.
- 4) Details of additional space given to the heavy livestock during air transport.
 - 5) Details on how the exporter will ensure that all persons involved in the care, management and handling of the livestock throughout all stages of the transport process are aware of their responsibilities.
 - 6) Any other details on how the exporter will manage any other specific health and welfare risks of the heavy livestock.

8.4 Livestock exported in the last third of pregnancy management plan guideline

8.4.1 Introduction

In accordance with ASEL 3.0, pregnant livestock exceeding the species specific gestation lengths described in ASEL 3.0 must not be exported by air, unless otherwise provided in a livestock exported in the last third of pregnancy management plan approved in writing by the department.

If an exporter wishes to export pregnant livestock that have exceeded the gestation length as described in ASEL, the exporter must make an application to the department requesting approval. The application must include a management plan which details how an exporter intends to manage the heightened risk of animal health and welfare issues associated with livestock being exported in the last third of pregnancy.

A last third of pregnancy management plan is relevant to breeder livestock exported in the third trimester but not exceeding the maximum days gestation, as defined by the IATA Live Animal Regulations and the OIE Code, and outlined in Table D1D1 Maximum days of gestation for export of breeder livestock.

Read more about the [process for applying for approval of a management plan](#).

8.4.2 Guideline for details to be included in the management plan

A management plan for exporting livestock in the last third of pregnancy should include detail relevant to:

- 1) The species and breed of the animals covered by the plan.
- 2) Details on how the exporter will manage pre-export preparation risks, including
 - a) Feeding and water arrangements, including any relevant details of feeding programs to ensure the livestock are fit to travel

- b) Induction and sourcing activities, including individual inspection and segregation of pregnant animals
 - c) Any additional animal health treatments or veterinary requirements
 - d) Pregnancy testing information (in addition to pregnancy requirements as described in ASEL), including
 - i) method of pregnancy testing
 - ii) time frame in which the pregnancy testing will be undertaken
 - iii) maximum gestation at scheduled date of export.
 - e) Details on process for final inspection of the livestock prior to loading, including any additional rejection criteria above what is outlined in ASEL.
- 3) Details on how the exporter will manage risks during land transport, including
- a) Description of curfew arrangements and expected total water deprivation time (in hours)
 - b) In the event of unplanned delays, details of how the exporter will manage water deprivation time to ensure the maximum is not exceeded. This should include details of how animals may be provided water en route or during transit stops. Maximum water deprivation times for livestock are considerably lowered when livestock are transported in the last third of pregnancy
 - c) Any additional space given to the livestock during transport on trucks
 - d) Process for timely access to a veterinarian in the case of emergencies, including where an animal is in any stage of labour, during the land transport and prior to the aircraft's departure
 - e) Predicted climatic conditions, including how potential welfare issues experienced during adverse weather will be addressed
 - f) How the exporter will ensure awareness of the responsibilities of all persons involved in the care, management and handling of the pregnant livestock throughout all stages of the transport process.
- 4) Details on how the exporter will manage risks during air transport, including any transit stops, including
- a) Maximum journey length
 - b) Process for selecting and stocking appropriate crates, including segregation where required and individual crates for heavily pregnant animals (to allow room in the event of pre-term birth)
 - c) Any additional space given to the livestock in crates
 - d) Appointment of a suitable person to travel with the livestock, monitoring their welfare and obtaining emergency access to vulnerable animals if required (and practical to do so)
 - e) Details of the location on the aircraft where the livestock will be loaded (for example, lower hold, main deck or both)

- f) A contingency plan for the management of animals that give birth (and their young) during the flight or in transit, including how newborns will be managed if not accepted by the importing country.

