

## SUBMISSION FOR THE NEW LAND TRANSPORT STANDARDS, MAY 2008

### Submitted by:

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My occupation/category: Both a student (regulatory studies) and a representative of a welfare group

### Answer to the questions of whether I believe that:

1. the Draft Land Transport Standards **make the necessary specifications** for protecting the welfare of livestock while being transported on land; and/or
2. the associated Regulatory Impact Assessment (RIS) **demonstrates the need** for the Land Transport Standards and **identifies its key costs and benefits** for industry, government, and the wider community.

### My answer to question 1, above:

I commend these new standards for including more 'musts' and using less 'shoulds', but in its present form, no, I don't believe that the standards come anywhere near making the necessary specification for protecting livestock during transportation, and associated loading and unloading. The following is a list of reasons for the current standards failure to protect livestock during transportation,(and the associated loading and unloading):

- By far the most disturbing omission in these standards is that they don't require compulsory training for people in charge of these animals. Courses in low stress handling skills and emergency slaughter are desperately needed to supplement the existing experience of industry personnel and bring industry up to a level of competency which will help them avoid the situations that lead to welfare problems. I have observed animals in transport and animals being loaded and unloaded off trucks and a significant cause of welfare problems is the lack of low stress handling skills and the lack of skills in emergency slaughter of handlers, transporters etc. In my observation, the availability of electric shock prodders provides a disincentive for handlers to learn respectful methods of handling animals which minimize the animals' stress. Electric shock prodders are often used absent mindedly on animals that can't move forward anyway, and use of the shock prodders increases the stress level of animals that are already stressed and often leaves them distressed and confused.
- Standards should be based on established animal welfare science. Given the huge gaps between many of the EU regulations and the Australian standards, I would like to see the scientific (welfare) justification for our often significantly lower standards. For example, the duration of water curfews in our standards is much longer than curfew times in E.U. regulations for the same species of animals; and the number of hours that chicks can be transported for is significantly higher in our standards than the E.U. regulations. Where is the scientific justification for this ?

- These standards are legal norms, and legal norms must be: enforceable, clearly defined, specific and unambiguous. These standards still contain too many ambiguous terms that leave too much discretion to industry, regulators and ultimately judges to make responsible well informed decisions.  
*“reasonably expected”, “a competent person” “must be appropriate”, “must have effective”, “as fit for the intended journey”, “not known to be”, “visually assessed not to be”, “appropriate treatment”, “at the first opportunity” etc.)* These terms can all be interpreted very widely, and when this wide discretion is coupled with animal operators who have not been required to undertake mandatory training, the margin of error is too wide to expect to achieve real compliance with standards. The ambiguous tone and non specific nature of these words also make it near impossible for both inspectors and users to understand what constitutes compliance and what compliance would actually look like.
- These standards are not specific in ways that they need to be. For example, they need to specify minimum space requirements/density that is binding, not just a recommendation; and they need to specify exactly what the maximum journey time will be; and they need to specify what unloading facilities are required and how they must be used. Without this clear specification, there is too much room for interpretation and confusion by handlers, inspectors and ultimately by judges
- These standards, by their wording, provide theoretical permission to transport downed and unfit animals. The prohibition on this must be expressed strongly.
- Animals that can be transported under veterinary advice – this should require written, dated and signed veterinary advice, otherwise producers and transporters can claim that they obtained the advice over the phone.
- These standards don’t contain national benchmarks and performance indicators on respectful, humane methods of animal handling, so this makes it impossible for industry, regulators or judges to deem which handlers are competent and which are not. This is compounded by the fact that the person given the responsibility to decide who is competent and who is not hasn’t themselves undergone nationally accredited training in respectful, low stress animal handling, so how are they equipped to make this decision?
- The onus of proof of compliance with the standards should be on industry and animal users, instead of placing the onus on regulators to prove that the standard has been breached. The current approach of the welfare standards seems to be outcome based, and therefore focused on compliance issues ‘after the fact’. We need a much more proactive system, whereby the onus of proof of compliance is placed on industry to prove by it’s internal policies and processes (mandatory training, animal welfare monitoring and log books noting welfare checks, problems and actions taken in response to those problems) that it is complying with standards. The existence of mandatory training, internal policies and procedures on welfare and organized monitoring and logging of internal welfare checks and responses would provide the industry with a veneer of professionalism which it currently lacks; and it would also imbue industry workers with the pride of meeting benchmarks and constantly improving their animal handling skills.
- The new standards still make it too difficult for a regulator or employer to ‘weed out’ the bad animal handlers who contribute to animal welfare problems and give the industry a bad reputation. It is in the industry’s best interest to get rid of these bad handlers, but to do this the standards must require mandatory training, they must refer to established benchmarks and performance indicators by which competence can be clearly measured and they must replace ambiguous wording with clear prescriptions. Otherwise, violations will be too difficult to prosecute, and a failure to prosecute will result in economic and political backlashes for the government officers who will be perceived as having wasted money and time on unsuccessful prosecutions.
- Ultimately, the success of the standards should be measured by their ability to prevent suffering, after all this is the objective of the overarching Animal Care and Protection Act’s. However, this system of standards primarily focuses on responding to the cruelty after it has already occurred. This is the wrong emphasis, the standards should be ‘pro-active’ not reactive !!!
- Without mandatory animal welfare monitoring and logging, there is no record of the suffering of animals during transport. There is rarely even a clear record of the deaths of animals during transport. However, it should be clear that the suffering occurs before the death, so obviously the number of deaths is not a clear indication of suffering, and should not be the sole yardstick to measure suffering. Until every ‘link in the chain’ of animal transport (including loading,

unloading and 'spells' during transport) is forced to monitor and record the welfare of animals and then communicate these records to the next 'link in the chain' the public will have no true record of the degree of suffering that is taking place every day on animal transport. This Public Interest demands this monitoring and logging, and whilever it is absent, this industry is not serving its Public Interest function.

- Inadequate resourcing for government departments to administer these regulatory standards. For example, the Western Australian Animal Welfare Unit recently suffered significant budgetary and staff cuts
- In the process of review and development of the Australian Standards and guidelines for the Welfare of Animals Land transport of Livestock Public Consultation version 29 February 2008, I believe that approximately only 4 stakeholders of the 30 stakeholders invited to participate represented the welfare interests of animals. This seems highly unacceptable, since firstly the Standards are for animal welfare not industry welfare, and secondly because – even considering your 'Decision Making Matrix' (40% Animal welfare considerations; 40% the cost to industry considerations and 20% national consistency considerations) the number of representatives for animal welfare interests that you invited to participate constituted only approximately 13% instead of the 40% that would have corresponded to your decision making matrix. Surely there needs to be some consistency here, and you should have ensured that at least 40% of your participating stakeholders were representing the interests of animals' welfare. ??????????????
- Inadequate recognition and participatory powers accorded to non industry third party interest groups, who feel that their input was drowned out by the industry dominated consultation forum. The lack of legitimacy accorded to the views of these non industry groups also violates the Public Interest responsibility of this industry
- No forward thinking economic analysis conducted on how the industry would benefit if high standards of welfare were adopted and met by industry

These Standards need binding, clearly defined rules – otherwise they will lack the minimal characteristics of effective legal norms, and animals cannot receive even minimal protection unless the legal norms are enforceable, clearly defined, specific and unambiguous. Unless industry requires mandatory training for animal handlers (to meet clear benchmarks and performance indicators) to minimize welfare risks; and unless industry is forced to monitor and log animal welfare during transport, loading and unloading – there is no way of assuring the public that standards are being complied with. Without these assurances, industry will expose itself to more boycotts and international embarrassment; and industry and regulators will lack the ability to remove the bad handlers who are giving their industry a bad reputation and diminishing the perceived professionalism of the whole industry.

**My answer to question 2 above:** Whether I believe that the associated Regulatory Impact Assessment (RIS) **demonstrates the need** for the Land Transport Standards and **identifies its key costs and benefits** for industry, government, and the wider community.

No, I don't believe that the Regulatory Impact Assessment (RIS) successfully demonstrates the need for the Standards, because I don't think that the RIS attributes enough value to animal welfare. I think the RIS should go further in explaining the meaning of animal welfare from the point of view of the intrinsic interests of the animal, and by demonstrating that the standards must be complied with in order to fulfill the Public Interest responsibility of this industry. The RIS also fails to properly emphasise the key costs of non compliance with these standards (i.e. diminishes our moral fibre as humans; increases the animals' stress which substantially increases the risk of animal transmitted disease spreading to humans; reflects badly on Australia's international reputation; fails to meet the industry's Public Interest obligations; fails to nurture industry employees pride in developing good handling skills; fails to present a professional image to the public; exposes the industry to international boycotts of animal products; doesn't adequately recognize the benefits of complying with these standards in terms of non economic criteria (see previous)

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# **Australian Standards and Guidelines for the Welfare of Animals**

## **Land Transport of Livestock**

# Public Consultation Version

## Version 29 February 2008

### Primary Industries Ministerial Council

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## **Abbreviations and acronyms**

AAC Animal Advisory Committee

ABAH Australian Bureau of Animal Health

AWWG Animal Welfare Working Group

CSIRO Commonwealth Scientific and Industrial Research Organisation

PIMC Primary Industries Ministerial Council  
SCARM Standing Committee on Agriculture and Resource Management

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## Preface

The *Australian Standards and Guidelines for the Welfare of Animals — Land Transport of Livestock* are a component of the Australian Animal Welfare Strategy.

These standards and guidelines were developed under the auspices of the Animal Welfare Working Group (AWWG), which is ultimately responsible to the Primary Industries Ministerial Council (PIMC). The development process was undertaken by a small writing group comprising research, government and industry representatives, supported by a widely representative standards reference group. An extensive consultation process was undertaken, and included all stakeholders and the public. Further information on the PIMC framework and associated committees is available from the website of the Australian Government Department of Agriculture, Fisheries and Forestry.<sup>1</sup>

These standards and guidelines replace the following model codes of practice:

- *Draft Model Code of Practice for the Welfare of Animals — Land Transport of Sheep*
- *Model Code of Practice for the Welfare of Animals — Land Transport of Cattle*, PISC/SCARM Report 77, CSIRO Publishing, 2000.
- *Model Code of Practice for the Welfare of Animals — Land Transport of Horses*, PISC/SCARM Report 62, CSIRO Publishing, 1997.
- *Model Code of Practice for the Welfare of Animals — Land Transport of Pigs*, PISC/SCARM Report 63, CSIRO Publishing, 2003.
- *Model Code of Practice for the Welfare of Animals — Land Transport of Poultry*, PISC/SCARM Report 91, CSIRO Publishing, 2006.
- *Model Code of Practice for the Welfare of Animals — Rail Transport of Livestock*, AAC and ABAH, 1983.
- *Model Code of Practice for the Welfare of Animals — Road Transport of Livestock*, AAC ABAH, 1983.

The standards and guidelines also replace provisions on livestock transport in the following codes of practice:

- *Model Code of Practice for the Welfare of Animals: Animals at Saleyards*, PISC/SCARM Report Series 31, CSIRO Publishing, 1991.
- *Model Code of Practice for the Welfare of Animals: Cattle*, PISC/SCARM Report Series 85, CSIRO Publishing, 2004.
- *Model Code of Practice for the Welfare of Animals: Domestic Poultry*, PISC/SCARM Report Series 83, CSIRO Publishing, 2002.
- *Model Code of Practice for the Welfare of Animals: Farmed Buffalo*, PISC/SCARM Report Series 52, CSIRO Publishing, 1995.
- *Model Code of Practice for the Welfare of Animals: Farming of Ostriches*, PISC/SCARM Report Series 84, CSIRO Publishing, 2003.

<sup>1</sup> <http://www.daff.gov.au>

viii *Australian Standards and Guidelines for the Welfare of Animals — land transport of livestock*

- *Model Code of Practice for the Welfare of Animals: Feral Livestock Animals*, PISC/SCARM Report Series 34, CSIRO Publishing, 1992.
- *Model Code of Practice for the Welfare of Animals: Husbandry of Captive-Bred Emus*, PISC/SCARM Report Series 90, CSIRO Publishing, 2006.

- *Model Code of Practice for the Welfare of Animals: Livestock at Slaughtering Establishments*, PISC/SCARM Report Series 79, CSIRO Publishing, 2001.
- *Model Code of Practice for the Welfare of Animals: Pigs*, PISC/SCARM Report Series 66, 1998, revised draft in press, 2007.
- *Model Code of Practice for the Welfare of Animals: The Camel*, PISC/SCARM Report Series 86, CSIRO Publishing, 2006.
- *Model Code of Practice for the Welfare of Animals: The Farming of Deer*, PISC/SCARM Report Series 30, CSIRO Publishing, 1991.
- *Model Code of Practice for the Welfare of Animals: The Goat*, PISC/SCARM Report Series 32, CSIRO Publishing, 1991.
- *Model Code of Practice for the Welfare of Animals: The Sheep*, PISC/SCARM Report Series 29, CSIRO Publishing, 1991.

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## Introduction

### Purpose

The purpose of this document is to describe standards and guidelines that ensure the welfare of livestock during land transport.

The standards provide the basis for developing and implementing consistent legislation and enforcement across Australia, and guidance for all those responsible for livestock during land transport. They reflect available scientific knowledge, current practice and community expectations.

The standards and guidelines may be reflected in the industry-based quality-assurance programs that include livestock welfare provisions.

### Scope

These standards and guidelines cover the transport of livestock by road, rail, and by livestock transport vehicle aboard a ship.

They apply to the major commercial livestock industries in Australia: alpacas, buffalo, camels, cattle, deer, emu, goats, horses, ostrich, pigs, poultry (meat chickens, layers, turkeys, ducks, geese, pheasants, guinea fowl, partridge, quail and pigeons) and sheep.

The standards apply to all those responsible for the care and management of livestock that are transported, including: drivers, transport companies, owners, agents and livestock handlers at farming enterprises, depots, saleyards, feedlots, and livestock processing plants. The chain of responsibility for livestock welfare in transport begins with the owner or their agent, and extends to the final receiver of the livestock.

These standards and guidelines should be considered in conjunction with other requirements for transporting livestock, and related Commonwealth, state and territory legislation, including:

- for transport — the *Australian Standards for the Export of Livestock*<sup>2</sup>, livestock health and biosecurity requirements, and regulated livestock loading schemes and driver regulations
- for other enterprises — model codes of practice or standards and guidelines for livestock species, saleyards, livestock processing (slaughter) establishments and the *Australian Standards for the Export of Livestock*.

Where another legislation requires a higher standard than these standards, the higher standard will apply. Where there is a conflict with another standard in meeting the livestock welfare standards, the welfare of livestock must be the first consideration unless there is an occupational health and safety requirement.

<sup>2</sup> <http://www.daffa.gov.au/animal-plant-health/welfare/export-trade/v2-1>

<sup>2</sup> *Australian Standards and Guidelines for the Welfare of Animals — land transport of livestock*

## Interpretation

This document has two parts:

- *Part A* — general standards and guidelines that apply to all major livestock species
- *Part B* — specific standards and guidelines for each species.

There is also a glossary containing definitions and other relevant information.

Each chapter in Parts A and B contains the following information:

- *Heading*
- *Objective* — The intended outcome(s) for each section of the standards and guidelines.
- *Standards* — The acceptable animal welfare requirements designated in this document. The requirements that must be met under law for livestock welfare purposes.

The standards are intended to be clear, essential and verifiable statements; however, not all issues are able to be well defined by scientific research or are able to be quantified. Standards use the word ‘must’.

*Guidelines* — The recommended practices to achieve desirable animal welfare outcomes. The guidelines complement the standards. They should be used as guidance. Guidelines use the word ‘should’. Noncompliance with one or more guidelines will not in itself constitute an offence under law.

- *Notes* — Explanations of the context of the standards and guidelines (the notes are advisory statements for selected background information).

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## Principles relating to the transport of livestock

Transport can be stressful to livestock; it is therefore essential that effective management practices are in place to minimise any risks to livestock welfare.

Livestock can be transported more effectively and with lower risk to livestock welfare if:

- the preparation of livestock before transport is adequate for the intended journey
- competent selection of livestock is done before loading
- livestock are handled correctly at all times using well-designed and maintained facilities
- livestock are managed and handled by competent livestock handlers
- road and rail transport facilities and vehicles are designed and maintained for safe transport of livestock
- the journey is planned to ensure prompt delivery of livestock, and undertaken to ensure appropriate timing of arrival with consideration of situations that may affect the welfare of the livestock
- consideration is given to feed and water requirements, provision of adequate shelter, and protection from, or treatment of, injury and disease.

The risk of adverse livestock welfare outcomes is related to:

- competency of personnel involved in any phase of livestock transport
- selection and preparation of the livestock for the journey
- journey duration
- food and water deprivation time
- timing of water, feed and rest before transport and at unloading

- species and class of the livestock being transported
- road conditions and terrain
- weather conditions
- vehicle and facility design and maintenance
- space allowance on the vehicle
- ability to observe the livestock en route and take action to remedy any problem.

These risk factors can be cumulative and apply across all stages of land transport as defined in the standards, from assembly before the journey to unloading at the destination.

From an animal welfare perspective, land transport of livestock is a process that begins before the physical journey on either road or rail and only ends some time after this physical journey is complete.

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Managing these risk factors is a shared responsibility between all people involved, including owners, managers, handlers, agents and drivers. The risk factors for livestock welfare during land transport also need to be managed within and across state and territory borders. At the start of the journey, the owner or agent should communicate to the driver accurate information on water provision, to ensure appropriate water management throughout the journey. The pre-transport phase has an important impact on the successful management of livestock during transport.

The provision of water is a key requirement for livestock welfare; the transport process means that livestock are often deprived of water. The livestock transport process includes activities from the time that livestock are first deprived of water before loading, until the time that livestock have access to water at the end of the journey.

From a livestock welfare perspective, the stages in the transport process and the responsibilities of persons can be described clearly, as follows:

- mustering, assembling, handling and preparation of livestock, including selection as ‘fit to load’, feed and water provision, and holding periods (consignor)
- loading, transport and unloading, including additional inspections of livestock and spelling periods (transporter)
- after unloading (receiver).

When livestock are transported on land, a competently operated and suitably designed vehicle should be used. At all times, livestock must be handled to prevent injury and minimise stress. These principles apply to all journeys involving livestock.

## **Part A General standards and guidelines for the transport of livestock**

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### **1 Responsibilities and planning**

#### **Objectives**

People responsible for the care and management of the livestock at all stages of the livestock transport process are identified, are aware of and are accountable for their responsibilities.

Adequate planning is carried out and contingency measures are in place to minimise risks to livestock welfare.

## Standards

SA1.1 A person in charge must exercise a duty of care to ensure the welfare of livestock under their control and compliance with the livestock transport standards.

