



ANIMALS' ANGELS

We are there with the animals

Animals' Angels submission on:

Australian Standards and Guidelines for the Welfare of Animals Land Transport of Livestock

26 May 2008

INTRODUCTION

Animals Angels understand that the Recommended Standards have been drafted to basically comply with or equate to the OIE standards.

OIE has 167 member countries, of which 120 are developing countries without any animal welfare standards.

The OIE set standards with which all 167 countries could agree and based on the minimum requirements and lack of enforcement, this has resulted in the lowest level of animal welfare standards.

Animals Angels presume that the livestock industry in Australia would attempt to at least equal EU standards which are based on community expectations and are aimed at the prevention of suffering and cruelty to animals. They are measurable, compulsory logged, easily audited and enforceable. Many of the draft standards state the intent "to minimise risk of....." as opposed to the intent "to prevent the risk of....." As discussed within the submission, without clear and precise definitions and measurable terms, words such as minimise, acceptable and adequate do not give clear direction and allow "a multitude of sins" within interpretation.

Animals' Angels have provided within this submission, the minimum standards for transport in NZ and the EU Directives for comparison.

The Australian livestock industry claims that it uses best practice. If that is the case, the industry would support the premise that all standards should attempt to meet community expectations and be uniformly enforceable. The industry publicises itself as responsible and caring, so one could presume that they would want to rid the industry of those who would tolerate sub-standard practises.

The problem we see for the industry is that it cannot adequately substantiate its claims of best practise in animal welfare in transportation.

There are no mechanisms with which to assess the success (or lack thereof) of outcome based legislation and methodology codes of practise on a national basis. There is no common data base for such information. For example – Australia lacks the mechanisms with which to report injuries, neglect, suffering, deaths as the result of transportation. There is no mandatory requirement for reporting and there is no oversight. This, combined with the lack of enforcement, renders the codes of practice ineffective.

AMBIGUITY AND LACK OF DEFINITION IN TERMINOLOGY

Animals' Angels have vast experience in auditing for compliance to CoP and legislation both in Europe and Australia. We examine the laws and their practical application. The intent and outcome of animal welfare legislation is for the protection of animals and prevention of cruelty. It must be written in such a way as to eliminate ambivalence and to provide positive outcomes for the animals and positive directions and outcomes for the industry.

The draft of the Recommended Standards will in fact, be as ineffective – if not more so. The terms used in many of the standards are ambiguous and undefined – for example “hot and cold weather” – how hot and how cold does it have to be before it is unacceptable or another condition comes into play? This needs to be clarified and prescriptive in order to eliminate guess-work and “accidental” non-compliance both of which lead to increased risk of suffering and injury. Another example of vague and deficient terminology is “competence” – what is competence? Who decides and how is it determined as to whether a worker is competent – there are no benchmarks or national accreditation on which to base this judgement. REF: Standard SA2.1

The standards need to be specific enough in describing the conditions of animals not suitable for transport (eg late pregnancy animals) and imposing the responsibility of knowing the condition on to the supplier (as opposed to “*if it is known to be*”) in order to eliminate the potential risk to the animal/s and ambiguity in interpretation of the standards. (REF Mt Augustus cruelty case – farmer loaded heavily pregnant cattle for transport – charged and convicted on animal cruelty.)

Further examples of standards which are inadequate in preventing suffering and cruelty to animals are contained in Standard SA3.1. This allows for animals that are too big for the pen to be forced in and injury must be proven before it is deemed unacceptable. There is no mention of preventing the suffering of the animal that is forced into standing in a crouching position; there is no mention of preventing suffering due to the lack of airflow. The wording has been written such that that it allows the industry to avoid addressing the problem of the lack of deck height in trucks.

The industry's lack of commitment is highlighted in the instance of SA5.6 which states that “Livestock must be handled in a manner that is appropriate to the species and class and does not cause pain or injury. Specifically:

i) livestock (excluding poultry) must not be lifted off the ground by only the head, ears, horns, neck, tail, wool or feathers”

It then negates the intent with the following contradictory condition

ii) livestock must not be lifted off the ground by a single leg **except in the case of all poultry, and sheep, goats and pigs if they are less than three months old.**

Apart from the fact that the principle should hold for all animals, how does one know the precise age of a creature and who will be monitoring this situation?

Further to the issue of moving and lifting animals, there is no mention of dragging animals – again this highlights the inadequate drafting – or are the standards allowing the situation of cruelty and suffering as the result of dragging an animal by its ears, horns, neck, tail, wool, feathers or leg? In the cause of good handling and good welfare, this deficiency needs to be addressed unequivocally.

Australia is similar to the EU in that the distances animals are transported can be extensive. Unlike both the EU and New Zealand, few provisions have been established for unloading, watering and feeding animals during a long distance journey. To compensate for this absence, the livestock industry has opted for expediency by forcing the animals to endure up to 48 hours without water in all weather conditions and temperatures.

The EU, New Zealand and Australian animals are the same- they all require water, feed and rest. The EU and New Zealand transport rules reflect the need for good welfare by imposing minimum times without water and feed or curfews. The EU allows transport over 8 hours and up to 14 hours only if the transporters have water and feed accessible to animals on board and there is no pre transport curfew. New Zealand allows 12 hours transport without water, 24 without feed but don't impose a water curfew and suggest 4-6 hours dry feed curfew. The transport distances are up to 2000 kilometres or so. The New Zealand livestock industry provides spell areas at regular intervals and yet despite the extremes in weather conditions, the Australian industry provides none between WA and South Australia – a distance of some 2,700 kilometres.

ENFORCEMENT

The problem faced with the situation of national standards is that of enforcement. The Federal Government has left the responsibility of enforcement to the States and judging from past experiences, Animals' Angels are not confident that enforcement will become a priority at the state level. Unless the States recognise inspectors and enforcement within their budgets, nothing will change. The Federal Government needs to look at funding education, monitoring, inspection, enforcement and compliance if it is to take animal welfare and standards seriously on a national level.

If governments and industry are serious about animal welfare, they should support enforceable, measurable and preventative standards comparable to the higher EU standards.

The lack of enforcement results in the lack of charges being laid for breaches in animal welfare legislation. Other than extreme and totally irrefutable acts of cruelty, breaches of the standards resulting in charges being laid usually have little chance of success in the courts. This is why industry support and cooperation is essential in the uniform enforcement of standards.

DETAILED ANALYSIS OF DRAFT STANDARDS

Standard

SA1.2 For a journey reasonably expected to exceed 24 hours, there must be one or more documents that accompany the livestock and that specify:

- i) the date and time that the livestock last had access to water
- ii) the date and time of livestock inspections and any livestock welfare concerns and actions taken
- iii) emergency contacts.

A person in charge who is transferring responsibility for livestock to be further transported for longer than 24 hours must provide a document with this information to the next person in charge.

Comment: A farmer cannot be expected to know where his animals will ultimately be transported to and how long they will be travelling. Even without unexpected events such as breakdown and other delays, it is doubtful under most circumstances that one could “reasonably expect” to know the time taken of any journey. It is therefore essential that all animals must be accompanied by documentation stating the date and time that the livestock last had access to water from the commencement of every long distance journey.

The risk of the cumulative effect of the water deprivation times prior to any journey (often not taken into account) is immense, and as such creates the circumstances for suffering regardless of the journey time- whether it is over 24 or less. We believe that in order to provide a better control over water denial, thus lessen the chances of suffering, all journeys must be documented and provide information on the last watering and feeding taken by each consignment of animals; date and time of livestock inspections and by whom; actions if any taken; emergency contacts; contingency plans for delays; spell stop arrangements.

It is essential that a professional driver of livestock transports has knowledge of the time any route will take in order to ensure good management of the journey. If this is not the case, it begs the question as to his ‘competence’ to undertake the journey and manage welfare issues.

In addition there should a contingency plan in place to ensure adequate welfare measures can be arranged should there be an unforeseen delay. We refer to the Animals’ Angels documentation of the long distance transport of January 23 to 25 January 2008 in which there were two major delays in the journey. Firstly, there was a delay of over 5 hours in transfer between trucks at Eucla. Secondly, the illness suffered by the SA driver saw a further delay in the continuation of transport. We allege that the animals were not provided with feed and water and rest prior to transport and that these delays further extended the water deprivation times thereby potentially harming the animals being transported.

The accepted practice in both Europe and NZ is that water is not denied and in NZ, hard or dry feed may be denied 4-6 hours before transport. Even the MLA study undertaken on sheep in transport for up to 48 hours didn’t deprive animals of feed and water before transport. Animals’ Angels believe that it is necessary that both dry feed and water be provided for a defined period in which animals can rest, access water and feed without stress. We also maintain that in order for animals to endure the rigours of transport and to lessen the risk to their welfare, the practise of curfewing needs close examination and review.

For example, the WA CoP refers to a 4 hour water access minimum:

5.3.2 Feed and clean water must be provided between mustering and loading if:

- sheep are to remain in the yards for more than 24 hours; or
- sheep to travel for 24 hours or more; or
- the combined yarding and travel time is to be more than 24 hours; or
- either of the conditions in 5.1.1 apply.

5.3.3 This feed and water should be available for a minimum of 4 hours and should then be withdrawn for at least 8 hours.

EU: COUNCIL REGULATION (EC) No 1/2005

of 22 December 2004 on the protection of animals during transport and related operations and amending Directives 64/432/EEC and 93/119/EC and Regulation (EC) No 1255/97

18) Long journeys are likely to have more detrimental effects on the welfare of animals than short ones. Hence specific procedures should be designed to ensure better enforcement of the standards, in particular by increasing the traceability of such transport operations.

((m) 'long journey' means a journey that exceeds 8 hours, starting from when the first animal of the consignment is moved;)

Article 3

A) all necessary arrangements have been made in advance to minimise the length of the journey and meet animals' needs during the journey;

Recommended Standard:

SA1.2 For all journeys, there must be one or more documents that accompany the livestock and that specify:

- i) the date, time and duration that the livestock loaded last had access to water**
- ii) the date and time of livestock inspections, notifying any livestock welfare concerns and actions taken**
- iii) Identity of those inspecting livestock welfare,**
- iv) Emergency contacts.**
- v) Documentation to demonstrate that plans have been made to minimize the journey and meet the animals needs during the journey including time the first animal departed from source, time and place of spells stops and contingency plans for unforeseen circumstances.**

Standard

SA2.1 A person involved in handling, selection, loading, transporting and unloading livestock must be competent to perform their required task, or must be supervised by a competent person.

Comment: In animal welfare legislation of the EU and Israel, the definition of “competent’ person” is both defined and clear. There are also links to national accredited training standards which provide the benchmark for competency.

For Australia to stipulate “competent” as a standard; competency must be defined and quantified at a national level. This can only be done by way of a national training accreditation scheme. The livestock industry in Australia claims to use ‘best practice’ in transportation but because there is no uniform training with national accreditation, any auditing is subjective. There are no national benchmarks or comparable performance indicators with which to do any comparison or to measure current practice against compliance to legislation and CoP requirements. It would be of benefit to the industry in Australia in terms of professionalism, commitment to animal welfare and image to be able to demonstrate competency as a legal requirement and also compliance to the scheme in both domestic and overseas markets.

EU:

(14) Poor welfare is often due to lack of education. Therefore, training should be a prerequisite for any person handling animals during transport and training should be provided only by organisations approved by the competent authorities.

Article 3

General conditions for the transport of animals:

(e) the personnel handling animals are trained or competent as appropriate for this purpose and carry out their tasks without using violence or any method likely to cause unnecessary fear, injury or suffering;

Article 6

Transporters

4. Transporters shall entrust the handling of the animals to personnel who have received training on the relevant provisions of Annexes I and II.

5. No person shall drive, or act as an attendant on a road vehicle transporting domestic Equidae or domestic animals of bovine, ovine, caprine or porcine species or poultry unless he holds a certificate of competence pursuant to Article 17(2). The certificate of competence shall be made available to the competent authority when the animals are transported.

Article 17

Training courses and certificate of competence

1. Training courses shall be available for personnel of transporters and assembly centres for the purposes of Article 6(4) and Article 9(2)(a).

2. The certificate of competence for drivers and attendants of road vehicles transporting domestic Equidae or domestic animals of bovine, ovine, caprine or porcine species or poultry as referred to in Article 6(5) shall be granted in accordance with Annex IV. The certificate of competence shall be drawn up in the official language(s) of the Member State of issue and in English when the driver or attendant is likely to operate in another Member State. The certificate of competence shall be issued by the competent authority or body designated for this purpose by the Member States and in accordance with the specimen set out in Chapter III of Annex III. The scope of the said certificate of competence may be limited to a specific species or group of species.

Article 22

Delay during transport

2. No consignment of animals shall be detained during transport unless it is strictly necessary for the welfare of the animals or reasons of public safety. No undue delay shall occur between the completion of the loading and departure. If any consignment of animals has to be detained during transport for more than two hours, the competent authority shall ensure that appropriate arrangements are made for the care of the animals and, where necessary, their feeding, watering, unloading and accommodation.

Israel:

The Prevention of Animal Suffering Regulations (Defence of Animals)(Transport of beasts), 2006

Training of supervisors

- (a) The training program for supervisors will include learning of: these regulations; transport techniques and welfare needs of beasts;
 - (1) these regulations;
 - (2) transport techniques and welfare needs of beasts;
 - (3) techniques to minimizing the suffering of beasts in transport
- (b) The training program will be submitted to the Director's approval; if the Director finds that the program fits the objectives of the Law¹, he should approve it, and he may approve it under conditions;
- (c) A person who finished a training will be given an supervisor certificate

The New Zealand Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand (which is also currently under review,) is voluntary and proffered by industry and agencies as “providing the minimum standards to which industry shall comply”, meaning that there is a statutory requirement.

The Code recognises the need for training in welfare of animals by recommending that as a minimum standard, drivers be trained. Although it does not specify particular courses, information is made available on courses provided by the New Zealand Quality Assurance programme. The New Zealand Game Industry Board provides training courses and it is a requirement that those involved in the transportation of deer have been trained in handling this species of animal.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

2.2.2 Drivers Responsibilities

Drivers must be trained to ensure the welfare of animals in their charge and must be familiar with this code. Transport operators have a responsibility to ensure that proper training programmes are instituted.

Drivers and transport operators should refer to the Road Transport Association and/or the New Zealand Game Industry Board for the available appropriate training courses.

There is also a quality assurance programme for deer in New Zealand which trains transporters of deer. We have been informed by representatives of DeerQA that the training of operators involved in transport is mandatory:

DeerQA

Transport Programme

OPERATING STANDARDS

3. DRIVER TRAINING

Standard

All drivers must attend an industry training course to obtain a certificate of competence and knowledge of deer handling, transport, welfare and legal issues.

Recommendation

It is recommended that management and despatch staff also attend these training courses.