Table D1 Maximum days of gestation for export of breeder livestock

Livestock species	Gestation limit as per ASEL 3.0 (last day of second trimester)	Maximum days gestation (as determined by IATA and OIE code)	Reference
Alpaca	227	250	ASEL 3.0 s6.2.4(c)
Buffalo	220	250	ASEL 3.0 s6.3.6(d)
Camel	256	250	ASEL 3.0 s6.4.5(c)
Cattle	190	250	ASEL 3.0 s6.5.5
Deer (red, sambar, chital, hog, fallow or sika)	155	170	ASEL 3.0 s6.6.7(c)
Deer (rusa and wapiti/elk)	160	185	ASEL 3.0 s6.6.7(d)
Goat	100	115	ASEL 3.0 s6.7.6(c)
Sheep	100	115	ASEL 3.0 s6.9.5(c)

8.5 Livestock that have recently given birth management plan guideline

8.5.1 Introduction

In accordance with ASEL 3.0 standard 6.1.18, livestock must not be exported by air within 5 days of giving birth. Livestock that have given birth more than 5 days but less than 15 days prior to export must not be exported unless otherwise provided in a livestock that have recently given birth management plan approved in writing by the department.

Note under ASEL 3.0 standard 6.1.17, livestock must not be exported with young at foot, unless otherwise provided in a livestock with young at foot management plan approved in writing by the department.

If an exporter wishes to export livestock by air that have recently given birth (more than 5 days but less than 15 days of giving birth), the exporter must make an application to the department requesting approval. The application must include a management plan which details how an exporter intends to manage the heightened risk of animal health and welfare issues associated with exporting livestock that have recently given birth.

Read more about the [process for applying for approval of a management plan](#).

8.5.2 Guideline for details to be included in the management plan

A management plan relevant to exporting livestock that have recently given birth (more than 5 days but less than 15 days of giving birth) should include detail relevant to:

- 1) The species and breed of the animals covered by the plan
- 2) Details on how the exporter will manage pre-export preparation risks, including
 - a) Feeding and water arrangements, including any relevant details of feeding programs to ensure the livestock are fit to travel

- b) Induction and sourcing activities, including inspection and segregation of livestock that have recently given birth
 - c) Details of additional handling and management requirements for livestock that give birth during the pre-export period
 - d) Any additional animal health treatments or veterinary requirements
 - e) Details on process for final inspection of the livestock prior to loading onto transport vehicles, including any additional rejection criteria above what is outlined in ASEL.
- 3) Livestock that have recently given birth (more than 5 days but less than 15 days of giving birth) must be accompanied by an AAV veterinary certificate certifying the animals are fit to travel. The veterinary inspection must take into consideration these points relevant to livestock in the post-partum period
- a) Any ongoing effects of birth-related trauma; including haemorrhage, nerve damage, prolapsed reproductive tract, ruptured uterus
 - b) Any signs or symptoms of ongoing metabolic disease; such as ketosis, hypoglycaemia, hypocalcaemia
 - c) Any ongoing effects relating to trauma during birth; such as trauma caused by human intervention (foetal manipulation, caesarean section), wound infection, dehydration
 - d) Any postnatal complications; such as retained foetus/placenta, metritis, mastitis
 - e) Any other relevant complications or conditions
 - f) Any management or environmental stressors associated with the export journey that may contribute to poorer animal welfare outcomes.
- 4) For livestock that are exported with their young at foot, the exporter must have an approved [management plan for the export of livestock with young at foot](#). The management plan for the mother (recently given birth) must take into consideration any risks associated with lactation, including during transport.
- 5) Details on how the exporter will manage risks during land transport, including
- a) Description of curfew arrangements and expected total water deprivation time (in hours). A consignment's water deprivation schedule, when written, should be consistent with the curfew and water arrangements outlined in an exporter's approved management plan for exporting livestock that have recently given birth
 - b) In the event of unplanned delays, details of how the exporter will manage water deprivation time to ensure it is not exceeded. This should include details of how animals will be provided water en route or during transit stops
 - i) Maximum water deprivation times for some species are considerably lowered when transporting livestock that have recently given birth and are lactating with young at foot
 - c) Details of any additional space given to the livestock during transport on trucks
 - d) Details on process for timely access to a veterinarian in the case of emergencies during land transport and prior to the aircraft's departure
 - e) Details on how potential health and welfare issues experienced during delays and adverse weather will be managed