The responsibility for livestock welfare in the transport process is:

- i) the consignor for the mustering and assembling of livestock
- ii) the consignor for the handling, preparation, including selection as 'fit for the intended journey', feed and water provision and holding periods before loading
- iii) **the transporter for the loading, journey and unloading including selection as 'fit for the intended journey' and additional inspections of livestock and spelling periods** The accredited transporter for the loading, journey and unloading selection as 'fit for the intended journey' and additional inspections of livestock and spelling periods (Skills are needed in order to recognize whether an animal is fit for the journey or not, and to take appropriate action if emergency slaughter is required. The transporter must be accredited by a training program recognized by the Standards, this training program should be compulsory for all transporters, as it will give them the skills to recognize when an animal is unfit, monitor animals during the journey, perform emergency slaughter and fill out the necessary documentation they must complete on the journey)
- iv) **the receiver after unloading.** The accredited receiver during and after the unloading process (As above, the receiver needs to be equipped with the skills to: supervise unloading and stop transporters who are not unloading properly; recognize when an animal is unfit and take appropriate action, and keep records on the animal being received and what state they arrived in. Again, the skills to recognize an unfit animal and perform emergency slaughter if required and the skills to intervene when a transporter is unloading in an unacceptable manner need to be learned. Unloading ramps should be supervised at all times by an accredited person with the above skills, and this accreditation should be mandatory)

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:** For a journey which will exceed 24 hours, there must be one or more documents that accompany the livestock and that specify: (Experienced transporters know how long a journey will take, and if they are competent they will already have factored in contingencies like: the time it takes to perform welfare checks on the journey, unforeseen delays and the time it takes them to complete documentation on when the animals last had water etc.)

- 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.

## Guidelines

### Responsibilities of all people involved in livestock transport

GA1.1 All people involved in planning a journey and mustering, assembling, handling, selecting, loading and transporting livestock have a responsibility for livestock welfare. They should communicate effectively to support those with key responsibilities and ensure that management systems are in place to

minimise risks to livestock welfare.

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*Note*

Many people and many tasks are involved in successfully transporting livestock.

### **Responsibilities of livestock consignors (suppliers)**

GA1.2 The livestock consignor is responsible for the livestock until they are loaded onto the transport vehicle. This responsibility should include but is not restricted to:

- i) selecting livestock to make sure that they are fit for the intended journey
- ii) providing feed, water and rest before curfew or loading, as appropriate
- iii) providing suitable holding and loading facilities that do not predispose livestock to injury
- iv) handling livestock according to these standards and guidelines
- v) communicating feed, water provision times and other relevant information
- vi) completing required documentation accurately for each livestock consignment, including transferring the responsibility for livestock welfare
- vii) making sure that any livestock that are unsuitable for loading following preloading inspection at the assembly point are appropriately managed, treated or humanely destroyed.

*Note*

Livestock consignors may include owners, agents, drivers and transport companies, poultry pick-up crews and personnel from properties, saleyards, feedlots, depots and livestock processing plants who handle livestock to be transported. There is a 'chain of responsibility' for those managing livestock welfare. In some parts, the responsibility for livestock welfare is clearly shared; for example, during loading between the consignor and the driver. Responsibility exists but is less clear when the impact of earlier decisions affects the welfare of livestock at a later time.

### **Responsibilities of drivers and transporting companies**

GA1.3 The driver or transporting company is responsible for the livestock from the point of loading of livestock (including inspection and assessment of livestock immediately before loading), to the point of unloading and notifying the receiver of the livestock at the destination. This responsibility should include but is not restricted to:

- i) being competent in their tasks and key activities to meet the provisions of these standards
- ii) taking action to determine the time that livestock were deprived of water from the previous owner or person responsible, including time without water during assembly, holding, loading or previous transport
- iii) inspecting and assessing livestock at loading to ensure that they are fit for the intended journey
- iv) inspecting livestock during the journey as required and taking action if a problem arises that affects the welfare of the livestock
- v) making sure that the management, care or humane destruction of any livestock that are judged as weak, ill or injured during the journey

*Responsibilities and planning* **9**

- vi) informing the livestock consignor and receiver of any problem encountered during the journey in relation to the welfare of the livestock, including where livestock may not have met the specified fitness requirements for loading
- vii) completing required documentation accurately for each livestock consignment transported, including journey plans, as specified in these standards
- viii) making sure that the plan for the journey takes into consideration the condition, species and class of the livestock, nature of the journey, weather conditions and the provisions in these standards, such as water deprivation time, spelling and loading density
- ix) driving in a manner that minimises impact on the welfare of the livestock, including appropriate driving techniques for the road conditions, managing livestock during weather that may predispose livestock to heat or cold stress, and considering rest-stops and the nature of the journey
- x) recording and communicating to the person(s) responsible when there are inappropriate holding, loading or unloading facilities at the property of origin or destination, so that corrective action can be taken
- xi) having the contact details of owners or agents and customers at the source and destination for assistance as required
- xii) notifying and transferring the responsibility for the livestock to the responsible person at the destination upon unloading, including afterhours arrangements for receiving livestock.

*Note*

If the time livestock were deprived of water is unknown at the time of loading, or if it differs across the consignment, this should be noted on the documentation.

Transporting companies are mentioned because they may provide general or specific policy direction to their employed drivers in these areas; hence they bear a responsibility for livestock welfare.

**Responsibilities of receivers (persons and companies at destination)**

GA1.4 The person at the destination is responsible for the livestock from the point of unloading and notification of livestock being received. This responsibility should include but is not restricted to:

- i) providing drivers, transport companies, agents, pick-up crews and carriers with contact details of relevant personnel at the destination, including personnel to be available out of hours, should a problem arise during the transport journey or assistance be needed upon arrival
- ii) communicating with the transport company or driver and providing effective instructions on the practices and arrangements for unloading and managing livestock if arriving out of hours
- iii) handling and managing livestock in accordance with the provisions specified in these standards
- iv) providing water, feed and other requirements during holding as required
- v) providing suitable unloading or loading and holding facilities that do not predispose livestock to injury

- vi) informing the transport company, driver and livestock consignor of any adverse impacts on livestock welfare from the journey that are first observed after arrival
- vii) making sure that any livestock that are weak, ill or injured at unloading are identified, managed, treated or humanely destroyed at the first opportunity
- viii) removing dead stock from the vehicle.

*Note*

Persons at destination are responsible for receiving the livestock; they may include owners, operators and staff of properties, feedlots, saleyards, depots and livestock processing plants. There is also a responsibility for livestock welfare that extends to company management at the destination.

**Responsibilities of the railway authority and associated personnel**

GA1.5 The railway authority should be responsible for:

- i) completing required documentation accurately for each livestock consignment transported, including journey plans (as specified in these standards) that contain details of water deprivation times, inspections and contact details
- ii) providing an agent to inspect livestock at railway loading points, scheduled stops and destinations
- iii) ensuring that the journey is planned and managed with consideration of:
  - the condition, species and class of the livestock
  - route and duration of the journey
  - weather conditions and railway stop locations
  - the provisions in these standards, such as water deprivation time, spelling and loading density
- iv) having the contact details of owners or agents that are responsible for loading the livestock at the railway loading point and the customers at the destination property(s) for assistance, as required
- v) notifying and transferring the responsibility for the livestock to the responsible person at the destination upon unloading
- vi) making sure that there are arrangements in place with the agent(s) at railway stop points and the destination for providing feed and water, and carrying out humane destruction as required.

**Responsibilities of people who plan journeys**

GA1.6 People responsible for planning journeys should:

- i) take into consideration:
    - the nature of the intended journey
    - the class and condition of livestock
    - the weather and road conditions anticipated during the journey
    - the time that livestock are deprived of feed and water
    - planned rest stops and spells
  - ii) make sure that a sufficient number of personnel are available for each stage of the journey and at the planned time
- Responsibilities and planning 11*
- iii) make sure, when planning the transport of livestock as a salvage operation, that the journey enables quick and direct transport, and avoids saleyards or holding depots, unless spelling is appropriate.

GA1.7 Planning should ensure that livestock are transported to their destination as quickly as possible and via the most suitable route within legal limits.

GA1.8 Where information is not provided on water and feed provision for livestock being transported, the transport company, driver or agent should take action to obtain these times. This will allow determination of:

- the total time off feed and water, including mustering
- when the livestock have to be spelled or fed.

GA1.9 If interstate crossing points have fixed times of operation, the journey should be planned to accommodate these times, but should also meet the other requirements for welfare of the livestock.

*Note*

People responsible for planning the transport of livestock may include owners, agents, transport companies and drivers, and feedlot, livestock processing plant, depot and saleyard personnel.

**Specific planning guidelines for railway authorities**

GA1.10 Livestock railway wagons should be marshalled to avoid unnecessary shunting or delays. Priority should be given to trains carrying livestock consignments to prevent lengthening any journey time so that it exceeds the maximum water deprivation times.

GA1.11 If unexpected delays occur, train crews should report to their train controllers for priority consideration.

GA1.12 The supervisor should be given authority to minimise delays for livestock trains, and should give priority to these consignments.

**Contingency arrangements**

GA1.13 As part of the planning for each journey, arrangements to manage any delay, breakdown or other emergency should be established to minimise risks to livestock welfare during all transport. Contingency arrangements may involve written arrangements, journey plans, and details on consignment sheets or arrangements that are in place for rest stops, particularly for long-distance journeys.

GA1.14 Contingency arrangements should include, but are not restricted to, actions, contacts and other written procedures relating to the following situations:

- breakdown or mechanical failure
- delays and lengthened journeys, where this will affect arrangements for feeding and watering
- adverse weather — specifically, climatic conditions that predispose livestock to heat or cold stress
- poor road conditions
- illness or injury
- other issues specific to the journey or livestock being transported.

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GA1.15 For all journeys, the transport company and driver should have the relevant contact details of owners or agents and customers at the origin and destination.

GA1.16 The transport company or driver should ensure that there are contingency arrangements in place for humane destruction. Such arrangements may include one or more of the following:

- people competent in humane destruction are available

- equipment for humane destruction is maintained and operational
- instructions on the approved procedures for humane destruction are in the vehicle for reference
- contact details of competent persons that may assist in humane destruction are available
- contingency arrangements are in place at locations along the journey or at the destination for assistance with humane destruction.

GA1.17 If unexpected delays occur, such as vehicle breakdown, the driver should make every reasonable effort to minimise the delay and ensure that water is provided at the times specified in the standards.

GA1.18 Essential mechanical maintenance during the journey of a routine nature should be possible to prevent undue delays and minimise the risk to the welfare of livestock (eg tyre changes).

GA1.19 A maintenance logbook or record of servicing should be kept for the vehicle.

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## 2 Stock handling competency

### Objective

Persons responsible for handling, managing or transporting livestock are competent.

### 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.**

A person involved in handling, selection, loading, transporting and unloading livestock must hold accreditation from an Australian national training scheme, recognized by the Standards, which provides information on low stress stock handling techniques and updates their existing 'on farm experience' with the latest scientific understandings on animals welfare needs plus the ability to meet the rising consumer demand for industry to deliver higher welfare standards and to continue improving welfare on an ongoing basis. (The requirement that all persons dealing with these animals must be trained and accredited is the fundamental building block for better welfare outcomes. It helps industry maintain a professional image and it offers handlers the incentive to improve their skills, take pride in their work and avoid the incidents that lead to OH and S issues)

GA2.1 Elements of competency for livestock transport should include:

- understanding responsibilities for livestock welfare
- planning journeys that satisfy the welfare standards and address contingencies that may arise, with consideration of extremes of weather, nature of the journey, class and condition of livestock, and time off feed and water
- contingency procedures and the ability to carry out the activities required to maintain the welfare of livestock during delay, breakdown or other emergencies
- maintaining records and taking action to determine the time livestock were deprived of water and food and calculating total time off for water and food
- livestock handling and, where necessary, using handling aids and other equipment appropriately
- inspecting and assessing livestock for their fitness for the intended journey, and determining whether livestock meet the specified

requirements

vii) identifying weak, injured or ill livestock and other behavioural signs of distress, and taking the appropriate action

viii) humane destruction by the choice of appropriate methods or the actions that need to be taken to contact or advise people who are competent

ix) vehicle operation and basic maintenance.

GA2.2 Supporting evidence of competency should include the following:

- records of on-the-job training
- relevant records of experience
- recognised training and staff training registers
- induction training
- supervisor sign-off for specific tasks.

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Note

Further details relevant to elements of stock handling competency are covered in other chapters, including those in Part B.

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## 3 Transport vehicles and facilities for livestock

### Objective

Transport vehicles and facilities for holding, loading and unloading are designed, maintained and operated to minimise risks to livestock welfare.

### Standard

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

Vehicles and facilities must:

i) be appropriate to contain the species

ii) **have effective ventilation** Have ventilation from fans and other equipment that provides at least 12 air changes per hour.

iii) **have flooring that minimises the risk of injury or of livestock slipping or falling** Have flooring that minimizes the risk of injury or of livestock slipping or falling, but which allows animals to lay down on a flat surface

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.** Allow all animals to stand naturally, without hitting their heads or backs on overhead structures

### Guidelines

GA3.1 Materials used in the construction of vehicles, crates and containers should be able to be cleaned effectively. There should be a cleaning program for livestock crates and containers between journeys.

GA3.2 Internal sheeting should be smooth to reduce the risk of pressure points and bruising.

GA3.3 Vehicle gates and facilities should be sufficiently wide to ensure easy movement of livestock and to minimise injuries.

GA3.4 Vehicle exhaust gases should not significantly pollute the livestock crate.

GA3.5 The livestock crate should be designed to ensure that livestock, excluding poultry, can rise from lying in a normal manner without contacting overhead deck structures.

GA3.6 Limbs of livestock should not protrude from the livestock crate. Limbs should be contained within the livestock crate using an appropriate crate design, sound side panelling and appropriate loading densities.

GA3.7 Flooring and surfaces should be designed to maximise grip and minimise slipping and falling. Strategies to improve grip include slats or grooves in the surface. If livestock are seen to be slipping and falling, the floor surface and handling of livestock should be examined and appropriate action taken to prevent the problem.

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GA3.8 The floor of multideck vehicles, excluding poultry vehicles, should be constructed in a way that prevents the soiling of livestock on lower decks.

GA3.9 Appropriate bedding should be provided for certain classes of livestock.

GA3.10 Fixed partitions should be available in the livestock crate for use when travelling in hilly or high-traffic areas or when carrying small numbers of livestock, to prevent livestock being thrown around or injured. Partitions should also be used for segregation when required.

GA3.11 For livestock that are susceptible to cold (such as young livestock and poultry), transport vehicles should have either fully enclosed fronts or the ability for the vehicle front, roof or canopy to be covered to prevent windchill and cold stress.

GA3.12 Solid yard extensions should be used to cover any gaps between the loading ramp and the floor of the vehicle through which an animal or part of an animal might protrude.

GA3.13 Railings on ramps and raceways should be of appropriate height, with the gaps sufficiently narrow at the bottom to prevent livestock being caught, slipping through or becoming injured.

GA3.14 Ramps need to be wide enough to ensure easy movement and should be of an appropriate slope for the species and class of livestock.

GA3.15 Avoidable visual or noise distractions to livestock should be removed or reduced.

*Note*

Further details relevant to species are presented in Part B.

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## 4 Pre-transport selection of livestock

### Objective

Livestock prepared and selected for transport are fit for the intended journey.

### Standards

Fit-to-load requirements for each species are detailed in Part B.

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: Livestock must be assessed by accredited persons who have been trained to recognize the what makes an animal unfit for a journey, the signs of dehydration etc. All producers, transporters, handling contractors, and saleyard management must obtain this accreditation. An animal is fit for a journey if it is:

- i) **able to walk on its own by bearing weight on all legs** Able to walk on its own by bearing weight on all legs, without the use of an electric prodder
- ii) **not visibly dehydrated** Deemed not to be visibly dehydrated by an accredited person
- iii) **not showing visible signs of severe injury or distress** Deemed not to be showing signs of severe injury or distress by an accredited person
- iv) **free from conditions that are likely to cause increased pain or distress during transport** Deemed by an accredited person to be free from conditions which include: arthritis, cancer, mastitis and brucellosis, which are likely to cause increased pain or distress during transport
- v) **not blind in both eyes** Deemed not to be blind in both eyes by an accredited person
- 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.** Not deemed by an accredited person to be: within 2 weeks of parturition, within 2 weeks of giving birth, lactating, unless authorized with written documentation as fit for transport by a vet or unless the water deprivation time and journey is less than 2 hours duration to another property. (Documentation prepared before the journey should confirm whether an animal is pregnant or not and how far pregnant the animal is)

**SA4.2 Any livestock judged as not fit for the intended journey must only be transported under veterinary advice.** Any livestock judged as not fit for the intended journey must only be transported under a veterinary surgeon's written, signed and dated authorisation

**SA4.3 The consignor must only supply livestock that are assessed as fit for the intended journey.** The consignor must be accredited to recognize what livestock are not fit for a journey. A consignor supplying livestock not fit for a journey will be fined. (There must be an effective disincentive for a consignor not to repeat this behavior, as so often happens now, especially at saleyards from certain vendors)

**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.** Where livestock are assessed by a trained, accredited person to be not fit for the intended journey before loading, the accredited person in charge must immediately make effective arrangements for the care, appropriate treatment or humane destruction of weak, ill or injured livestock. ('At the first opportunity' gives the person in charge all day to attend to the animals if he/she has other things to attend to)

*Note*

Livestock being 'fit for the intended journey' is an important issue for livestock welfare. Many factors may affect livestock's fitness for the intended journey at different stages of a journey. The species requirements are further set out in Part B. Selection of fit livestock is a responsibility shared between the consignor and the driver. Loading includes vehicle-to-vehicle transfers.

## **Guidelines**

### **Selection of livestock for transport**

GA4.1 Before loading livestock, the consignor should notify the driver of any concerns about fitness of livestock to be transported. Any special requirements for a livestock consignment should be agreed between the consignor of the livestock and the driver.

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GA4.2 For journeys involving changeovers, livestock should be inspected for their continued fitness for the intended journey at each driver or vehicle

changeover point during the journey.

GA4.3 Records should be maintained of any livestock that are transported under special circumstances.

GA4.4 Effective management of livestock considered not fit for the intended journey should include, but is not restricted to:

- effective containment in a suitable holding area
- rest
- provision of shelter, feed and water
- veterinary treatment
- humane destruction.

GA4.5 Livestock with broken limb bones should be humanely destroyed unless veterinary advice recommends alternative measures.

#### **Feed, water and rest considerations**

GA4.6 Access to water should be provided by the livestock consignor before loading if the total permitted time off water is reasonably expected to be reached during the intended journey and if this is an option to address the provision of water in the transport process.

#### *Note*

Water curfews can be an important part of livestock management for transport, depending on the species and pasture conditions. Issues include faecal and urine contamination of livestock, vehicles and roads, and slipping and falling of livestock in wet livestock crates. Water curfews must be managed in the context of the total permitted time off water.

GA4.7 Where water is provided, it should be easily accessible to all livestock and livestock should be able to drink with normal posture.

GA4.8 livestock should be monitored to determine whether they are drinking as expected and if they are not drinking, action should be taken to encourage water intake.

Actions may include ensuring livestock can access the water facilities (stocking density, trough size and space), checking observable water quality (flushing water lines, keeping troughs clean), adding electrolyte or molasses, providing water on the ground or providing feed. Where there is a general problem with livestock from many sources not drinking, water chemistry should be examined.

GA4.9 Where food is provided, it should be of adequate quality and amount for the species. Where food offered during the transport process is different from normal rations, food intake should be encouraged during a period of familiarity training.

#### *Note*

Providing water is a key determinant of livestock welfare during transport. Water provision times and spell periods are defined for each species in Part B.

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Time off water is calculated as the total time that livestock are not provided with water, further specified in the Glossary, Chapter 5 and in Part B. The elements of this calculation may include:

- mustering (away from water)
- assembly in holding areas and yards (where water is not provided)
- curfews

- time on the vehicle, either moving or stationary (where water is not provided)
- time for unloading into new holding areas at the destination until water is provided.