Recommended Standard:

SA2.1 A person involved in handling, selection, loading, transporting and unloading livestock must be qualified as competent and accredited under the Australian National Training Scheme (Australian Standard #) in order to perform their required task, or must be supervised until trained, by a qualified supervisor accredited under Australian National Training Scheme (Australian Standard #) person.

Standard

SA3.1 Vehicles and facilities must be constructed, maintained and operated in a way that minimises risks to welfare of livestock.

Vehicles and facilities must:

- i) be appropriate to contain the species
- ii) have effective ventilation
- iii) have flooring that minimises the risk of injury or of livestock slipping or falling
- iv) be free from internal protrusions and other objects that could cause injury
- v) have sufficient vertical clearance for livestock to minimise the risk of injury.

Comment: The intention of these Standards is to provide considerate and compassionate care for animals and to avoid suffering. Animals on particularly long journeys over 8 hours should be able to lay down and the floor must be constructed in a manner which allows this to occur. Some dual use transport crates have a construction such as a high ridge, which provides for secure footing for cattle but doesn't allow sheep or goats to lie down.



On a transport used for transporting more than one species, Animals' Angels recommend that restrictions should apply as to which animals can be transported in crates with inappropriate floors over long journeys. The alternative is that floors should be replaced. Animals' Angels understand that the industry would choose to keep its costs down and suggest that restrictions be placed on which crates are used for which species.

In point SA3.1 (ii) "effective ventilation" must be defined. What does "effective" actually mean? That the animals are alive but barely able to breathe? That they have effective airflow that allows easy breathing and temperature control? It is essential that standards are set based on research and evidence instead of allowing guesswork and expediency be the yardstick. "Minimising" risk to welfare is quite different from prevention of risk to welfare.

We refer to the scientific paper "*The effects of stationary periods and external temperature and humidity on thermal stress conditions within sheep transport vehicles*" by AD Fisher, M Stewart, DM Duganzich, J Tacon and LR Matthews.

To quote the Conclusions: "*Increases in the THI (temperature-humidity index) that could be detrimental to the welfare of sheep could occur on stationary sheep transport vehicles at most daytime ambient temperatures during the summer. For a given stocking density and vehicle design, the THI of a pen increased in proportion to the duration of the stationary period. Mild ambient conditions (<25° C) provided some protection against excessive THI increases if the duration of the stop was limited but drivers are best advised to park their vehicles where there is airflow, and to minimize the duration of stops where possible. Livestock transport vehicles during summer should not be placed on enclosed ferry decks where airflow is absent or minimal.*"

“By far the most important conclusion from the data collected and models developed in this study, and previous research (Fisher et al 2002), is that detrimental increases in the THI can occur on stationary transport vehicles laden with sheep at most ambient temperatures during warmer periods of the year, and that relatively ambient conditions are no guarantee of safety if other factors, particularly airflow are lacking. For a given stocking density and vehicle design, increases in the THI of a pen are most likely to be driven by the absence of airflow at that location, and increase in proportion to the duration of the stationary period. The results indicated that mild ambient conditions provided some protection against excessive THI increases if the duration of the stop was limited, but livestock transport operators are best advised to park their vehicles (particularly on ferries) where there is airflow, and /or to minimize the duration of stops where possible. The occasional practice of having trucks parked up for some hours waiting to unload at abattoirs at the end of their journey is to be discouraged.”

Animals' Angels have always maintained that affective airflow is commensurate with density. Those vehicles which are nearly fully enclosed save for a few rows of air vents have, in our opinion, the potential to severely restrict airflow causing heat buildup within the pen areas. As the numbers and condition of animals inside is not clearly visible, it would also be very easy for over penning to occur thereby adding to the problem. Australia routinely allows transport of animals regardless of temperature and it is crucial that the trucks can prove 'effective airflow' for the very reasons stated in the extract. Although this paper refers to NZ temperatures, we believe the principles are even more relevant for Australia.



In point SA3.1 (v) “have sufficient vertical clearance for livestock to minimise the risk of injury.” We maintain that the condition fails to achieve the aim of prevention of injury; in fact the current wording condones or even allows a certain amount of injury.

Animals should be able to stand naturally and have enough room so that they are not forced to crouch - if animals are forced to crouch for any length of time, the potential for suffering is extreme, as is the risk of injury. In our opinion, standing naturally means to stand with their head up, in part because sheep and goats stand with their head up when alert. Being in a situation where senses are heightened due to the stress of new surroundings when in transportation, alert animals stand with their head up. Animals' Angels has taken the position that we accept as **basic minimum** that the back of animals should not be touching the roof.



The industry has an ethical and moral duty to transport animals with care and this means allowing the animals to stand in a natural position without touching overhead structures. This is the only safe method of ensuring the animal is not bigger than the space he is forced into. The wording of the Standard is clearly ignores the lack of height levels in multi-tiered trucks.

As previously stated - impeded airflow is a risk to the welfare of animals and if large animals are forced into crates which do not allow room for air flow above their bodies, the results are the same. We refer to the EU rules Article 3 stated below which instruct that there be airflow above the animals. New Zealand similarly transports thousands of sheep. NZ has taken the position that animals standing naturally can be taken to mean with their head up or down and recommends that animals have enough room above heads and backs so that the animals may stand in a natural position which allows air flow when the vehicle is not moving.

EU:

Article 3

General conditions for the transport of animals

(g) sufficient floor area and height is provided for the animals, appropriate to their size and the intended journey;

ANNEX I

TECHNICAL RULES

(as referred to in Article 6(3), Article 8(1), Article 9(1) and (2)(a))

CHAPTER II

MEANS OF TRANSPORT

1.2. Sufficient space shall be provided inside the animals' compartment and at each of its levels to ensure that there is adequate ventilation above the animals when they are in a naturally standing position, without on any account hindering their natural movement.

CHAPTER III

TRANSPORT PRACTICES

2 During Transport

2.6. Sufficient ventilation shall be provided to ensure that the needs of the animals are fully met taking into account in particular the number and type of the animals to be transported and the expected weather conditions during the journey. Containers shall be stored in a way which does not impede their ventilation.

3. Ventilation for means of transport by road and temperature monitoring

3.2. The ventilation system must be capable of ensuring even distribution throughout with a minimum airflow of nominal capacity of 60 m³/h/KN of payload. It must be capable of operating for at least 4 hours, independently of the vehicle engine.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

4.5 Recommended Standards for Stock Vehicles

They must have enough room overhead to enable them to travel in a natural position without injuring their heads or backs and to give them enough air when the vehicle is not moving.

Recommended Standard:

SA3.1 Vehicles and facilities must be constructed, maintained and operated in a way that poses no risks to welfare of livestock.

i) be appropriate to contain the species.

ii) have effective ventilation whether moving or stationary- 'open trucks must have ventilation capacity equivalent to the air changes stated in std: SB8.9 whereby vehicles must have effective ventilation, with fans and other equipment providing at least 12 air changes per hour.

iii) have flooring that prevents the risk of injury or of livestock slipping or falling, and also allows the animals to lay down on a flat surface.

iv) be free from internal protrusions and other objects that could cause injury.

v) Stock crates and vehicles must have smooth sides inside.

vi) Sufficient space shall be provided inside the animals' compartment and at each of its levels to ensure that there is adequate ventilation above the animals when they are in a naturally standing position, without hindering their natural movement.

Standard

SA4.1 Livestock must be assessed as fit for the intended journey at every loading. An animal is fit for a journey if it is:

- i) able to walk on its own by bearing weight on all legs
- ii) not visibly dehydrated
- iii) not showing visible signs of severe injury or distress
- iv) free from conditions that are likely to cause increased pain or distress during transport
- v) not blind in both eyes
- vi) not known to be, or visually assessed not to be, within 2 weeks of parturition, unless the water deprivation time and journey is less than 4 hours duration to another property.

Comment: This standard should be about preventing suffering. The expression 'not known to be', 'visually assessed not to be' or 'visible' excuses the industry for their lack of training in favour of economic expedience and indifference to good welfare. It is the responsibility of the industry to train those responsible to ensure that they have the skills and understanding to make appropriate and informed decisions for the benefit of the animals. Every effort must be made to educate handlers/ transporters/ farmers and others involved to recognise conditions that can cause suffering. This standard especially highlights the need for a nationally accredited training scheme. The livestock industry cannot be excused for tolerating poor management and poor welfare.

It is reasonable to expect that a person with the responsibility of assessing fitness would have some degree of training in the evaluation of fitness of animals. We have found there to be a difference of opinion in what constitutes 'fitness'. For example, we observed an animal with cancer of the vulva sold as fit for transport and subsequently loaded because there was little sign of bleeding in the cancer at the time. The person in charge decided that the animal might not suffer because there would not be many with the animal in the truck pen so it might not be knocked about. He also decided that although the cancer was somewhat advanced, the animal 'looked okay'. Other examples were a ewe with chronic mastitis and ram with enlarged testicles. We also observe sheep which are comparable to examples of animals which according to the 'Is it fit to load guide' suffer from emaciation/malnutrition/exhaustion. There is often some debate as to the seriousness of the condition and we have observed that more often than not, there is reluctance to declare the animal 'not fit for transport'.

It is therefore crucial that those responsible are trained to recognise what conditions may cause pain and suffering or indeed further injury. Training is also vital to recognise dehydration otherwise the potential is there to allow the continuation of suffering.





Point vi) “not known to be, or visually assessed not to be, within 2 weeks of parturition....” The proposed standard will do nothing to prevent potential suffering. Responsibility for not loading pregnant animals should remain with the consignor as this person should know and have documentation to the fact that animals aren't pregnant. If the driver has received the responsibility of transporting pregnant animals who give birth enroute, it is virtually impossible for the driver to provide immediate assistance. The mother and new born are downed and trampled.

Animals due to birth, those giving birth or lactating are in a group historically regarded as needing special care. It appears that they are no longer considered worthy of care and compassion. It is our opinion that it is safer to err on the side of caution rather than to transport and cause suffering. The standards are about preventing suffering to animals and providing for their welfare. A consignor should know about his animals and their season and not be allowed to risk the transport animals in late pregnancy.

Recommended Standard:

SA4.1 Livestock must be assessed as fit for the intended journey by trained and accredited persons at every loading. An animal is fit for a journey if it is:

- i) able to independently walk by bearing weight on all legs and able to stabilise itself during transport**
- ii) not dehydrated**
- iii) free from injury or distress**
- iv) free from conditions that are likely to cause increased pain or distress during transport**
- v) not blind in both eyes**

vi) not to be within 4 weeks of parturition, within 7 days of having given birth, or lactating. A signed document from consignor stating the animal is not within 4 weeks of parturition is required before loading for transportation.

Standard

SA4.2 Any livestock judged as not fit for the intended journey must only be transported under veterinary advice.

Comment: The standard states that animals judged fit for transport can be transported. This Standard contradicts the previous standard and allows animals which are clearly not fit, to be transported – albeit with advice from a vet.

In the event of a person not confident about their judgement, a written and signed clearance from a veterinary surgeon must be obtained. This eliminates the risk to an animal due to misinterpretation or misrepresentation and the vet takes the responsibility for the permission of transporting of an animal. The driver is then protected against poor welfare outcomes even though he may do everything in his power to alleviate suffering.

New Zealand recommends that “A written veterinary opinion should be obtained where any doubt exists about the fitness of the animals to travel.” NZ also emphasises the requirement not to transport any animal with a broken leg.

CHAPTER I New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

4.1.4 Selection of Animals

In any question over whether or not stock are fit to travel a livestock officer of MAF Quality Management or a veterinarian should be consulted and if the matter cannot be resolved a written opinion should be obtained. If there is a dispute over whether or not stock are fit to travel and the driver moves the stock before clearance by a veterinarian the driver could be liable.

Any animal with any leg broken must not be transported for slaughter. An animal with any leg broken must not be transported for any other reason unless it has been treated by a veterinarian.

4.1.5 Emergency transport

Where any doubt exists about an animal's fitness to travel, veterinary opinion should be sought. When a veterinarian has examined the animal and considers it is fit to travel for treatment or slaughter, the veterinarian should certify in writing that the animal is fit to travel to the destination without suffering unnecessary pain or suffering.

The EU makes very clear that animals shall be transported in conditions guaranteed NOT to cause injury or suffering:

EU:

TECHNICAL RULES

(as referred to in Article 6(3), Article 8(1), Article 9(1) and (2)(a))

FITNESS FOR TRANSPORT

1. No animal shall be transported unless it is fit for the intended journey, and all animals shall be transported in conditions guaranteed not to cause them injury or unnecessary suffering.

2. Animals that are injured or that present physiological weaknesses or pathological processes shall not be considered

Recommended Standard:

SA4.2 Any livestock judged as not fit for the intended journey must not be transported. If there is any doubt as to the fitness for transport of an animal, written and signed authorisation from a veterinarian must be obtained declaring the animal fit for transport prior to transport occurring.

Standard

A4.3 The consignor must only supply livestock that are assessed as fit for the intended journey.

Comment: By itself this standard appears to be acceptable however, in light of the previous standard, some clarification is in order.

Recommended Standard:

A4.3 The consignor must only supply livestock that are assessed as fit for the intended journey. If there is any doubt as to the fitness for transport of an animal, written and signed authorisation from a veterinarian must be obtained declaring the animal fit for transport prior to transport occurring. The transporter must be provided with any documentation declaring any otherwise suspect animals 'fit for transport'.

Standard

SA4.4 Where livestock are assessed to be not fit for the intended journey before loading, the person in charge must make effective arrangements for the care, appropriate treatment or humane destruction of weak, ill or injured livestock at the first opportunity.

Comment: 'The first opportunity' is open to interpretation and the discretion of the 'person in charge'. There is a clear risk to the welfare with this conflict and the needs of the animal which must take precedence. Trained and accredited persons must ensure the correct procedures are undertaken to minimize pain and suffering of livestock. This may include veterinary care administered in situ thus minimizing stress and further transport, or euthanasia which must be undertaken immediately. Livestock welfare must be the priority and all solutions/treatments must be employed without delay. New Zealand has addressed the issue.

New Zealand recommends as their minimum standard emergency slaughter without delay.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

Proper arrangements should be made by the owner or his or her agent for the handling and care of animals rejected as unsuitable for loading. Where an animal is not fit to travel and is suffering undue pain or distress it must be destroyed without delay.

Recommended Standard:

SA4.4 Where livestock are assessed by a trained and accredited person to be not fit for the intended journey before loading, the person in charge (also trained and accredited) must make effective arrangements for the care, appropriate immediate treatment or humane destruction of weak, ill or injured livestock without delay.

Standard

SA5.1 If the maximum permitted time off water is reached, livestock must be provided with water, food and rest before starting another journey.

Comment: The periods for rest, water and feed access are stated in the animal specific sections. Records must be kept of these rest times in order to calculate water deprivation periods.