- f) Details on how the exporter will ensure awareness of the responsibilities of all persons involved in the care, management and handling of the vulnerable livestock throughout all stages of the land transport process.
- 6) Details on how the exporter will manage risks during air transport, including any transit stops, including
- a) The process for selecting and stocking appropriate crates, including segregation where required. The crates must take into consideration the additional requirements to address the potential for any injuries sustained during the travel
 - b) Any additional space given to the livestock in crates
 - c) Details of appointment of a suitable person travelling with the livestock, monitoring their welfare, and obtaining emergency access to vulnerable animals if required (and practical to do so)
 - d) Details of the location on the aircraft where the livestock will be loaded (for example, lower hold, main deck or both).

8.6 Livestock with young at foot management plan guideline

8.6.1 Introduction

In accordance with ASEL 3.0 standard 6.1.17, livestock must not be exported by air with young at foot, unless otherwise provided in a livestock with a young at foot management plan approved in writing by the department.

If an exporter wishes to export livestock with young at foot, the exporter must make an application to the department requesting approval. The application must include a management plan which details how an exporter intends to manage the heightened risk of animal health and welfare issues associated with exporting livestock with young at foot.

Read more about the [process for applying for approval of a management plan](#).

8.6.2 Guideline for details to be included in the management plan

A management plan relevant to exporting livestock with young at foot should include detail relevant to:

- 1) The species, weight range (including the minimum weight of the young), breed and age of the animals covered by the plan. Note that livestock that have recently given birth (more than 5 days but less than 15 days of giving birth), cannot be exported unless in accordance with a livestock that have recently given birth management plan approved in writing by the department.
- 2) Details on how the exporter will manage pre-export preparation risks, including
 - a) Induction and sourcing activities, including individual weighing, inspection and segregation of livestock with young. There must be a process included which ensures that the young meet the minimum liveweight requirements as set out in other standards within ASEL
 - b) Feeding and water arrangements, including any relevant details of feeding programs to ensure the livestock are fit to travel

- c) Any additional animal health treatments or veterinary requirements
 - d) Details on process for final inspection of the livestock prior to loading onto transport vehicles, including any additional rejection criteria above what is outlined in ASEL.
- 3) Details relating to the health and welfare of both mother and her young, including details on how the exporter will ensure the young animals have the ability to remain with their mother, walk, feed and thermoregulate.
- 4) Details on how the exporter will manage risks during land transport, including
- a) Description of how the exporter will ensure total maximum water deprivation time will not be exceeded
 - b) Details of any rest periods given to the livestock during transport on trucks
 - c) Details of any additional space given to the livestock during transport on trucks, including segregation of livestock with young at foot. Consideration must also be given for young animals, including measures that prevent the escape or misadventure of the young animal
 - d) Details on process for timely access to a veterinarian in the case of emergencies during land transport and prior to the aircraft's departure
 - e) Details on how potential health and welfare issues experienced during adverse weather or delays will be managed
 - f) Details on how the exporter will ensure awareness of the responsibilities of all persons involved in the care, management and handling of the livestock throughout all stages of the land transport process.
- 5) Details on how the exporter will manage risks during air transport, including any transit stops, including
- a) The process for selecting and stocking appropriate crates, including additional space and segregation where required. The crates must take into consideration the additional requirements for livestock with young at foot, and also address the potential for any injuries sustained during the travel
 - b) Details of the location on the aircraft where the livestock will be located (for example the lower hold, main deck or both)
 - c) Details on how potential health and welfare issues experienced during delays will be managed
 - d) Details of any rest periods given to the livestock during the entire air journey
 - e) Description of how the exporter will ensure total maximum water deprivation time will not be exceeded
 - f) Details of appointment of a suitable person to travel with the livestock, monitoring their welfare, and obtaining emergency access to animals if required (and practical to do so).