A pre-transport spell period is recommended for the best welfare of the livestock and may be required to ensure periods for water provision are not exceeded. A minimum acceptable spell period is defined as four hours of access to water with space to lie down and rest. Food and shelter should also be considered. Further details are provided in Part B.

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## 5 Loading, transporting and unloading livestock

### Objective

Livestock are handled, loaded, transported and unloaded in a manner that minimises risks to livestock welfare. Livestock recover their normal biological state within a reasonable time after arrival.

### Standards

Water, food and rest provisions and handling requirements for each species are detailed in Part B.

SA5.1 If the maximum permitted time off water is reached, livestock must be provided with water, food and rest before starting another journey. Add – Please refer to ‘permitted time off water’ figures for each species in section.....

SA5.2 Time off water must be managed to minimise risk to the welfare of the livestock according to: Time off water must be managed by referring to documented contingency plans, to avoid risks to the welfare of the livestock. All drivers must access the designated ‘spell’ areas to provide animals with water, feed and rest. These ‘spell’ areas must be included in the contingency plan according to:

- the increased risk to livestock welfare of longer journeys up to the permitted maximum time off water. Add to this – If some animals are going down due to exhaustion, then all animals must be offloaded and spelled for 12 hours
- assessed fitness of the livestock for the remainder of the intended journey (State the parameters of what is considered fit, and indicate what action should be taken if an animal is considered to fail this fitness)
- predicted climatic conditions, especially heat or cold Add to this – If temperature during transport hits 40 degrees or over, animals must be unloaded, watered and rested.
- class of livestock, especially if weak, pregnant, recently having given birth, lactating or immature Class of livestock. Weak, pregnant, recently having given birth, lactating animals, animals that are too young or animals that are severely distressed should not be transported – see SA4.1 (vi) & SA4.4
- nature of the intended journey. This should be deleted because management of the animals time off water to minimize welfare risks applies to all animals, regardless of whether they’re going to another farm or going to slaughter. Welfare concerns don’t discriminate according to the destination an animal is destined for.

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:** Loading density must be assessed for each pen or division in the livestock crate or each container, based on the ability of the animal to rise unassisted, and to move to withdraw body parts that may be protruding from the container. This must be managed to minimize risks to the welfare of the livestock. A minimum of 5% less animals should be loaded into each pen that contains a horned animal.

- i) species
- ii) class
- iii) **size and body condition** Size, age and body condition
- iv) **wool or hair length**. If animals wool is more than 2cm long and the temperature is 35 degrees or over, then density must be reduced
- v) horn status
- vi) **climatic conditions** and temperature ranges
- vii) nature of the intended journey.
- viii) Whether wool is wet or dry
- ix) Whether animals are accustomed to confinement or have been running wild

**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.** Accredited drivers (except for train drivers) 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.

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

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- i) **species, class and size** Species, class, size and age
- ii) level of fitness
- iii) level of aggression
- iv) **nature of the intended journey**. For all journeys regardless of the animals' destination
- v) the number of animals in the pen. Pens should not be so crowded that the animals surge (Refer to species specific guidelines to get the numbers)
- vi) Horned and unhorned animals must be separated at all times
- vii) The degree to which animals are used to confinement

**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:** Livestock must only be handled by trained, accredited persons 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** Livestock, including poultry, must not be lifted off the ground or pulled or dragged by only the head, ears, horns, neck, tail, wings, wool or feathers. Livestock must not be thrown, dropped, or slanned
- 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** Livestock, including poultry, must not be lifted off the ground by a single leg under any circumstances (Because this will lead to animals being thrown, and because a person trained in low stress animal handling skills would not have to resort to this ignorant way of handling an animal)
- iii) **livestock must not be thrown or dropped** Livestock must not be thrown, dropped or slammed
- iv) livestock must not be punched, kicked or struck by hard or sharp instruments including lengths of metal piping, sticks or belts.

v) Poultry must not be lifted off the ground by only the head, feathers, neck, tips of wings or just one leg.

SA5.7 **Electric prodders must not be used** : Electric prodders are banned except in circumstances where i) they are used as a last resort for self defence against a large heavy bull, in which case they can't be used on sensitive areas like the face, head, genitals and underbelly. (Low stress stock handling course are compulsory, and this will give handlers other options to use instead of prodders)

i) on genital, anal or facial areas

ii) on livestock under three months old

iii) on livestock that are clearly unable to move away Prodders are not to be used for this

iv) excessively on an animal.

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.** All dogs must be under the control of their handler at all times during

loading and unloading and all dogs must be muzzled. During transportation, dogs must be

transported out of view of livestock.

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.

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.

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

**i) on the vehicle before departure** The driver must inspect livestock, including poultry:

ii) within the first hour of the journey and then at least every **three** two hours or at each rest stop, whichever comes first

iii) at unloading.

iv) Whenever they have been alerted to a problem by a member of the public

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.** Upon identifying a distressed or

injured animal at an inspection, the accredited driver must provide or seek assistance immediately.

Weak, ill or injured livestock must be identified to the accredited, trained person receiving the

livestock. Severely ill or injured livestock must be euthanased by the accredited driver immediately.

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.** The accredited person receiving the livestock must

arrange to have weak, ill or injured livestock segregated for rest and recovery and any necessary

treatment. They must also arrange for the immediate humane destruction of severely injured animals

by a person accredited to perform this duty, and they must dispose of dead stock without delay

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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.** The accredited driver must make

arrangements or take action during hot weather (over 36 degrees) or cold conditions (less than 7

degrees) to minimize the risk to the welfare of livestock. In extremes of heat, shade must be provided

and in extremes of cold, cover must be provided. Young, old, recently shorn, weak, pregnant or injured animals must be given maximum protection.

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

## Guidelines

### Loading livestock

GA5.1 Before loading, the driver should inspect the condition of the livestock crate and ensure it is correctly set up and fully operational. If inspecting the vehicle at night or where light is insufficient, a portable source of lighting should be available.

GA5.2 Livestock and containers of poultry should be loaded and unloaded from the transport vehicle in a calm and quiet manner to ensure that stress and injuries are minimised.

### Loading density

GA5.3 Where the area available on the vehicle or in the livestock container is small and the effective space available to the livestock is reduced by irregularly shaped boundaries, loading density should be reduced.

GA5.4 Livestock on the vehicle or in livestock containers should not be loaded either too loosely or too tightly because this may increase the risk of injury. In general, over-loading is the greater risk to livestock welfare. The numbers per pen or container should be sufficient to provide stability for the class of livestock and the intended journey. Internal gates should be closed during transport to ensure stock density is evenly spread. When not in use, internal gates should be secured.

#### Note

Species loading densities and segregation arrangements are defined in Part B.

### Livestock handling

GA5.5 Livestock should be handled in a manner that minimises stress. Livestock with no room to move should not be forced, pushed or excessively handled.

Where excessive handling effort occurs, facility design should be examined. Excessive yelling, noise making and sudden movements should be avoided.

GA5.6 Stock handlers should ensure that bystanders or items that may cause livestock to baulk do not impede the smooth loading and unloading of livestock. Avoidable distractions should be minimised.

GA5.7 Calves, lambs, small deer, foals, weaner pigs, and weak or injured livestock may be carefully lifted and placed on or off the vehicle if they cannot negotiate loading ramps. Poultry should be lifted with care, either manually or mechanically, and placed in transport containers.

GA5.8 Livestock should not be pushed or pulled by the ears, tail or wool.

#### Note

Most herd livestock have a strong following instinct and all livestock have a 'flight zone' that must be understood and used for efficient livestock

handling.

### **Handling aids**

GA5.9 Handling aids should be used that are suitable for the species and class of livestock being handled. Handling aids should be used with care. Aids for moving livestock may include electric prodders, flappers, backing boards, rattlers, canes with flags attached, hand, arm or body of the stock handler, and dogs.

### **Electric prodders**

GA5.10 Electric prodders should not be used repeatedly on a single animal.

GA5.11 Electric prodders should be used sparingly and as a last resort. Alternative handling aids and methods should be selected first.

### **Dogs**

GA5.12 Dogs should be appropriately trained to move livestock and be responsive to commands. Dogs that bite should be muzzled at all times when working livestock. Dogs should be provided with water and rest after working.

### **Special classes of livestock**

GA5.13 Transport arrangements (including spells) should be appropriate for the class and condition of the livestock. In all circumstances, transport of the following classes of livestock should be carefully managed to minimise risk to animal welfare:

- livestock in third trimester of pregnancy
- livestock that have recently given birth
- livestock that are lactating and with young at foot
- immature livestock
- weak livestock.

GA5.14 Young, recently weaned livestock, poultry and weak livestock should be handled carefully and transported directly to their destination.

GA5.15 If livestock are born in transit, special arrangements should be made to protect the newborn livestock as soon as possible. These arrangements may include separate penning with the mother in the livestock crate, unloading at a spell stop, or humane destruction of the newborn.

*Note*

Requirements for the transport of special classes of livestock are detailed in the species standards in Part B.

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### **Weak, ill or injured livestock**

GA5.16 Weak, ill or injured livestock should be managed to minimise risks to their welfare. Management may include shortening the journey by transporting directly to the destination, providing additional spells, protecting from extreme weather, not mixing with stronger livestock and not consigning to saleyards.

GA5.17 Weak, ill or injured livestock that are able to walk, do not have broken limbs and are not in pain should be assessed individually.

GA5.18 Weak, ill or injured livestock that are able to walk, do not have broken limbs and are not in pain but have a higher risk of poor livestock welfare should be transported only if necessary for the better management of the animal.

GA5.19 Where there is concern about the assessment of fitness to load, veterinary advice should be sought.

### **Segregation during transport**

GA5.20 Mixing unfamiliar groups and aggressive livestock should be avoided, unless appropriately managed through handling and segregation arrangements.

GA5.21 Livestock that are particularly susceptible to disease, stress or injury, or that are being transported for veterinary treatment, should be penned separately on the vehicle, and either loaded last or first, to minimise any adverse welfare effects.

### **Driving management**

GA5.22 Drivers should use smooth driving techniques, without sudden turns or stops, to minimise excessive movements of livestock and to prevent injuries, bruising and slipping and falling of livestock.

GA5.23 Care should be taken while shunting loaded livestock railwagons to prevent livestock falling.

GA5.24 Ventilation should be appropriate at all times, including when the vehicle is stopped.

### **Weather conditions**

GA5.25 Weather conditions should be taken into consideration when transporting livestock if there is a risk of heat or cold stress.

GA5.26 Weather conditions during a stop should be considered and action taken to ensure livestock are not subject to heat or cold stress.

GA5.27 In hot weather, the journey should be managed to minimise the risk of heat stress. This may include loading and transporting susceptible livestock during the cooler parts of the day, not stopping, and providing shade and other cooling strategies.

GA5.28 In extremely hot or humid weather, careful attention should be paid to the ventilation of the transport unit; the speed of travel; the number, location and conditions of planned stops; loading density; and the condition of the livestock being carried.

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GA5.29 During cold weather, care should be taken to avoid cold stress and windchill, particularly for recently shorn sheep and goats, and weaner pigs, lambs, poultry and calves. This might include providing cover for the vehicle, enclosing the front of the vehicle, providing food before loading, avoiding colder weather or avoiding loading wet livestock.

### **In-transit inspections**

GA5.30 A source of lighting should be available to carry out inspections at night or in poor light.

GA5.31 Drivers should inspect livestock as soon as practical after any unusual or difficult road or weather conditions.

GA5.32 If a problem with the livestock is identified during transit, even when the problem is rectified, additional checks should be made as necessary to ensure the welfare of the consignment. Drivers should notify ahead for assistance if necessary.

### **Railway transport**

GA5.33 Rail consignments should be inspected at every planned stop. Particularly for rail journeys that are or contain:

- greater than 12 hours duration
- consignments of livestock in weak condition

- pregnant livestock
- livestock with young at foot
- weak and young livestock.

*Note*

Train drivers are not able to conduct inspections during the journey; the responsibility for this lies with the livestock agents.

**Stops and spells during or after the journey**

GA5.34 During a voluntary spell, in addition to water and space to lie down, livestock should be provided with the following additional provisions:

- access to appropriate food if there is time to eat and rehydrate
- enough space for exercise
- separation appropriate to the travel group.

GA5.35 Drivers and transport companies should be flexible when determining timing and length of stops and spells in transit, to achieve the best possible welfare outcomes.

GA5.36 The timing and quality of spells for livestock that are to be transported on multiple, consecutive journeys should be carefully considered to maximise fitness for travel.

*Note*

If a journey is broken by unloading for short periods, such as occurs at a saleyard or en route to an livestock processing establishment, care should be taken that livestock are not deprived of feed and water beyond the limits specified.

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GA5.37 Where livestock have been transported for extended periods, or are special classes of livestock, longer spell periods should be provided.

GA5.38 Where there is doubt about an animal's fitness to resume a journey, the spell period should be extended, veterinary advice sought, and action taken to care for any livestock that are rejected.

GA5.39 Water should be easily accessible to all livestock and livestock should be able to drink with normal posture.

GA5.40 During spells livestock should be monitored to determine whether they are drinking as expected, and if they are not drinking, action should be taken to encourage water intake.

Actions may include ensuring livestock can access the water facilities (through appropriate stocking density, trough size and space), checking observable water quality (by flushing water lines and keeping troughs clean), adding electrolyte or molasses, and providing water on the ground or providing feed. Where there is a general problem with livestock from many sources not drinking, water chemistry should be examined.

*Note*

A spell is a rest period for livestock and is a mandatory requirement when maximum water deprivation times are reached before starting a further journey. The terms 'spell' and 'mandatory spell' are further defined in the definitions. Each species has requirements for spelling, included in Part B. During a voluntary spell at any other time, livestock must be unloaded, allowed access to water and space to lie down, if this is not able to be provided on the vehicle. Feeding is not recommended during short spells of less than 12 hours. Livestock must be inspected for fitness for the remainder

of the intended journey before reloading.

Driver rest stops are different from spells. During a driver rest stop, livestock are generally not unloaded. No water provision time credit is given for a driver rest stop. Livestock are inspected on the vehicle. Weather conditions during any stop or spell can have an important impact on livestock welfare.

### **Unloading livestock**

GA5.41 Before unloading, the driver should check the condition of the receival area and make sure appropriate pens and water supplies are available. When inspecting the yard at night or where light is insufficient, a portable source of lighting should be available.

GA5.42 At unloading, if the facility is unmanned or out-of-hours arrangements are to be followed, drivers should make sure that unloaded livestock have access to water.

GA5.43 Livestock and poultry in containers should be unloaded promptly on arrival at the destination.

GA5.44 Livestock (except caged poultry) should be allowed to walk quietly and calmly off the vehicle to minimise stress and injury. Particular care should be taken during unloading as livestock will be fatigued from the journey.

GA5.45 At night, lighting should be positioned to give even illumination over ramps, races, yards and inside the transport vehicle, and should not shine into the eyes of livestock moving in the desired direction.

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*Note*

Requirements relating to handling, loading facilities and inspections apply to the unloading of livestock.

### **Livestock that are not fit for the intended journey**

GA5.46 In the case of an emergency, where an unexpected substantial delay has arisen during the journey, time off water may be extended, provided that:

- it is in the best welfare interests of livestock to be transported
- the reason, location, date, start and finish times of the delay is recorded.

GA5.47 Effective arrangements for livestock considered not fit to travel should include, but are not restricted to:

- effective containment in a suitable holding area
- rest
- provision of shelter, feed and water
- veterinary treatment
- humane destruction.

### **Identifying weak, ill or injured livestock upon arrival**

GA5.48 Livestock (except caged poultry) that cannot walk from the vehicle ('downers') should be destroyed humanely on the vehicle, where practical.

Alternatively, facilities, equipment and sufficient personnel should be available for the humane unloading of these livestock and their humane destruction.

GA5.49 Following the journey, feedback on livestock welfare should be provided by the driver to the consignor of the livestock.

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## **6 Humane destruction**

### **Objective**

Where it is necessary to destroy livestock, it is done promptly, safely and humanely.

## Standards

SA6.1 Humane destruction methods must result in immediate loss of consciousness followed by death while unconscious. Humane destruction methods applied by an accredited person must result in immediate loss of consciousness followed by death while unconscious. When loss of consciousness is not immediate, the accredited person must induce unconsciousness quickly without causing the animal anxiety, pain, distress or suffering

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 By a person accredited with emergency slaughter qualifications which are recognized by the Standards
- iii) using an approved method for the species
- iv) at the first opportunity Immediately.

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. Where an accredited person is not immediately available to humanely destroy an animal, an accredited person must be contacted immediately to carry out the procedure without delay.

SA6.4 A person humanely destroying an animal must take reasonable action to confirm the animal is dead and to ensure death. A person humanely destroying an animal must be trained, accredited and competent and must confirm that the animal is dead by utilizing their species specific knowledge to recognize the relevant responses in that species of animal.

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

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. Captive bolt use must be in the frontal or pole positions and must be performed by a competent person, accredited with emergency slaughter skills

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

SA6.8 Animals must be assessed to be unconscious before pithing. Animals must be assessed to be unconscious by an accredited, competent person before pithing, and this procedure must be recorded in an internal log or documented.

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

### Note

Points of aim for firearms and captive bolts are shown in a diagram for each species, as relevant.

## Guidelines

### Humane destruction methods

GA6.1 Humane destruction should be done with the minimum number of people present, and other distractions should be minimised.

GA6.2 The animal should be handled carefully and be appropriately restrained so that it is not unnecessarily distressed or alarmed. Where livestock are able to walk, they should be handled in a race or crush.

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GA6.3 Livestock (excluding poultry) should be brain-shot by rifle or captive bolt in the approved positions, according to the species standards.

*Note*

The primary consideration in humane destruction is to prevent the animal from suffering further pain or distress. Each species and class of livestock has approved methods for humane destruction defined in Part B.

In the context of the transport process, humane destruction is an emergency procedure. Many practical, safety and legal considerations will influence the choice of a humane destruction method. In the context of transport, it is accepted that livestock to be destroyed will be appropriately restrained for close handling. The most prompt, approved method to relieve suffering is recommended.

**Observing livestock after humane destruction**

GA6.4 Following use of a humane destruction method, livestock should be monitored for at least three minutes to ensure that death has occurred.

GA6.5 To determine whether humane destruction has caused death, two or more of the following signs should be observed (the first four signs are usually the most useful):

- loss of consciousness and deliberate movement (this sign alone is not sufficient, as the animal may just be stunned; involuntary movements may occur in a dead animal)
- absence of rhythmic respiratory movements (this sign alone is not sufficient, as there may be temporary respiratory failure)
- absence of corneal 'blink' reflex when the eyeball is touched
- maximum dilation of the pupil, nonresponsive to light
- absence of response to painful stimuli (although the withdrawal reflex is not reliable)
- absence of intentional vocalisation (animal may gasp but this should not be in a consistent pattern)
- tongue becomes limp (in some species) and absence of jaw muscle tension (may be difficult to judge)
- absence of heartbeat (requires expertise to detect; heartbeat may persist for some minutes in an animal that is brain dead)
- absence of a pulse (requires expertise to detect, as for heartbeat)
- loss of colour in the mucous membranes, which become pale and mottled
- glazing of the eyes, where the cornea becomes opaque, dry and wrinkled (onset after some time, therefore not immediately useful)
- rigor mortis (onset after several hours, therefore not immediately useful).

GA6.6 Return of rhythmic breathing, corneal reflex, vocalisation or deliberate movement are the main signs that an animal is only stunned and requires the application of an approved method to ensure death.