Recommended Standard:

SA5.1 If the maximum permitted time off water is reached, livestock must be provided with water, food and rest before starting another journey. A record of rest, water and feed provision must be kept for journeys which involve more than one journey over the maximum water deprivation times.

Standard

SA5.2 Time off water must be managed to minimise risk to the welfare of the livestock according to:

- i) the increased risk to livestock welfare of longer journeys up to the permitted maximum time off water.
- ii) assessed fitness of the livestock for the remainder of the intended journey.
- iii) predicted climatic conditions, especially heat or cold.
- iv) class of livestock, especially if weak, pregnant, recently having given birth, lactating or immature

Comment: In order for drivers to minimise risks to the welfare of the animals, they must be trained to recognise animals which may be suffering from conditions which question their fitness to continue. He must also be able to provide for animals which require attention- water for those transported in hot conditions, cover for those in cold conditions, needs for animals which require special care such as weak, pregnant, recently having given birth, lactating or immature. Animals' Angels are concerned at the apparent lack of well maintained spell areas in which animals may be unloaded, rested, fed and watered. A driver cannot fulfill any requirement to minimise time off water if there is nowhere for him to safely offload, feed and water those in his care. Within SA5.5 iv. The term "immature" needs to be defined with age, weight, size etc as appropriate.

Recommended Standard:

SA5.2 Contingency plans to avoid risk to the welfare of the livestock must be provided to manage time off water. Access to designated maintained 'spell' areas for provision of rest, water and feed must be included in the contingency plan according to:

i) the increased risk to livestock welfare of longer journeys up to the permitted maximum time off water. For example: If animals are going down due to exhaustion, then the animals must be off loaded and spelled for a minimum of 12 hours.

ii) assessed fitness of the livestock for the remainder of the intended journey.

If the animals are found to be outside parameters of Standard SA4.1 i-vi, then immediate action must be taken.

iii) predicted climatic conditions, especially extremes in heat or cold.

Animals need more water in hot weather than in cold weather. Heat stress is a major contributor to suffering and if temperatures during transport rise to 35 degrees and above and the animals are suffering heat stress, the animals must be offloaded and watered. Transportation may resume after 12 hours.

**The only way to enforce this clause is to state temperatures.

Replace iv) with:

iv) class of livestock, especially if weak, pregnant, recently having given birth, lactating or immature must not be transported as stated in SA4.1(vi) & SA4.4.

Standard

SA5.3 Loading density must be assessed for each pen or division in the livestock crate or each container, based on average liveweight of the intended livestock loading, and must be managed to minimise risk to the welfare of the livestock.

Determination of loading density must consider all of the following factors:

- i) species
- ii) class
- iii) size and body condition
- iv) wool or hair length
- v) horn status
- vi) climatic conditions
- vii) nature of the intended journey.

Comment: In the Animals' Angels document: *Height and Density: Lack of headroom for sheep in transport and the density of sheep in pens in transport. Live export and Western Australia state transportation*, we expressed our grave concern at the process of using weight as the main factor when determining pen numbers by transport operators.

The basis on which operators decide numbers of animals must take into consideration more than weight supposition. In deciding the density of a pen, drivers must also calculate if there is enough room for animals to be 'able to rise unassisted'. The term 'able to rise unassisted' provides clear and unambiguous definition of what is required. Sheep are reluctant to stand on pen mates but are forced to when there is a lack of room. The calculation offers prevention of suffering and cruelty as opposed to minimising risk of suffering and cruelty and is a sensible approach for drivers to work to. In addition, moribund and downed animals face further injury if the animals around it cannot avoid standing on it because the density is too high. Another important factor in animal safety is the driver's ability and skills to drive his vehicle without throwing the animals around. The passage below states that with sudden braking, animals are subjected to increased loads up to 33% of their own weight. The more animals there are in the pen, the more weight and less likelihood of animals which go down being able to stand unassisted. This stipulation 'able to rise unassisted' was in the previous Code of Practice and we note its absence in this Standard. In our view the driver needs unequivocal guidance and this condition provides it. We note that the Guidelines and the sheet on density provided for by the Australian Livestock Transporters Association fail to incorporate this criterion which highlights the need for definition for prevention of injury and not just "minimizing" the risks.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

10. General Guidelines for Loading, Food and Water

10.1 Loading

The loading density tables are a guide only.

A visual assessment must be made in judging the loading densities for any particular consignment.

Packing animals either too loosely or too tightly in stock crates predisposes them to injury. Partitions should be used to reduce the likelihood of injury and animal welfare problems during transport. Partitions should be used to reduce group sizes and to separate classes of stock.

The density of loading animals in stock crates should be determined by the need to minimise injury and allow cast animals to rise without assistance.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

4.6 Driving

Stock vehicles conveying animals must be driven steadily, avoiding rapid acceleration and braking as far as possible. Corners must be rounded at an appropriate speed to reduce the centrifugal force as much as possible.

Drivers must be made aware that sudden braking can subject animals to horizontal loads as high as 33% of their own weight. Sudden acceleration and rapid cornering can cause horizontal forces of up to 20% of the animals weight. Such loads will cause stress and may result in fall and injuries.

Animals' Angels are aware that legs seen poking out of the truck sides has been used to suggest that those raising this issue fail to understand animal transport. Critics maintain that the animal is happy with his leg out, choosing to have his leg out, just as we choose to have our arm out of the window when driving. Animals' Angels are clear in our understanding of the situation and we have reported on this type of issue many times previously. Because there are too many sheep in the pen and he has no where to go, the leg of the animal gets stuck outside and the lack of room in the pen means he cannot move to withdraw the leg. Having a leg out doesn't necessarily mean there is a problem but more than likely it is a very strong indicator that there is.

We also note the correlation between over penning on the top levels and sheep being squeezed out of the pen. We have been informed numerous times that it is routine and accepted to put more sheep into pens on the top level because they can put their head up. This fails to recognise the need for downers to rise unassisted. We have included a photo of a sheep we believed had fallen from the top level of a truck near live export feedlot facilities.

It is obvious that economics play a big part in the calculation of loading density and financial return to the operator can be a conflict of interest in animal welfare issues. The more he carries the more he is paid, that is business. Regardless of the economic returns and convenience, calculating penning on weight alone is unacceptable.





The above photo of the pigs was taken at about 1pm, after the buyer had loaded her ute with 26 animals and began her journey of approximately 240kms. The day was around 26 degrees and no shade was provided for the animals. The driver claimed that the pigs weighed 30kilos each and according to her calculations she was allowed to take this many animals in this size trailer. We doubt the likelihood of the pigs having been weighed at source.

The investigating authority directed the unloading of the animals at a nearby saleyard facility but failed to weigh the pigs. The animals were distressed; some frothing at the mouth; very vocal and some fighting as there were two social groups penned together; there was no room to move; a pig was unable to rise unassisted. No water was provided nor any shade. Half the pigs were unloaded and penned with water; the others which remained on board were sprayed with water and immediately became quieter. Our advice from within the pig industry was that these pigs were in excess of 30kgs and the transport was – from the photo- unacceptable because there were too many in the trailer.

We were informed later that prosecution would not be possible because no weights were taken to check compliance with the density guidelines, despite the obvious lack of compliance with other criteria for transporting pigs:

In point vii), Animals' Angels question the definition or quality of the term "nature".

What does 'nature of the intended journey' mean? Does it mean that animals destined for slaughter can be treated with less consideration than those for breeding?

Recommended Standard:

SA5.3 Loading density must be assessed for each pen or division in the livestock crate or each container, based on the ability for the animal to rise unassisted; allowing enough room for the animal to move in order to withdraw legs and heads from outside the truck and must be managed to minimise risk to the welfare of the livestock. A minimum of 5% less animals should be loaded into each pen if horned.

Determination of loading density must also consider all of the following factors:

i) species

ii) class

iii) size, age and body condition

iv) wool or hair length

v) horn status

vi) climatic conditions - density must be further reduced if the inside crate temperature is 35 degrees or over.

vii) Wet or dry wool

ix) ventilation capacity of the vehicle or crate (see Recommended Standard SA3.1 (ii))

SA5.4 Drivers (except for train drivers and drivers of poultry) must have the final decision on the loading density. Poultry pick-up crews loading poultry into containers must have the final decision on the loading density.

Comment: If drivers are to be held responsible for the final decision for the welfare of their animals, it is vital that they know the issues before them such as fitness to load and pregnancy, how long the trip will take etc

Standard

SA5.5 Livestock must be segregated by sufficient internal partitions to minimise risk to the welfare of other livestock based on:

- i) species, class and size
- ii) level of fitness
- iii) level of aggression
- iv) nature of the intended journey.

Comment: Animals' Angels has observed that often partition gates are not used to in the penning of animals which creates larger pens with the crate. This can allow more animals to be put into the pen; however, this makes the likelihood for surging to occur high. The use of gates is not just to separate differing classes and species but to reduce movement within the crate. Density plays a part in this and as the industry maintains that the more animals in a pen is better as they move less. This has serious welfare implications. We have already noted the inability of downer animals to rise unassisted and moribund animals to be protected from further injury if density is too high. The use of pen gates to prevent surging is crucial.

Further, animals should be segregated if they have horns, especially if the horns are the types which stick outwards. This offers some protection against horn injury and so long as the density is reduced to account for horns and there is enough room to move, potential risk to welfare will be significantly reduced.

Recommended Standard:

SA5.5 Livestock must be segregated by sufficient internal partitions to minimise risk to the welfare of other livestock based on:

- i) species, class and size**
- ii) level of fitness**
- iii) level of aggression**
- iv) nature of the intended journey.**
- v) Numbers of animals within the pen, in order to reduce surging.**
- vi) horned and unhorned should be segregated**

SA5.6 Livestock must be handled in a manner that is appropriate to the species and class and does not cause pain or injury. Specifically:

- i) livestock (excluding poultry) must not be lifted off the ground by only the head, ears, horns, neck, tail, wool or feathers
- ii) livestock must not be lifted off the ground by a single leg except in the case of all poultry, and sheep, goats and pigs if they are less than three months old
- iii) livestock must not be thrown or dropped
- iv) livestock must not be punched, kicked or struck by hard or sharp instruments including lengths of metal piping, sticks or belts.

Comment: The intent of this standard as with the rest of the standards is to provide legislation aimed at promoting considerate handling and eliminating poor welfare. It is to ensure humane and compassionate handling of animals. How do we know that lifting small animals off the ground by one leg does not cause pain or injury?

Permitting small animals such as poultry, lambs, kids and piglets to be lifted off the ground by one leg is not humane nor does it encourage good handling techniques. Animals' Angels believe this exemption promotes careless handling, increases the risk to the welfare of any animal of any age or size and is therefore contradictory to the first part of the standard.

From an enforcement point of view, Government and industry cannot verify age so it would not be able to successfully enforce this legislation.

The other risk that point (ii) exposes is that of the "slippery slope" factor. Careless handling can lead to mishandling and injury to other animals – keep the standards consistent and there is no need for exceptions. If a person is trained in low stress handling methods lifting an animal by one leg would be unthinkable.

Animals' Angels are alarmed with the removal the 'dragging' component. This means that an animal can be dragged by their legs, tails, ears, horns, wool, neck, head feathers. Again, this type of handling represents a backward step in animal welfare and as stated earlier – could lead to more careless and even cruel attitude toward animals.



Shearers drag sheep by pulling the animal along the floor by gripping the sheep under the front "armpits". This is the only circumstance under which any animal could possibly be dragged.

We note that the EU regulations prohibits cruelty to all animals regardless of age and size and Israel has even found it necessary to prohibit the suspending of animals in the air.

EU;

Handling

1.8. It shall be prohibited to:

- (a) strike or kick the animals;
- (b) apply pressure to any particularly sensitive part of the body in such a way as to cause them unnecessary pain or suffering;
- (c) suspend the animals themselves by mechanical means;
- (d) lift or drag the animals by head, ears, horns, legs, tail or fleece, or handle them in such a way as to cause them unnecessary pain or suffering;**
- (e) use prods or other implements with pointed ends;
- (f) knowingly obstruct any animal which is being driven or led through any part where animals are handled.

Israel:

Collecting, loading and unloading of beasts

9 (a) At the time of the collection, loading and unloading of beasts:

- (1) a person shall not load sheep and goats on a vehicle unless the transport cell into which the sheep or goats are loaded is lighted;
- (2) a person shall not throw a beast;
- (3) a person shall not beat a beast with a stick or with another tool including an electric prod, but a person shall not be criminally liable for reasonable use of force if the beast is mature, the use of force was reasonably necessary in the circumstances and he did not hit the beast's head.
- (4) A person shall not lift a beast by holding her head, horns, tail or hair;
- (5) A person shall not push a beast and shall not pull her by mechanical means;
- (6) A person shall not suspend a beast in the air.**

Recommended Standard:

SA5.6 Livestock must be handled by trained and accredited persons in a manner that is respectful and appropriate to the species and class and does not cause pain or injury. Specifically:

- i) livestock must not be lifted off the ground by the head, ears, horns, neck, legs, tail, wings, wool or feathers.**
- ii) livestock must not be pulled or dragged by the head, ears, horns, neck, legs, tail, wings, wool or feathers.**
- iii) livestock must not be thrown, dropped, or slammed**
- iv) livestock must not have their tail twisted**
- v) livestock must not be punched, kicked or struck by hard or sharp instruments including lengths of metal piping, sticks or belts.**

Standard

SA5.7 Electric prodders must not be used:

- i) on genital, anal or facial areas
- ii) on livestock under three months old
- iii) on livestock that are clearly unable to move away
- iv) excessively on an animal.

Comment: Animals Angels maintain that the use of electric prodders is archaic and indicative of poor animal handling practises within the industry. They are not only unnecessarily harmful to animals, they are actually a threat to the quality and value of the end product for the industry.

Animals' Angels has submitted many official complaints on poor handling including the overuse of electrical shock prodders. In the latest incident on 3rd April 2008 at the Port of Fremantle, we observed a driver poking his electrical shock prodder through the side of a truck crate (see photo below). At the time, the stevedores and drafting workers were at lunch so no animals were being unloaded. We questioned why a driver would poke his electrical shock prodder into the crate when no animals were actually moving. The transport coordinator at the port responsible for the transport drivers said he was 'preparing the animals to unload- hence saving time.' The driver later confirmed to us that he was turning the animals around ready to unload.

Given that the stevedores and drafting workers had around 10-15 minutes remaining for lunch, the sheep after 'being turned to face the back of the truck' could quite simply turn back to face the original direction. The efforts of the driver were entirely wasted, not to mention the unnecessary suffering endured by the animals that may well have been given a painful shock on the face, head or body.