8.7 Long horned livestock management plan guideline

8.7.1 Introduction

In accordance with ASEL 3.0, livestock (including buffalo, cattle, goats and sheep) sourced for export by air must not exceed horn requirements, unless otherwise provided in a long horned livestock management plan approved in writing by the department.

If an exporter wishes to source or export livestock with horns greater in length, or that do not meet structural requirements (applicable to cattle and goats only), as described in ASEL 3.0 (Table D2D2), the exporter must make an application to the department requesting approval. The application must include a management plan which details how an exporter intends to manage the heightened risk of animal health and welfare issues associated with the export of long horned livestock.

Read more about the [process for applying for approval of a management plan](#).

Table D2 Maximum horn length and structural requirements for livestock

Livestock species	Maximum horn length	Structural requirements	Reference
Buffalo	Less than the spread of the ears, unless the exporter has an approved management plan.	Blunt horn ends.	ASEL 3.0 s6.3.7
Cattle	No longer than 12 cm in length, unless the exporter has an approved management plan.	The solid, non-vascular tip removed to a diameter of 3 cm (or less if the horn vasculature does not allow) and a blunt horn end, unless the exporter has an approved management plan.	ASEL 3.0 s6.5.6
Goats	No longer than 22 cm where the tips are no more than 20 cm apart, or where the tips are further than 20 cm apart, have horns no longer than 15 cm, unless the exporter has an approved management plan.	Blunt horn ends for horns where the tips are further than 20 cm apart and are horns no longer than 15 cm, unless the exporter has an approved management plan.	ASEL 3.0 s6.7.7
Sheep	No more than 1 full curl, unless the exporter has an approved management plan.	N/A	ASEL 3.0 s6.9.6

8.7.2 Guideline for details to be included in the management plan

A management plan relevant to long horned livestock should include detail relevant to:

- 1) The scope of the management plan, including species and maximum horn length, noting
 - a) For cattle and buffalo maximum horn length: It is unlikely that the department will approve applications where the management plan covers the export of cattle with horns in excess of 60 cm (measured between the outermost edges of the horns), or buffalo with horns longer than 5 cm from the outer margin of the ears.

If an exporter were to propose a management plan with horns in excess of these lengths, the application would need to provide the range of horn lengths proposed to be exported, and include sufficient evidence to satisfy the department that the risks of exporting the livestock can be appropriately managed.

- b) For cattle and goats structural requirements: The department will consider applications for management plans for horn structures that do not meet ASEL requirements (if applicable). The exporter must provide details of the horn structures proposed to be exported, and details of risk management procedures for horn length and structure for each of the requirements outlined in this guideline.

The department must be satisfied that measures to reduce the risk of alternative horn structures will prevent injury and health or welfare issues to the animal or other livestock.

- 2) Additional risk management procedures during pre-export preparation, including
 - a) Details on how dominance and aggression issues will be managed in the pre-export premises (or property of source) and during transport, for example isolating or removing dominant or aggressive animals
 - b) Process to ensure livestock horns are appropriately tipped as per ASEL requirements
 - c) Details on how the exporter will ensure livestock with horns will have uninhibited access to food and water at the pre-export premises
 - d) Details of any additional inspections or interventions that will be carried out at final inspection and loading.
- 3) Details of loading and crate arrangements, including
 - a) How the exporter will manage the risk of injury to horned and other livestock during the transfer process from the pre-export premises, on transport trucks, and into crates and the aircraft
 - b) The location of the livestock on the aircraft (lower hold, main deck or both) and any available access to the crates during the air travel or transit period
 - c) Process for selecting appropriate crates for long horned livestock covered by the management plan, including (as required by the International Air Transport Association)
 - i) The height and width of the crate must allow the animal to stand erect with its head extended, accounting for horn length. For sheep and goats, a minimum clearance over the head or tip of the horn of 7.5 cm is required.
 - ii) The roof of the crate must be at a height and slatted at a width that horns cannot become trapped between the slats. For sheep and goats, the roof must be slatted for maximum ventilation at a distance that does not allow any horns to protrude.
 - iii) Any ventilation slots or holes must be covered with fine wire mesh that will not allow the horns to protrude. If the mesh is on the inside of the crate, all edges must be protected to prevent injury.
- 4) Any additional space provided for the livestock covered under the plan
 - a) For cattle and buffalo consignments
 - i) A minimum of an additional 10% space per animal (including for both long horned and short horned livestock) as required by ASEL standard 6.3.9 and standard 6.5.8.
 - ii) Segregation of long horned animals from no horn (polled) and short horn animals. Livestock should be penned with other livestock of a similar horn length