GA6.7 If it is not certain that an animal is dead, then an approved method should be used immediately to ensure death in a rapid and humane manner.

*Note*

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. It is important that an animal

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is monitored in the three minutes immediately following the humane

destruction procedure.

### **Approved methods and procedures for humane destruction**

#### *Note*

The following guidelines provide information on the approved methods for humane destruction. Further detail on specific practices and applying methods to particular species is presented in Part B.

#### **Firearms**

GA6.8 Firearms should be regularly cleaned and maintained in optimal working condition.

GA6.9 To ensure maximum impact and the least possibility of misdirection, projectiles should be fired at the shortest range possible, but not with the barrel in contact with the animal's head.

GA6.10 Suitable projectiles and propellant charges (loads) for the species and class of livestock and situation should be used to always achieve humane destruction with reasonable personal safety if carried out correctly.

#### *Note*

In general, firearms are the most acceptable method of humane destruction for livestock. In transport situations, the distance between the end of the firearm barrel and the animal is expected to be between 10 and 100 cm. The only approved target organ is the brain. There are three effective aiming points at the head: frontal, poll and temporal. These positions are covered in the species standards in Part B. Before firing, the animal's head must be still. For the frontal method, the firearm or captive bolt should be directed at a point midway across the forehead where two lines from the topside of the base of the ears and top of the eyes intersect (pigs – from the bottom side of the ears to the eyes). The line of fire should be aimed horizontally into the skull towards the centre of the brain or spinal cord.

For the poll method, the animal is shot through the skull just behind the base of the antlers or horns. The line of fire should be in line with the animal's muzzle. Generally, the poll method is preferred for horned livestock, such as goats and sheep.

For the temporal method (firearm only), the animal is shot from the side of the head so that the projectile enters the skull at a point midway between the eye and the base of the ear on the same side of the head. The projectile should be directed horizontally into the skull. This method is an option for adult livestock due to the heavier bone structure of the front of the skull but should be avoided if horn structures interfere with the aim point. A firearms safety consideration is that projectiles may exit the skull.

Firearms energy specifications are as follows:

- the standard 0.22 long rifle cartridge means the use of any 0.22 rim fire cartridge that produces in excess of 100 foot pounds of energy at the muzzle
- the standard 0.22 magnum cartridge means the use of any 0.22 rim fire magnum cartridge that produces in excess of 300 foot pounds of energy at the muzzle
- the centre fire cartridge means the use of any centre fire cartridge that produces in excess of 1000 foot pounds of energy at the muzzle.

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#### ***Captive bolt devices***

GA6.11 The captive bolt stunner should be pressed firmly on the head before being discharged, and should be positioned as described in the approved positions

for each species of livestock. The temporal position is not an option.

GA6.12 For penetrating captive bolt stunners, the cartridge power and length of bolt should be appropriate to the species and class of livestock. Non-penetrating captive bolt stunners are not recommended.

GA6.13 Operators should make sure that charges intended for use are appropriate for the species and class of livestock.

GA6.14 Captive bolts should be regularly cleaned and maintained in optimal working condition according to the manufacturer's instructions.

*Note*

Two types of captive bolt stunners powered by an explosive cartridge are available:

- the *concussion stunner* (non-penetrating) has a wide mushroom-shaped head that delivers a blow to the skull, causing unconsciousness
- the *penetrating captive bolt stunner* has a narrow bolt that is driven a short distance into the brain.

Both types of stunner only cause a stun, or loss of consciousness, that may be temporary and not lead to death. The penetrating captive bolt stunner is recommended because it is more reliable at delivering an effective stun in livestock. The concussion stunner is not recommended for destruction of livestock during transport. Captive bolt stunning should be followed by an effective procedure to cause death, such as bleeding out or pithing.

***Anaesthetic overdose***

GA6.15 Veterinarians or approved persons should perform anaesthetic overdose as appropriate.

*Note*

Anaesthetic overdose depresses the central nervous system causing deep anaesthesia, leading to respiratory and cardiac arrest. Many different drugs are available, but only for use by veterinarians. The method is appropriate for all species that can be handled.

***Stunning by blunt trauma to the head***

GA6.16 A single, sharp blow should be delivered to the centre of the forehead.

*Note*

Blunt trauma to the brain using a hammer or other suitable solid, heavy object may be used to render unconscious small and easily controlled piglets (up to 15 kilograms liveweight), or other livestock less than 24 hours old, as permitted in Part B. Blunt trauma must be applied properly to be effective and humane; therefore, the training and skill of the operator is essential. A follow-up procedure, such as bleeding out or pithing, must be used immediately after stunning to ensure death.

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***Bleeding out (exsanguination)***

GA6.18 Bleeding out of sheep and goats without prestunning using the neck cut should only be done as a last resort by a skilled person using a suitable, sharp knife and adequate restraint of the animal.

GA6.19 The animal should be monitored to ensure that death has occurred from effective blood loss.

*Note*

Bleeding out of stunned livestock is a method to cause death. Bleeding out (exsanguination) is performed by cutting the main blood vessels; at the top of the heart via the thoracic inlet (chest stick), in the neck (neck cut) or in other

locations. The neck cut is the only method to be used where permitted in conscious livestock.

### ***Pithing***

GA6.20 Pithing should be done to ensure death after stunning, particularly where blood loss is to be avoided.

### *Note*

Pithing is permitted only after an effective stunning method has been used and animals have been assessed to be unconscious.

Pithing is the process of destroying nervous tissue in and around the brainstem to ensure death. Pithing is carried out by inserting a metal or plastic rod through a hole made with a captive bolt pistol in the animal's head. The rod is pushed down through the foramen magnum and into the spinal cord. Pithing can also involve severing the spinal cord between the atlas and axis (the first and second bones of the neck). The pithing process can stimulate violent involuntary movements of the animal's legs and head.

Pithing is not permitted at a registered livestock processing establishment. Any livestock dispatched in this manner must not be used for human consumption.

## **Part B Species standards and guidelines for the transport of livestock**

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### **B1 Specific requirements for the land transport of alpacas**

#### **Standards**

General standards in Part A also apply to minimise risks to the welfare of alpacas during transport.

SB1.1 Time off water must not exceed the time periods given below:

#### **Class Maximum time off water (hours)**

Wethers over 12 months old

Non-pregnant females and males over 12 months old

Alpacas 6 to 12 months old

Alpacas known to be up to 7.5 months pregnant

Alpacas known to be more than 7.5 months pregnant, excluding the last 4 weeks

Lactating alpacas with crias up to 6 months old

Crias up to 6 months old

36

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SB1.2 Journey time may be extended to 72 hours for all alpacas only under the following conditions:

- i) alpacas must be watered and fed on the vehicle at all times
- ii) there must be space for all alpacas to sit down ‘cush’
- iii) alpacas must be assessed regularly to see whether they are fit for the remainder of the intended journey
- iv) alpacas must be allowed a spell of 24 hours before starting another journey.

SB1.3 If alpaca wethers have been off water for 36 hours, they must be spelled for 24 hours before starting another journey.

If alpacas over 12 months old have been off water for 24 hours, they must be spelled for 12 hours before starting another journey.

SB1.4 Alpacas known to be in the last 4 weeks of pregnancy must be transported under veterinary advice unless the journey is less than 4 hours in duration.

SB1.5 Electric prodders must not be used on alpacas.

SB1.6 Dogs must not be used to move alpacas.

SB1.7 Approved methods of humane destruction for:

- i) *adult alpacas* are firearm, captive bolt or lethal injection
- ii) *crias* are firearm, captive bolt, lethal injection or blunt trauma. Blunt trauma must only be used for crias that are less than 24 hours old and where there is no firearm or captive bolt available.

*Note*

Usually, alpacas are watered on transport vehicles for long distance journeys.

Unloading for spells should be avoided for welfare and biosecurity reasons.

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However, spells longer than 4 hours can be deducted from the total water deprivation time. A spell less than 4 hours is not recommended or recognised for water deprivation time calculation, but can be taken as necessary.

## **Guidelines**

General guidelines are also recommended in Part A to minimise the risk to the welfare of alpacas during transport

### **Fitness**

GB1.1 Additional considerations for alpaca welfare should be made for long-distance travel:

- for alpaca wethers over 12 months old after 24 hours off water
- for non pregnant females and males over 12 months old after 12 hours off water.

These considerations should include:

- i) that the alpaca are considered fit for the remainder of the intended journey
- ii) adverse weather conditions are not prevailing or predicted
- iii) additional spell times during the journey
- iv) a longer spell time at the end of the journey
- v) the recent management of the alpaca before first loading.

GB1.2 Conditions that could decrease alpaca welfare during transport and should be considered unfit for transport might include lethargic alpacas, and alpacas with profuse diarrhoea, disease, or wounds or abscesses. A decision to transport an alpaca with the above conditions should be made after considering the welfare of the animal concerned and the treatment and management options.

GB1.3 Alpacas less than 3 months pregnant and crias less than 7 days old (unless accompanied by their mothers) should not be transported unless necessary, and should be provided with food and water during the journey and upon arrival at the destination. Pregnant alpacas in their first trimester are very prone to pregnancy loss through stressful events such as transport.

GB1.4 Alpacas in their third trimester of pregnancy (beyond 7.5 months) should not be transported unless for treatment purposes. Alpacas in the third trimester of pregnancy should not be deprived of water for more than 2 hours and they should be spelled for 12 hours before starting another journey.

#### **Food and water**

GB1.5 Spells should be avoided due to the risks associated with unloading and reloading.

GB1.6 Alpacas should be watered and fed dry hay or fibre before or during transport to sustain them for the journey. Care should be taken to avoid colic.

GB1.7 Alpacas destined for transport longer than 24 hours should be fed and watered during the journey and as soon as possible after unloading.

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GB1.8 Lactating alpacas and crias should be inspected throughout the journey as appropriate, to ensure that crias are suckling, unless the vehicle is fitted with a surveillance device that enables continuous inspection throughout the journey.

GB1.9 When transporting lactating alpacas with crias, regular stops should be made as appropriate to allow suckling, unless alpacas are observed to be comfortably feeding during transit.

#### **Loading density**

GB1.10 The following space allowances (based on the standing position) should be provided:

Mean liveweight (kg) Minimum floor area (m<sup>2</sup>/head)<sup>a</sup>

20 0.4

30 0.5

40 0.6

50 0.7

60 0.8

80 1.0

<sup>a</sup> The estimated area for an alpaca to cush (sit with their legs folded underneath them) is approximately 0.55 m<sup>2</sup> for a 40–50 kg alpaca. Where alpacas are penned on the vehicle, there should be space for most to lie down (they may not all lie at once), move or turn around, and access feed and water facilities.

GB1.11 Alpacas should have enough space to be able to cush during transport.

GB1.12 For longer journeys, space to access feed and water should be provided, as well as bedding (straw or other suitable material) for comfort.

GB1.13 Alpacas should be segregated on the vehicle, with lactating alpacas with cria and young alpacas penned separately from adults. Where necessary, males should be penned separately from females.

#### *Note*

Alpacas may travel in trucks, vans, covered trailer or horse float. Alpacas will tend to cush during the journey and travel best in the company of another alpaca.

#### **Vehicles and facilities**

GB1.14 Young and newly shorn alpacas (8–10 days off shears) are susceptible to windchill and should be transported in vehicles with enclosed fronts or

provided with protection during weather that could cause heat or cold stress or sunburn.

GB1.15 Where possible, vehicles should also have covered roof and sides for protection during transport, or be able to be covered as needed.

GB1.16 Flooring should be a nonslip surface of either rubber or old carpet. In addition, straw provides extra comfort and absorbs faeces and urine on long trips. Apart from providing a nonslip surface, the rubber or carpet provides insulation. Alpacas thermo regulate through their underside, and an alpaca cushing on a metal surface can be predisposed to hypothermia.

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GB1.17 Vehicles should contain pens or partitions and feed or water facilities for longer journeys. Penning arrangements should allow alpacas to turn around and to cush during the journey.

### **Handling**

GB1.18 Halters should be made from materials that will not predispose the animals to injury. Precautions should be taken to ensure the animals do not become injured or caught during the journey. Halters or ties should not remain on alpacas during transport.

GB1.19 Handling alpacas in small groups, particularly young or pregnant alpacas, will minimise injury and stress.

### **Humane destruction**

GB1.20 The frontal position should be the preferred aiming point for the humane destruction of alpacas.

GB1.21 A firearm should deliver at least the power of a standard 0.22-long rifle cartridge.

### **Figure B1.1 Humane destruction of Alpacas.**

Note: (A) indicates the frontal method and (B) indicates the poll method. The dots indicate the point of aim and the arrows indicates the direction of aim for the positions.

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## **B2 Specific requirements for the land transport of buffalo**

### **Standards**

General standards in Part A also apply to minimise the risk to the welfare of buffalo during transport.

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

Buffalo 1–6 months old

Buffalo known to be more than 7 months pregnant excluding the last 4 weeks and lactating buffalo with calves at foot

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Buffalo more than 7 months pregnant (this should be documented/logged) excluding the last 4 weeks and lactating buffalo with calves at foot

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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. If cows are 7 months pregnant or more, 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.

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. Buffalo in the last 4 weeks of pregnancy must not be transported without written, signed veterinary authorization, unless the journey is less than 1 hours duration.

SB2.4 Electric prodders must only be used on buffalo after reasonable actions to cause movement have failed. Electric prodders must not be used on buffalo. All persons handling buffalo should be trained and accredited in low stress handling methods

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

SB2.6 Buffalo that suffer heat stress during transport must be cooled at the first opportunity by water spray.

SB2.7 Approved methods of humane destruction for:

- i) *buffalo* are firearms or lethal injection
- ii) *calves* are firearms, captive bolts, or lethal injection.

## Guidelines

General guidelines are also recommended in Part A to minimise the risk to the welfare of buffalo during transport.

### Fitness

GB2.1 Additional considerations for buffalo welfare should be made for longdistance travel:

- for buffalo over 6 months old after 24 hours off water
- for calves, lactating cows and cows in the third trimester of pregnancy after 12 hours off water.

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These considerations should include:

- i) that the buffalo are considered fit for the remainder of the intended journey
- ii) adverse weather conditions are not prevailing or predicted
- iii) additional spell times during the journey
- iv) a longer spell time at the end of the journey
- v) the recent management of the buffalo before first loading.

GB2.2 Conditions that could cause buffalo welfare to decline during transport and should be considered unfit for transport might include lethargic buffalo, and buffalo with profuse diarrhoea, disease, wounds or abscesses. A decision to transport a buffalo with the above conditions should be made after considering the welfare of the animal concerned, as well as the treatment and management options.

GB2.3 Handling and transporting female buffalo in the last half of pregnancy should be avoided, because they are particularly prone to abortion if stressed.

GB2.4 Buffalo in the third trimester of pregnancy should not be deprived of water for more than 12 hours and they should be spelled for 12 hours before starting another journey.

GB2.5 Buffalo more than 9 months pregnant should be transported under the following provisions:

- water deprivation time should not exceed 8 hours
- feed and water should be provided immediately before loading and upon unloading
- additional space should be provided on the vehicle
- different classes of buffalo should be separated
- veterinary advice should be sought.

### **Food and water**

GB2.6 Buffalo should be monitored carefully when reintroducing them to water following transport. Dehydrated buffalo may gorge themselves when reintroduced to water, with adverse effects on their welfare.

GB2.7 Buffalo should be fed and watered as soon as possible after unloading.

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### **Loading density**

GB2.8 The following minimum space allowances should be provided:

#### **Mean liveweight (kg) Minimum floor area (m<sup>2</sup>/head)**

200	0.69
250	0.77–0.79
300	0.86–0.89
350	0.98–1.01
400	1.05–1.09
450	1.13–1.18
500	1.23–1.28
550	1.34–1.40
600	1.47–1.55
650	1.63–1.73

#### *Note*

Loading density targets provided above are based on animals with blunt horns that are no longer than the spread of ears. Additional space is required for untrimmed horns.

### **Vehicles and facilities**

GB2.9 Ramp slopes for adult buffalo should be 20 degrees and contain a level area of at least one body length at the top with a slide gate to prevent reversal.

GB2.10 In cooler weather, buffalo should be protected from cold stress. Transport vehicles should contain enclosed fronts or be able to be enclosed for shelter against windchill, for buffalo that are not adapted to the cold, or when transporting buffalo less than 6 months old.

### **Handling**

GB2.11 Buffalo should be mustered or assembled in the cooler parts of the day, especially if the temperature exceeds 32 degrees centigrade.

GB2.12 After mustering in hot or humid weather, buffalo should be cooled using a sprinkler system and given access to drinking water.

GB2.13 All reasonable steps should be taken to minimise the effects of climatic extremes, especially for buffalo being transported from warmer areas to cooler areas.

GB2.14 If animals become agitated during transport, loading or unloading, or are held

stationary on the vehicle for an extended time period, they should be sprayed with water for cooling and to reduce stress levels.

GB2.15 Electric prodders should not be used, because buffalo may become aggressive.

*Note*

Buffalo are susceptible to heat stress, because they have a poor ability to sweat. Signs of overheating in buffalo include:

- increased reddening of the hide on the brisket, under the belly and between the legs

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- the tongue hanging from the mouth
- panting
- bloodshot eyes
- skin that is hot to touch.

### Humane destruction

GB2.16 The preferred method for humane destruction of buffalo is a firearm in the frontal position. Powerful 0.30-calibre centre fire cartridges with hard projectiles are recommended for larger animals and bulls, and not captive bolts. For calves, a rifle should deliver the power of at least a standard 0.22-long rifle cartridge. For young buffalo, 0.22 magnum cartridges may be suitable.

*Note*

Operators should consider the angle of impact, because buffalo tend to lift their nose when looking directly at the shooter. Horns in adults make the temporal aim point impractical.

### Figure B2.1 Humane destruction of buffalo

Note: (A) indicates the frontal method and (B) indicates the poll method. The dots indicate the point of aim and the arrows indicates the direction of aim for the positions.

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## B3 Specific requirements for the land transport of camels

### Standards

General standards in Part A also apply, to minimise risks to the welfare of camels during transport.

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

#### Class Maximum time off water (hours)

Camels over 6 months old

Camels known to be more than 9 months pregnant excluding the last 4 weeks

24 18

24 18

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: Journey time for camels over 6 months old, excluding camels in the final month of pregnancy, (the pregnancy status and number of months pregnant of the camel must be clearly logged/documentated for the accredited driver before the journey begins), may be extended to 60 hours, only under the following conditions:

- i) camels must be watered and fed on the vehicle every 24 hours 20 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.

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. According to the log books prepared before the journey, if camels over 6 months old or more than 9 months pregnant have been off water for 24 hours, they must be spelled for 12 hours before starting another journey. Camels in the last 4 weeks of pregnancy can't be transported without a veterinarian's written signed authorisation

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. Camels in the final four weeks of pregnancy must be transported only under written signed veterinary documentation, unless the journey is less than 2 hours long.

SB3.5 Camels must have a minimum of 100 mm clearance between the top of their hump and the livestock crate. Camels must have a minimum of 150mm clearance between the top of their hump and the livestock crate.

SB3.6 Electric prodders must only be used on camels after reasonable actions to cause movement have failed. Electric prodders must not be used on camels. Persons involved with camels must hold 'low stress handling' accreditation

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

SB3.8 Approved methods of humane destruction for camels over 6 months old are blunt trauma is only to be used on camel calves that are less than 24 hours old by an accredited person, and only when there is no other (approved) option for humane destruction.

firearm captive bolt or lethal injection Approved methods of humane destruction for camels are firearm captive bolt or lethal injection by a person accredited with emergency slaughter qualifications. The use .