Late 2007 at a saleyard in WA, we observed a driver loading his truck with sheep. The driver used his electrical shock prodder on sheep which were moving, sheep who were unable to move, sheep facing the opposite direction to which he wanted them to move, and on their face. He kicked a sheep and threw a sheep.

We do not believe this as being an 'isolated incident' but unfortunately reflects a system which allows the use of an implement to cause pain and suffering and reflects a system which fails to insist on the use of humane handling

skills. The man filmed was not the only person acting in this manner. There were at least 3 other drivers who were loading just before he started and all three used their electrical shock prodders in varying degrees. One man used it as his primary tool because he has had a hip replacement which restricts his movement and so used his electrical shock prodder to save him effort. Others also use them as a primary tool.

At no time did we see any animal welfare inspector or other authority monitoring the loadings so there was no discouragement of the use of the prodders to ensure that they were used only as a last resort. Scenes like this are being repeated all over Australia and this illustrates the lack of knowledge of animal behaviour and training in humane handling methods. Unacceptable handling cannot be eliminated until steps are taken to enforce standards against using tools which can inflict pain and suffering.

Electrical shock prodder at the head of a sheep:



Bud Williams from the Bud Williams Stockmanship School in Bowie, Texas USA was the original instigator of the low stress method of handling.

Mr Williams stated to Animals' Angels that:

"If the animals are worked properly and the facilities built properly, the stock prod is not necessary. The problem is that most of the people do not know how to work the animals properly, so they can't work the animals without the electric stock prod. You must:

- 1. Train the people*
- 2. Build facilities to fit what the animals want.*
- 3. Then do away with anything that harms or hurts the animal to make it move."*

This method of handling is fast becoming the way of moving animals. Some with vision understand that education is the answer for the industry and low stress handling training will result in compassionate and respectful handling.

Furthermore, it is unacceptable to allow an industry to use an implement whose electrical voltage output is capable of burning an animal so severely it results in a hole in a hide as an acceptable replacement for low stress compassionate handling.

Studies published in a paper by Robyn Warner, Section Leader for Food Nutrition and Biomedical Sciences, DPI in Victoria in 2007, investigated if the use of electrical shock prodders on animals going for slaughter would result in tough meat. The 2007 paper: *"Acute stress induced by the pre-slaughter use of electric prodders causes tougher beef meat"* concluded that *"Cattle undergoing acute stress immediately pre-slaughter produced meat of reduced consumer acceptability and lower water-holding capacity."* Animals' Angels understand that there is further research being undertaken focusing on pre-slaughter stress – and if its effect on meat quality has been underestimated.

One major Australian supermarket has a policy which prohibits the use of electrical shock prodders on any animals in any part of their supply chain who are destined for their market chillers. They do allow for a prodder to be used on adult cattle IF and only IF the person has a genuine belief that the animal may harm that person. They also stipulate that contact shall not be with eyes, genitals and anus. We understand that they will be actively auditing this and other animal welfare practises including handling methods, over the coming months. This group obviously considers that there is no place for poor handling methods.

Some slaughterhouses also ban the use of electrical shock prodders from any area within their premises because it damages and bruises the flesh resulting in dark cutting and less financial return. Although the reasoning behind these policies is possibly not motivated by the prevention of pain and suffering of animals, the results of bruised meat or holes in hides is evident and the animal has endured a level of suffering. A tool whose output is somewhere between 2500 and 4000 volts and gives a nasty painful shock is essentially a weapon of choice.

- Israel:**
Collecting, loading and unloading of beasts
9 (a) *At the time of the collection, loading and unloading of beasts:*
3) *a person shall not beat a beast with a stick or with another tool including an electric prod, but a person shall not be criminally liable for reasonable use of force if the beast is mature, the use of force was reasonably necessary in the circumstances and he did not hit the beast's head.*

- New Zealand:**
Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand
Electric prodders should be restricted to the absolute minimum necessary to complete loading. They must not be used on any species other than cattle (but not bobby calves) or deer. Electric prodders may be used on mature deer only when the safety of the handler is at risk. If used, prodders should be powered only by battery or dynamo. Animals which have little or no room to move ahead must not be prodded.

DeerQA
Transport Programme
OPERATING STANDARDS
4.2 TOOLS
Standard

When handling or transporting deer, drivers must not use electrical prodders.

Recommended Standard:
SA5.7 Electric prodders must not be used.

Standard

SA5.8 Dogs must be under control at all times during loading, transporting and unloading livestock. Dogs must not be transported in the same pen as livestock. Dogs that habitually bite; deer, goats, pigs, poultry, sheep and ratites, must be muzzled.

Comment: Animals Angels are concerned that there is little chance of preventing cruelty to animals unless working dogs are muzzled. Although the Standard attempts to classify working dogs and their behaviour, it is a fact that dogs that do bite are dangerous and can be uncontrollable.

New Zealand minimum standards stipulate that dogs that bite (no mention of habitually) should not work with stock. Their code does not allow for dogs to continue attacking sheep. Once is enough.

It is a fact that working dogs can work effectively while muzzled.



Photo of unmuzzled dogs harassing sheep- extracted from a video. Video enclosed

Dogs are the natural predator of sheep – that's why they use dogs because sheep fear them. Allowing a dog to be in close proximity to animals, which fear them, when those animals are being transported and cannot move away creates anxiety and stress. New Zealand recommends that working dogs be transported out of sight of the animals being transported.

One of the intents of the draft Standards is to reduce stress, thus eliminating or at least reducing risks to welfare. Standard SA5.8 disregards good welfare of the animal in favour of operator convenience.

We believe dogs have a role to play and it is wiser and in the best interest of animals to ensure all dogs are muzzled. We also maintain that they should not be in view of sheep, goats or other animals in transport. We insist that the driver must not overcrowd animals in order to provide a pen for the dog/s.



New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

4.3 Loading and Unloading

4.3.1 Loading of animals

Well-trained dogs are useful to assist loading of stock, but those that bite should not be permitted to work with stock. Dogs must not be used with deer, pigs, horses or bobby calves.

19. Dogs

19.1 Transport of Dogs on Stock Trucks

Dogs should be transported out of sight of livestock.

If dogs are carried in a purpose-built kennel, it must be fixed to the vehicle in a position where it is well ventilated and free from exhaust fumes and road dust.

Working dogs must not be transported loose in the stock crate with livestock. Not only does this practice cause extreme behavioural and physiological stress to the other animals, it also greatly decreases space allowances due to crowding and creates the opportunity for dogs to interfere with stock.

Recommended Standard:

SA5.8 Dogs must be under control of their handler at all times during loading, transporting and unloading livestock. Dogs must not be transported in the same pen as livestock or in a pen visible to stock. They must be transported out of view from the animals transported. Dogs must be muzzled while working. Dogs must not be used on calves, lambs, kids, pigs, deer, fawns, camels, or horses.

Standard

SA5.9 Drivers must ensure that the ramp and the vehicle are properly aligned and that any gap between the ramp and the vehicle is sufficiently narrow to avoid causing injury during loading and unloading.

Standard

SA5.10 The driver must inspect:

- i) the livestock crate immediately before departure, to ensure that doors are closed
- ii) the receival yard immediately before unloading, to ensure that there is free access and sufficient space for the livestock intended to be unloaded.

Comment: We note there does not appear to be a Standard on driving.

We have taken this passage from the New Zealand *Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand*. This information is quite relevant given the erratic driving we have observed by drivers particularly when arriving at Fremantle Port.

WE believe that it necessary for a Standard to be incorporated into the proposed Standards to ensure drivers fully comprehend the grave risk the animals are subject to when their driving fails to consider the welfare of the animals.

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

4.6 Driving

Stock vehicles conveying animals must be driven steadily, avoiding rapid acceleration and braking as far as possible. Corners must be rounded at an appropriate speed to reduce the centrifugal force as much as possible. Drivers must be made aware that sudden braking can subject animals to horizontal loads as high as 33% of their own weight. Sudden acceleration and rapid cornering can cause horizontal forces of up to 20% of the animals weight. Such loads will cause stress and may result in fall and injuries.

Recommended Standard:

Stock vehicles conveying animals must be driven steadily, avoiding rapid acceleration and braking as far as possible. Corners must be rounded at an appropriate speed to reduce the centrifugal force as much as possible.

Guideline:

Drivers must be made aware that sudden braking can subject animals to horizontal loads as high as 33% of their own weight. Sudden acceleration and rapid cornering can cause horizontal forces of up to 20% of the animals weight. Such loads will cause stress and may result in fall and injuries.

Comment: There appears not to be a Standard on delays in transport.

During our investigation of long distance transport from Katanning in WA to South Australia there was an avoidable delay of over 5 hours while the WA driver waited for the SA driver to arrive. The animals were contained in a four level truck and forced to stand in the sun, which further extended their water deprivation time. We believe the issue of delays must be addressed in a Standard.

EU;

Delay during transport

1. The competent authority shall take the necessary measures to prevent or reduce to a minimum any delay during transport or suffering by animals when unforeseeable circumstances impede the application of this Regulation. The competent authority shall ensure that special arrangements are made at the place of transfers, exit points and border inspection posts to give priority to the transport of animals.

2. No consignment of animals shall be detained during transport unless it is strictly necessary for the welfare of the animals or reasons of public safety. No undue delay shall occur between the completion of the loading and departure. If any consignment of animals has to be detained during transport for more than two hours, the competent authority shall ensure that appropriate arrangements are made for the care of the animals and, where necessary, their feeding, watering, unloading and accommodation.

Recommended Standard:

In all interstate or long distance transports of over 12 hours, drivers must have a substantiated contingency plan to cover unforeseen circumstances (eg tyre blow-out) that would result in the delay of more than 2 hours. The contingency plan must be in place at the start of the journey, to ensure that the best welfare of animals is provided.

Standard

SA5.11 The driver must inspect livestock (except poultry):

- i) on the vehicle before departure
- ii) within the first hour of the journey and then at least every three hours or at each rest stop, whichever comes first
- iii) at unloading.

Comment: During our time trailing the transport from West Australia to South Australia it was noted that the WA driver stopped one hour after leaving the saleyard and checked the animals. However, there was a period the next day when the driver failed to check the animals between 1.30am and 2.15pm the same day. That's a 12.75 hour period during which there was no check made on the animals.

Worksafe legislation in WA requires drivers to have a rest break every 5 hours, allowing up to 15 hours drive time. South Australia SafeWork legislation requires drivers to break within every 5 hours allowing up to 14 hours drive time (provided the driver is in a fatigue management system.). Therefore established inspection times can easily be incorporated into this standard.

Also a driver should stop when he is made aware of an issue by a member of the public. As animal welfare is everyone's concern, drivers must understand they are at the forefront of the industry and positive promotion of good welfare by co operating with the public is therefore paramount.

New Zealand minimum standards are clear: inspected within 30 minutes of departure and every two hours after that. This break will also assist in reducing the risk of fatigue.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

4.7 Inspections

Animals should be inspected within 30 minutes of departure by either the driver or attendant and then at least every 2 hours throughout the journey.

Recommended Standard:

SA5.11 The driver must inspect livestock (except poultry):

- i) on the vehicle before departure**
- ii) within the first hour of the journey and then at least every three hours**
- iii) at unloading.**
- iv) when made aware of a problem by the public**

Standard

SA5.12 Upon identifying a distressed or injured animal at an inspection, the driver must provide or seek assistance at the first opportunity. Weak, ill or injured livestock must be identified to the person receiving the livestock.

Comment: 'The first opportunity' is open to interpretation and the discretion of the 'person in charge'. There is a clear risk to the welfare with this conflict and the needs of the animal which must take precedence. Trained and accredited persons must ensure the correct procedures are undertaken to minimize pain and suffering of livestock. This may include veterinary care administered in situ thus minimizing stress and further transport, or euthanasia which must be undertaken immediately. Livestock welfare must be the priority and all solutions/treatments must be employed without delay. New Zealand has addressed the issue.

New Zealand recommends as their minimum standard emergency slaughter without delay.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

Proper arrangements should be made by the owner or his or her agent for the handling and care of animals rejected as unsuitable for loading. Where an animal is not fit to travel and is suffering undue pain or distress it must be destroyed without delay.

Comment: Again we draw attention to our trailing from WA to SA where we observed that the WA driver had failed to assist downer sheep. Firstly the driver refused to assist two sheep when asked at Norseman and again at Eucla. Nothing was done until the Police were asked to intervene and help the animals and in turn they instructed the driver to attend to the animals. By then one had died the other dying. The driver had a knife on board and was able to access the animals, but he hadn't done anything to alleviate their suffering until told to by police

We appreciate that at times drivers might be in difficult circumstances and they try and do everything they can to alleviate suffering. We believe that it is the responsibility of the driver to ensure that immediate assistance is provided to lessen the suffering of an animal when the animal requires immediate care. There is no reason why a driver should be exempt from this requirement and indeed overseas welfare legislations require that the suffering animals be immediately tended to.

This standard also raises questions of spell areas in which animals can be unloaded so to provide easier access to downers/injured animals. There is no spell area in south west WA that we know of, or indeed, between WA and South Australia. If radio telephones, mobile phones with long range and GPS are fitted, and are used, arrangements could be made to assist drivers with injured animals.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

4.1.4 Selection of Animals

*Where an animal is not fit to travel and is suffering unnecessary pain or suffering, immediate veterinary assistance must be obtained for the animal or it **must be destroyed without delay.***

4.3 Loading and Unloading

4.3.1 Loading of animals

To facilitate emergency decisions or actions, the driver or attendant should ensure that he/she is provided with the names and telephone numbers of the owner of the animals or his/her agent and veterinarian experienced with the species of animal being carried. Alternatively, where the stock vehicle has a radio telephone or cell phone fitted, this information should be available from the transport operator's base.

EU:

ANNEX I

TECHNICAL RULES

(as referred to in Article 6(3), Article 8(1), Article 9(1) and (2)(a))

CHAPTER I

FITNESS FOR TRANSPORT

4. When animals fall ill or are injured during transport, they shall be separated from the others and receive first-aid treatment as soon as possible. They shall be given appropriate veterinary treatment and if necessary undergo emergency slaughter or killing in a way which does not cause them any unnecessary suffering.

Recommended Standard:

SA5.12 Upon identifying a distressed or injured animal at an inspection, the driver must provide or seek assistance without delay. Weak, ill or injured livestock must be identified to the person receiving the livestock.

Standard

SA5.13 The person receiving the livestock must make arrangements for separating weak, ill or injured livestock for rest and recovery, appropriate treatment, humane destruction and disposal of dead stock.

Comment: There is no mention of how long the receiver may take in assisting weak, injured or ill or indeed killing severely injured or dying animals. We can always assume that people will do the right thing but some will not as they don't care. Those that do care will be working within requirements.

Remove the chance that delays in action or no action to alleviate suffering is taken.