- iii) Buffalo of similar weight/sizes must be crated together.
- b) For goat consignments
 - i) A minimum of an additional 10% space per animal as required by ASEL standard 6.7.9 (b).
 - ii) They are to be penned separately as required by ASEL standard 6.7.9 (b).
- c) For sheep consignments
 - i) A minimum of an additional 10% space per animal (including for both long horned and short horned livestock) as required by ASEL standard 6.9.8 (a).
 - ii) Livestock with horns protruding beyond the side of their head must be crated only with others of a similar horn type.
 - iii) Short horned (horn does not extend beyond side of head) livestock may be crated with no horned (polled) livestock, at the discretion of the department veterinary officer. The exporter must provide details as to why this combination is required.
- d) Where exporters wish to export livestock with long horns, the upper length and structure of the horns applied for should be considered in the risk management strategies provided in the management plan. For example, the greater the horn length requested, the more risk that the exporter will need to mitigate – which may require additional measures than those outlined in these guidelines. Exporters must supply sufficient evidence to satisfy the department that the risks of exporting the livestock can be appropriately managed.

8.8 Miniature or light weight breed management plan guideline

8.8.1 Introduction

In accordance with ASEL 3.0 standard 6.1.20, miniature breeds of livestock and other light weight breeds that do not meet minimum liveweight requirements, must not be sourced for export or exported unless otherwise provided in a miniature or light weight breed livestock management plan approved in writing by the department.

If an exporter wishes to source for export or export a miniature or light weight breed that does not meet the minimum liveweight requirements, the exporter must make an application to the department requesting approval. The application must include a management plan which provides information about the breed's average weights and the management of the risks associated with the export of livestock under ASEL minimum live weight requirements.

Read more about the [process for applying for approval of a management plan](#).

8.8.2 Guideline for details to be included in the management plan

A management plan for miniature or light weight breeds should include detail relevant to:

- 1) The breed and weight range of the animals covered by the plan. It should also include details on the average full grown weight of the breed of livestock proposed to be exported under the management plan.
- 2) Details on how the exporter will manage pre-export preparation, transport and air travel for the livestock including

- a) How the exporter will manage the individual weighing of animals, and verification that the animals are within the weight range covered by the management plan. This must include details of on-site weigh facilities to allow for reliable weight measurement of each individual animal. Exporters may also provide detail of the availability and use of temporary weighing facilities if permanent ones are not available
 - b) Process for segregation of miniature or light weight animals covered by the management plan from any other animals throughout the entire transport journey
 - c) Details on how all persons responsible for the care, management and handling of the light weight animals are aware of their responsibilities and relevant details under the approved management plan (including any instructions to the aircraft or person accompanying the consignment, if relevant)
 - d) Any additional inspections of the animals at the pre-export premises or prior to departure at the airport. Exporters must weigh animals individually within 3 days prior to export, and provide these weights to the department when required.
- 3) Any other details on how the exporter will manage any other specific health and welfare risks of the light weight livestock.