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.

#### Note

Usually, camels are watered on transport vehicles for long distance journeys.

Unloading for spells should be avoided for welfare and biosecurity reasons.

However, spells longer than 4 hours during transport can be deducted from

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the total water deprivation time. A spell less than 4 hours is not

recommended or recognised for calculation of water deprivation time, but

can be taken as necessary.

## Guidelines

General guidelines are also recommended in Part A to minimise the risk to the welfare of camels during transport.

## Fitness

GB3.1 Conditions that could cause camel welfare to decline during transport and should be considered unfit for transport might include lethargic camels and camels with profuse diarrhoea, disease, wounds or abscesses. A decision to

transport a camel should be made after considering the welfare of the animal concerned, as well as the treatment and management options.

### **Food and water**

GB3.2 Camels should be fed and watered as soon as possible after unloading. Camels should be trained by progressive extension of water deprivation time before going without water for longer periods.

GB3.3 Camels should be monitored carefully when reintroducing them to water following transport. Dehydrated camels may gorge themselves when reintroduced to water, with adverse effects on their welfare.

GB3.4 Camels in the third trimester of pregnancy should not be deprived of water for more than 12 hours and they should be spelled for 12 hours before starting another journey.

GB3.5 Camels more than 12 months pregnant should be transported under the following provisions:

- water deprivation time should not exceed 8 hours
- feed and water should be provided immediately before loading and upon unloading
- additional space should be provided on the vehicle
- different classes of camels should be segregated
- veterinary advice should be sought.

### **Loading density**

GB3.6 The following space allowances should be provided:

**Mean liveweight (kg) 12.2 m x 2.3 m (deck)<sup>a</sup>**

Less than 250 30–32

250–300 28

300–350 26

350–400 24

400–500 20

500–600 18

600–700 16

<sup>a</sup> Based on standing room only. Camels need additional space to sit down on long journeys.

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### **Vehicles and facilities**

GB3.7 Yards should have race walls with a height of 1.8 m, and metal loading races should be covered with dirt to avoid excessive noise and foot damage. Yards should be large enough to allow all camels to lie down at the same time.

GB3.8 Camels should spend as little time as possible on hard surfaces that can cause injury to foot pads or that wear the pedestal and kneeling pads of the animal.

GB3.9 Resting hump clearance for land transport is 100 mm. When moving, the highest part of the camel is the hump, while the head is generally lowered.

Hump height will lower by 100 mm–200 mm between resting and walking state, allowing clearance under gates and stays.

GB3.10 Large camels should be transported in single-deck vehicles or a crate with a vertical clearance of 2 m, unless the crate construction allows for hump height clearance as specified above. Yearling camels may be transported in double decks provided they do not contact overhead structures.

### **Handling**

GB3.11 Camels should be left on the vehicle during rest or watering stops and parked under shade in hot conditions, where possible.

GB3.12 If camels are to be tied up, they should be released and allowed to stand at least every four hours.

GB3.13 Camels may be temporarily tied in sternal recumbency to prevent injury. Camels should not be tied to trees or other structures by ropes or halters that are attached to the neck unless sufficient rope and low tying of the rope is provided.

GB3.14 Electric prodders should only be used on camels as an absolute last resort.

#### **Humane destruction**

GB3.15 Trained camels should be sat down before humane destruction.

GB3.16 For adult camels, a firearm should deliver at least the power of a standard 0.22 magnum cartridge and, for calves, a firearm should deliver at least the power of a standard 0.22-long rifle cartridge.

GB3.17 For mature bull camels and especially bulls in rut, the captive bolt, if used, should only be applied to the poll position. Bulls in rut develop thick glands at the top of the head that prevent the effective use of the captive bolt by the frontal method.

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#### **Figure B3.1 Humane destruction of camels**

Note: (A) indicates the frontal method and (B) indicates the poll method. The arrows indicate the direction of aim for the positions.

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## **B4 Specific requirements for the land transport of cattle**

### **Standards**

General standards in Part A also apply to minimise risks to the welfare of cattle during transport.

SB4.1 **Time off water must not exceed the time periods given below:** Time off water must not exceed the time periods given below and must take into account the cattle's time off water before the journey began.

#### **Class Maximum time off water (hours)**

Cattle over 6 months old

Calves 1–6 months old

Lactating cows with calves at foot

Calves 5–30 days old travelling without mothers

Cattle known to be more than 6 months pregnant excluding the last 4 weeks

48

24

24

18

24

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.** If cattle over 6 months of age have been off water for a maximum of 38 hours, they must be spelled for 30 hours before starting another

journey. If cows more than 6 months pregnant have been off water for 24 hours, they must be spelled for 12 hours before starting another journey. This doesn't include cows in the last 4 weeks of pregnancy or lactating with calves at foot, as well as calves less than 6 months old

**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.**

Cattle who are identified by the log book prepared before the journey as being in the last 4 weeks of pregnancy, must only be transported under signed written veterinary authorization unless the journey is less than 3 hours total duration.

**SB4.4 Calves less than 5 days old travelling without mothers must only be transported directly to a calf-rearing facility and must:** The calves umbilical chord must be shriveled before calves can be transported. Very young calves 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.

**SB4.5 Calves between 5 and 30 days old travelling without mothers must:** Only calves with dried umbilical cords should be transported. If being transported without mothers the calves must:

- i) **be protected from cold and heat** be protected from temperatures of more than 28 degrees and less than 10 degrees
- ii) be prepared and transported to ensure not more than 18 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** 4 hours duration.

**SB4.6 Calves less than 30 days old travelling without mothers must not be consigned across Bass Strait.**

**SB4.7 Dogs must not be used to move bobby calves less than 30 days old.** Dogs must be muzzled and they must not be used to move bobby calves who are less than 30 days old, according to the logged documents.

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**SB4.8 Approved methods of humane destruction for:**

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

## **Guidelines**

General guidelines are also recommended in Part A to minimise the risk to the welfare of cattle during transport.

### **Fitness**

**GB4.1** Additional considerations for cattle welfare should be made for long distance travel:

- for cattle over 6 months old after 36 hours off water
- for calves, lactating cows and cows in the third trimester of pregnancy after 12 hours off water.

These considerations should include:

- i) that the cattle are considered fit for the remainder of the intended journey
- ii) adverse weather conditions are not prevailing or predicted
- iii) additional spell times during the journey
- iv) a longer spell time at the end of the journey
- v) the recent management of the cattle before first loading.

GB4.2 A decision to transport cattle with one of the following conditions should be made after considering the welfare of the animal concerned and the treatment and management options. The conditions include lethargy, profuse diarrhoea, disease, wounds or abscesses.

GB4.3 Calves should be transported for the shortest time possible. Efficient aggregation practices for calves between 5 and 30 days old should be used to reduce journey times to final destinations. Direct marketing should be used when possible. Calves should not be consigned through saleyards that do not have holding facilities suitable for calves. They should not be transported for a time exceeding 10 hours, or a distance exceeding 500 kilometres — whichever comes first — from loading to the destination, unless the calves are intended for slaughter and exceeding this time and distance is necessary to reach the nearest available, operating, livestock-processing establishment.

GB4.4 Calves between 5 and 30 days old travelling without mothers should have dry, withered navel cords and hooves that are not soft and bulbous. They should not travel until they are 8 days old for journeys approaching 24 hours.

GB4.5 Calves born earlier than a normal pregnancy term (including induced calves) should be at an equivalent stage of fitness when transported, compared with normal, full-term calves.

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GB4.6 Cows in the sixth and seventh month of pregnancy should not be deprived of water for more than 12 hours and they should be spelled for 12 hours before reloading.

GB4.7 Cows more than 8 months pregnant, excluding the last two weeks of pregnancy, should be transported under the following provisions:

- water deprivation time should not exceed 4 hours
- feed and water should be provided immediately before loading and upon unloading
- additional space should be provided on the vehicle
- cattle should be segregated from other classes of cattle
- veterinary advice should be sought.

**Food and water**

GB4.8 Cattle should be fed and watered as soon as possible after unloading.

GB4.9 Calves between 5 and 30 days old travelling without mothers should have a liquid feed every 12 hours.

**Loading density**

GB4.10 The following space allowances should be provided:

**Mean liveweight**

**(kg)**

**Minimum floor**

**area (m<sup>2</sup>/head)**

**Number of  
head per  
12.2 m bottom  
deck**

100
150
200
250 0.77 38
300 0.86 34
350 0.98 30
400 1.05 28
450 1.13 26
500 1.23 24
550 1.34 22
600 1.47 20
650 1.63 18

GB4.11 Calves under one month old should have sufficient space to lie down on their sternum.

**Vehicle and facilities**

GB4.12 Calves less than 30 days old should have:

- protection from excess heat, sun, wind and rain in a vehicle with an enclosed front and that provides effective ventilation.

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GB4.13 During cold weather, additional actions should be taken to protect calves from cold stress and windchill during transport.

GB4.14 Ramps for adult cattle and calves should be designed so that animal welfare is not compromised. Ramp slopes for adult cattle should be 20 degrees and for calves should be 12 degrees.

**Handling**

GB4.15 Calves between 5 and 30 days old travelling to livestock processing plants should be delivered within 10 hours of leaving the property of origin.

GB4.16 Calves under 30 days old should be unloaded with care as they may not have developed following behaviours and may also become easily fatigued.

GB4.17 Cattle have a high level of herding instinct; therefore, handling techniques should use strategies to make best use of this fact for low-stress stock handling.

GB4.18 Horned bulls should have the nonvascular horn tip removed to a diameter of 3 cm.

**Humane destruction**

GB4.19 The preferred option for humane destruction is a firearm in the frontal position. For adult cattle, a rifle should deliver at least the power of a standard 0.22 magnum cartridge. For larger animals and bulls, 0.30-calibre high-power cartridges are recommended. For calves, a rifle should deliver at least the power of a standard 0.22-long rifle cartridge.

**Figure B4.1 Humane destruction of cattle**

Note: (A) indicates the frontal method, (B) indicates the poll method and (C) indicates the temporal method. The dots indicate the point of aim and the arrows indicate the direction of aim for the positions.

## B5 Specific requirements for the land transport of deer

### Standards

General standards in Part A also apply, to minimise risks to the welfare of deer during transport.

**SB5.1 Time off water must not exceed the time periods given below:** Time off water must be logged and must not exceed the time periods given below:

#### **Class Maximum time off water (hours)**

Deer over 6 months old

Fawns/calves under 6 months old

Deer known to be more than

5 months pregnant excluding the last four weeks

48 30

28 16

24 16 (Note, scientific data on deers does not indicate that deer can travel off water for 48 hours and remain healthy !!)

**SB5.2** If deer over 6 months old have been off water for 48 32 hours, they must be spelled for 36 hours before starting another journey.

If fawns or calves have been off water of 28 for 18 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. If logs books reveal deer to have been more than 5 months pregnant, and they have been off water for 18 hours, they must be spelled for 12 hours before starting another journey. Deers which log books reveal to be in their last 4 weeks of pregnancy shouldn't be transported.

**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. Deer which logged documentation reveal to be in the final 4 weeks of pregnancy must only be transported under written veterinary authorization, unless the journey is less than 2 hours in duration.

**SB5.4** Electric prodders must only be used on deer after reasonable actions to cause movement have failed. Electric prodders must not be used on deer. Deer handlers must have accreditation in low stress deer handling.

**SB5.5** Approved methods of humane destruction for:

- i) *deer* are firearms captive bolt or lethal injection. Deer are firearms, captive bolt or lethal injection, only by persons accredited in emergency slaughter
- ii) *fawns* are firearms, captive bolt, lethal injection or blunt trauma; blunt trauma must only be used for fawns that are less than 24 hours old and where there is no firearm or captive bolt available. This can only be performed by persons accredited in emergency slaughter techniques.

#### *Note*

Deer are generally not watered on transport vehicles. Unloading for spells should be avoided for welfare and biosecurity reasons. However, spells longer than 4 hours can be deducted from the total water deprivation time. A spell less than 4 hours is not recommended or recognised for water deprivation time calculation, but can be taken as necessary.

### Guidelines

General guidelines are also recommended in Part A to minimise the risk to the welfare of deer during transport

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### **Fitness**

GB5.1 Additional considerations for deer welfare should be made for long-distance travel:

- for deer over 6 months old after 36 hours off water
- for fawns under 6 months old after 20 hours off water
- for lactating deer and deer in the third trimester of pregnancy after 12 hours off water.

These considerations should include:

- i) that the deer are considered fit for the remainder of the intended journey
- ii) adverse weather conditions are not prevailing or predicted
- iii) additional spell times during the journey
- iv) a longer spell time at the end of the journey
- v) the recent management of the deer before first loading.

GB5.2 Conditions that could cause deer welfare to decline during transport and should be considered unfit for transport might include lethargic deer and deer with profuse diarrhoea, disease, wounds or abscesses. A decision to transport a deer with the above conditions should be made after considering the welfare of the animal concerned and the treatment and management options.

GB5.3 Deer with antlers in velvet greater than 4 cm should not be transported. Deer should not be transported for 7 days after velvet antler removal.

GB5.4 Deer with hard antlers greater than 4 cm should not be transported. Where hard antler removal cannot be done, they must be separated from all other deer.

GB5.5 Deer that are due to calve within one month or with young at foot (less than one month old) should not be transported unless in an emergency for the welfare of the deer, and special provisions (as advised by a veterinarian) are in place to ensure that transport does not result in adverse welfare outcomes.

GB5.6 Deer in the last trimester of pregnancy should not be deprived of water for more than 12 hours and they should be spelled for 12 hours before starting another journey.

GB5.7 Deer in the last month of pregnancy should be transported under the following provisions:

- water deprivation time should not exceed 8 hours
- feed and water should be provided immediately before loading and upon unloading
- additional space should be provided on the vehicle
- deer should be segregated from other classes of deer
- veterinary advice should be sought.

#### *Note*

Transport should be managed to ensure the welfare of deer, particularly those not accustomed to handling, those in a weak condition, pregnant females, and adult males during and immediately after the rutting season.

*Specific requirements for the land transport of deer* **55**

### **Food and water**

GB5.8 Deer should be fed and watered as soon as possible after unloading.

GB5.9 Deer are particularly susceptible to heat stress. A supply of suitable water should be provided before loading.

#### **Loading density**

GB5.10 The following space allowances should be provided:

#### **Deer weight range Floor area per animal (m<sup>2</sup>)**

50 kg  
75 kg  
100 kg  
150 kg  
200 kg  
0.25  
0.35  
0.4  
0.72  
0.96

GB5.11 Extra floor space should be available for deer to lie down during journeys that are anticipated to last longer than 24 hours.

#### **Vehicles and facilities**

GB5.12 When loading the vehicle, deer of different species and category should be penned separately to avoid injury or aggression towards each other.

GB5.13 Deer should be transported in crates that are fully sided with sufficient gaps for ventilation, and that have high side walls to prevent deer escaping and provide sufficient vertical clearance. Where weather requires, tarp or shade cloth should cover the vehicle front and roof; otherwise a transport vehicle that is fully enclosed should be used. Single animal crates should be darkened and light entry should be at low levels.

GB5.14 Transporting deer during extremely hot weather (above 35°C) should be avoided, especially if deer are unaccustomed. If the deer show signs of heat stress or dehydration (panting, dry mouth, reduced response to normal stimuli) the crate should be placed in the shade or the deer hosed with water.

The temperature in the crate should not exceed 30°C.

#### **Handling**

GB5.15 Deer brought into yards for loading should be moved as quietly and carefully as possible.

GB5.16 Deer in hard antler should not be yarded with other deer.

GB5.17 Electric prodders should not be used on fawns or calves.

#### **Humane destruction**

GB5.18 A rifle shot by the frontal method (Figure B5.1) is the preferred method of humanely destroying deer. For adult deer, a firearm should deliver at least the power of a standard 0.22-long rifle cartridge and this cartridge should be 0.22 magnum for sambar deer. For fawns, a firearm should deliver at least the power of a standard 0.22-long rifle cartridge.

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#### **Figure B5.1 Humane destruction of deer**

Note: (A) indicates the frontal method and (B) indicates the poll method. The dots indicate the point of aim and the arrows indicates the direction of aim for the positions.

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## **B6 Specific requirements for the land**

## transport of emus and ostriches (ratites)

### Standards

General standards in Part A also apply, to minimise risks to the welfare of ratites during transport.

SB6.1 Time off water must not exceed the time periods given below:

#### **Class Maximum time off water (hours)**

Adult birds

Chicks or young birds

24

12

SB6.2 Ratites must be fed every 24 hours including within the 24 hours before assembly for transport.

Chicks and young birds must be fed every 12 hours.

SB6.3 Ratite chicks must not be held in containers for more than 12 hours, unless provided with feed, water, and shelter.

SB6.4 If adult birds have been off water of 24 hours, they must be spelled for 12 hours before starting another journey.

SB6.5 Containers of ratite chicks 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.

SB6.6 Legs of ratites must not be tied together.

SB6.7 Electric prodders must not be used on ratites.

SB6.8 Approved methods for humane destruction for:

- i) *adult birds* are a firearm, or sedation followed by captive bolt or decapitation
- ii) *ratite chicks* is decapitation with a sharp instrument, such as a machete.

#### *Note*

Generally, ratites are watered on transport vehicles. Unloading for spells should be avoided for welfare and biosecurity reasons. However, spells longer than 4 hours can be deducted from the total water deprivation time. A spell less than 4 hours is not recommended or recognised for water deprivation time calculation, but can be taken as necessary.

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### Guidelines

General guidelines are also recommended in Part A to minimise the risk to the welfare of ratites during transport.

#### **Fitness**

GB6.1 A decision to transport ratites should be made after considering the welfare of the animal concerned and the treatment and management options. Ratites that are lame or have obvious disease or painful conditions should not be transported.

GB6.2 Rest stops during transport journeys, with the exception of inspections as required, are undesirable when transporting ratites.

GB6.3 All people involved in ratite chick transport should have the relevant

consignment details, including the numbers of chicks, the date and time of dispatch, anticipated time of arrival and contact details for the relevant person(s).

GB6.4 Records of birds found dead on arrival should be collected and maintained.

*Note*

General standards in Chapters 4 and 5 provide background on the selection of ratites to ensure that ratites are fit for the intended journey. The selection of ratites occurs in the weeks before transport, and culling practices should be in place to ensure that any birds found unsuitable for transport are treated or humanely destroyed before the day of pick-up.

**Food and water**

GB6.5 Ratites should be fed and watered as soon as possible after unloading.

**Loading density**

GB6.6 When determining the numbers of birds to be loaded, the operator should consider bird liveweight, available floor space, weather conditions and journey conditions.

GB6.7 During hot weather, depending on the humidity and air flow, the number of birds per pen or container should be reduced to keep load temperatures and humidity within an acceptable range.

GB6.8 All birds should be able to stand upright in the vehicle to avoid being clawed, unless sufficient space is available for birds to sit without being clawed by other birds.

GB6.9 Chicks up to 12 weeks old should be transported in groups of no more than 20 birds with partitions placed between adjacent groups.

GB6.10 Juvenile and Adult birds should be transported in groups of no more than 12 birds with partitions placed between adjacent groups.