Recommended Standard:

SA5.13 The person receiving the livestock must make arrangements without delay for separating weak, ill or injured livestock for rest and recovery. They must also arrange without delay appropriate treatment, including efficient, humane destruction by trained and accredited competent people for severely injured or dying animals and disposal of dead stock.

Standard

SA5.14 The driver must make arrangements or take action during extreme hot or cold conditions to minimise the risk to the welfare of livestock.

Comment: Clear and concise definitions of 'extreme' are required eg range of temperature. Action must be defined in order to provide direction. Often it is not the wet weather itself but the chill factor which can cause suffering and deaths, so shelter is vital to reduce risk. Being wet for long periods is uncomfortable and all effort should be made to reduce potential suffering.

Recommended Standard:

SA5.14 The driver must make arrangements or take action during extreme hot or cold conditions to minimise the risk to the welfare of livestock. Extreme is weather with an outside temperature of 35 degrees and over and below 5 degrees.

Providing cover and or shelter for the animals during wet and or cold weather and shade for animals in hot-35+ weather. Protection must be provided for recently shorn or young, weak, pregnant or older animals.

Standard

SA5.15 Where there is a road accident involving the transport vehicle, all livestock must at the first available opportunity be

- i) assessed, in the standing position if possible,
- ii) removed for treatment
- iii) humanely destroyed at the accident site.

Comment: Animals' Angels believe that the phrase "first available opportunity" is not specific and can lead to interpretation. Prosecution for neglect would only be necessary if it can be proven that a driver failed to make every effort to do the right thing for the animals without delay. Wording which allows a person to take their time in addressing suffering of animals is unacceptable.

Recommended Standard:

SA5.15 Where there is a road accident involving the transport vehicle, all animals must without delay be

- i) assessed, in the standing position if possible,
- ii) removed for treatment
- iii) humanely destroyed at the accident site. The person must be trained and accredited and competent to undertake this task

Standard

SA6.1 Humane destruction methods must result in immediate loss of consciousness followed by death while unconscious.

Comment: Loss of consciousness should be immediate.

Recommended Standard:

SA6.1 Humane destruction methods must result in immediate loss of consciousness followed by death while unconscious. When loss of consciousness is not immediate induction of unconsciousness should be non aversive and must not cause anxiety, pain, distress or suffering of the animals

Standard

SA6.2 Humane destruction must be carried out:

- i) on moribund livestock
- ii) by a competent person or under direct supervision of a competent person
- iii) using an approved method for the species
- iv) at the first opportunity.

Comment: Animals' Angels recommend that all persons in any facility who have the overall responsibility of duty of care to the animals ie managers and drivers must be trained in emergency slaughter procedures.

Animals Angels visited a major saleyard in 2005 and observed the emergency slaughter of two cattle. The incident was recorded on the provide video and clearly shows the incompetence and resulting cruelty and suffering.

Recommended Standard:

SA6.2 Humane destruction must be carried out:

- i) on moribund livestock
- ii) by a trained and accredited competent person or under direct supervision of a trained and accredited competent person
- iii) using an approved method for the species
- iv) without delay.

Standard

SA6.3 Where a competent person is not immediately available to humanely destroy an animal, a competent person must be contacted to carry out the procedure at the first opportunity.

Comment: We can appreciate the necessity to avoid creating more suffering by the animal by having a person try to kill it when they do not know how. Yet it is imperative that all steps are taken to put that suffering to an end as fast as possible. 'First opportunity' allows too much leeway for those who feel that animals are less important than other tasks, and we believe the emphasis must be on the welfare of the animal at all times.

Therefore we have replaced the wording to reflect the intent which is that people involved in livestock must make every effort to ensure suffering is at a minimum. Without delay is a legally accepted term used in other legislations and CoP both here and overseas.

Recommended Standard:

SA6.3 Where a trained and accredited competent person is not immediately available to humanely destroy an animal, a trained and accredited competent person must be contacted without delay to carry out the procedure without delay.

Standard

SA6.4 A person humanely destroying an animal must take reasonable action to confirm the animal is dead and to ensure death.

Comment: Define 'reasonable action'. A note in the guidelines to this document states 'the confirmation of an animal's death following a humane destruction procedure can be a difficult task to judge, and requires training and experience of species differences in responses'.

Recommended Standard:

SA6.4 A person humanely destroying an animal must be trained, accredited and competent and must make every effort to confirm the animal is dead and to ensure death.

Standard

SA6.5 Firearm use must be in the frontal or poll positions, except for cattle and pigs.

Standard

SA6.6 Captive bolt use must be in the frontal or poll positions, be accompanied by appropriate restraint, and be followed by an effective procedure to ensure death.

Standard

SA6.7 Blunt trauma to the brain must only be used on specified newborn livestock less than 24 hours old or piglets up to 15 kilograms liveweight, and must be followed by an effective procedure to ensure death.

Comment: This assumes that drivers will be able to weigh the animals first. We believe this should be removed as there is too much room for mistakes in estimating weights.

Recommended Standard:

SA6.7 Blunt trauma to the brain must only be used on specified newborn livestock less than 24 hours old and must be followed by an effective procedure to ensure death.

Standard

SA6.8 Animals must be assessed to be unconscious before pithing.

Comment: Training must be provided for operators to be able to perform this task- A note in the guidelines to this document states 'the confirmation of an animal's death following a humane destruction procedure can be a difficult task to judge, and requires training and experience of species differences in responses'. The same would apply to the task of ensuring the animal was unconscious.

Recommended Standard:

SA6.8 Animals must be assessed to be unconscious by a trained accredited and competent person before pithing.

Standard

SA6.9 Lethal injection is an approved method for all species but must be performed by a veterinarian or an approved person.

Comment: Providing lethal injection should only be provided by a veterinary surgeon.

Recommended Standard:

SA6.9 Lethal injection is an approved method for all species but must be performed by a veterinarian.

ANIMAL SPECIFIC

TRANSPORT IN LATE PREGNANCY

Comment: Animals' Angels would like to see preventative measures applied to put a stop to outcomes resulting in suffering and cruelty and as such Animals' Angels oppose the transport of any animals in late pregnancy.

We recognise that not all truck drivers have the experience to determine physiological or metabolic disorders which are quite likely to present in animals transported in late pregnancy. We also understand that national accredited training in both transport, handling and emergency situations should be in place and provided to equip drivers with the best of skills.

The EU regulates transport of pregnant animals:

EU:

TECHNICAL RULES

(as referred to in Article 6(3), Article 8(1), Article 9(1) and (2)(a))

CHAPTER I

FITNESS FOR TRANSPORT

1. No animal shall be transported unless it is fit for the intended journey, and all animals shall be transported in conditions guaranteed not to cause them injury or unnecessary suffering.

2. Animals that are injured or that present physiological weaknesses or pathological processes shall not be considered

(c) they are pregnant females for whom 90 % or more of the expected gestation period has already passed, or females who have given birth in the previous week;

(d) they are new-born mammals in which the navel has not completely healed;

(e) they are pigs of less than three weeks, lambs of less than one week and calves of less than ten days of age, unless they are transported less than 100 km;

ANIMAL TRANSPORT TIMES

We oppose the excessive time off water provided for in these Standards and Guidelines.

The MLA funded study on the effects of animals to be transported up to 48 hours without water is in our opinion, flawed and therefore the results cannot be taken as indicative of routine practise by the industry. We seriously doubt that industry can routinely replicate the transport conditions under which the study was undertaken.

Another important consideration is that the study was a "one off" and there was no duplicate follow up or blind to substantiate the findings. Essentially, the study could be seen as an attempt to give the desired outcome for which it was funded.

Conventionally, a study or experiment is to investigate a hypothesis or current situation in order to discover or learn the results. Experiments are usually conducted in parallel with a "blind" in order to elicit error- free data and more than one experiment must be conducted.

With the MLA funded study, these conventions were not followed. All aspects of the variables in the experiment were completely controlled. The sheep were weighed, they were packed into trucks with due consideration to weight, ventilation, wool length, type of animal, ability of the animal to rise unassisted, journey type etc. in other words – ideal conditions as opposed to industry reality. Unlike typical transports, the animals were not denied water or feed prior to the journeys and were strictly monitored. Obviously, under these conditions, the drivers would have been expected to comply with ideal driving techniques.

Unfortunately reality does not always imitate 'controlled' studies. In the investigation we undertook in January 2008, Animals' Angels found significant problems with long distance transport of sheep from WA to South Australia concerning water deprivation times. We believe the animals went for 3 days without water.

There are Codes of Practice and legislation which give guidance to the driver to ensure 'good outcomes'. We allege that this was not done and we are aware that there is little opportunity for drivers of long distance transport to comply with legislation and CoPs.

Even by industry standards, 3 days without water is a totally unacceptable outcome. Further, there is a lack of adequate clear and concise instruction to operators detailing water and feed requirements prior to transport. There is also a lack of scientific information on deprivation effects. The transport industry is determined to transport animals that have been curfewed, citing problems with faecal and urine matter despite calls from within their own industry to investigate this issue further. Australian transporters' reluctance to allow animals dry feed and water before loading is not supported by the industry in New Zealand or European Union countries.

Legislation based on an 'outcome system' supports the requirements of the industry and by default, fails in the intent to prevent the risk to animal welfare. Preventative measures are far better in stopping poor practices. This draft legislation gives operators and drivers the opportunity to ignore or pay lip service to the requirements of the animals and doesn't force them to take responsibility for their actions. This is because there a lack of active enforcement, checks and balances. Self regulation is focussed on minimising – not preventing the risk to animal welfare and cruelty. There is no mechanism in place for consistent monitoring and inspecting - just the hope that the operator will do the right thing.

Australia lags behind in their practices compared to many other countries. New Zealand is a major player in animal farming and transport and we see no difference between New Zealand animals and Australian animals. They all require water and feed and rest. NZ stipulates:

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

10.2 Food and Water Requirements

The food and water requirements are a guide only.

Mature ruminants should be watered at least every 12 hours. Lactating animals should be watered at least every 8 hours. Non-ruminants and young (unweaned) animals should be watered at least every 8 hours. Water requirements will increase on hot days.

Mature animals should not be without food for more than 24 hours. The interval between feeds for young animals should be no more than 12 hours.

11.4 Duration of Journey

*Under normal conditions, **adult sheep and goats** should not be transported for more than 12 hours without water and 24 hours without food. The actual frequency of food and water provision will be determined by the age and class of the animal and the temperature.*

12.3 Duration of Journey

*Under normal conditions **adult cattle** should not be transported for more than 12 hours without water and 24 hours without food. The actual frequency that food and water is provided will be determined by the age and class of the animal and the temperature.*

13.3 Duration of Journey

*Water and food should be provided for **pigs** on a daily basis. This needs to be taken into account when planning the movement of pigs.*

It is recommended that transport time plus lairage is not more than 14 hours.

Under normal conditions, adult pigs should not be transported for more than 8 hours without water and 24 hours without food. The actual frequency that food and water is provided will be determined by the age and class of the animal and the temperature.

14.3 Duration of Journey

Under normal conditions, **adult deer** should not be transported for more than 12 hours without water and 24 hours without food.

Because deer can be stressed if unloaded in unfamiliar surroundings, a journey may be extended to 18 hours when the final destination can be reached in that time and the deer can be hosed in the truck to reduce stress during hot weather. On longer journeys, water should be provided every 12 hours and food every 24 hours and a lower stocking density used. The deer should be rested every 24 hours.

15.3 Duration of Journey

Under normal conditions, **adult horses** should not be transported for more than 12 hours without water and 24 hours without food. The actual frequency at which food and water is provided will be determined by the age and class of the animal and the temperature. The following circumstances may require the interval for food and water to be reduced:

16.1.1 Water and food requirements

With the exception of **day-old chick, birds** should not be held in containers for longer than 12 hours, unless they are assured of access to water. When a delay is anticipated and the holding time is likely to exceed 12 hours, either the birds should be released into a shed where they have access to food and water, or immediate slaughter arranged in another slaughter house.

Birds must receive food during the 24 hours prior to travel, but it is advisable not to feed birds for 3-6 hours before loading. Birds must not be deprived of water prior to loading.

The time spent in containers should be calculated from the time the birds are first placed in them not from when the journey begins.

16.2.5 Transporting day-old chickens

The consignment should leave as soon as possible after hatching and must reach the destination within 72 hours after hatching. Every attempt must be made to avoid chilling or overheating, especially by minimising delays in transport.

EU is clear in that water and feed shall be provided after 8 hours transport and this is on board the truck enroute.

EU:

CHAPTER V

WATERING AND FEEDING INTERVAL, JOURNEY TIMES AND RESTING PERIODS

1. Domestic Equidae, domestic animals of bovine, ovine, caprine and porcine species

1.1. The requirements laid down in this Section apply to the movement of domestic Equidae, except registered Equidae, domestic animals of bovine, ovine, caprine and porcine species, except in the case of air transport.

1.2. Journey times for animals belonging to the species referred to in point 1.1. shall not exceed eight hours.

1.3. The maximum journey time in point 1.2. may be extended if the additional requirements of Chapter VI are met.

1.4. The watering and feeding intervals, journey times and rest periods when using road vehicles which meet the requirements in point 1.3. are defined as follows:

(a) Unweaned calves, lambs, kids and foals which are still on a milk diet and unweaned piglets must, after nine hours of travel, be given a rest period of at least one hour sufficient in particular for them to be given liquid and if necessary fed. After this rest period, they may be transported for a further nine hours;

(b) Pigs may be transported for a maximum period of 24 hours. During the journey, they must have continuous access to water;

(c) Domestic Equidae may be transported for a maximum period of 24 hours. During the journey they must be given liquid and if necessary fed every eight hours;

(d) All other animals of the species referred to in point 1.1. must, after 14 hours of travel, be given a rest period of at least one hour sufficient for them in particular to be given liquid and if necessary fed. After this rest period, they may be transported for a further 14 hours.

1.5. After the journey time laid down, animals must be unloaded, fed and watered and be rested for at least 24 hours.

**BUFFALO:
Standard**

SB2.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Adult buffalo over 6 months old	36 hours
Buffalo 1–6 months old	24
Buffalo known to be more than 7 months pregnant excluding the last 4 weeks and lactating buffalo with calves at foot	24

Comment: Transporting late pregnancy animals does not eliminate the potential for suffering. Those loading should know if the animals are pregnant- if there is doubt then do not transport.

Recommended Standard:

SB2.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Adult buffalo over 6 months old	28 hours
Buffalo 1–6 months old	18
Buffalo more than 7 months pregnant excluding the last 4 weeks and lactating buffalo with calves at foot	18

Standard

SB2.2 If buffalo over 6 months have been off water for 36 hours, they must be spelled for 24 hours before starting another journey, If cows known to be more than 7 months pregnant excluding the last 4 weeks, lactating cows, calves and young buffalo have been off water for 24 hours, they must be spelled for 12 hours before starting another journey.

Comment: Notwithstanding the objection to the suggested times we suggest that the industry should be able to demonstrate their knowledge of the animals they are farming and transporting. It is the responsibility of the farmer or supplier to inform the transporter about the condition of the animals. It is therefore a requirement that the farmer or supplier ensure they know the pregnancy status of the animals and if in doubt either get a vet to check or do not load.

Recommended Standard:

SB2.2 If buffalo over 6 months have been off water for 28 hours, they must be spelled for 24 hours before starting another journey, If cows are more than 7 months pregnant excluding the last 4 weeks, lactating cows, calves and young buffalo have been off water for 18 hours, they must be spelled for 12 hours before starting another journey.

Standard

SB2.3 Buffalo known to be in the last 4 weeks of pregnancy must be transported under veterinary advice, unless the journey is less than 4 hours duration.

Recommended Standard:

SB2.3 Buffalo in the last 4 weeks of pregnancy must not be transported.

Standard

SB2.4 Electric prodders must only be used on buffalo after reasonable actions to cause movement have failed.

Comment: The guidelines states: GB2.15 Electric prodders should not be used, because buffalo may become aggressive. Additionally, handlers should not be in the position whereby the animals have direct access to the handler. The term 'reasonable actions' must be defined and quantified.

Recommended Standard:

SB2.4 Electric prodders must not be used on buffalo.

Standard

SB2.6 Buffalo that suffer heat stress during transport must be cooled without delay by water spray.

Standard

SB2.5 Dogs must not be used to move buffalo.

Standard

SB2.7 Approved methods of humane destruction for:
i) *buffalo* are firearms or lethal injection

CAMELS:

Standard

SB3.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Camels over 6 months old	24
Camels known to be more than 9 months pregnant excluding the last 4 weeks	24

Comment: Transporting late pregnancy animals does not eliminate the potential for suffering. Those loading should know if the animals are pregnant- if there is doubt then do not transport.

Recommended Standard:

SB3.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Camels over 6 months old	24
Camels more than 9 months pregnant excluding the last 4 weeks	18

Standard

SB3.2 Journey time for camels over 6 months old, excluding camels known to be in the final month of pregnancy, may be extended to 72 hours only under the following conditions:

- i) camels must be watered and fed on the vehicle every 24 hours
- ii) there must be space for all camels to lie down
- iii) regular assessments must be made that the camels are fit for the remainder of the intended journey
- iv) camels must be allowed a spell of 24 hours before starting another journey.

Comment: Notwithstanding the objection to the suggested times we suggest that the industry should be able to demonstrate their knowledge of the animals they are farming and transporting. It is the responsibility of the farmer or supplier to inform the transporter about the condition of the animals. It is therefore a requirement that the farmer or supplier ensure they know the pregnancy status of the animals and if in doubt either get a vet to check or do not load.

Recommended Standard:

SB3.2 Journey time for camels over 6 months old, excluding camels in the final month of pregnancy, may be extended to 72 hours only under the following conditions:

- i) camels must be watered and fed on the vehicle every 24 hours**
- ii) there must be space for all camels to lie down at the same time**
- iii) regular assessments by a trained accredited competent and experienced person must be made that the camels are fit for the remainder of the intended journey**
- iv) camels must be allowed a spell of 24 hours before starting another journey.**

Standard

SB3.3 If camels over 6 months old or camels known to be more than 9 months pregnant, excluding the last 4 weeks, have been off water for 24 hours, they must be spelled for 12 hours before starting another journey.

Recommended Standard:

SB3.3 If camels over 6 months old or camels more than 9 months pregnant, excluding the last 4 weeks have been off water for 24 hours, they must be spelled for 12 hours before starting another journey.

Standard

SB3.4 Camels known to be in the last 4 weeks of pregnancy must be transported under veterinary advice unless the journey is less than 4 hours.

Recommended Standard:

SB3.4 Camels in the last 4 weeks of pregnancy must not be transported

Standard

SB3.5 Camels must have a minimum of 100 mm clearance between the top of their hump and the livestock crate.

Standard

SB3.6 Electric prodders must only be used on camels after reasonable actions to cause movement have failed.

Comment: Guideline GB3.14 states: Electric prodders should only be used on camels as an absolute last resort. The use of electrical prodders is no excuse for a lack of handling skills.

Recommended Standard:

SB3.6 Electric prodders must not be used on camels.

Standard

SB3.7 Dogs must not be used to move camels.

Standard

SB3.8 Approved methods of humane destruction for camels over 6 months old are firearm captive bolt or lethal injection. Approved methods of humane destruction for camels less than 6 months old are firearm, captive bolt, lethal injection or blunt trauma. Blunt trauma must only be used when there is no other approved option for humane destruction, and only on camel calves that are less than 24 hours old.

Comment: There are serious issues with the use of blunt trauma such as: the ability to restrain the animal, the accuracy and repeatability of the smashing of the head.

The ability of the person is of concern given the lack a national training system in animal handling and behaviours. Only a trained accredited and competent person should attempt to kill an animal.

Recommended Standard:

SB3.8 Approved methods of humane destruction for camels are firearm captive bolt or lethal injection. The use of blunt trauma is only to be used on camel calves that are less than 24 hours old and when there is no other (approved) option for humane destruction.

Killing of a camel must only be undertaken by a trained accredited and competent person.

CATTLE:

Standard

SB4.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Cattle over 6 months old	48
Calves 1–6 months old	24
Lactating cows with calves at foot	24
Calves 5–30 days old travelling without mothers	18
Cattle known to be more than 6 months pregnant excluding the last 4 weeks	24

Comment: There is no permit system, log system or active checking/enforcement system which ensure that animals are transported with the best regard to their welfare, that all animal welfare requirements /CoPs /ASEL have been met, and that no animals are suffering whilst in transportation. As Animals' Angels found with the long distance transport investigation we undertook in January 2008, although there are CoP in place which recommended 'best practice', compliance with the codes or best practice did not occur and Animals' Angels question the trustworthiness of the industry which is essentially driven by financial gain. On that journey and we suspect every other journey will be the same, no routine checks for animal welfare were made at any stage by any government or prosecutable agency.

The MLA study on cattle in transport was conducted under strictly controlled conditions using animals in peak health. The animals were not denied water or feed before transport. In addition we understand there was no record of any condition presenting in the cattle which would indicate accumulation of water curfews previous to this experiment. It is acceptable to say that everyday transport would fail to mirror these conditions.

Further this study was only one experiment and it is quite possible that should the same experiment be repeated in other states in different weathers and temperatures, the results would reveal quite different outcomes.

The land transport review group has chosen to accept the MLA funded experiment as a solid basis for long distance transport even though the trial is an 'isolated' case study. Quite clearly Australia is basing the future welfare of animals in long distance transport on a one-off test. Animals' Angels believe this is not an acceptable foundation for development of transport hours without water. And given our investigation in January, we believe that our trailing revealed that there are too many animal welfare risks associated with long distance transport which have yet to be addressed.

There has always been the argument that off loading and reloading causes more stress than driving the full period and although there is some merit in this, the length of times of 48 hours without water is excessive in our view. We understand that that the majority of transports of cattle in Australia are within 24 hours therefore the 48 hour water extension time is unnecessary.

We take the view that government and industry must recognise that consumers both here and overseas want assurance that Australia makes every effort to ensure the welfare of animals is a priority. This can only be achieved by way of sound animal welfare legislation based on 'cruelty prevention'. This includes established controls over truck movements and the proactive enforcement and routine policing of the industry to ensure compliance with the legislation.

In our opinion, Australia has yet to prove this is done.

Europe has preventative measures in place adopting a maximum transport time of 8 hours without water or 14 hours so long as water and feed enroute is available. Their rules basically concur with the position New Zealand has adopted on transport times- New Zealand allows for 12 hours without water.

The position on transport times which has been adopted by both NZ and the European Union countries is recognition that animals need water within carefully considered time limits. They also recognize that prevention of suffering and or cruelty is the only tried and true method for successful animal welfare.

The Australian Government and the Australian livestock industry need to be reminded that both NZ and the European Union countries have responded to the demand by consumers for animals to be treated with respect and compassion in transport. The livestock industry has already experienced the impact that negative reaction from the Australian community can have and needs to pay attention to the priority of animal welfare.

New Zealand transports animals between the islands, for distances somewhat shorter than those covered in Australia, yet New Zealand has still managed to establish several lairage areas in which they off load, water, feed and rest the animals. Europe has also established stable points throughout the EU community so that the operators can offload rest and water according to their directives.

Despite industry transporting animals over longer distances than New Zealand, Australia has failed to establish spell areas over most of the transport routes. Because the livestock industry in Australia is obviously reluctant to outlay money on spell areas, the Australian Government has allowed legislation that supports long distances transport in all weathers without the provision of welfare breaks.

We believe it essential that the Australian livestock industry be compelled to develop ‘spell’ areas whereby animals can be offloaded, watered and fed then rested during the journey in order to comply with standards of animal welfare that are considered world standard and best practice.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

12.3 Duration of Journey

*Under normal conditions **adult cattle** should not be transported for more than 12 hours without water and 24 hours without food. The actual frequency that food and water is provided will be determined by the age and class of the animal and the temperature.*

Recommended Standard:

SB4.1 Time off water must not exceed the absolute maximum time periods given below:

Class	Maximum time off water (hours)
Cattle over 6 months old	28
Calves 1–6 months old	10
Lactating cows with calves at foot	10
Calves 5–30 days old travelling without mothers	4
Cattle more than 6 months pregnant excluding the last 4 weeks	10



Standard

SB4.2 If cattle over 6 months old have been off water for 48 hours, they must be spelled for 36 hours before starting another journey.

If cows known to be more than 6 months pregnant excluding the last 4 weeks, lactating cows with calves at foot or calves 1-6 months old have been off water for 24 hours, they must be spelled for 12 hours before starting another journey.

Recommended Standard:

SB4.2 If cattle over 6 months old have been off water for a maximum of 28 hours, they must be spelled for 24 hours before starting another journey.

If cows more than 6 months pregnant excluding the last 4 weeks, lactating cows with calves at foot or calves 1-6 months old have been off water for 10 hours, they must be spelled for 8 hours before starting another journey.

Standard

SB4.3 Cattle known to be in the last 4 weeks of pregnancy must be transported under veterinary advice unless the journey is less than 4 hours duration.

Comment:

We have no doubt there has been and will be suffering and or deaths due to transportation in the last weeks of pregnancy. We refer to the cruelty case involving cattle transported from Mt Augusta to Midland Saleyard whereby a number of cows calved enroute. Many cows and their newborns were trampled and subsequently died as a result.

Recommended Standard:

SB4.3 Cattle in the last 4 weeks of pregnancy must not be transported.

Standard

SB4.4 Calves less than 5 days old travelling without mothers must only be transported directly to a calf-rearing facility and must:

- i) be fed colostrum on the property of origin
- ii) be fed a liquid feed within 6 hours before loading
- iii) be provided with thick bedding and room to lie down
- iv) be protected from cold and heat
- v) not be consigned through saleyards
- vi) not be transported for longer than 6 hours

Comment: Animals' Angels oppose this standard which allows farmers to take new born calves away from their mothers and put onto a truck for transport up to 6 hours. Newborns should remain with their mothers at least until their umbilical cord is shrivelled and the navel has fully healed.

Recommended Standard:

SB4.4 Calves between 5 and 30 days old travelling without mothers must

- i) be at least 5 days old before transport
- ii) have the navel fully healed
- iii) be fed a liquid feed within 3 hours before loading
- iv) be provided with thick bedding and room to lie down
- v) be protected from cold and heat- temps less than 15 degrees and heat more than 30 degrees.
- vi) not be transported for longer than 4 hours
- vii) be accompanied by documentation to verify that the calves are older than 5 days.
- viii) have an auditable and accessible record that identifies the date and time that the calves were last fed.

Standard- REMOVE this Standard completely

SB4.5 Calves between 5 and 30 days old travelling without mothers must:

- i) be protected from cold and heat: ii) be prepared and transported to ensure not more than 12 hours since last feed
 - iii) have an auditable and accessible record that identifies the date and time that the calves were last fed, unless the journey is between rearing properties and is less than 6 hours duration.
-

Standard

SB4.7 Dogs must not be used to move bobby calves less than 30 days old.

Recommended Standard:

SB4.7 Dogs must not be used to move any calves under 6 months.

Standard

SB4.8 Approved methods of humane destruction for:

- i) *adult cattle* are firearms (including the temporal position) captive bolt or lethal injection
- ii) *calves* are firearms, captive bolt, lethal injection or blunt trauma; blunt trauma must only be used when there is no other approved option for humane destruction, and only on calves that are less than 24 hours old.

Comment: There are serious issues with the use of blunt trauma such as: the ability to restrain the animal, the accuracy and repeatability of the smashing of the head

There is no way of ensuring 'destruction' is 'with less suffering' if the person is not trained, accredited and competent to carry out the task and we refer to our attached video: 'Emergency slaughter of cattle'

Recommended Standard:

SB4.8 Approved methods of humane destruction for:

- i) *adult cattle* are firearms (including the temporal position) captive bolt or lethal injection
- ii) *calves* are firearms, captive bolt, lethal injection or blunt trauma; blunt trauma must only be used when there is no other approved option for humane destruction, and only on calves that are less than 24 hours old.

Destruction must only be carried out by trained, accredited and competent persons

DEER

Standard

SB5.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Deer over 6 months old	48
Fawns/calves under 6 months old	28
Deer known to be more than 5 months pregnant excluding the last four weeks	24

Comment: New Zealand started large scale commercial farming and New Zealand remains the world's largest and most advanced deer farming industry. The industry has developed a QA system- 'DeerQA' which sets standards for their business and is basically in-line with the current New Zealand Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand. The DeerQA is mandatory for all involved in the deer industry.

Deer are quite nervous animals and their handling and care must be undertaken with the knowledge that stress is the major contributor to death. Stress can be caused through poor handling, heat, lack of water and feed, and the act of transport and the stressed animals can easily pass on their stress to others in the group, resulting in not just one but all the animals suffering.

Deer Industry NZ was adamant that deer should not be transported for any time longer than 12 hours without water. Their expert opinion was that lack of water causes stress and this **must** be avoided.

There is no Standard in the proposed Standards and Guidelines for deer in velvet. Velvet is where the horns are extremely sensitive as the nerves and blood supply in the antlers is very well developed.

In addition, the deer industry understands that to avoid any indecisiveness with pregnant animals, no pregnant hind may be transported after October 1st. The stags are put to hinds late March early April, and as the gestation for deer is 233 days, the industry decided that it is far safer to stipulate a date to ensure compliance.

The New Zealand Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand provide specific rules under which deer may not be transported.