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GB6.11 The following minimum space allowances should be provided:

**Emus (age in months) Minimum space per bird (m<sup>2</sup>)<sup>a</sup>**

Up to 2 0.15–0.43

2–4 0.44

4–6 0.47

6–9 0.53

9–12 0.64

12–14 0.76

More than 14 0.84

**a** Space allowance for ostriches remains to be developed; chicks may be transported in small groups of 4–6 birds per crate (0.75 m<sup>2</sup>); juvenile birds (ostriches) should be transported at 0.57 m<sup>2</sup> per bird.

*Note*

General standards in Chapter 5 apply to ratites to ensure that the loading density is appropriate and to minimise the risk to the welfare of birds.

**Vehicle, containers and facilities**

GB6.12 Yards should have solid enclosed walls. Where portable yards are used, the partitions should be well constructed and yard flooring should be firm to avoid injury to birds and birds being clawed by other birds.

GB6.13 Fencing should be at least 1.5 m high in yards.

GB6.14 Yards should contain adequate shade to prevent sunburn and skin damage and feeding or watering facilities should be well positioned with adequate space to avoid aggression between birds. Where possible, misters should also be

available.

GB6.15 Ratites should be conditioned to use yards on a monthly basis at least 6 months before being assembled for transport and avoid stress during herding.

GB6.16 Vehicle compartments should be appropriately designed to minimise injury, with sufficiently high sides where birds are to stand. The crate height on the vehicle should be higher than the birds being transported, so that birds can stand comfortably.

GB6.17 The transport vehicle should be dimly lit and provide fresh air but chicks especially must be protected from chilling and extremes in temperature.

GB6.18 Ramp slopes should be no more than 25 degrees.

GB6.19 Transport vehicles should have nonslip, moisture-absorbing floor coverings (ie sand, sawdust or wood shavings) to ensure birds maintain footing during transport. Bedding that can be ingested is not recommended for chicks less than 3 weeks old.

*Note*

Injury can occur when ostriches and emus panic, run or trample each other and rub against yard fences or partitions. Air-sprung trucks reduce the impact of the road surface during transport and the possibility of birds falling or slipping.

**Temperature**

GB6.20 Birds being transported in cold conditions may be affected by windchill, particularly if they are wet. Birds, both at the front and the back of the vehicle, should be protected from the extremes of the weather while being transported, as the temperature between the top and bottom and front and back of the vehicle can differ significantly.

GB6.21 Suitable covers that allow sufficient natural ventilation should be used to protect birds in containers from wind and rain, and from excessively cold conditions.

GB6.22 If temperature exceeds 30°C when transporting ratites or while waiting to unload, vehicles should not be left stationary, without shade, fans, misters, or other cooling being provided. During temperatures greater than 35°C, transport of ratites should be avoided, unless actions are taken to minimise heat stress.

GB6.23 Where facilities are not available for protection from the weather, birds in transit or waiting unloading for slaughter should not be left in a parked vehicle for more than 2 hours.

GB6.24 Transport and slaughter processes should minimise the time the birds remain in containers (from pick up to processing), particularly in hot weather.

*Note*

Time spent in containers for chicks should be calculated from the time of placement into the container, not the time transport begins. Stops are undesirable when transporting ratites. Providing feed and water during transport can reduce the impact of weather conditions. Ratites are often calmer when transported at night during summer months.

**Ventilation during transport**

GB6.25 Airflow in fully enclosed vehicles should be monitored and adjusted as necessary.

GB6.26 Containers for chicks should be stacked to maximise ventilation during transport. Vehicle compartments should allow effective air exchange for juvenile and mature birds being transported.

### **Handling**

GB6.27 Small birds should be picked up by supporting the body and not lifted solely by the legs.

GB6.28 When birds are herded, actions should be taken to ensure birds remain calm and injuries, aggression and stress are minimised. This may include darkening the yard entrance by covering raceways or the use of corrals or partitions.

Darkening the crate on the transport vehicle may encourage birds to sit down.

GB6.29 'Hooding' of the head is recommended as a safe and reliable method of aiding restraint for ostrich over six months of age. Hooded birds should be restrained and attended at all times when they are outdoors and when they are indoors in the presence of ostrich that are also hooded. Hooded birds can still kick and move about.

*Specific requirements for the land transport of emus and ostriches 61*

#### *Note*

Effort should be made to reduce stress while ratites are being loaded, transported or unloaded. Ratites can be frightened easily. If allowed to panic and run at high speeds, they can be injured by colliding with fences, vehicles and other items. Farmed ratites may be accustomed to handling and are used to being handled in groups. Flocking behaviour means groups are more easily handled than individuals.

### **Humane destruction**

GB6.30 A shot gun is the preferred firearm for humane destruction where close restraint is not possible.

#### *Note*

Ratites can be shot by firearm using the temporal method: the projectile is aimed to enter the skull midway between the eye and the base of the ear on the same side of the head. The projectile should be directed horizontally (position A in Figure B6.1 and Figure B6.2).

#### **Figure B6.1 Humane destruction of emu**

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#### **Figure B6.2 Humane destruction of ostrich**

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## **B7 Specific requirements for the land transport of goats**

### **Standards**

General standards in Part A also apply to minimise risks to the welfare of goats during transport.

**SB7.1 Time off water must not exceed the time periods given below:** Time off water must be logged and must not exceed the time periods given below:

#### **Goats Maximum time off water (hours)**

Goats over 6 months old

Kids under 6 months old

**Goats known to be more than 14 weeks pregnant excluding the last 2 weeks** Goats more than 14 weeks

48 38

28 18

**24 18**

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 kids have been off water for 18 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.

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 done only by a competent, trained, accredited operator and in situations where there is a 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. Done only by a competent, trained, accredited 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.

**NEW STANDARD: SB7.4**

Goats in the last 4 weeks of pregnancy, or with kids under 2 weeks of age must not be transported

**NEW STANDARD: SB7.5 (SB5.4)**

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 20 hours should be fed and watered within 5 hours before loading.

**Guidelines**

General guidelines are also recommended in Part A to minimise the risk to the welfare of goats during transport.

**Fitness**

GB7.1 Additional considerations for goat welfare should be made for long-distance travel:

- for goats over 6 months old after 36 hours time off water
- for goats under 6 months old after 20 hours off water
- for goats in the third trimester of pregnancy after 12 hours off water.

These considerations should include:

- i) that the goats are considered fit for the remainder of the intended journey
- ii) adverse weather conditions are not prevailing or predicted
- iii) a longer spell time at the end of the journey
- iv) the recent management of the goats before first loading.

GB7.2 A decision to transport a goat with one of the following conditions should be made after considering the welfare of the animal concerned and the treatment and management options. The conditions include unwell, lethargy, profuse diarrhoea, disease, wounds or abscesses.

GB7.3 Weak goats should be transported directly to the nearest available destination.

#### **Food and water**

GB7.4 All goats — particularly wet and weak goats — should be fed dry hay or fibre before transport, allowing for curfew periods as appropriate, to sustain them for the journey.

GB7.5 Goats to be transported longer than 24 hours should be fed and watered within 5 hours before loading.

GB7.6 Between mustering and loading, water and feed should be provided for goats if:

- goats are to remain in the yards for more than 24 hours
- goats are expected to be off water for 24 hours or more during travel
- goats are weak, wet, pregnant or with kids at foot
- goats are fatigued from mustering, have been mustered over a long distance from pastoral country, or have been mustered by helicopter.

GB7.7 Goats should be fed and watered as soon as possible after unloading.

GB7.8 Unmanaged goats should be kept in paddocks for at least 3–4 days, and should be drafted and fed water and hay so that they become accustomed to lot-feeding before transport to a feedlot or depot.

GB7.9 Goats in the third trimester of pregnancy, lactating goats and kids younger than 7 days should not be deprived of water for more than 12 hours. They should be provided with food and water upon arrival and should be spelled for at least 12 hours before starting another journey.

GB7.10 Goats more than 4 months pregnant should be transported under the following conditions:

- water deprivation time should not exceed 8 hours
- feed and water should be provided immediately before loading and upon unloading
- additional space should be provided on the vehicle
- different classes of goats should be segregated
- veterinary advice should be sought.

#### *Specific requirements for the land transport of goats* **65**

GB7.11 Under cold conditions in southern Australia, time off water should only be extended under the following conditions:

- weather conditions are considered to be a welfare risk due to wind chill hypothermia
- goats are assessed to be fit for the remainder of the intended journey
- the additional time off water is spent on a stationary vehicle or in a facility
- a document states the location, date, start and finish times of the delay.

### Loading densities

General standards in Chapter 5 apply to goats to ensure that the loading density is appropriate and is managed to minimise the risk to the welfare of livestock.

GB7.12 The following space allowances should be provided:

Mean liveweight (kg) Minimum floor area (m<sup>2</sup>/head)

20 0.15

30 0.17

40 0.22

50 0.25

60 0.28

### Vehicles and facilities

GB7.13 Kids and newly shorn goats (8–10 days off shears) are susceptible to windchill and should be transported in vehicles with enclosed fronts or provided with protection during weather that could cause heat or cold stress or sunburn.

GB7.14 Ramp slopes for goats should ideally be 20 degrees. Inclines should be no more than 30 degrees for permanently installed ramps, and 45 degrees for portable or adjustable ramps.

### Handling

GB7.15 Goats should be handled in small groups, particularly kids and heavily pregnant does, to minimise injury.

GB7.16 Goats should be picked up by supporting the whole body.

GB7.17 Bucks should be segregated from does and young stock with groups of bucks penned separately from all other animals.

GB7.18 Horned goats may be restrained by holding the horn at its base, not at its tip, as this may cause the horn to break.

GB7.19 Where disbudding is applied for dairy goats, this should be carried out at least 7 days before transport.

GB7.20 Horn trimming or removing sharp horn points is recommended to minimise injury to other goats. Where tipping is applied for bucks, horns should be tipped within 2.5–5 cm from the tip (no further down than 2 cm diameter of horn) and for does less than 2 cm from tip to avoid sensitive zones. Tipping, where applied, should be done at least 7 days before transport.

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GB7.21 Collars, ropes and chains used to halter goats should be made from materials that will not predispose the animals to injury. If they remain on the animal during transport, precautions should be taken to prevent animals from injury.

GB7.22 Electric prodders should not be used on pregnant goats.

### Humane destruction

GB7.23 The poll method is the preferred method of humane destruction for goats (see Figure B7.1, below). A firearm should deliver at least the power of a standard 0.22-long rifle cartridge.

#### Figure B7.1 Humane destruction of goats using the poll position

Note: (A) indicates the frontal method and (B) indicates the poll method. The dots indicate the point of aim and the arrows indicates the direction of aim for the positions.

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## B8 Specific requirements for the land

## transport of horses

### Standards

General standards in Part A also apply to minimise the risk to the welfare of horses during transport.

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

#### **Class Maximum time off water (hours)**

Horses over 6 months old

Lactating mares

Foals less than 6 months old

Mares known to be more than 7.5 months pregnant excluding the last 4 weeks

24

12

12

12

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 Flooring must be suitable for the horse to lie down and to stand up without slipping.

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.

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. If horses have been off water for 18

hours, they must be spelled for 12 hours before starting another journey. If lactating mares, foals and

pregnant mares more than 7.5 months pregnant excluding the last 4 weeks of pregnancy, have been

off water for 12 hours, they must be spelled for 12 hours before starting another journey.

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. Written, dated, signed veterinary authorization is required for mares in the last 4 weeks of pregnancy, and they must only be transported if the journey is less than 2 hours duration.

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. Horses kept in yards for over 12 hours and horses that will be transported for more than 12 hours, must be provided with a generous amount of water and feed and space to lie down before they are loaded.

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

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.** Must not be transported without written, dated and signed veterinary authorization.

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 **68 Australian Standards and Guidelines for the Welfare of Animals — land transport of livestock** must contain nonslip flooring and walls of sufficient strength to withstand horse activity.

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

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

**SB8.11 Unbroken stallions must be segregated from other horse categories.** Stallions, unbroken horses, pregnant mares, mares with foals at foot and animals that have health conditions or are distressed or aggressive must be segregated.

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

**SB8.13 Dogs must not be used to move horses in livestock handling facilities.** Unmuzzled dogs must not be used to move horses under any circumstances.

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

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** Horses over 6 months old, a firearm aimed in the frontal position or lethal injection administered only by an accredited person

(ii) **foals under 6 months old, A firearm aimed in the frontal position or lethal**

**injection.** Foals under 6 months old. A firearm aimed in the frontal position or lethal injection administered only by an accredited person

*Note*

Horses are able to be fed and watered on many vehicles.

## **Guidelines**

General guidelines are also recommended in Part A to minimise the risk to the welfare of horses during transport.

## **Fitness**

GB8.1 Additional considerations for horse welfare should be made for long distance travel:

- for horses over 6 months old after 12 hours time off water
- for lactating mares after 8 hours time off water
- for foals under 6 months old after 8 hours off water
- for mares in the third trimester of pregnancy after 8 hours off water.

These considerations should include:

- i) that the horses are fit for the remainder of the intended journey
- ii) adverse hot weather conditions are not prevailing or predicted
- iii) additional spell times during the journey
- iv) a longer spell time at the end of the journey
- v) the recent management of the horses before first loading.

GB8.2 Conditions that could cause horse welfare to decline during transport and should be considered unfit for transport might include lethargic or dehydrated horses, or horses with profuse diarrhoea, disease, fever, wounds, abscesses

and lameness. A decision to transport a horse with the above conditions should be made after considering the welfare of the animal concerned and the treatment and management options.

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GB8.3 Mares in the last trimester of pregnancy and those in early lactation should not be transported for periods longer than 8 hours to reduce the risk of metabolic disease and herpes virus related abortions. They should be spelled for 12 hours before reloading.

GB8.4 Mares in the last month of pregnancy should not be transported unless under veterinary advice, which should include the following provisions:

- water deprivation time should not exceed 8 hours
- feed and water should be provided immediately before loading and upon unloading
- additional space should be provided on the vehicle to enable the mare to lie down
- the mare should be separated from other horses
- veterinary advice should be sought.

GB8.5 Mares that have given birth should not be transported within 7 days of foaling except when under veterinary advice or travelling for treatment. In this case, adequate space for lying down, and bedding, feed and water should be provided. Horses should also be able to be inspected.

GB8.6 Horses should be at least a body condition score of 2 before transport, as described in Table B8.1 below.

**Table B8.1 Equine body condition score**

**Score Description**

0 Very poor Very sunken rump, deep cavity under tail, skin tight over bones, very prominent backbone and pelvis, marked ewe neck

1 Poor Sunken rump, cavity under tail, ribs clearly visible, prominent backbone and croup, ewe neck (narrow and slack)

2 Moderate Flat rump either side of backbone, ribs just visible, narrow but firm neck, backbone well covered

3 Good Rounded rump, ribs just covered but easily felt, no crest, firm neck

4 Fat Rump well rounded, gutter along back, ribs and pelvis hard to feel, slight crest

5 Very fat Very bulging rump, deep gutter along back, ribs buried, marked crest, fold and lumps of fat

Source: Carroll CL and Huntington PJ (1988). Body condition scoring and weight estimation of horses. *Equine Veterinary Journal* 20(1):41–45.

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GB8.7 Lameness assessment should be made using the lameness scoring system described in Table B8.2, below.

**Table B8.2 Equine lameness condition score**

**Score Lameness assessment**

0 Lameness not perceptible under any circumstances

1 Lameness difficult to observe, not consistently apparent regardless of circumstances (eg weight carrying, circling, inclines, hard surface)

2 Lameness difficult to observe at a walk to trot in a straight line (eg weight carrying, circling, inclines, hard surface)

3 Lameness consistently observable at a trot under all circumstances

4 Lameness obvious, marked nodding, hitching and/or shortened stride

5 Lameness obvious, minimal weight bearing in motion or rest, inability

to move

Source: American Association of Equine Practitioners Scale of Lameness Grading. 1984

### **Food and water**

GB8.8 Adult horses should be fed and watered every 5 hours and as soon as possible after unloading, with a suitable quality and quantity of feed and water to minimise colic risk.

### **Loading density**

General standards in Chapter 5 apply to horses to ensure that the loading density is appropriate and is managed to minimise the risk to the welfare of livestock.

GB8.9 The following minimum space allowances should be provided:

#### **Class of livestock Floor area (m<sup>2</sup>/head)**

Adult horses 1.2<sub>a</sub>

Horses 18–24 months 1.0<sub>a</sub>

Horses 12–18 months 0.9<sub>a</sub>

Horses 5–12 months 0.7<sub>a</sub>

**a** These figures may increase by up to 10% for adult horses and up to 20% for young horses and foals

GB8.10 The number of bays provided on the vehicle should be selected according to the duration of travel; the ventilation capacity of the vehicle; the size, class and condition of the horses; and whether feed and water is to be provided as part of the journey.

GB8.11 Mares with foals at foot and young horses should be provided with additional space to allow the foal to suck, and both foals and young horses to lie down as required.

### **Vehicle and facilities**

GB8.12 Pens or stall partitions should be strong and safe, allow air flow and be removable if an animal collapses.

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GB8.13 Walls should be padded or constructed using a suitable material to avoid rubbing or injury, from a level of 75 cm above the floor to a height level with the animal's back. Padding may be required to protect the animals' head.

GB8.14 Bows on body trucks and single-deck semitrailers should be at least 2 m high and padded to their full length to a thickness of 2 cm of soft material.

GB8.15 A mechanical means of forcing air circulation should be installed for enclosed vehicles, unless vents with natural ventilation are provided and are effective.

Effective ventilation may reduce the impact of heat during transport and travel sickness in horses.

GB8.16 For controlled environment vehicles, temperature gauges and the ventilation system should be checked before transport and every 3 hours during transport.

Alarms or a monitoring system should be fitted to alert the driver to any problem.

GB8.17 Horses may balk from hollow sounds caused by walking on ramps. This can be alleviated by using matting or providing earth, sand or sawdust on the floor of the ramp and vehicle.

GB8.18 Flooring should be cleaned before transport. Floors should be drained, absorbent or covered with litter to absorb urine when transporting for longer durations.

#### *Note*

Vehicles for transporting horses may vary from single horse floats to commercial prime movers with partitioned pens or stalls.

### ***Two-horse trailers***

GB8.19 Where a single horse is being transported in a two-horse trailer, the horse should be placed on the driver's side of the trailer or float.

GB8.20 Where two horses are travelling in a two-horse trailer, the larger or heavier horse should be penned on the driver's side.

### **Handling**

General standards in Chapter 5 apply to horses to ensure that the loading density is appropriate and is managed to minimise the risk to the welfare of livestock.

GB8.21 Horses that are unfamiliar to each other may become aggressive or stressed during the journey and should be segregated. The group should be assessed before loading to determine likely aggressive behaviour and whether segregation is needed.

GB8.22 Stallions should be segregated if they behave aggressively.

GB8.23 Unbroken horses, pregnant mares, mares with foals at foot and animals that have health conditions should be segregated.

GB8.24 Horses should not be routinely sedated for travel. If sedation is necessary, it should be administered by a veterinarian. Sedated horses should be stabilised if possible, segregated and not unduly affected by the motion of the vehicle.

Action should be taken immediately on identifying a recumbent horse to separate it from other horses to avoid injury.

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GB8.25 Where horses are rugged, ventilation should be appropriate so that horses do not overheat and become dehydrated. Fitted hoods, blinkers, knee or hock caps, pads and bandages may protect horses during transport.

GB8.26 Where there are no partitions on the vehicle, or where horses are travelling in groups, hind shoes should be removed.