New Zealand Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

The following must not be transported:

deer with young at foot less than a month old,
deer that are likely to injure other animals or people,
deer that have been weaned in the last 7 days, (10days stipulated in the DeerQA system)
deer with bleeding antler stubs, or in the first week after velveting,
deer with velvet longer than 60 mm (except for master breeding stags) – (see Deer Transport Operators Quality Assurance Programme (1993-94), Deer Industry New Zealand, for details.)

The following should be transported or penned separately:

deer of different species,
hinds/does,
deer with antlers, either hard or velvet, longer than 60 mm,
young animals,
animals differing greatly in size.

The New Zealand Code of Recommendations and Minimum Standards also provides for maximum times for transport:

14.3 Duration of Journey

*Under normal conditions, **adult deer** should not be transported for more than 12 hours without water and 24 hours without food.*

Because deer can be stressed if unloaded in unfamiliar surroundings, a journey may be extended to 18 hours when the final destination can be reached in that time and the deer can be hosed in the truck to reduce stress during hot weather. On longer journeys, water should be provided every 12 hours and food every 24 hours and a lower stocking density used. The deer should be rested every 24 hours.

(Longer journeys are considered 24 hours including spell stops.)

Recommended Standard:

SB5.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Deer over 6 months old	18
Fawns/calves between 1 month and 6 months old	8
Deer more than 4 months pregnant excluding the last four weeks	8

Standard

SB5.2 If deer over 6 months old have been off water for 48 hours, they must be spelled for 36 hours before starting another journey.

If fawns or calves have been off water of 28 hours, they must be spelled for 12 hours before starting another journey.

If deer known to be more than 5 months pregnant excluding the last 4 weeks, have been off water for 24 hours, they must be spelled for 12 hours before starting another journey.

Recommended Standard:

SB5.2 If deer over 6 months old have been off water for 18 hours, they must be spelled for 12 hours before starting another journey.

If fawns or calves between 1 and 6 months have been off water of 8 hours, they must be spelled for 12 hours before starting another journey.

If deer more than 4 months pregnant excluding the last 4 weeks, have been off water for 8 hours, they must be spelled for 8 hours before starting another journey.

Standard

SB5.3 Deer known to be in the last 4 weeks of pregnancy must only be transported under veterinary advice unless the journey is less than 4 hours duration.

Recommended Standard:

SB5.3 Deer in the last 4 weeks of pregnancy must not be transported.

New Standard:

SB5.—Deer must not be transported if they: are with young at foot less than a month old, are likely to injure other animals or people, have been weaned in the last 10 days, have bleeding antler stubs, or in the first week after velveting,

Standard

SB5.4 Electric prodders must only be used on deer after reasonable actions to cause movement have failed.

Comment: The New Zealand deer industry is adamant that under any circumstances electric shock prodders should never be used on deer. In their opinion, because deer kick with an extension of some distance, the operator puts himself at great risk by using a prodder.

Recommended Standard:

SB5.4 Electric prodders must not be used on deer.

**GOATS:
Standard**

SB7.1 Time off water must not exceed the time periods given below:

Goats	Maximum time off water (hours)
Goats over 6 months old	48
Kids under 6 months old	28
Goats known to be more than 14 weeks pregnant excluding the last 2 weeks	24

Comment: We understand a large proportion of goats transported are wild and as such their contact with humans has been very limited. Information provided to Animals' Angels is that deaths in wild goats during transport and live export can be very high as their coping mechanisms are under considerable stress.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

11.4 Duration of Journey

*Under normal conditions, **adult sheep and goats** should not be transported for more than 12 hours without water and 24 hours without food. The actual frequency of food and water provision will be determined by the age and class of the animal and the temperature.*

Recommended Standard:

SB7.1 Time off water must not exceed the time periods given below:

Goats	Maximum time off water (hours)
Goats over 6 months old	28
Kids between 10 days and 6 months old	12
Goats more than 14 weeks pregnant excluding the last 4 weeks	12

Standard

SB7.2 If goats over 6 months old have been off water for 48 hours, they must be spelled for 36 hours before starting another journey.

If kids have been off water for 28 hours, they must be spelled for 12 hours before starting another journey.

If goats known to be more than 14 weeks pregnant excluding the last 2 weeks, have been off water for 24 hours, they must be spelled for 12 hours before starting another journey.

Comment: Because of the inability of goats, particularly wild goats to cope with the stresses of human contact and captivity/restraint it is even more important that care must be taken transporting wild/goats. It is also imperative that the consignor make sure that the transporter is made aware if the animals are pregnant and or if in late pregnancy. If the consignor does not know then he must take responsibility to either find out or not transport the animals.

Recommended Standard:

SB7.2 If goats over 6 months old have been off water for 28 hours, they must be spelled for 12 hours before starting another journey.

If kids have been off water for 12 hours, they must be spelled for 8 hours before starting another journey.

If goats more than 14 weeks pregnant excluding the last 4 weeks, have been off water for 12 hours, they must be spelled for 8 hours before starting another journey.

Standard

SB7.3 Approved methods of humane destruction for:

- i) *goats over 6 months old* are firearm, captive bolt, lethal injection or bleeding out; bleeding out by neck cut must be done only by a competent operator and in situations where there is no firearm or captive bolt available
- ii) *kids* are firearm, captive bolt, lethal injection, bleeding out or blunt trauma; bleeding out by neck cut must be done only by a competent operator and in situations where there is no firearm or captive bolt available; blunt trauma must only be used for kids that are less than 24 hours old and where there is no firearm or captive bolt available.

Comment: There are serious issues with the use of blunt trauma such as: the ability to restrain the animal, the accuracy and repeatability of the smashing of the head. Anyone who has the responsibility of killing the animal **MUST** be trained; accredited and competent in this activity otherwise there is no way of ensuring as much as possible that the killing is 'humane'.

Recommended Standard:

SB7.3 Approved methods of humane destruction for:

- i) *goats over 6 months old* are firearm, captive bolt, lethal injection or bleeding out; bleeding out by neck cut must be done only by a trained, accredited and competent operator and only in situations where there is no firearm or captive bolt available
- ii) *kids* are firearm, captive bolt, lethal injection, bleeding out or blunt trauma; bleeding out by neck cut must be done only by a trained, accredited and competent operator and only in situations where there is no firearm or captive bolt available; blunt trauma must only be used for kids that are less than 24 hours old and where there is no firearm or captive bolt available by a trained, accredited and competent operator.

New Standard:

SB7.4 Transport of goats in the last 4 weeks of pregnancy or with kids 10 days of age must not be undertaken.

New Standard:

SB7.5 Electric prodders must not be used on goats.

New Standard:

SB7.6 All goats — particularly wet and weak goats — must be fed dry hay or fibre before transport, allowing for curfew periods as appropriate, to sustain them for the journey.

New Standard:

SB7.7 Goats to be transported longer than 24 hours should be fed and watered within 5 hours before loading.

HORSES:

Standard

SB8.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Horses over 6 months old	24
Lactating mares	12
Foals less than 6 months old	12
Mares known to be more than 7.5 months pregnant excluding the last 4 weeks	12

Comment: There is quite a difference between the way the standards are offering some preventative measures for horses but are not replicated with the other species.

Most horses are transported for the racing industry as opposed to transported for slaughter. The horse slaughter industry is very active, and animals may be transported thousands of kms to a meat export slaughterhouse. However these standards have been written reflect the racing industry rather than slaughter industry- as is clear, the standards are a little more caring.

Recommended Standard:

SB8.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Horses over 6 months old	18
Lactating mares	12
Foals more than 2 weeks and less than 6 months old	6
Mares more than 7.5 months pregnant excluding the last 4 weeks	12

Standard

SB8.2 Journey time may be extended for horses to 36 hours only under the following conditions:

- i) horses must be watered and fed on the vehicle every 5 hours
- ii) horses are not exposed to the natural elements
- iii) there must be sufficient space of 700 mm wide and 2350 mm long per stall
- iv) flooring must be suitable
- v) regular assessments must be made that the horses are fit for the remainder of the intended journey
- v) horses must be spelled for 24 hours before starting another journey.

Recommended Standard:

SB8.2 Journey time may be extended for horses to 28 hours only under the following conditions:

- i) horses must be watered and fed on the vehicle every 5 hours**
- ii) horses are not exposed to the natural elements**
- iii) there must be sufficient space of 700 mm wide and 2350 mm long per stall**

iv) flooring must be suitable

v) assessments every 3 hours must be made that the horses are fit for the remainder of the intended journey

v) horses must be spelled for 24 hours before starting another journey.

Standard

SB8.3 If horses have been off water for 24 hours, they must be spelled for 12 hours before starting another journey. If lactating mares, foals and pregnant mares known to be more than 7.5 months pregnant excluding the last 4 weeks, have been off water for 12 hours, they must be spelled for 12 hours before starting another journey.

Recommended Standard:

SB8.3 If horses have been off water for 18 hours, they must be spelled for 12 hours before starting another journey.

If lactating mares and pregnant mares more than 7.5 months pregnant excluding the last 4 weeks, have been off water for 12 hours, they must be spelled for 12 hours before starting another journey. If foals older than 2 weeks and younger than 6 months have been off water for 6 hours they must be spelled for 8 hours.

Standard

SB8.4 Mares known to be in the last 4 weeks of pregnancy must be transported under veterinary advice unless the journey is less than 4 hours.

Recommended Standard:

SB8.4 Mares in the last 4 weeks of pregnancy must only be transported under written veterinary authorisation and only if the journey is less than 2 hours. Foals younger than 2 weeks must not be transported.

Standard

SB8.5 Horses kept in yards for more than 12 hours or that will be transported for more than 12 hours must be provided with water and feed and space to lie down before loading.

Comment: It must be stated how much feed and water must be provided.

Recommended Standard:

SB8.5 Horses kept in yards for more than 12 hours or that will be transported for more than 12 hours must be provided with 'plenty' of water and feed and space to lie down up until the time of loading.

Standard

SB8.6 Foals and young horses being transported for more than 5 hours must have sufficient space to suckle and lie down.

Recommended Standard:

SB8.6 Foals and young horses being transported with their mothers for more than 4 hours must have sufficient space to suckle and lie down.

Standard

SB8.7 Moderate to severely lame horses of lameness score 4 and 5 (as specified in Table B8.2) must not be transported unless veterinary advice is obtained.

Comment: The requirement for vet 'advice' is not adequate. It is neither binding nor verifiable. If any vet advice is sought, it must be written and signed documentation; therefore, we oppose transporting animals in **any** condition which could cause suffering to any degree, thus risk their welfare

Recommended Standard:

SB8.7 Moderate to severely lame horses of lameness score 4 and 5 (as specified in Table B8.2) must not be transported.

Standard

SB8.8 All vehicles must be constructed in a way that ensures each horse stall or pen can be accessed easily for feeding, watering and visual inspection. All vehicles must contain nonslip flooring and walls of sufficient strength to withstand horse activity.

Recommended Standard:

SB8.8 All vehicles must be constructed in a way that ensures each horse stall or pen can be accessed easily for feeding, watering and visual inspection. All vehicles must contain nonslip flooring and walls of sufficient strength to withstand horse activity. Any dividers used must be designed and constructed so that legs or heads cannot be caught or trapped underneath.

Standard

SB8.9 Fully enclosed, environmentally controlled vehicles must have effective ventilation, with fans and other equipment providing at least 12 air changes per hour.

Standard

SB8.10 A vertical clearance of a minimum 2 m between the livestock crate floor and overhead structures must be provided in any vehicle used for horse transport to ensure head room clearance

Standard

SB8.11 Unbroken stallions must be segregated from other horse categories

Recommended Standard:

SB8.11 Stallions, unbroken horses, pregnant mares, mares with foals at foot and animals that have health conditions must be segregated.

Standard

SB8.12 Electric prodders must not be used on horses.

Standard

SB8.13 Dogs must not be used to move horses in livestock handling facilities.

Comment: There should be a restriction on dogs working horses in any facility. Dogs should not work horses at all as horses are prone to injury due to their flighty nature.

Recommended Standard:

SB8.13 Dogs must not be used to move horses.

Standard

SB8.14 Horses travelling across Bass Strait must be individually stalled except mares with foals at foot which must be stalled together.

Recommended Standard:

SB8.14 Horses travelling across Bass Strait must be individually stalled except mares with foals at foot which must be stalled together. Foals must be 2 weeks old or more before transport

Standard

SB8.15 The approved methods for humane destruction of horses are:

- (i) *horses* over 6 months old, a firearm aimed in the frontal position or lethal injection
- (ii) *foals* under 6 months old, A firearm aimed in the frontal position or lethal injection.

PIGS:

Standard

SB9.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Pigs	24
Lactating sows and piglets	12
Weaners	12

Comment: Pigs in New Zealand or Australia would share the same requirements and would therefore be comparable. The minimum standards adopted by NZ are such that in their opinion their STDs provide for best welfare outcomes.

EU Directives:

CHAPTER V

WATERING AND FEEDING INTERVAL, JOURNEY TIMES AND RESTING PERIODS

1. Domestic Equidae, domestic animals of bovine, ovine, caprine and porcine species

1.4. The watering and feeding intervals, journey times and rest periods when using road vehicles which meet the requirements in point 1.3. are defined as follows:

Pigs may be transported for a maximum period of 24 hours. During the journey, they must have continuous access to water;

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

13.3 Duration of Journey

*Water and food should be provided for **pigs** on a daily basis. This needs to be taken into account when planning the movement of pigs.*

It is recommended that transport time plus lairage is not more than 14 hours.

Under normal conditions, adult pigs should not be transported for more than 8 hours without water and 24 hours without food. The actual frequency that food and water is provided will be determined by the age and class of the animal and the temperature.

Recommended Standard:

SB9.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Pigs	12
Weaners	8

Standard

SB9.2 Journey time may be extended to 48 hours only under the following conditions:

- i) pigs must have access to water on the vehicle
- ii) there must be space for all pigs to lie down
- iii) pigs must be assessed regularly to be fit for the remainder of the intended journey
- iv) pigs must be provided with water, food and rest for 24 hours before starting another journey.

Comment: Although water is provided, feed is not. In our opinion, two full days is too long to transport pigs without feed. Pigs are also easily prone to heat stress therefore fewer pigs must be loaded to avoid increasing internal truck temperatures. See # v)

Recommended Standard:

SB9.2 Journey time may be extended to 24 hours only under the following conditions:

- i) pigs must have ready access to water on the vehicle
- ii) there must be space for all pigs to lie down at the same time.
- iii) pigs must be assessed regularly to be fit for the remainder of the intended journey
- iv) pigs must be provided with water, food and rest for 8 hours before starting another journey.
- v) 5% fewer pigs must be loaded in weather- temp exceeding 30 degrees

Standard

SB9.3 If pigs have been off water for the maximum time permitted, they must be provided with water, food and rest for 12 hours before starting another journey.

Recommended Standard:

SB9.3 If pigs have been off water for the maximum time permitted, they must be provided with water, food and rest for 8 hours before starting another journey.

Standard

SB9.4 Electric prodders must not be used on pigs.

Standard

SB9.5 Approved methods for humane destruction are:

- i) for pigs a firearm aimed in the frontal or temporal position, captive bolt aimed in the frontal position
- ii) for piglets less than 15 kilograms are blunt trauma, firearm, captive bolt or lethal injection.

Comment: There are serious issues with the use of blunt trauma such as: the ability to restrain the animal, the accuracy and repeatability of the smashing of the head.
Number ii) assumes that drivers will be able to weigh the animals first. We believe this should be removed as there is too much room for mistakes in estimating weights.

Recommended Standard:

SB9.5 Approved methods for humane destruction are:

- i) for pigs a firearm aimed in the frontal or temporal position, captive bolt aimed in the frontal position
- ii) Blunt trauma to the brain must only be used on specified newborn pigs less than 24 hours old and must be followed by an effective procedure to ensure death.

New Standard:

SB9.6 Transporting sows about to farrow or more than 75 days pregnant must not occur. Transport of non pregnant sows must be over short distances of less than 1 hour duration. Additional care should be provided, and must include space to lie down on the vehicle, and appropriate feed and water.

New Standard:

SB9.7 Transport of lactating sows with piglets less than 15kgs must not be undertaken.

POULTRY

Standard

SB10.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Poultry	24
Chicks	60a following take off b

a Normal allowable time off water is 72 hours, allowing 12 hours for hatching time before removal (take off) from the hatchery

b Water deprivation time allowed can be up to 72 hours if provided with hydrating material in the transport container

Comment: The wording of this Standard is very ambiguous. Does the a) and b) section mean the chicks can be transported for 72 hours then another 72 hours so long as in the last 72 hour period they have hydrating material supplied?

Define hydrating material. No requirement is made of the water content within the material. 72 hours or 3 days is a very long time without water for any animal. Also this standard above does not concur with EU regulations in any way.

Overseas (EU) regulations prevent poultry being denied feed and water longer for than 12 hours

EU Directives:

CHAPTER V

WATERING AND FEEDING INTERVAL, JOURNEY TIMES AND RESTING PERIODS

2. Other species

2.1. For poultry, domestic birds and domestic rabbits, suitable food and water shall be available in adequate quantities, save in the case of a journey lasting less than:

(a) 12 hours disregarding loading and unloading time; or

(b) 24 hours for chicks of all species, provided that it is completed within 72 hours after hatching.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

16.1.1 Water and food requirements

With the exception of day-old chick, birds should not be held in containers for longer than 12 hours, unless they are assured of access to water. When a delay is anticipated and the holding time is likely to exceed 12 hours, either the birds should be released into a shed where they have access to food and water, or immediate slaughter arranged in another slaughter house.

Birds must receive food during the 24 hours prior to travel, but it is advisable not to feed birds for 3-6 hours before loading. Birds must not be deprived of water prior to loading.

The time spent in containers should be calculated from the time the birds are first placed in them not from when the journey begins.

Recommended Standard:

SB10.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water (hours)
Poultry	12
Chicks	24

Chicks can be transported without feed and water for 24 hours, if the transport is undertaken within 72 hours after hatching.

Standard

SB10.2 Poultry, excluding chicks, must have access to food within the 12 hours before assembly for transport.

Standard

SB10.3 Poultry, excluding chicks, must not be held in containers for more than 24 hours, unless provided with feed, water and shelter.

Comment: The risks to animals for suffering is increased the longer the animals are denied feed and water and as such we believe that allowing poultry to be held in containers without feed or water for 24 hours is unacceptable.

Recommended Standard:

SB10.3 Poultry, excluding chicks, must not be held in containers after transport has ended unless provided with feed and water and shelter from hot weather- temperatures above 25 ° C or cold weather temperatures below 10 ° C. The maximum period they can be held in containers is 6 hours.

Standard

SB10.4 Containers must:

- i) be lifted and placed with care
- ii) be positioned on the vehicle in an upright position without excessive tilting
- iii) not be dropped or thrown
- iv) be securely attached to the vehicle
- v) be suitable for the intended purpose.

Comment: Define excessively.

Recommended Standard:

SB10.4 Containers must:

- i) be lifted and placed with care**
 - ii) be positioned on the vehicle in an upright position without tilting**
 - iii) not be dropped or thrown**
 - iv) be securely attached to the vehicle**
 - v) be suitable for the transport of the species of live poultry**
-

Standard

SB10.5 Poultry with broken legs or poultry that are unable to walk must not be transported.

Comment: As with the other species where it has been defined that animals that are unable to bear weight on all four legs must not be transported, there is no inclusion in this standard for birds that have difficulty in walking.

Recommended Standard:

SB10.5 Poultry with broken legs, poultry whom are unable to walk in a natural manner, display deformity or any condition which may cause suffering, or whom are unable to use one leg must not be transported.

Standard

SB10.6 Poultry, excluding chicken breeder birds, geese, turkeys and ducks, must not be lifted or carried by the head, neck, wings, feathers or tail feathers unless otherwise supported by the breast.

Exceptions are permitted for:

- i) chicken breeder birds and adult geese may be lifted and carried by the base of both wings
- ii) turkeys may be lifted by the tail feathers and neck or by a leg and a wing
- iii) ducks may be lifted and carried by their necks or by the base of both wings.

Comments: These methods stated above may be the norm; however in animal welfare terms we believe they show little to no respect for the animals. The other risk in handling such as permitted in the Standard is that of the “slippery slope” factor. Careless handling can lead to mishandling and injury to other animals – keep the standards consistent and there is no need for exceptions.

Handling must be carried out by trained, accredited competent operators and we believe by training staff, opportunities for cruelty, abuse, neglect and poor handling will dramatically reduce.

Recommended Standard:

SB10.6 Poultry must not be lifted or carried by the head, neck, wings, feathers or tail feathers. There are no exceptions.

Standard

SB10.7 Legs of poultry must not be tied together.

Standard

SB10.8 Electric prodders must not be used on poultry.

Standard

SB10.9 The approved methods for humane destruction of poultry are cervical dislocation, decapitation or use of CO₂ gas.

Comment: There are serious welfare issues with these types of killing whereby the death is not immediate; if there is an ability to restrain the animals, the repeatability of the slaughter and pain to the animal, suitable equipment available, and lastly the training to ensure the operators are competent to undertake this task.

Recommended Standard:

SB10.9 The approved methods for humane destruction of poultry are cervical dislocation, decapitation or use of CO₂ gas. Only operators which have been trained; and are accredited and competent are to undertake this task.

SHEEP:

Standard

SB11.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water(hours)
Sheep over 4 months old	
Lambs under 4 months old	28
Ewes known to be more than 14 weeks pregnant excluding the last 2 weeks	24

Comment: There is no permit system, log system or active checking/enforcement system which ensure that animals are transported with the best regard to their welfare, that all animal welfare requirements /CoPs /ASEL have been met, and that no animals are suffering whilst in transportation. As Animals' Angels found with the long distance transport investigation we undertook in January 2008, although there are CoP in place which recommended 'best practice', compliance with the codes or best practice did not occur and Animals' Angels question the trustworthiness of the industry which is essentially driven by financial gain. On that journey and we suspect every other journey will be the same, no routine checks for animal welfare were made at any stage by any government or prosecutable agency.

The MLA study on sheep in transport was conducted under strictly controlled conditions using animals in peak health. The animals were not denied water or feed before transport. In addition we understand there was no record of any condition presenting in the sheep which would indicate accumulation of water curfews previous to this experiment. It is acceptable to say that everyday transport would fail to mirror these conditions.

Further this study was only one experiment and it is quite possible that should the same experiment be repeated in other states in different weathers and temperatures, the results would reveal quite different outcomes.

The land transport review group has chosen to accept the MLA funded experiment as a solid basis for long distance transport even though the trial is an 'isolated' case study. Quite clearly Australia is basing the future welfare of animals in long distance transport on a one-off test. Animals' Angels believe this is not an acceptable foundation for development of transport hours without water. And given our investigation in January, we believe that our trailing revealed that there are too many animal welfare risks associated with long distance transport which have yet to be addressed.

The WA sheep Code of Practice recommends that sheep require a minimum of 6 litres of water per day in hot weather. As sheep are routinely transported in all weathers, from farm to farm or farm to facility such as saleyard and that no record of water deprivation, rest or feed is kept, we are concerned that sheep could endure more than 48 hours transport without prior rest, water and feed.

There has always been the argument that off loading and reloading causes more stress than driving the full period and although there is some merit in this, the length of times of 48 hours without water is excessive in our view. We understand that that the majority of transports of sheep in Australia are within 24 hours therefore the 48 hour water extension time is unnecessary.

We take the view that government and industry must recognise that consumers both here and overseas want assurance that Australia makes every effort to ensure the welfare of animals is a priority. This can only be achieved by way of sound animal welfare legislation based on 'cruelty prevention'. This includes established controls over truck movements and the proactive enforcement and routine policing of the industry to ensure compliance with the legislation.

In our opinion, Australia has yet to prove this is done.

Europe has preventative measures in place adopting a maximum transport time of 8 hours without water or 14 hours so long as water and feed enroute is available. Their rules basically concur with the position New Zealand has adopted on transport times- New Zealand allows for 12 hours without water.

The position on transport times which has been adopted by both NZ and the European Union countries is recognition that animals need water within carefully considered time limits. They also recognize that prevention of suffering and or cruelty is the only tried and true method for successful animal welfare.

The Australian Government and the Australian livestock industry need to be reminded that both NZ and the European Union countries have responded to the demand by consumers for animals to be treated with respect and compassion in transport. The livestock industry has already experienced the impact that negative reaction from the Australian community can have and needs to pay attention to the priority of animal welfare.

New Zealand transports animals between the islands, for distances somewhat shorter than those covered in Australia, yet New Zealand has still managed to establish several lairage areas in which they off load, water, feed and rest the animals. Europe has also established stable points throughout the EU community so that the operators can offload rest and water according to their directives.

Despite industry transporting animals over longer distances than New Zealand, Australia has failed to establish spell areas over most of the transport routes. Because the livestock industry in Australia is obviously reluctant to outlay money on spell areas, the Australian Government has allowed legislation that supports long distances transport in all weathers without the provision of welfare breaks.

We believe it essential that the Australian livestock industry be compelled to develop 'spell' areas whereby animals can be offloaded, watered and fed then rested during the journey in order to comply with standards of animal welfare that are considered world standard and best practice.

We also believe that the position taken by New Zealand which promotes water availability until loading and provision of dry feed for the previous 3 days minimum, be adopted by Australia.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

10.2 Food and Water Requirements

The food and water requirements are a guide only.

Mature ruminants should be watered at least every 12 hours. Lactating animals should be watered at least every 8 hours. Non-ruminants and young (unweaned) animals should be watered at least every 8 hours. Water requirements will increase on hot days.

Mature animals should not be without food for more than 24 hours. The interval between feeds for young animals should be no more than 12 hours.

11.4 Duration of Journey

*Under normal conditions, **adult sheep and goats** should not be transported for more than 12 hours without water and 24 hours without food. The actual frequency of food and water provision will be determined by the age and class of the animal and the temperature.*

Recommended Standard:

SB11.1 Time off water must not exceed the time periods given below:

Class	Maximum time off water(hours)
Sheep over 6 months old	28
Lambs over 10 days and under 6 months old	10
Ewes more than 12 weeks pregnant excluding the last 4 weeks	10

Standard

SB11.2 If sheep over 4 months old have been off water for 48 hours, they must be spelled for 36 hours before starting another journey.

If lambs under 4 months old have been off water for 28 hours, they must be spelled for 12 hours before starting another journey.

If ewes known to be more than 14 weeks pregnant excluding the last 2 weeks, have been off water for 24 hours, they must be spelled for 12 hours before starting another journey.

New Zealand:

Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand

Mature animals should not be without food for more than 24 hours. The interval between feeds for young animals should be no more than 12 hours.

11.4 Duration of Journey

*Under normal conditions, **adult sheep and goats** should not be transported for more than 12 hours without water and 24 hours without food. The actual frequency of food and water provision will be determined by the age and class of the animal and the temperature.*

Recommended Standard:

SB11.2 If sheep over 6 months old have been off water for 28 hours, they must be spelled for 12 hours before starting another journey.

If lambs over 10 days and under 6 months old have been off water for 10 hours, they must be spelled for 8 hours before starting another journey.

If ewes more than 12 weeks pregnant excluding the last 4 weeks, have been off water for 10 hours, they must be spelled for 8 hours before starting another journey.

Standard

SB11.3 Approved methods of humane destruction for:

- i) *sheep* are firearms, captive bolt, lethal injection or bleeding out; bleeding out by neck cut must be done only by a competent operator and in situations where there is no firearm or captive bolt available
- ii) *lambs* are firearms, captive bolt, lethal injection, bleeding out or blunt trauma; bleeding out by neck cut must be done only by a competent operator and in situations where there is no firearm or captive bolt available; blunt trauma must be used only for lambs that are less than 24 hours old and where there is no firearm or captive bolt available.

Comment: Transporters do not usually carry a firearm or captive bolt so they must be trained, accredited and competent to slit the throat of the animal and ensure immediate death. With blunt trauma, the same principal applies: the person must be trained to ensure that the animal is not conscious and that it does not require repeat bashing to achieve death.

Recommended Standard:

SB11.3 Approved methods of humane destruction for:

- i) *sheep* are firearms, captive bolt, lethal injection or bleeding out; bleeding out by neck cut must be done only by a trained, accredited and competent operator and in situations where there is no firearm or captive bolt available

ii) *lambs* are firearms, captive bolt, lethal injection, bleeding out bleeding out by neck cut must be done only by a trained, accredited and competent operator and in situations where there is no firearm or captive bolt available.

Blunt trauma must be used only on lambs which are less than 24 hours old and where there is no firearm or captive bolt available and the operator must be trained, accredited and competent.

NEW STANDARD

SB11.4 Journey time may be extended to the maximum water deprivation times under the following conditions:

i) there must be space for all sheep to move, and rise unassisted

iii) sheep must be assessed every three hours to be fit for the remainder of the intended journey

iv) Adult sheep 6 months and over must be provided with water, food and rest for 12 hours before starting another journey.

v) 5% fewer sheep must be loaded in weather- temp exceeding 30 degrees

NEW STANDARD

SB11.5 Transport of sheep in the last 4 weeks of pregnancy or with lambs under 10 days of age must not be undertaken.

NEW STANDARD

SB11.6 Electric prodders must not be used on sheep.

NEW STANDARD

SB7.6 All sheep — particularly wet and weak sheep — must be fed dry hay or fibre before transport, allowing for curfew periods as appropriate, to sustain them for the journey.

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Animal welfare

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