GB8.27 Manual lifting of foals is permitted for animals that may have difficulty in negotiating ramps.

GB8.28 Unbroken horses should be trained in basic handling practices before transport.

GB8.29 Dogs should not be used to move horses.

### **Humane destruction**

GB8.30 A rifle shot by the frontal method (Figure B8.1, below) is the preferred method of humanely destroying horses. For adult horses, a rifle should deliver at least the power of a standard 0.22 magnum cartridge. For foals, a rifle should deliver at least the power of a standard 0.22-long rifle cartridge.

### **Figure B8.1 Humane destruction of horses using the frontal method**

Note: (A) indicates the frontal method. The dot indicates the point of aim and the arrow indicates the direction of aim.

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## **B9 Specific requirements for the land transport of pigs**

### **Standards**

General standards in Part A also apply to minimise risks to the welfare of pigs during transport.

SB9.1 **Time off water must not exceed the time periods given below:** Time off water must be logged or documented and must not exceed the time periods given below:

**Class Maximum time off water (hours)**

Pigs

Lactating sows and piglets

weaners

24 18

12 10

12 10

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

conditions: Journey time must be extended to 38 hours only under the following conditions:

i) pigs must have access to water on the vehicle Pigs must have easy access to water on the vehicle  
 ii) there must be space for all pigs to lie down without huddling together (they are inclined to overheat)

iii) pigs must be assessed regularly to be fit for the remainder of the intended journey every two hours, 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.

v) 5% fewer pigs must be loaded in conditions where temperatures are over 28 degrees.

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. If documented log books show that 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. (Time off water must always be logged)

SB9.4 Electric prodders must not be used on pigs under any circumstances

SB9.5 Approved methods for humane destruction are:

i) for pigs are firearm aimed in the frontal or temporal position, captive bolt

aimed in the frontal position for pigs are firearms aimed in the frontal or temporal position, captive bolt aimed in the frontal position, these methods must only be administered by a trained accredited person.

ii) for piglets less than 15 kilograms are blunt trauma, firearm, captive bolt

or lethal injection for piglets less than 15 kilograms are firearm, captive bolt or lethal injection, these methods must only be administered by a trained, accredited person .

**NEW STANDARD**

SB9.6 Sows about to farrow, or more than 80 days pregnant must not be transported without written, signed, dated veterinary authorisation. Transport of non pregnant sows must be over short distances. Additional care should be provided, and must include space to lie down in the vehicle, and appropriate feed and water.

**NEW STANDARD**

SB9.7 Transport of lactating sows with piglets must not be undertaken

*Note*

Unloading for spells should be avoided for welfare and biosecurity reasons.

However, spells longer than 4 hours can be deducted from the total water deprivation time. A spell less than 4 hours is not recommended or recognised for water deprivation time calculation, but can be taken as necessary.

**Guidelines**

General guidelines are also recommended in Part A to minimise the risk to the welfare of pigs during transport.

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**Fitness**

GB9.13 Health conditions that could cause pig welfare to decline during transport and

should be considered unfit for transport include any of the following:

- i) lameness conditions where a pig can place weight on all legs
- ii) tail bite
- iii) fresh rectal, vaginal or perineal prolapse
- iv) umbilical, scrotal or traumatic hernias which touch the ground or are ulcerated or injured.

GB9.2 Transporting sows about to farrow or more than 80 days pregnant should be avoided. Transport of sows should be over short distances. Additional care should be provided, and may include space to lie down on the vehicle, and appropriate feed and water.

GB9.3 Transport of lactating sows with piglets should be avoided. If transported, the lactating sows should be segregated from all other pigs and the piglets protected appropriately. Additional care should be provided, and may include space to lie down on the vehicle, and appropriate feed and water.

#### **Food and water**

GB9.4 Upon unloading, pigs should be fed and watered within 24 hour intervals in accordance with the relevant standards for production, saleyard and processing sectors.

GB9.5 Spells during transport of pigs should be avoided due to the risks of poor welfare associated with unloading and reloading and for biosecurity reasons.

For rest stops or unexpected stops, arrangements should be made to protect pigs from the extremes of heat and cold, and provide them with water and feed as necessary.

#### **Loading densities**

GB9.6 The following space allowances based on the standing position specified in the table below should be provided:

##### **Average liveweight (kg) Space allowance (m<sup>2</sup>/head)<sup>a</sup>**

50	0.22
75	0.29
100	0.35
125	0.42
150	0.48
175	0.55
200	0.61
225	0.68
250	0.74
275	0.81
300	0.87

<sup>a</sup> Based on the standing position

<sup>3</sup> This information is based on a yet unpublished, pictorial, fit-to-load guide from Portec Australia, which will be used as a reference once published.

#### *Specific requirements for the land transport of pigs* **75**

GB9.7 Care should be taken to provide adequate space so that pigs can lie down on transport, particularly when planning for extended journeys.

#### **Vehicles and facilities**

GB9.8 In hot weather, strategies should be considered to minimise heat stress and avoid windburn and sunburn. As a guide, 5% fewer pigs should be loaded in very hot weather.

*Note*

Other strategies should include, but are not restricted to, deferring loading or

travel during cooler times of the day or at night; using tarpaulins and shade cloth, hoses, sprays, misters; wetting bedding in accordance with biosecurity regulations, providing water; and making sure vehicles transporting pigs are not stationary.

GB9.9 In cold weather, loading strategies that minimise cold stress should be considered for classes of pigs that are likely to be more at risk (eg piglets).

*Note*

These strategies should include, but are not restricted to, using vehicles with enclosed fronts; covering sides of the vehicle with tarpaulins or other cover; and providing bedding according to biosecurity regulations.

GB9.10 Appropriate flooring should be provided when transporting pigs longer than 24 hours. This should include, but is not restricted to, rubber matting, bedding or other material as may be appropriate. There should be a cleaning program for livestock crates in accordance with biosecurity regulations.

GB9.11 The loading ramp should be appropriate to the vehicle and allow optimal movement of pigs. Ideally, ramps should be 900–1000 mm wide and 20 degrees or less in slope.

GB9.12 The space between the pig and the roof or upper deck should be sufficient to allow clearance at the top of the rump.

### **Handling**

GB9.13 Pigs should be handled quietly at all times. Pigs should be managed as far as is reasonably possible to ensure that aggression between pigs does not lead to injury or stress during assembly, mixing, loading, penning on the vehicle, transport and unloading.

GB9.14 When handling or moving pigs, stockpersons should use their body position.

### **Humane destruction**

GB9.15 For adult pigs, a rifle should deliver at least the power of a standard 0.22 magnum cartridge. For older boars and sows, a 0.30-calibre firearm should be used. For piglets, a rifle should deliver at least the power of a standard 0.22-long rifle cartridge and should be aimed in the frontal or temporal positions. Figure B9.1 shows the optimum position for humane destruction of pigs.

GB9.16 The chest stick should be used as the preferred method of bleeding out.

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GB9.17 Pithing of pigs is dangerous and is not recommended.

### **Figure B9.1 Recommended positions for humane destruction of pigs**

Note: (A) indicates the frontal method and (C) indicates the temporal method. The dots indicate the point of aim and the arrows indicates the direction of aim for the positions. The aim point for the frontal position is low on the forehead. The positioning lines go from the outside base of the ears to the eyes.

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## **B10 Specific requirements for the land transport of poultry**

### **Standards**

General standards in Part A also apply to minimise risks to the welfare of poultry during transport.

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

**Class Maximum time off water (hours)**

Poultry

Chicks

24 18

60<sup>a</sup> following take off<sup>b</sup> 50

**a** Normal allowable time off water is 72 hours, allowing 12 hours for hatching 60 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 Water deprivation time can be up to 60 hours if provided with hydrating material in the transport container (Need to specify how much hydrating material to use approximately, per chicken)

hydrating material in the transport container

SB10.2 Poultry, excluding chicks, must have access to food within the 12 hours before assembly for transport. Within the 10 hours before assembly for transport

SB10.3 Poultry, excluding chicks, must not be held in containers for more than

24 hours, unless provided with feed, water and shelter. Poultry, excluding chicks, must not be held in containers for longer than 1 hour unless provided with feed and water. Birds must have enough headroom to stand and enough space to lie down without being forced to huddle together, where they could easily overheat. Shelter from prevailing weather must be provided, and poultry must never be consigned through saleyards.

SB10.4 Containers must:

i) be lifted and placed with care

ii) be positioned on the vehicle in an upright position without excessive

tilting be positioned on the vehicle in an upright position without any tilting

iii) not be dropped or thrown Not be dropped, thrown or skidded into position

iv) be securely attached to the vehicle

v) be suitable for the intended purpose. Be suitable for the transport of the specific species of live poultry being transported

vi) be big enough to allow each bird to stand up and lie down without being on top of another bird.

vii) not have any sharp protrusions and have a big enough opening for each bird to be removed without scratching the bird or hitting the side of the cage

viii) not be consigned through saleyards unless empty of poultry

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

transported. Poultry with broken legs, poultry that are unable to walk or poultry that are unable to use one leg to walk must not be transported. They must be humanely euthenased on site by a person accredited with humane emergency slaughter qualifications.

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. All poultry must be lifted gently by the base of both wings.

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

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.

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

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

SB10.9 The approved methods for humane destruction of poultry are cervical

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dislocation, decapitation or use of CO<sub>2</sub> gas. These methods must only be performed by an accredited person.

## Guidelines

General guidelines are also recommended in Part A to minimise the risk to the welfare of poultry during transport.

### Fitness

GB10.1 A decision to transport poultry should be made after considering the welfare of the animal concerned and the treatment and management options.

GB10.2 Stops during transport journeys should be avoided when transporting poultry. Birds should be inspected as far as practical during any stop that has to be made.

GB10.3 All parties involved in chick transport should have the relevant consignment details, including the numbers of chicks, the date and time of dispatch, anticipated time of arrival and contact details for the relevant person(s).

GB10.4 Numbers of birds found dead on arrival should be recorded and the information communicated to the consignor and transporter.

### Note

Selecting poultry occurs in the weeks before transport as part on the on-farm culling practices by the grower. Effective culling procedures should be in place to ensure that any birds found unsuitable or unthrifty for transport are managed on farm or humanely destroyed before the day of pick-up.

### Food and water

GB10.5 Poultry, excluding chicks, should have access to food within the 12 hours before assembly for transport, and within 12 hours of removal from their transport containers

GB10.6 Birds held in containers in holding for slaughter should be slaughtered as soon as possible.

GB10.7 Where poultry are sold at auctions, markets or saleyards, they should be unloaded without delay. Poultry should be placed in pens or containers at appropriate densities and provided with food and water as required.

### Loading density

GB10.8 Bird liveweight, available floor space per container, weather conditions and journey conditions should be taken into account when determining the number of birds per container.

GB10.9 During hot and cold weather, depending on the humidity and air flow, the number of birds per container should be adjusted to keep load temperatures and humidity within an acceptable range.

GB10.10 All birds should be able to sit on the floor at the same time.

### *Specific requirements for the land transport of poultry* 79

GB10.11 The following space allowances should be provided:

#### Category Floor space

Day-old chicks<sup>a</sup> 455 chicks per m<sup>2</sup> (≥ 22 cm<sup>2</sup> floor space)

Poultry up to 1.6 kg 40 birds per m<sup>2</sup>

Poultry 1.6–2.2 kg 36 birds per m<sup>2</sup>

Poultry 2.2–3.0 kg 28 birds per m<sup>2</sup>

Poultry 3.0–5.0 kg 20 birds per m<sup>2</sup>

Turkeys 3.0–5.0 kg 25 birds per m<sup>2</sup>

Poultry more than 5.0 kg 100 cm<sup>2</sup> per kg

Adult pigeons 450 cm<sup>2</sup>/bird

Squabs 200 cm<sup>2</sup>/bird

**a** Chicks in hot weather should have the density reduced and in cold weather this density may be increased to 472 chicks/m<sup>2</sup> (21 cm<sup>2</sup> per chick). Heavier meat chicks (≥50 g) should have more area.

*Note*

General standards in Chapter 5 apply to poultry to ensure that the loading density is appropriate and to minimise the risk to the welfare of birds.

## **Vehicle and facilities**

### ***Temperature***

GB10.12 Birds being transported in cold conditions may be affected by windchill, particularly if they are wet. Birds, both at the front and the back of the vehicle, should be protected from the extremes of the weather while being transported, as the temperature between the top and bottom and front and back of the vehicle can differ significantly.

GB10.13 Suitable covers that enable sufficient natural ventilation should be used to protect birds in containers from wind and rain, and from cold conditions.

Careful consideration should be given to the use of side covers, as these can significantly reduce air flow through the load, and prevent adequate ventilation.

GB10.14 The air temperature in a load of live poultry, other than day-old chicks should be maintained between 10–30°C. For chicks, temperatures should be maintained between 25–35°C.

GB10.15 If temperature exceeds 30°C when transporting poultry (excluding chicks), or while waiting to unload at the processing plant, vehicles should not be left stationary, without shade, fans, misters, or other cooling being provided.

GB10.16 Where facilities are not available for protection from the weather, birds in transit or waiting unloading for slaughter should not be required to remain in a parked vehicle for more than 2 hours.

GB10.17 Arrangements made for the pick up, transport and slaughter should ensure that the time the birds remain in containers from pick-up to processing is minimised, particularly in hot weather.

*Note*

Stops during transport journeys are undesirable when transporting poultry. Routine inspections when transporting poultry are also not advised as stationary vehicles may not have optimal ventilation and temperature levels for poultry being transported.

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Time spent in containers is calculated from the time of placement into the container, not the time transport begins. Travel, including the time catching and unloading, must be completed within 24 hours for poultry, excluding chicks, unless feed and water is provided.

### ***Vehicles***

GB10.18 Airflow in fully enclosed vehicles should be monitored and adjusted as necessary.

GB10.19 Containers and boxes for chicks should be stacked in a way that facilitates ventilation during transport.

GB10.20 Birds should be carried in properly designed containers to prevent toe and foot damage when they are moved or stacked, and the containers should be strong enough to prevent the possibility of collapse when stacked.

GB10.21 Container doors should be as large as practical, and openings for meat chickens are recommended to be 20 cm wide and 22 cm high or greater. The

following transport container heights are recommended:

**Category Minimum height (cm)**

Chicks, turkey poults, ducklings 12

Squabs 15

Meat chickens 23

Started pullets, ducks, end-of-lay hens,  
meat and layer breeders 25

Turkeys 32

GB10.22 Turkey containers should be appropriately designed to minimise injury if birds are allowed to stand.

***Handling, catching and loading (pick-up)***

GB10.23 Care should be taken when carrying meat chickens to reduce the risk of injury and to keep birds calm. For meat chickens weighing less than 1.7 kg loaded by hand, the maximum carried should be 11 birds, with 5–6 chickens in each hand.

GB10.24 For meat chickens weighing more than 1.7–2 kg, the maximum number of birds carried should be 4–5 birds at a time in each hand, depending on their liveweight.

GB10.25 Layer or breeder hens may be carried in a manner that allows up to 4 or 5 birds to be carried at a time in each hand, depending on their liveweight.

GB10.26 When removed from cages, end-of-lay hens should be held either firmly around the body or by both legs, not by a single leg, which could cause injuries. A breast support slide should be used for end-of-lay hens.

GB10.27 During assembly and pick-up of caged end-of-lay hens, transport containers should be placed as close as possible to the cages to minimise handling and carrying birds, subject to biosecurity arrangements.

GB10.28 When loose housed birds are assembled, actions should be taken to ensure birds are calm and smothering is prevented. This may include adjusting light intensity, or the use of corrals or partitions.

*Specific requirements for the land transport of poultry* **81**

GB10.29 Conveyors should not be on steep angles or operated at speeds that cause birds to smother.

GB10.30 Where possible, food troughs, drinkers and moveable perches should be removed from the catching area before catching begins.

*Note*

Particular care needs to be taken with end-of-lay hens and meat chickens to reduce the risk of injury and to keep birds calm.

**Humane destruction**

GB10.31 The preferred methods for humane destruction of poultry are cervical dislocation or use of CO<sub>2</sub> gas.

*Note*

Cervical dislocation involves partial separation of the head or brain from the spinal cord. The resulting damage to the nervous system leads to cardiac and respiratory arrest and death. The method requires a high degree of skill to be humane.

## transport of sheep

### Standards

General standards in Part A also apply to minimise risks to the welfare of sheep during transport.

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

Ewes known to be more than 14 weeks pregnant excluding the last 2 weeks

48

28

24

Time off water must be documented or logged and must not exceed the time periods given below:

Sheep over 4 months old – 38

Lambs under 4 months old – 18

Ewes more than 12 months pregnant excluding the last 4 weeks - 18

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.

If logged documents prove sheep to be over 4 months old, and these sheep have been off water for 38 hours, they must be spelled for 30 hours before starting another journey. If lambs are revealed by logged documentation to be under 4 months old, and they have been off water for 18 hours, then they must be spelled for 12 hours before starting another journey. If ewes are revealed by documentation to be over 12 weeks pregnant and they have been off water for 18 hours, they must be spelled for 12 hours before starting another journey. Sheep in the last 4 weeks of pregnancy mustn't be transported.

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 Sheep are firearms, captive bolt, lethal injection or bleeding out; bleeding out by neck cut must be done only by a trained and accredited person 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.

Lambs are firearms, captive bolt, lethal injection, bleeding out, Bleeding out by neck cut must only be performed by an accredited and competent operator and in situations where there is no firearm or captive bolt available.

#### NEW STANDARD

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

- i) Where there is enough space for all sheep to move, and rise unassisted.
- ii) Sheep must be assessed every two hours to be deemed fit for the remainder of the intended journey, and details of these checks must be recorded
- iii) Pigs must be provided with water, food and rest for 30 hours before starting another journey
- iv) 5% fewer sheep must be loaded in hot weather where temperatures have gone over 30 degrees.

#### NEW STANDARD

SB11.5 Sheep in their last four weeks of pregnancy, and sheep with lambs under 2 weeks old must not be transported.

#### NEW STANDARD

SB11.6 Electric prodders must not be used on sheep

#### NEW STANDARD

SB11.7 All sheep – particularly wet, overheated or weakened sheep, must be fed dry hay or fibre before transport, allowing for curfew periods as necessary to sustain them for the journey.

### Guidelines

General guidelines are also recommended in Part A to minimise the risk to the welfare of sheep during transport.

#### Fitness

GB11.1 Additional considerations for sheep welfare should be made for long distance travel:

- for sheep over 4 months old after 36 hours time off water
- for lambs under 4 months old after 20 hours off water

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- for ewes in the third trimester of pregnancy after 12 hours off water.

These considerations should include:

- i) that the sheep are considered fit for the remainder of the intended journey
- ii) adverse weather conditions are not prevailing or predicted
- iii) a longer spell time at the end of the journey
- iv) the recent management of the sheep before first loading.

GB11.2 A decision to transport a sheep with one of the following conditions should be made after considering the welfare of the animal concerned and the treatment and management options. The conditions include; unwell, lethargy, profuse diarrhoea, disease, wounds, abscesses, flystrike or pizzle rot.

#### Food and water

GB11.3 Sheep should be fed dry hay or fibre before transport to sustain them for the journey. Consideration should be given to the impact of seasonal conditions and feed type when determining the appropriate water deprivation time(s) for sheep.

GB11.4 Between mustering and loading, taking into account curfew requirements, water and feed should be provided for sheep if:

- sheep are to remain in the yards for more than 24 hours
- sheep are expected to be off water for 24 hours or more during travel
- weak sheep, ewes with lambs at foot or pregnant ewes are travelled
- sheep are fatigued from mustering, have been mustered over a long distance from pastoral country, or have been mustered by aircraft.

GB11.5 Sheep more than 3 months pregnant (third trimester) should be transported under the following provisions:

- additional space should be provided on the vehicle

- different classes of sheep should be segregated
- feed and water should be provided at the destination
- veterinary advice should be sought.

GB11.6 Sheep should be fed and watered as soon as possible after unloading.

GB11.7 Under cold conditions in southern Australia, time off water should only be extended under the following conditions:

- i) weather conditions are considered to be a welfare risk due to wind chill hypothermia
- ii) sheep are assessed to be fit for the remainder of the intended journey
- iii) the additional time off water is spent on a stationary vehicle or in a facility
- iv) a document states the location, date, start and finish times of the delay.

### **Loading densities**

General standards in Chapter 5 apply to sheep to ensure that the loading density is appropriate and is managed to minimise risks to the welfare of livestock.

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GB11.8 The following minimum space allowances should be provided:

#### **Mean liveweight (kg) Minimum floor area (m<sup>2</sup>/head)<sup>a</sup>**

20	0.17
30	0.19
40	0.22
50	0.25
60	0.29

**a** Based on average liveweight, wool of 25 mm length, and no horns

GB11.9 The above stocking densities represent the minimum area that should be allowed for a group of sheep or lambs that have an average live weight as specified. As wool length increases, the floor area allowed for each animal should increase. An increased area per animal should also be allowed where sheep are horned.

GB11.10 Care should be taken to ensure that an adequate number of sheep are included in each pen so as to provide an appropriate level of stability throughout the journey and reduce the likelihood of injury due to movements of the vehicle.

### **Vehicle and facilities**

GB11.10 Ramp inclines should be no more than 30 degrees for permanently installed ramps, and 45 degrees for portable or adjustable ramps.

GB11.11 Lambs and newly shorn sheep (up to 10 days off-shears) are susceptible to windchill and should be transported in vehicles with enclosed fronts or provided with protection during weather that could cause heat or cold stress or sunburn.

### **Handling**

GB11.12 Sheep have a high level of herding instinct and handling techniques should use this behaviour to handle sheep with minimal stress.

### **Humane destruction**

GB11.13 A firearm should deliver at least the power of a standard 0.22-long rifle cartridge. The poll method is the preferred method for sheep (see Figure B11.1).

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### **Figure B11.1 Recommended position and direction of fire for humane destruction of sheep**

Note: (A) indicates the frontal method and (B) indicates the poll method. The dots indicate the point of aim and the arrows indicates the direction of aim for the positions.

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## Appendix 1 Glossary

access to water A reasonable opportunity for livestock to be able to drink water of a suitable quality and quantity to maintain their hydration.

agent A person involved in the buying and selling of livestock for production, sale or slaughter. A person who acts on behalf of someone else. Includes a livestock buyer.

alpaca *Vicugna pacos*. A domesticated south American camelid. Alpacas begin life as crias and grow into tuis (adolescents), hembras (adult females) and machos (adult males).

animal Synonymous with livestock. In these standards, animals include all classes of cattle, sheep, goats, pig, horses, poultry, emus, ostrich, alpaca, deer, camel and buffalo.

animal welfare The wellbeing of the livestock under discussion, collectively, or as a single species or animal.

arrangement An agreement with another person to take reasonable action to deal with a problem.

assembly The process of bringing livestock together in a yard, shed, container or cage before loading for transport. Assembly includes mustering or capture, handling, drafting or selection, restraint and all procedures on livestock that might take place in preparation for transport.

bleeding out Loss of blood caused by cutting the major blood vessels, usually in the neck or at the base of the heart via the thoracic inlet.

blunt trauma A single blow to the forehead, causing immediate loss of consciousness.

boar An uncastrated male pig over 9 months of age.

bobby calf A calf not accompanied by its mother, less than 30 days old, weighing less than 80 kg liveweight, and usually a dairy breed or cross.

buck A mature, entire male goat.

buffalo *Bubalus bubalis*. The Asian swamp buffalo.

calf Cattle less than 6 months old.

calf feed A liquid feed for a calf between 5 and 30 days old providing whole milk or milk replacer in quantities appropriate for the size, age and frequency of feeding.

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camel *Camelus dromedarius*

category Means the same as 'class'.

carrier A person who is contracted to transport livestock

cattle Genus *Bos*.

changeover A change of driver or vehicle during a journey.

chicks Poultry under 72 hours old, commonly known as 'day-old chicks'.

class A group of a livestock species defined by age, size or sex. Lactating livestock with young at foot are considered as a single class.

Means same as 'category'

competency A person is judged competent for a task when they can demonstrate the knowledge, skills, attitude and behaviour to undertake the requirements of these standards to transport livestock in a manner that does not compromise livestock welfare.

Elements of competency for livestock transport include:

- i) livestock handling
- ii) inspecting and assessing livestock
- iii) maintaining records
- iv) planning
- v) contingency procedures
- vi) humane destruction
- vii) understanding responsibilities.

Supporting evidence of competency includes any of the following:

- i) records of on-the-job training
- ii) relevant experience
- iii) recognised training and staff training registers
- iv) induction training
- v) supervisor sign-off for specific tasks.

#### *Definitions* **89**

consignors Consignors of livestock are usually the owners of the livestock but may also include; agents, drivers and transport companies, poultry pick-up crews and personnel from properties, saleyards, feedlots, depots and livestock-processing plants, who handle livestock to be transported.

construction Nature of facilities or equipment includes the design, layout, installation, assembly of the facilities and vehicles and the materials of which they are made.

container(s) Crates, boxes or cages for transporting poultry.

cria Young alpaca under 6 months old.

crate Any construction on, or attached to, a vehicle intended for transporting livestock, including trailers.

curfew The withdrawal of access to water and sometimes feed before another procedure, such as weighing, leading to transport. This dry period is included in the total water deprivation time. This dry period is not part of a spell.

cush The act of sitting down on the sternum with legs underneath the body.

deer Species of deer include *Cervus timorensis* (rusa or sambar), *Dama dama* (fallow), *Cervus elapus* (red), *Cervus Canadensis* (elk) and any crosses.

depot Facilities or yards where livestock may be rested between journey(s) or holding facilities in a particular region where

livestock are delivered from farms for assembly before a journey.  
document A document for livestock movements is any written record.

It may be, but is not restricted to:

- an existing document, such as a consignment sheet, health certificate, national vendor declaration or equivalent, an invoice, a waybill, a diary entry or other documentation
- another record that shows the person(s) in charge responsible for livestock during transport.

doe Female goat.

downer A moribund animal that has not responded to assistance measures.

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driver A person who transports livestock on a vehicle and is self employed, or employed by a livestock transport company or another business, including a livestock business.

Any operator of a livestock transport vehicle.

duty of care ‘Duty of care’ means the responsibility for livestock welfare expected by a person in charge of livestock. It applies to any person who is charge of livestock at any time and is in the position to take reasonable action to minimise the risk to livestock welfare. This person will be held accountable.

emergency cold

conditions

Chilling conditions that develop en route and that are considered by the driver to present a risk to the welfare of susceptible livestock (especially sheep and goats). Appropriate actions may include stopping the vehicle until warmer conditions prevail or unloading the livestock into a shed.

emu *Dromaius novae-hollandiae*

end-of-lay hens Hens that are removed from commercial egg production and usually destined for slaughter.

equine lameness score The American Association of Equine Practitioners 1984 has a Scale of Lameness Grading, as follows:

- *Score 0* — Lameness not perceptible under any circumstances
- *Score 1* — Lameness difficult to observe, not consistently apparent regardless of circumstances (e.g weight carrying, circling, inclines, hard surface)
- *Score 2* — Lameness difficult to observe at a walk to trot in a straight line (eg weight carrying, circling, inclines, hard surface)
- *Score 3* — Lameness consistently observable at a trot under all circumstances
- *Score 4* — Lameness obvious, marked nodding, hitching and/or shortened stride

• *Score 5* — Lameness obvious, minimal weight bearing in motion or rest, inability to move

extremes of weather Temperature and climatic conditions (eg rain, hail, snow, wind, humidity and heat) that — individually or in combination — are likely to predispose livestock to heat or cold stress.

facilities See ‘livestock handling facility’.

Yards, depots, saleyards, lairage, portable yards and ramps.

#### *Definitions* 91

fawn Young deer under 6 months of age, also known as a calf.

feed Cattle, sheep, goats, horses and deer require 2% of body weight of hay per day suitable for the species or equivalent weights of alternative feed sources. Pigs require 3% of body weight of a formulated ration per day.

firearms energy

specifications

The standard 0.22-long rifle cartridge means the use of any 0.22-rim fire cartridge that produces in excess of 100 foot pounds of energy at the muzzle (135.6 joules).

The standard 0.22-magnum cartridge means the use of any 0.22-rim fire magnum cartridge that produces in excess of 300 foot pounds of energy at the muzzle (406.7 joules).

The centre-fire cartridge means the use of any centre fire cartridge that produces in excess of 1000 foot pounds of energy at the muzzle (1355.8 joules).

fit or fit for the

intended journey

Livestock are of sufficient health, vigour and condition such that they are:

- able to walk on their own by bearing weight on all legs
- not be visibly dehydrated
- not showing visible signs of severe injury or distress
- free from conditions that are likely to cause increased pain or distress during transport
- not blind in both eyes
- not visually assessed to be within 2 weeks of parturition unless the journey is less than 4 hours duration.

Following the intended journey, they can recover their normal biological state in a reasonable time.

foal Young unweaned horse under 6 months old.

gestation lengths **Species Gestational range**

**days**

**Gestation**

**average**

**days**

**Gestation**

**average**

**months**

**Third trimester begins at;  
months**

alpaca 315–345 335 11.2 7.4

buffalo 320–340 325 10.8 7.3

camel 370–440 400 13.3 9

cattle 279–290 285 9.5 6

Deer

(Sambar)

Others

240

230–255

8 5.3

goat 144–151 150 5 3.3

horse 310–365 340 11.3 7.5

pig 112–117 115 3.8 2.5

sheep 144–152 150 5 3.3

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goad Handling aid.

goat *Capra aegagrus hircus* and other members of the genus *Capra*.

guidelines The guidelines complement the standards, are advisory, and are intended to provide a basis for good livestock welfare practices.

See *Standards*

handling aid A device to move livestock, including electric prodders, flappers, flags, moving boards, rattles or noise makers.

horse *Equus caballus* (all breeds), as well as *Equus asinus* and its many breeds. Horses also include mules, which is a hybrid of a male ass (jack) and a mare, and a hinny, which is the less common hybrid of a female ass (jenny) and a stallion.

humane destruction The activity that results in immediate loss of consciousness and then death of the animal. The primary consideration is to prevent the animal from suffering further pain or distress.

inspection of livestock The visual appraisal of the health of each animal at rest including the ability to walk when they are not on a vehicle or in a container.

journey The movement of livestock from loading to unloading at a destination.

journey time The time that animals are in a container or on a vehicle, until they are unloaded.

kid Young, unweaned goat under 6 months old.

lairage Abattoir holding yard and facilities.

lamb Young sheep under 4 months old.

lame A condition where an affected animals is able to put little, if any, weight on one or more of its legs.

Horses have a lameness grading system, see *Equine lameness score*

Lethal injection An overdose of a recognised anaesthetic or analgesic agent delivered by a veterinarian or a person approved to do so, leading to a loss of consciousness and or death. An injection of an agent to cause death in an unconscious animal.

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lift Lifting off the ground. Handling of the head, neck, horns, ears, tail or wool to control or steady an animal in a supported lift or other manoeuvre, is permitted where the major effort is whole body support, and not using one or a combination of the above body parts for the major effort.

livestock The species as defined under *Animal*.

livestock consignor Means the same as ‘consignor’.

livestock crate A structure on a vehicle used for transporting livestock (excluding poultry) that are transported in containers.

livestock processing

plant

Abattoir or premises used for the slaughter of livestock and production of meat or meat products.

livestock handling

facility

Any yard, raceway, ramp, crush, building or enclosure used for the purposes of handling livestock for holding, loading and unloading, including a saleyard, depot, lairage and portable facilities. Does not include a paddock or laneway with conventional wire fencing.

loading Placing of livestock on to a vehicle; includes pick-up of caged poultry and vehicle-to-vehicle transfers.

loading density The amount of space provided for an animal in a crate or container, or the number of animals per area provided in a crate or container.

moribund An animal that is unable to stand, exhibits signs of distress or insensibility, and is judged to have little chance of recovery after reasonable attempts have been made to assist it.

nature of the journey Includes duration, distance, route, road conditions, terrain, traffic and any other factors that could affect a journey for livestock.

ostrich *Struthio camelus*

owner A person or company who owns livestock.

persons at destination Means the same as ‘receiver’.

person in charge The person who is responsible for the welfare of the livestock at the times they are in charge for each stage of each journey, including before loading and after unloading. Responsibility for duty of care for livestock welfare may extend to the person’s employer.

pick-up The assembly and loading of poultry into containers and onto the transport vehicle.

pick-up crew Personnel collecting poultry for transport or transporting poultry.

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pig *Sus scrofa domestica* and all other members of the genus *Sus*.

piglet Young unweaned pig.

pithing The process of destroying nervous tissue in and around the brainstem to ensure death by either inserting a rod into the hole created by a projectile or transecting the spinal cord at the foramen magnum.

poultry Domestic fowls, turkeys, geese, ducks, guinea fowls, quails, pigeons and pheasants and partridges reared or kept in captivity for breeding; and the production of meat or eggs for consumption or for restocking supplies of game park enterprises.

ramp A stockyard structure used for loading and unloading livestock.

ratite Any bird species that cannot fly because its smooth or raftlike sternum (breastbone) lacks a keel to which flight muscles can be anchored. In these standards, ratites refer to the emu and ostrich.

reasonable action Those actions regarded as reasonable to be done by an experienced person in the circumstances to address a problem.

Can be further determined by a process of arbitration (the final process of arbitration being in a court of law).

receiver A person(s) at the destination who is/are responsible for receiving the livestock. They may include; consignee's, owners, operators and staff of properties, feedlots, saleyards, depots and livestock processing plants. There is also a responsibility for livestock welfare that extends to company management at the destination.

rest period or rest stop A driver rest stop, where the vehicle is stationary and animals usually remain on the vehicle. Livestock are inspected on the vehicle but it is not recognised as a spell for livestock.

risk to welfare of livestock

The potential for a factor to affect the welfare of livestock in a way that causes pain, injury or distress to livestock. The outcome could include sunburn, hypothermia, heat stress, dehydration, exhaustion, abortion, injury, metabolic disease or death. These risks can be managed by undertaking reasonable actions to prevent or reduce the risk.

saleyard Premises where livestock are gathered and ownership of livestock is exchanged; that is, livestock are bought and sold.

salvage operation A rescue operation where livestock are required to be moved to slaughter, treatment or better circumstances.

segregate To separate by physical and/or visual means.

selection of livestock The process of inspection that livestock meets the 'fit to load' criteria for the intended journey and the actions taken to present the livestock for transport.

#### *Definitions 95*

sheep *Ovis aries* and other members of the genus *Ovis*.

southern Australia That part of Australia south of latitude 26 degrees south.

sow An adult female pig which has had one or more litters.

spell — mandatory A spell is a mandatory requirement when maximum time off water is reached before starting a further journey, as defined by standards for each species.

A mandatory spell is where a standard requires an animal to be spelled.

Water, food and space to lie down must be provided to all livestock, on a stationary vehicle or off a vehicle.

Where animals are unloaded, a spell starts from the time all

animals are unloaded and ends when animals are handled for reloading.

spelling, spell or  
spelling period —  
voluntary

A spell may occur voluntarily before loading, mid-journey or at the completion of a journey.

Water and space to lie down must be provided to all livestock, on a stationary vehicle or off a vehicle. Food and shelter may also be provided. A spell must be a minimum of 4 hours to be recognised for the provision of water and rest.

Where animals are unloaded, a spell starts from the time all animals are unloaded and ends when animals are handled for reloading.

The time used for spells of longer than 4 hours during the journey will not be included in the calculation of the total time off water.

A spell less than 4 hours duration is not recommended or recognised for water deprivation time calculation, but can be undertaken as necessary.

Where livestock are spelled for 24 hours, any subsequent journey can be considered as a new water deprivation period.

A spell does not include time spent in curfew.

standards The acceptable animal welfare requirements designated in this document. The requirements that must be met under law for livestock welfare purposes.

stock handler A person who handles or moves livestock. A stockman or stockperson.

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stop Any time that a livestock transport vehicle is stationary for any purpose. It may be an opportunity to inspect livestock but is otherwise irrelevant for the management of livestock transport.

Care may need to be taken with the impact of prevailing climatic conditions on livestock. Same as driver rest stop.

stress A response by animals that activates their behavioural, physiological or psychological coping mechanisms.

stun To make an animal unconscious.

supplier See *Livestock consignor*.

time off water When water is not reasonably accessible for livestock. Equivalent to *Water deprivation time*.

transporter or transport  
operator

The driver of the vehicle. A person who transports livestock on a vehicle and is self employed or employed by a livestock transport company or another business including a livestock business.

Any operator of a livestock transport vehicle.

unbroken horse A horse that has not been handled and cannot be led or restrained by a halter.

under control In relation to working dogs, 'under control' means that they are

fully responsive to the commands of a stockperson at all times while mustering livestock.

vehicle The moving conveyance in which the animal is transported, including the means of propulsion. For example, the prime mover, livestock crate, container, and wagon or locomotives, ancillary trailer, rigid body truck or other road transport.

velvet Velvet is the skin covering the highly vascular spongy tissue that later matures into calcified hard antler. Deer are said to be 'in velvet' if the antler is > 4 cm of velvet or > 4 cm of hard antler.

ventilation Natural or mechanically induced air movement sufficient to provide oxygen and remove excessive heat load and noxious gases.

veterinary advice Advice from a veterinarian registered in Australia. A veterinarian offering advice or services has a responsibility to ensure that they are competent on the subject in question.

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water Water of sufficient quality as defined by the *Australian and New Zealand Water Quality Guidelines 2000* (Chapter 4.3) and presented in a manner such that animals will drink enough to maintain health and hydration.

Issues include temperature, salinity, and method of presentation, previous experience, taste and smell.

See [http://www.mincos.gov.au/pdf/anz\\_water\\_quality/wqgch4.pdf](http://www.mincos.gov.au/pdf/anz_water_quality/wqgch4.pdf)

water deprivation time The total time animals are deprived of water, including during mustering away from water, yarding and water curfew time before transport, loading, time on the vehicle whether moving or stationary unless reasonable access to water is provided, and time during unloading and holding at the destination until reasonable access to water is provided.

Where a voluntary spell exceeds four hours, the time that water is provided to livestock during the spell can be added to extend the total time of the trip if the livestock meet the fitness requirements.

See *Time off water*

weak Livestock that are sufficiently affected so they do not meet the 'normal' criteria for the journey but are able to be managed for successful transport.

weaner pig A pig that has been weaned from the sow up to 30 kilograms liveweight.

welfare of livestock Any component of the livestock welfare state that is recognised as being important for the species in question in an everyday sense. The normal expectations of welfare that would apply to a livestock species in a normal situation.

yearling horse Horse older than first registered birth date.